



Red Line Extension Project

Preferred Alignment Announcement, Public Open House, and Displacements Outreach Summary

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

Prepared by:

125 S. Wacker Drive
Suite 600
Chicago, IL 60606



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Attachments

Attachment 1 – Project Noticing and Informational Materials

- Press Release
- Project Handout (English and Spanish)
- Open House Flyer (English and Spanish)
- Display Ad Tear Sheets
- Website
- Postcard
- eBlasts
- Transit Alert Card

Attachment 2 – Media Articles

Attachment 3 – Elected Official and Community Meetings

- Elected Official Briefing Sign-In Sheets
- Community Group Meeting Sign-In Sheets and Meeting Minutes

Attachment 4 – Agency Involvement

- Cooperating & Participating Federal Agency Letter
- Cooperating & Participating Federal Agency and Tribal Mailing List
- Letters to Agencies that Provided Comments on the Draft EIS
- Participating Nonfederal Agency Letter
- Participating Nonfederal Agency Mailing List
- Agency Sign-In Sheets and Meeting Minutes

Attachment 5 – Public Open House Materials

- Photos
- Sign-In Sheets
- Comment Card (English and Spanish)

- Exhibit Boards

Attachment 6 – Comments Received

Attachment 7 – Displacements Informational Materials

- Website Informational Packet (including FAQs in English)
- FAQs (Spanish)
- FTA General Acquisition & Relocation Information Brochure
- Property Owner Letter - Potentially Displaced and No Longer Potentially Displaced
- Resident/Lessee Letter - Potentially Displaced and No Longer Potentially Displaced
- Affected Railroad Letters
- Affected Agency Letters

Attachment 8 – Displacements Meeting Materials

- Photos
- Sign-In Sheets
- Exhibit Boards

Section 1

Introduction

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street. The proposed Red Line Extension (RLE) Project would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Each new station would include bus and parking facilities. The 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. The project is 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 FTA.

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

Based on public feedback and additional project planning and engineering work conducted in 2017, CTA selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented UPRR East and West Options. The alignment would run south along I-94 from the 95th Street Terminal, then curve west along the north side of I-57 (within the I-57 right-of-way) for nearly one-half mile until reaching the UPRR corridor near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place, the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft EIS. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

This technical memorandum summarizes the public and agency outreach efforts conducted for the selection of the Preferred Alignment. This includes general outreach related to the announcement of the Preferred Alignment, as well as displacement-specific outreach efforts conducted to property owners and residents who would be potentially displaced by the project. Outreach to property owners in 2018 served to follow up with the more comprehensive notices and outreach conducted in 2016 to notify property owners affected by either the UPRR East or West Options. Based on selection of the Preferred Alignment, outreach efforts in early 2018 provided information to owners

of 258 private properties on whether their property would be impacted or whether it was no longer impacted by the Preferred Alignment. Four private properties and three property owners impacted by the Preferred Alignment were not identified as impacted with both the UPRR East and West Options in 2016. These properties were identified as impacted during additional study of the geometry of crossing over UPRR at 108th Place and modifications to the alignment east of Union Pacific Railroad right-of-way in 2017.

Details of public outreach conducted before, and as part of the development of the RLE Project Draft EIS, are provided as part of the Draft EIS.

Section 2

Project Informational Materials and Open House Notification

CTA used a variety of outreach and notification methods to announce the Preferred Alignment, notify potentially-displaced property owners and residents, and invite interested parties to attend and participate in the public open house meeting.

CTA issued a press release on Friday, January 26, 2018 announcing the Preferred Alignment and the upcoming public open house meeting. In addition, CTA performed the following as part of the announcement of the Preferred Alignment and open house:

- Updated the project website to include the open house flyer
- Published display advertisements in six regional and local newspapers
- Posted transit alert cards, or “car cards” at the 95th Street Terminal, on Red Line trains, and on buses that serve the project area
- Sent letters to all cooperating and participating agencies with information on the Preferred Alignment and the open house
- Sent an eBlast to all email addresses on the project contact list
- Sent postcards to all mailing addresses on the project contact list

2.1 Informational Materials

CTA produced a variety of materials to inform the public about the RLE Project and announcement of a Preferred Alignment and open house.

2.1.1 Project Handout

The RLE Project Handout provided details about the project in a compact, one-page, front and back format. The following information was included on the flyer:

- Description of the Preferred Alignment and how it compares to the East and West Options
- Information about comments received during 2016 public outreach and comment period
- Property displacement and noise and vibration impacts
- Expected next steps and timeline for the project

The Project Handout was available at all community meetings, displacement meetings, and the public open house. **Attachment 1** contains both English and Spanish language versions of the Project Handout.

2.2 Press Release

On January 26, 2018, the City of Chicago Mayor's Office and CTA Media Relations issued a press release announcing the Preferred Alignment and the public open house meeting. The press release was accompanied by a verbal announcement from Mayor Rahm Emanuel on the same day at Block Park, 346 W. 104th Street, located in the project area. At the press event, Mayor Emanuel provided context on the implications of the RLE Project for the City and for residents. The press release was posted to the Office of the Mayor's website and the CTA's website on January 26, 2018. The press release is included in **Attachment 1**.

2.3 Display Ads

CTA prepared display ads announcing the Preferred Alignment and the public open house meeting. Display ads were published in several local and regional publications (see **Table 1**). **Attachment 1** contains tear sheets for each publication. The publications include traditional news outlets, local community publications, and a Spanish language publication.

Table 1: Display Ads Announcing Public Open House

Publication Date	Media Outlet
1/27/2018	Chicago Sun-Times
1/31/2018	Chicago Defender
1/31/2018	Beverly Review
1/31/2018	Chicago Citizen
2/2/2018	Hoy (Spanish Newspaper)
2/3/2018	Chicago Crusader

2.4 Project Website

CTA updated the RLE Project website on January 26, 2018 (the date of announcement). The website provides general information about the RLE Project, archived materials about the public hearing and public comment period for the Draft EIS, and updated information on the Preferred Alignment. The website's Frequently Asked Questions were also updated along with images and documents that show the alignment. The project website also contains historical project information from 2009-2014. Copies of the exhibit boards from the open house were posted to the website following the open house on February 13, 2018. **Attachment 1** contains a PDF of the project website.

2.5 Postcard Notifications

On January 26, 2018, CTA mailed postcards with information on the selection of a Preferred Alignment and invited community members to the public open house. The postcards were mailed

to approximately 4,268 addresses, including public agencies, business groups, churches, schools, community/neighborhood groups and associations within or near the project area, which were initially identified in the Alternatives Analysis in 2007-2009 and added to in later project phases. In addition, postcards were mailed to all residents and businesses near the Preferred Alternative and previous alternative alignments, including those on parcels either immediately adjacent to the alignment or separated from the alignment by a street, park, vacant parcel, or one residence. Attendees of previous Red Ahead project meetings who requested information about other Red Line projects were also included in the postcard mailing. The postcard provided details about the public open house, including how to utilize transit for meeting location access and contact information to request assistance at the open house. The postcard also included an offer of additional interpretation services in Spanish or sign language with advance notice. **Attachment 1** contains a copy of the postcard.

2.6 eBlast Notifications

CTA sent an email (eBlast) to approximately 1,200 email addresses on the RLE Project contact list on January 26, 2018. The eBlast included information on the project, selection of a Preferred Alignment and information about the public open house with appropriate links to the project website. CTA sent a second eBlast to 1,186 email addresses on February 7, 2018, reminding recipients of the upcoming public open house. In both instances, more than 300 people opened the email. **Attachment 1** contains copies of the two eBlasts.

2.7 Transit Alert Cards

CTA developed a transit alert card, or “car card,” to provide information about the selection of the Preferred Alignment and public open house. CTA posted copies of the transit alert cards at the 95th Street Terminal, on all Red Line rail cars, and on all buses operating out of the 103rd Street garage, which serves many of the routes that operate within the project limits.

Attachment 1 contains a copy of the transit alert card.

2.8 Media Coverage

In response to the CTA announcement on January 26, 2018, news articles about the RLE Project appeared in local media. **Table 2** summarizes the articles about the project that appeared within one month of the announcement. **Attachment 2** contains a copy of each article.

Table 2: Published News Articles, January 26, 2018 - February 28, 2018

Date	Media Outlet	Article Title
January 26, 2018	Chicago Tribune	CTA determines path for proposed Red Line south extension to 130th Street
January 26, 2018	ABC7 Eyewitness News	CTA announces proposed path for Red Line extension to 130th Street, adding 4 new stations
January 26, 2018	Curbed Chicago	CTA reveals route, four new stations for Far South Side Red Line extension
January 26, 2018	Chicago Tribune	Five takeaways after CTA announces route for Red Line 'L' extension

Date	Media Outlet	Article Title
January 26, 2018	Chicago Sun-Times	Route defined, where will city find \$2.3B to fund CTA Red Line extension?
January 26, 2018	Chicago Tribune	As officials plan Red Line extension, there's still no green to fund it
January 26, 2018	WGN-TV	CTA unveils proposed Red Line extension to 130th Street
January 26, 2018	CBS Chicago	CTA Announces Path For Red Line Extension
January 26, 2018	Mild Sauce News (blog)	News Catch Up • Steve Bannon to Speak at U Chicago, Red Line Extension & More
January 29, 2018	Chicago Magazine	Chicago Plans a Red Line Extension—But Could It Be Done Faster and Cheaper?
January 29, 2018	Patch Chicago	Mayor, CTA Announce 'Preferred Alignment' For Red Line Extension
January 29, 2018	Progressive Railroading	CTA unveils Preferred Alignment for Red Line extension
January 30, 2018	Railway Track & Structures	Preferred Alignment for CTA Red Line extension selected
January 30, 2018	Construction Dive	Chicago Transit Authority unveils details for \$2.3B rail extension
January 31, 2018	The Chicago Reporter	New Red Line extension plan would uproot fewer Far South Side homes
February 2, 2018	WLS AM	Community Spotlight Segment
February 5, 2018	The Columbia Chronicle	CTA proposes route for transportation desert
February 5, 2018	The Architect's Newspaper	CTA announces route of proposed Red Line expansion
February 7, 2018	Chicago Reader	Can the CTA and Metra play nice?
February 12, 2018	Chicago Tribune	Public invited to weigh in on CTA's planned Red Line extension on South Side
February 14, 2018	Streetsblog Chicago (blog)	South Siders Share Their Thoughts on the Red Line Extension Project
February 21, 2018	The Chicago Citizen	Minority Contractor will Contribute to Red Line Extension
February 26, 2018	In These Times	Chicago's Far South Side Is Finally Getting a Train—And It's Thanks to Decades of Organizing
February 28, 2018	Chicago Reader	Would far-south-siders be willing to swap the long-awaited Red Line extension for a cheaper, quicker solution?

Section 3

Public and Agency Outreach

CTA has maintained active, ongoing public and agency outreach since the Alternatives Analysis in 2006. This section details additional public and agency outreach efforts conducted as part of the early 2018 outreach efforts to reach and coordinate with the public, including elected officials and community groups, as well as federal, state, and local agencies.

3.1 Elected Officials Briefings

CTA contacted federal, state, and local elected officials to inform them of the Draft EIS, the scheduled public open house, and to provide additional project information about the RLE Project. On January 24 and 25, 2018, CTA met with elected officials to brief them on the project and the selection of the Preferred Alignment. **Table 3** summarizes the elected official offices that were briefed. **Attachment 3** contains sign-in sheets from these meetings.

Table 3: Federal, State, and Local Official Briefings

Representing	Date of Briefing
Chicago 6th Aldermanic Ward	1/24/2018
Chicago 8th Aldermanic Ward	1/24/2018
Chicago 9th Aldermanic Ward	1/24/2018
Chicago 10th Aldermanic Ward	1/24/2018
Chicago 17th Aldermanic Ward	1/24/2018
Chicago 21st Aldermanic Ward	1/24/2018
Chicago 34th Aldermanic Ward	1/24/2018
U.S. Senator Tammy Duckworth	1/25/2018
U.S. Representative Bobby L. Rush, Illinois 1st District	1/25/2018
U.S. Representative Robin Kelly, Illinois 2nd District	1/25/2018
State Senator Jacqueline Y. Collins, Illinois 16th District	1/25/2018
State Senator Donne Trotter, Illinois 17th District	1/25/2018
State Representative Marcus Evans, Illinois 33rd District	1/25/2018
State Representative Thaddeus Jones, Illinois 29th District	1/25/2018
Cook County 4th District	1/25/2018
Cook County 5th District	1/25/2018

3.2 Community Groups Outreach

CTA Government and Community Relations staff conducted focused outreach to interested groups about the project and to inform them about the selection of the Preferred Alignment. During this outreach, CTA Government and Community Relations staff offered to meet with each group to

discuss the project and its impacts. **Table 4** lists the community groups that met with CTA in 2018. **Attachment 3** contains meeting sign-in sheets and meeting notes.

Table 4: Community Group Meetings

Organization	Date	Attendees
Agape Community Center	3/08/2018	5
People for Community Recovery (Altgeld Gardens)	4/16/2018	7
Chicagoland Prison Outreach	5/18/2018	3
Greater Roseland Chamber of Commerce	6/27/2018	9
Southeast Jobs Collaborative	9/20/2018	16

CTA Government and Community Relations staff will continue to reach out to these groups as the project moves forward and leverage existing relationships to ensure meaningful engagement.

3.3 Agency Outreach

CTA sent letters to federal, state, and local cooperating and participating agencies as well as tribal organizations. These letters contained information on the Preferred Alignment, updates to the RLE Project, and invited representatives to attend the public open house. The agencies and organizations that received this notice are listed below. **Attachment 4** contains letter templates and mailing lists.

Cooperating Agency

- Federal Highway Administration

Federal Participating Agencies

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

Regional Participating Agencies

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

State Participating Agencies

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

Local Participating Agencies

- City of Chicago, Office of the Mayor
- Chicago Department of Business Affairs and Consumer Protection
- Chicago Department of Fleet and Facility Management
- Chicago Department of Planning and Development
- Chicago Department of Transportation
- Chicago Housing Authority
- Chicago Park District
- Chicago Police Department

Tribal Organizations

- Citizen Potawatomi Nation
- Forest Country Potawatomi
- Ho-Chunk Nation
- 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 Mississippi in Iowa
- Sac and Fox Nation of Missouri
- Sac and Fox Nation of Oklahoma

In addition to sending letters, CTA Government and Community Relations and RLE Project staff met with state, regional and local participating agencies to update them on project status, inform them of the selection of the Preferred Alignment and discuss future coordination opportunities and needs. **Table 5** lists the agencies that met with CTA in 2018. **Attachment 4** contains meeting sign-in sheets and meeting notes.

Table 5: Agency Meetings

Agency	Date	Attendees
Regional Transportation Authority (RTA)	2/27/2018	2
Metra Commuter Rail	2/27/2018	1
Pace Suburban Bus Service	2/27/2018	4
Chicago Department of Transportation (CDOT)	3/8/2018	1

Agency	Date	Attendees
Chicago Department of Planning and Development (DPD)	3/8/2018	1
Chicago Park District (CPD)	3/8/2018	3
Illinois Department of Transportation (IDOT) District One	3/12/2018	7
Metropolitan Water Reclamation District of Greater Chicago (MWRD)	3/16/2018	7
Cook County Department of Transportation and Highways (DoTH)	4/3/2018	2
Cook County Land Bank Authority	4/3/2018	1

Section 4

Public Open House

CTA hosted a public open house to provide an update on project progress and present the Preferred Alignment. The open house provided the public with an opportunity to ask questions about the Preferred Alignment and other project details in an open, conversational setting. The public open house was held:

Date: Tuesday, February 13, 2018
Time: 6:00 to 8:00 p.m.
Location: Gwendolyn Brooks College Preparatory Academy
250 E. 111th Street
Chicago, IL 60628

The open house location was accessible per the Americans with Disabilities Act (ADA). The open house was held in the project area and accessible by public transportation (CTA's Red Line 95th Street Terminal and CTA buses #115 Pullman/115th Street, #34 South Michigan Avenue, and #119 Michigan/119th Street). For the convenience of all attendees, the rail station and bus routes nearest to the public open house site were publicized on the public open house flyer, postcard notice, eBlasts, and on the project website. To provide the greatest opportunity for community participation, the public open house was scheduled on a weekday evening. Spanish translators and an interpreter for deaf and hard of hearing individuals were available during the public open house. A total of 246 people signed in at the public open house. **Attachment 5** contains photos from the public open house as well as the sign-in sheets and other meeting materials.

4.1 Public Open House Format

The public open house provided attendees an opportunity to review the proposed project, the Preferred Alignment, potential environmental and property impacts as well as mitigation measures proposed. The open house format also allowed the public to provide feedback, ask questions and discuss concerns directly with project staff.

Exhibit boards staffed by project team members provided information on the project purpose and need; the process for determining the Preferred Alignment and alternatives considered in the Draft EIS; environmental impacts of the project and proposed mitigation measures; and information on the process to be followed for property acquisition and relocation.

Project team members staffed workstations to answer specific questions from the public related to property acquisition and relocation and project engineering.

CTA played a video about the project called "Improving Access, Increasing Livability: The CTA Red Line South Extension." The video re-played continually throughout the meeting in a corner of the room. The video was prepared by the Chicago Metropolitan Agency for Planning (CMAP) in

partnership with CTA. The video is available online: www.cmap.illinois.gov/mobility/transit/red-line.

4.2 Public Open House Materials

Project team members offered open house attendees comment cards and Project Handouts as they entered the open house. Both the comment card and Project Handout were available in both English and Spanish. A Spanish language interpreter and an interpreter for deaf and hard of hearing individuals were available to assist attendees. Copies of the public open house exhibits were made available on the project website and remain available as part of the project website.

The comment cards allowed attendees to submit written comments during or after the public open house. Space was provided on the front and back sides of comment cards for commenters to provide feedback. Directions were included on how to submit feedback after the meeting. **Attachment 5** contains both English and Spanish language public open house comment cards.

4.3 Exhibit Boards

CTA developed project exhibit boards for use during the public open house. The boards included the following:

1. Welcome (Open House Purpose and Ways to Provide Comments)
2. Project Purpose and Need
3. Preferred Alignment (Narrative Explanation)
4. Preferred Alignment (Maps)
5. Project Visualizations (Stations)
6. We Heard You (Summary of Comments Received on Draft EIS)
7. Property Displacements
8. Noise and Vibration Impacts
9. Section 4(f) – Impacts to Parks
10. Park Concept Visualizations
11. Quick Facts about Acquisition and Relocation
12. Next Steps and Timeline

Attachment 5 contains the exhibit boards.

CTA and project team members, including professional planners and engineers, 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 directly after the public open house and remain available on the project website.

The workstation dedicated to potential property displacements resulting from the project included large-scale maps of the project area showing potential property displacements, as well as addresses and photos to facilitate discussion. CTA also provided FTA's "General Acquisition & Relocation Information" brochures, which summarize property owners' and tenants' rights under the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 ("Uniform Act"). Relocation outreach specialists staffed the workstation to discuss specific displacement-related questions with meeting attendees. CTA also posted the property displacement maps and address listings on the project website (see **Section 5**).

4.4 Comments Received

CTA invited open house attendees to submit comments during the public open house. Comments could also be submitted via email or U.S. mail. Email comments could be sent to a project-specific email address (RedExtension@transitchicago.com) found on the comment cards, project website, and on all notification materials. The comment cards, project website, and all other noticing materials also provided the mailing address for submitting written comments via U.S. mail. CTA received a total of 42 comments between January 26, 2018 and April 26, 2018; **Table 5** summarizes the number of written public comments received. No additional written comments were received from public agencies, tribes, or railroads.

Main themes from the comments 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 train service and construction
- Requests for the project to employ community members
- Incorporating community designs/artistic expression opportunities
- Potential for transit-oriented development

Table 6: Summary of Comments Received

Format Returned	Number of comments
Public Open House	27
Displacements Meetings	2
Community Group Meetings	2
Email	11
Total	42

Attachment 6 contains all comments received between January 26, 2018 and April 16, 2018.

Section 5

Displacement Outreach

CTA undertook an extensive outreach process to notify property owners and lessees affected by the displacements required for the Preferred Alignment. CTA took similar measures to communicate with properties owners and lessees who would no longer experience displacement as a result of the selection of the Preferred Alignment. To provide the greatest opportunity for stakeholder questions and input, CTA employed a variety of methods to notify property owners and lessees of displacements and educate them about the displacement and relocation process as described in the Uniform Act.

5.1 Informational Materials

5.1.1 Frequently Asked Questions

CTA produced a Frequently Asked Questions (FAQs) document to help answer the most common questions potentially-impacted property owners and tenants might have about the property acquisition and relocation process. The document answered the following questions:

- Which alignment option did CTA select?
- How would I know if my property is affected?
- What are my rights as a property owner?
- What type of compensation will I receive?
- How will CTA determine the purchase price for my property?
- What if I don't own this property but rent an apartment, or lease space for my business?
- If CTA acquires my property, will you provide me help in relocating?
- What will happen next with the RLE Project?
- If I have additional questions about potential property acquisitions, who should I call?
- How can I learn more about the RLE Project?

The FAQs handout was included in all mailings to potentially-displaced property owners and tenants and the public open house. **Attachment 7** contains a packet of information about displacements that was posted on the RLE Project website; the packet includes a brief overview of the displacement process and the displacements FAQs handout. Both the English and Spanish language versions of the FAQs are provided in **Attachment 7**.

5.1.2 FTA General Acquisition & Relocation Information Brochure

CTA provided FTA's "General Acquisition & Relocation Information" brochure to property owners and lessees as requested. It was also made available at the public open house. The brochure summarizes the acquisition and relocation process. **Attachment 7** contains the brochure.

5.2 Letters Mailed to Property Owners and Tenants

CTA mailed letters to 231 property owners and tenants at approximately 150 private properties that would be affected by the Preferred Alignment. The letters detailed updated project information, including how the Preferred Alignment impacts the property, and information about the property acquisition and relocation process. Another 127 letters were sent to property owners and tenants at private properties that are not affected by the Preferred Alignment, but who were previously notified about potential displacement during the 2016 Draft EIS process. Letters to property owners and tenants were sent via both regular and certified mail on January 25, 2018 to arrive on January 26, 2018. FAQs were included in these letters. Letters and FAQs in Spanish were sent to property owners and tenants identified as Spanish-speaking through previous outreach efforts.

In addition, CTA reached out separately to the public agencies and railroads that would be affected by the project by mailing each agency/railroad a letter with agency/railroad-specific information. Letters to public agencies and railroads were mailed on January 26, 2018.

Attachment 7 contains copies of the letters sent to private property owners, tenants, public agencies, and railroads.

5.3 Door-to-Door Outreach

In addition to delivery via regular and certified mail, CTA's relocation outreach specialists went door-to-door to hand deliver the letters and materials from January 26, 2018 to February 6, 2018. The outreach specialists visited potentially-displaced properties and properties that would no longer be displaced. Outreach specialists spoke with property owners and tenants and provided an explanation of the RLE Project, displacements, and provisions under the Uniform Act that would apply to properties acquired for the project. CTA's relocation outreach specialists acted as a single point-of-contact to answer specific questions regarding relocation rights, requirements, processes and anticipated timelines.

Many potentially-displaced property owners and tenants were home when the relocation outreach specialists hand-delivered the letters. At properties where no one was present and the building did not appear vacant, outreach specialists left the letters and materials at the front door.

5.4 Displacements Community Meetings

CTA invited potentially-displaced property owners and tenants to attend one of two informational community meetings on February 6, 2018 and February 8, 2018 in the project area to learn more about the project and the acquisition and relocation process. All who received a letter were welcome to attend either of the meetings. During the meetings, attendees could review exhibit boards that described the project and the acquisition and relocation process.

Each meeting had three workstations where attendees could speak with relocation outreach specialists and CTA staff and one workstation where attendees could have a conversation with project engineers. These stations allowed one-on-one conversations about the reasons for displacement specific to their property, the project timeline, their rights under the Uniform Act, and the benefits that would be provided to them. A total of 27 people signed in at the two meetings. **Table 6** shows the locations, dates and times, and attendee counts of each meeting. **Attachment 8** contains photos, sign-in sheets, and exhibit boards from the displacements meetings.

Table 7: Displacements Community Meeting Information

Meeting Location	Date and Time	Attendees
Fenger Academy High School 11220 S. Wallace Street Chicago, IL 60628	February 6, 2018 5:30 - 7:30 PM	12
Palmer Park Gymnasium 201 E. 111th Street Chicago, IL 60628	February 8, 2018 5:30 - 7:30 PM	15

5.4.1 Displacements Meetings Materials

Project team members offered meeting attendees comment cards, displacement FAQs documents, RLE Project Handouts, and the FTA's "General Acquisition & Relocation Information" brochure. Attendees were also invited to provide their contact information and check a box at sign-in to indicate that they would like to be contacted to set up an in-person meeting to discuss their property. A Spanish language interpreter and an interpreter for deaf and hard of hearing individuals were available at both displacements meetings. A copy of the displacement FAQs were made available on the project website and remain available as part of the project website.

The comment cards allowed attendees to submit written comments during or after the displacements meetings.

Large-scale maps of the project area with displaced properties clearly marked and labeled were provided to allow meeting attendees and CTA representatives to easily identify attendees' properties. These maps facilitated discussion about reasons for potential displacement specific to each property. Individual property information sheets with addresses and photos further facilitated discussion. **Attachments 7 and 8** contain the materials made available at the displacements meetings.

5.4.2 Exhibit Boards

Four exhibit boards were on display during the displacements meetings. The boards included the following topics:

1. Welcome (Meeting Purpose, Ways to Provide Comments and Schedule Individual Meetings)
2. Preferred Alignment (Description)

3. Preferred Alignment (Map)
4. Quick Facts About Acquisition and Relocation
5. Next Steps and Timeline

CTA and project team members, including professional planners and engineers, 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 after the public open house and remain available on the project website.

5.4.3 Comments Received

Attendees were invited to provide comments in writing during the displacements meetings. Meeting attendees were advised that they could also submit their comments via email or U.S. mail. Email comments could be sent to a project-specific email address (RedExtension@transitchicago.com) found on the comment cards, project website, and on all notification materials. The comment cards, project website, and all other noticing materials also provided the mailing address for submitting written comments via U.S. mail.

A total of 2 written comment cards were submitted during the displacements meetings. Those comment cards are included in **Attachment 6**.

5.5 Customer Service Hotline

In an effort to quickly provide reliable communication regarding displacements and the property acquisition and relocation process, CTA's Customer Service Department fielded calls from potentially-displaced property owners and residents.

Customer service representatives answered general inquiries. Questions and concerns requiring additional expertise, such as those regarding specific properties or details about the property acquisition and relocation process, were forwarded to the RLE Project Uniform Act experts to be answered within 24 hours of the initial request.

5.6 Individual Consultations

RLE Project Uniform Act experts, building on relationships developed from initial property outreach in 2016, have continued to provide property owners and tenants with the opportunity to discuss the project and its impacts through individual consultations by phone or in person. These efforts, while more informal in nature, have provided property owners with additional assistance and ability to answer questions about the project and process/timeline for acquisition during 2018 outreach efforts in particular.

Attachment 1

Project Noticing and Informational Materials

Press Release

Project Handout - English

Project Handout - Spanish

Open House Flyer - English

Open House Flyer - Spanish

Display Ad Tear Sheets

Website

Postcard

e-Blast #1: January 26, 2018

e-Blast #2: February 7, 2018

Transit Alert Card



Mayor Emanuel and CTA Announce Preferred Alignment for Red Line Extension to 130th Street

1/26/2018

Expanded rail service to the Far South Side of Chicago will improve access to jobs and opportunity, promote economic development

Mayor Rahm Emanuel and the Chicago Transit Authority (CTA) today announced that the agency has selected a preferred alignment for the Red Line Extension (RLE)—a project that will extend the Red Line to 130th Street from 95th Street. The RLE project will provide new access to rail service for Far South Side residents, connecting them to affordable housing, jobs, services and educational opportunities.

“Today we are taking a major step towards extending the Red Line to 130th Street and delivering the jobs and economic opportunities that go with it,” Mayor Emanuel said. “By extending the Red Line south we are strengthening Chicagoans’ connections to each other, to opportunity and to the world.”

The proposed 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street. Each of the new stations would include bus and parking facilities. The project is expected to create an estimated 6,200 jobs.

After taking into consideration extensive public feedback, technical analysis and other factors, the CTA selected a route for the RLE project that would:

- Begin the extension at 95th Street and run along the west side of the Union Pacific Railroad tracks from I-57 south to approximately 109th Street;
- Cross the Union Pacific Railroad tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street; and
- Continue south to 130th Street.

“We are happy to introduce our preferred alignment for the Red Line Extension, a transformational project that will expand rail service to Chicago’s southernmost communities and create better access to jobs, education and opportunities,” CTA President Dorval R. Carter, Jr. said. “We made this selection based on feedback from the community, and look forward to moving forward on this project.”

The preferred RLE alignment would provide all the benefits of new rail service for the area while minimizing the impact on local businesses and homes. The alignment is a hybrid of two previously considered alignments—the East and West Options, named for where they were located next to existing freight railroad tracks—and offers the best of each while limiting the number of properties CTA must purchase to build the rail extension. The selected alignment also takes advantage of several large parcels of land that are currently vacant and will allow for economic development opportunities.

The project is a key part of Mayor Emanuel and CTA's "Red Ahead" investment in its busiest rail line that includes the \$425 million Red Line South Reconstruction that was completed in 2013 and the ongoing \$280 million construction of a new 95th Street Terminal, which will be completed in 2018.

What's next?

CTA will host a public open house on February 13, 2018 from 6 p.m. until 8 p.m. at the Gwendolyn Brooks College Preparatory Academy gymnasium (250 East 111th Street, Chicago, Illinois) to present the alignment to the community.

CTA will produce a final Environmental Impact Study (EIS) that will include further preliminary engineering work and will analyze impacts of the proposed alignment. This engineering work is required before CTA can apply for more than \$1 billion in federal funds to support the RLE project, estimated to cost \$2.3 billion.

CTA expects to apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase of this project, a necessary step to pursue federal funding for the project under the competitive federal "New Starts" program. For more information on the Red Line Extension project, visit transitchicago.com/redeis.

###

The proposed **Red Line Extension (RLE) Project** is one part of CTA's **Red Ahead Program**, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line.

Preferred Alignment Selected

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 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Each new station would include bus and parking facilities.

Based on public feedback, technical analysis, and agency coordination, CTA has selected a route that would run along the west side of the Union Pacific Railroad tracks from I-57 south to approximately 108th Place, then would cross the Union Pacific Railroad tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street.

How the Preferred Alignment Compares

The Preferred Alignment is a combination of the previously presented East and West Options. It would capture the benefits and minimize the impacts of either option and incorporates the feedback received on the Draft Environmental Impact Statement (EIS).

Project Benefits/Impacts	East Option	West Option	Preferred Alignment
Minimizes Affected Parcels	✗	✓	✓
Minimizes Affected Residences	✗	✓	✓
Minimizes Affected Businesses	✓	✗	✓
Avoids Impact to Historic Roseland Pumping Station	✗	✓	✓
Maximizes Economic Development Opportunities	✓	✗	✓



2016 PUBLIC OUTREACH WE HEARD YOU!

CTA received 284 comments during the comment period. Many comments expressed concern about property displacements and potential noise and vibration impacts. The Preferred Alignment would have **fewer impacts** than either the East or West Option.

Property Displacement Impacts

The Preferred Alignment would affect **fewer residences** than the East Option, and **fewer businesses and jobs** than the West Option.

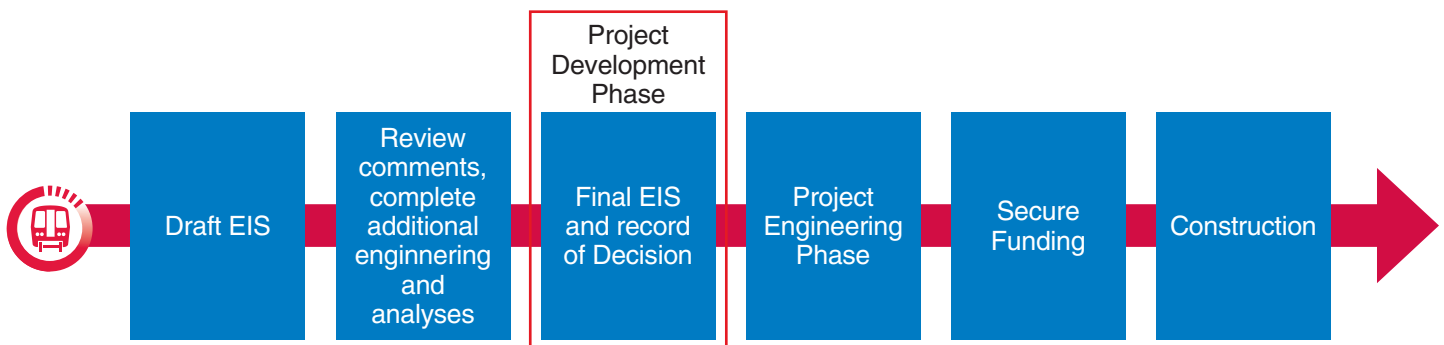
Noise and Vibration Impacts

CTA would construct an approximately 4-foot high noise barrier along the tracks and implement other mitigation strategies to **resolve all potential severe and moderate noise impacts** due to the project. Based on the analysis, the project would result in **no impacts from vibration**.

Next Steps and Timeline

Now that CTA has selected the Preferred Alignment, a Final Environmental Impact Statement will be prepared and preliminary engineering will be conducted. On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next 5 years for the RLE Project, which will allow for completion of these next steps.

CTA will apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase to pursue federal funding for construction of this project under the competitive federal “New Starts” program. Project Development and securing full funding for the RLE Project under this program is a multiyear, multistep process. CTA will continue to work with the community to complete this important project.



El **Proyecto de expansión de la línea roja (RLE)** propuesto es parte del **programa Red Ahead** (Rojo a la vista) de CTA, una iniciativa amplia para mantener, modernizar y expandir la línea de tren más transitada de Chicago.

Alineamiento preferido elegido

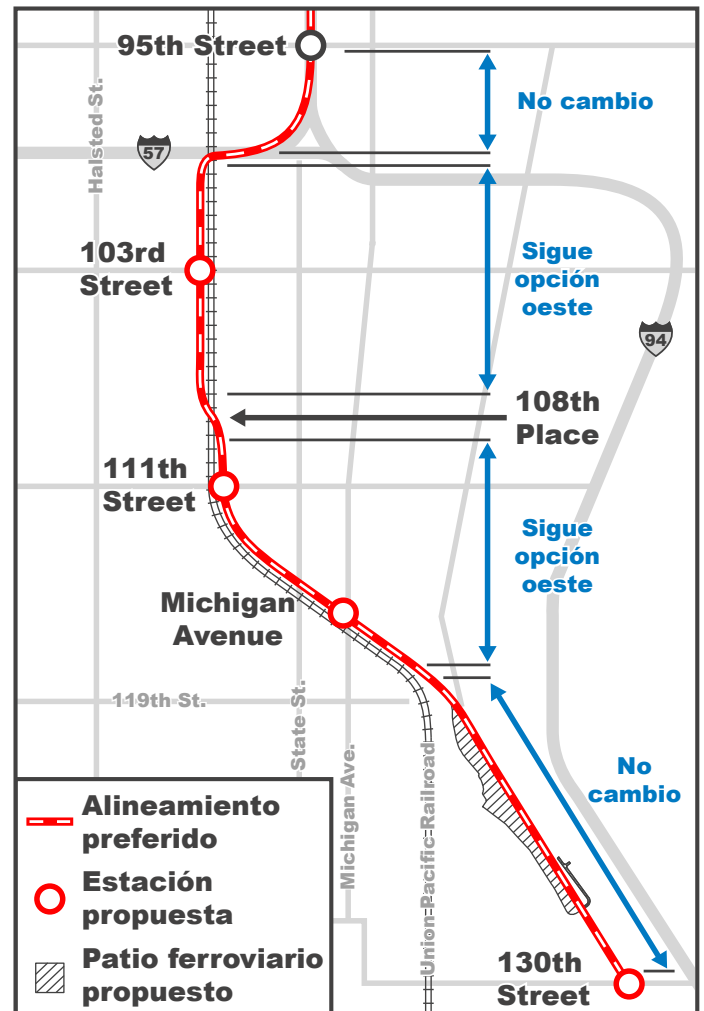
Chicago Transit Authority (CTA) propone expandir la Línea Roja desde la terminal existente desde 95th/ Dan Ryan hasta 130th Street, sujeto a la disponibilidad de fondos. La expansión propuesta de 5.3 millas incluiría cuatro estaciones nuevas cerca de 103rd Street, 111th Street, Michigan Avenue y 130th Street. Cada estación nueva incluiría instalaciones para autobuses y estacionamiento.

Basándose en los comentarios del público, análisis técnico y coordinación de las agencias, CTA ha elegido una ruta que correría al oeste de los rieles de Union Pacific Railroad (UPRR) desde I-57 sur hasta aproximadamente 108th Place, luego cruzaría los rieles de UPRR y correría al este de los rieles hasta cruzar los rieles de Metra Electric cerca de 119th Street, y continuaría en dirección sur hacia 130th Street.

Cómo se compara el alineamiento preferido

El alineamiento preferido es una combinación de las opciones este y oeste de UPRR presentadas anteriormente. Capturaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios recibidos sobre el borrador de la Declaración de Impacto Ambiental.

Beneficios/ impactos del proyecto	Opción este	Opción oeste	Alineamiento preferido
Minimiza parcelas afectadas	✗	✓	✓
Minimiza residencias afectadas	✗	✓	✓
Minimiza negocios afectados	✓	✗	✓
Evita impacto sobre la estación histórica: Roseland Pumping Station	✗	✓	✓
Maximiza las oportunidades de desarrollo económico	✓	✗	✓



DIFUSIÓN AL PÚBLICO 2016 LO ESCUCHAMOS!

CTA recibió 284 comentarios durante el periodo de comentarios. Muchos comentarios expresaron preocupación sobre los desplazamientos de las propiedades y los posibles impactos de ruido y vibración. El alineamiento preferido tendría **menos impacto** que con las opciones este u oeste.

Impacto de desplazamientos de propiedades

El alineamiento preferido afectaría **menos residencias** que con la opción este, y **menos negocios y empleos** que con la opción oeste.

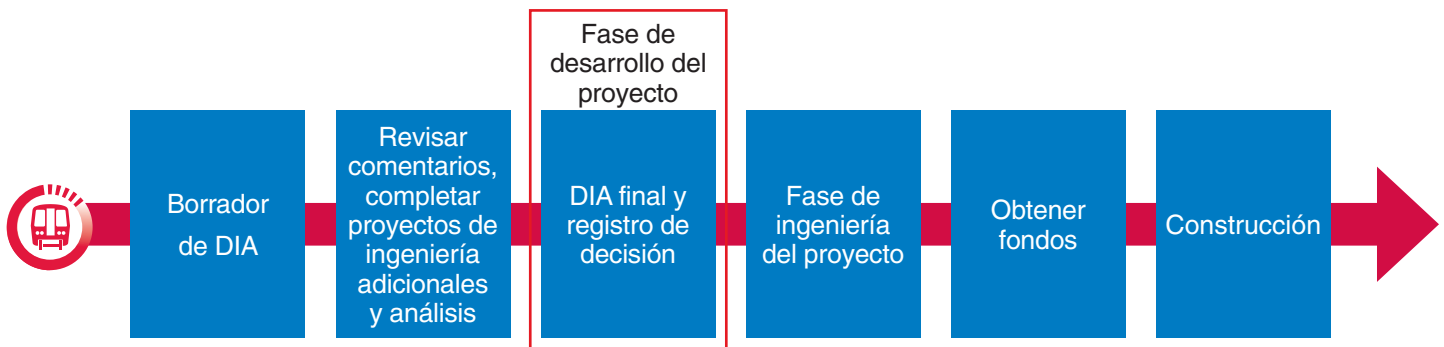
Impacto del ruido y vibración

CTA construiría una barrera de ruido de aproximadamente 4 pies de altura a lo largo de los rieles e implementaría otras estrategias de mitigación para **resolver todos los posibles impactos de ruido graves y moderados** debido al proyecto. Basándose en el análisis, el proyecto **no tendría impacto de vibración**.

Próximos pasos y plazos

Ahora que CTA ha elegido un alineamiento preferido, se preparará una declaración de impacto ambiental final y se llevarán a cabo estudios preliminares de ingeniería. El 27 de noviembre de 2016, el alcalde Emanuel y CTA anunciaron la aprobación de fondos por la cantidad de \$75 millones durante los próximos 5 años para el proyecto de RLE, los cuales permitirán que se completen los próximos pasos.

CTA solicitará a la Federal Transit Administration (FTA) el ingreso a la fase de desarrollo del proyecto para obtener fondos federales para la construcción del proyecto conforme al programa federal competitivo "New Starts". El desarrollo del proyecto y la obtención de todos los fondos para el proyecto de RLE conforme a este programa es un proceso de varias etapas que tomará varios años. CTA continuará trabajando con la comunidad para completar este proyecto importante.





You are invited to an Open House on the Red Line Extension Project

When and Where?

Tuesday, February 13, 2018 – 6:00 - 8:00 p.m.

Gwendolyn Brooks College Preparatory Academy
Main Gym (West Side of Building)
250 E. 111th Street, Chicago, IL 60628

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

This location served by CTA Bus #111, 4, 34, 111A, 115, and 119; and Metra Electric 111th Street (Pullman) Station.

This facility is accessible to people with disabilities.

At the open house, you will learn more about the Preferred Alignment and anticipated project benefits and impacts. You will also have the opportunity to provide feedback.

CTA has developed additional details for the proposed RLE route

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

Based on public feedback, technical analysis, and agency coordination, CTA has selected a Preferred Alignment that would run along the west side of the Union Pacific Railroad (UPRR) tracks from I-57 south to approximately 108th Place, then would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. The Preferred Alignment is a combination of the previously presented UPRR East and West Options. It would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement.

CTA welcomes your comments and feedback about the Preferred Alignment and potential impacts.

Do you require assistance?

If you require an interpreter, including sign language services, or other accommodations at this open house, contact **Gerald Nichols, CTA Vice President, Community Relations**, at least 5 days before the open house at **(312) 681-3700** or GNichols@transitchicago.com.

Para más información en Español, llame al **(312) 681-2828**.



RedExtension@transitchicago.com



transitchicago.com/RedEIS



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Está invitado a una audiencia pública sobre el Proyecto de expansión de la Línea Roja

Fecha y lugar

Martes 13 de febrero de 2018 – 6:00 - 8:00 p.m.

Gimnasio Principal de Gwendolyn Brooks College, Preparatory Academy (al lado oeste del edificio)
250 E. 111th Street, Chicago, IL 60628

**Por favor entre por la puerta 8. Hay estacionamiento disponible detrás del edificio. La entrada del lote de estacionamiento se encuentra en King Drive.*

Esta ubicación dispone del servicio de autobuses de CTA #111, 4, 34, 111A, 115 y 119; y la estación 111th Street (Pullman) de Metra Electric.

Las instalaciones son accesibles a las personas con discapacidades.

En la casa abierta, aprenderá más sobre el alineamiento preferido y los beneficios e impactos previstos del proyecto. También tendrá la oportunidad de ofrecer sus comentarios.

CTA ha elaborado detalles adicionales para la ruta de RLE propuesta

CTA propone expandir la Línea Roja desde la terminal existente desde 95th/Dan Ryan hasta 130th Street, sujeto a la disponibilidad de fondos. Este proyecto es parte del programa Red Ahead (Rojo a la vista) de CTA, una iniciativa amplia para mantener, modernizar y expandir la línea de tren más transitada de Chicago.

Basándose en los comentarios del público, análisis técnico y coordinación de las agencias, CTA ha elegido un alineamiento preferido que correría al oeste de los rieles de Union Pacific Railroad (UPRR) desde I-57 sur hasta aproximadamente 108th Place, luego cruzaría los rieles de UPRR y correría al este de los rieles hasta cruzar los rieles de Metra Electric cerca de 119th Street y continuaría en dirección sur hacia 130th Street. El alineamiento preferido es una combinación de las opciones este y oeste de UPRR presentadas anteriormente. Este alineamiento capturaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios recibidos sobre el borrador de la Declaración de Impacto Ambiental.

CTA agradece sus comentarios y opiniones sobre el alineamiento preferido y sus posibles impactos.

¿Necesita ayuda?

Si necesita un intérprete, incluidos los servicios de lenguaje de señas u otras adaptaciones durante esta casa abierta, comuníquese con **Gerald Nichols, Vicepresidente de CTA, Relaciones con la Comunidad**, por lo menos 5 días antes de la casa abierta al **(312) 681-3700** o GNichols@transitchicago.com.

Para más información en español, llame al **(312) 681-2828**.



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RED AHEAD
Moving Ahead to a Better Red


You are invited to an Open House on the Red Line Extension Project

CTA is proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment, which would run along the west side of the Union Pacific Railroad tracks from I-57 south to approximately 108th Place, then would cross the Union Pacific Railroad tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street.

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This meeting will be conducted in an open house format.

(888) YOUR-CTA (888-968-7282).

Para más información en Español, llame al (312) 681-2828



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She the People: Girlfriends' Guide to Sisters Doing it for Themselves



“She the People” ensemble members Alexis J. Roston and Kimberly Michelle Vaughn.

RED AHEAD
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You are invited to a Public Hearing on the Red Line Extension Project

CTA is proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street.

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By Rick and Brenda McCain

Let's Play

“She The People: Girlfriends' Guide to Sisters Doing it for Themselves” is directed by Carly Heffernan and is written by Carisa Barreca, Marla Caceres, Carly Heffernan, Tien Tran and Lauren Walker. This power team has led the way of women taking the lead by shedding some light on an invasion of women taking center stage and reclaiming comedy through liberty and the pursuit of hilariousness.



Brenda and Rick McCain

The women of The Second City are taking us back to move us forward in time with considerable laughter while roasting the patriarchy (the government) who has tried to keep women living in their place in society in “The Middle Ages!”

“I Am Woman Hear Me Roar” is the mission of this all woman play, with its serious topics from the smorgasbord of some funny issues that women are dealing with today.

This form of entertainment is relevant now more than ever because it reflects upon real situations with relatable characters. “She The People” allows the audience to connect to great storytelling while delivering political and social messages through comedy.

Women can share their perspective on a largescale of issues from reproductive rights to under-representation in most major industries to everyday attack on small issues; from unrealistic beauty expecta-

tions and outdated ideals on femininity to mansplaining in the media.

To witness this up close and to be able to see these very intuitive encounters come to life on the stage and find humor in them is ingenious, liberating, encouraging and necessary for all women.

This two-act sketch gives a great mix of smart, silly and straight up sexy comedy with six very talented actresses. “Girlfriends' Guide to Sisters Doing it for Themselves” will have you literally laughing out loud as they tackle women's concerns with wit and unstoppable humor. The all woman cast in this side-splitting show takes us on a journey of how far we have progressed over the years as we have come to a standstill unleashing the power of merriment.

“She The People” is delightfully amusing and facetiously witty from women shown in television commercials advertising everything from deodorant to medicine to fibromyalgia. Let's hear it for American women trying to balance family, career and cocktails amid today's politically-challenged climate.

Let's Play recommends this play because sometimes girls just want to have fun. So, grab your mothers, sisters, friends, aunts, nieces, cousins and co-workers to come out and celebrate freedom to laugh out loud where it's safe to take off your pants! And yes men, you are allowed to join in on the fun.

The cast includes:

Carisa Barreca
Alex Bellisle
Katie Caussin
Maria Randazzo
Aaxis J. Roston
Kimberly Michelle Vaughn



Br. Rice senior forward Susmarski, a team captain, works his way around a St. Ignatius defender in the first game of the Kennedy Cup series. The Crusaders did not score against St. Ignatius goalie Charles Doherty during two games. Br. Rice looks to be a threat in the Chicago Catholic League again next year. (Review photo)

Young Crusaders look to state

by Tim O'Brien

With the team struggling in mid-December and landing near the bottom of the Chicago Catholic League (CCL) hockey standings, a berth in the Kennedy Cup playoffs was no sure thing.

However, the Crusaders closed strong, catching fire at the right time to earn a playoff berth.

The eight-seed against top-seeded St. Ignatius, Br. Rice pushed the Wolfpack in both games but were ultimately swept, falling 1-0 on Jan. 25 and 4-0 on Jan. 27 at Southwest Ice Arena in the best-of-three series.

"We started the season off really rough where we couldn't win a game, but near the end of the season we got in a groove and really took off," said Br. Rice junior Billy Jeffers. "It was a cool push to the playoffs. We played well against Ignatius, but our offense couldn't generate many opportunities."

Br. Rice, a 21-seed, will square off against 12-seed York in the upcoming state playoffs with a date and time to be announced.

With the Crusaders struggling to knock in a goal in the St. Ignatius series, senior goalkeeper Josh Moro did his best to keep the team afloat.

He finished with 53 saves over two games and limited the Wolfpack to 2 goals through the third period of game two. St. Ignatius finally broke through, piling up 3 goals in 6 minutes late in the third.

Moro said positives will come despite the series sweep. "As a defense, it was a strong series. We kept the slot cleared," Moro said. "That's what we need to build off of for state. It's definitely frustrating. We thought we could go further and beat



Br. Rice junior defender Billy Jeffers, a Beverly resident and St. Barnabas graduate, takes a shot in game one against St. Ignatius. Jeffers and senior goalkeeper Josh Moro led a defense that slowed down the Wolfpack offense that scored 10 goals in two games against the Crusaders in the regular season. (Review photo)

Ignatius, but we've got a lot of positives going in."

Moro has been the defensive backbone for a young Crusaders squad that this year typically plays four freshmen and waves of underclassmen overall.

"Josh has always been the pillar for the team, and he came up so big for us at the end of the season," said Br. Rice Coach Paul Manning. "We just couldn't bury the puck. We ended up losing to a better team; that's it."

Fighting its way into the Kennedy Cup playoffs, Br. Rice posted some key wins late, including a 1-0 shutout over St. Rita and a playoff-clinching 1-0 win over Benet

on the last day of the regular season.

Even when things looked bleak, Moro knew the effort would be there.

"This team has so much heart," Moro said. "Winning 1-0 and dominating or losing 1-0, they're going all out every second. That's what I love about the team."

With so many young players expected back, Jeffers, a Beverly resident and St. Barnabas graduate, knows the Crusaders will be a threat in the CCL next year.

"I think we can be a really good hockey team next year," Jeffers said. "We've got to work hard in the offseason and get prepared."

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CTA is proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street.

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When and Where?
Tuesday, February 13, 2018 – 6:00 - 8:00 p.m.

Gwendolyn Brooks College Preparatory Academy
Main Gym (West Side of Building)
250 E. 111th Street, Chicago, IL 60628

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

This location is served by CTA Bus #111, 4, 34, 111A, 115, and 119; and Metra Electric 111th Street (Pullman) Station.

Facility accessible to people with disabilities.

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Unfortunately, many patients leave the hospital following surgery with a prescription for 30 or more highly addictive opioid pills (e.g., Vicodin, hydrocodone and oxycodone), and about 6 percent are still using them three months or longer after the procedure.

"Nobody needs a prescription for 30 or 50 opioids, and even those who are in major pain should only take them for a day or two," said ASA President James D. Grant, M.D., M.B.A., FASA. "There are effective alternatives. Many people don't need opioids at all or at least should drastically reduce the amount they take."

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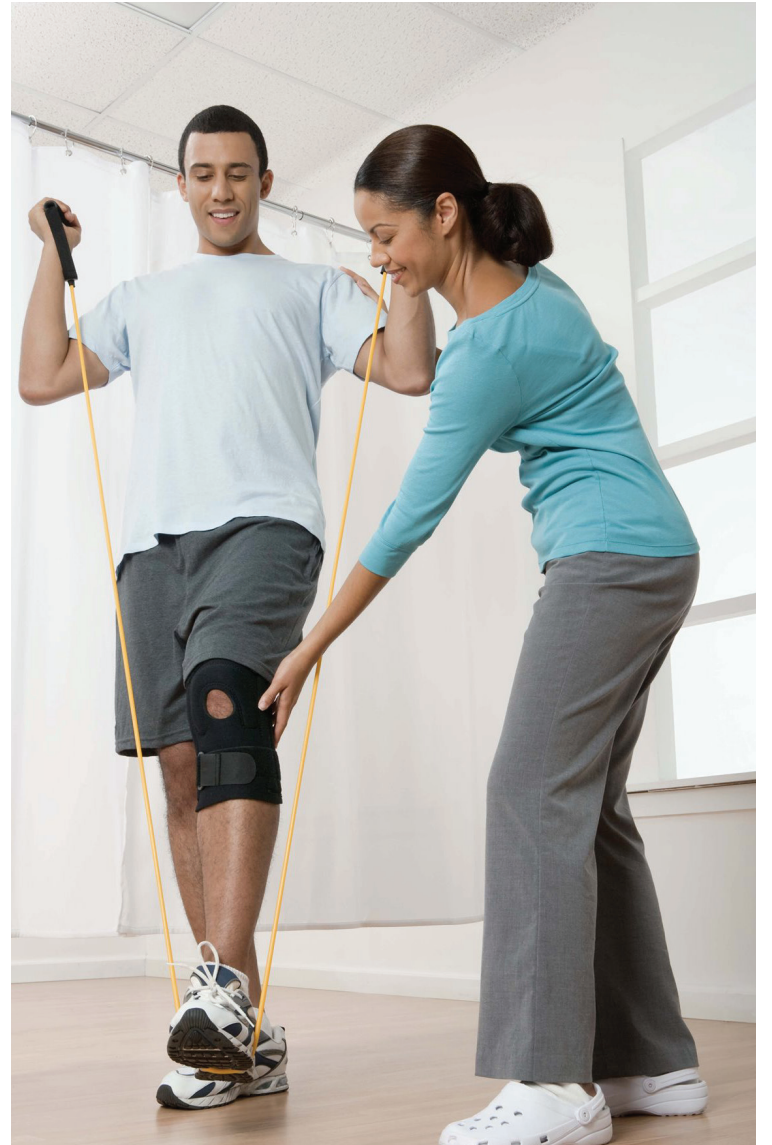
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Northside
Community
Resources

Empowering Lives, Enriching Neighborhoods

INFORMACIÓN GRATIS DE CIUDADANÍA

Aprenda:

- Acerca de clases de ciudadanía gratis
- Acerca de clases de ingles gratis
- Servicios legales disponibles
- Gratuitos y/o con bajo costo

Para más información contacte a:

Aga Kusmierz
(773) 338-7722 ext. 720
aga@northsidecr.org

Marvin Gutierrez
(773) 338-7722 ext. 723
marvin@northsidecr.org





northsidecommunityresources.com

o visítenos en
1530 W. Morse Ave
Chicago, IL 60626



MANTENTE INFORMADO Y SIGUE EN CONTACTO.

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Está invitado a una audiencia pública sobre el

Proyecto de expansión de la Línea Roja

CTA propone expandir la Línea Roja 5.3 millas desde 95th Street hasta 130th Street.

Basándose en las opiniones del público, planificación de proyecto y trabajo de ingeniería adicional realizado en el pasado año, CTA ha elegido un alineamiento preferido, el cual correría al oeste de los rieles de Union Pacific Railroad desde I-57 sur hasta aproximadamente 108th Place, luego cruzaría los rieles de Union Pacific Railroad y correría al este de los rieles hasta cruzar los rieles de Metra Electric cerca de 119th Street y continuaría en dirección sur hacia 130th Street.

El alineamiento preferido es una combinación de las opciones este y oeste de UPRR presentadas anteriormente. Capturaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios recibidos sobre el borrador de la Declaración de Impacto Ambiental (DIA).

Fecha y lugar?

**Martes 13 de febrero de 2018
6:00 - 8:00 p.m.**

Gimnasio principal de Gwendolyn Brooks College Preparatory Academy (al lado oeste del edificio)
250 E. 111th St, Chicago, IL 60628

Por favor entre por la puerta 8. Hay estacionamiento disponible detrás del edificio. La entrada del lote de estacionamiento se encuentra en King Drive.

Esta ubicación es dispone del servicio de autobuses de CTA #111, 4, 34, 111A, 115 y 119; y la estación 111th Street (Pullman) de Metra Electric.

Las instalaciones son accesibles a las personas con discapacidades.

La reunión se llevará a cabo en un formato abierto al público.

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LITERATURA



'Fin de guardia'
(Plaza Janés)

Es el último volumen de la trilogía basada en la historia del detective Bill Hodges, que dio inicio con la novela 'Mr. Mercedes' en 2014

Fin de guardia

Por Stephen King

La hora más oscura es la que precede al alba.

A Rob Martin le vino esta máxima a la cabeza al volante de la ambulancia, mientras avanzaba lentamente por Upper Marlborough Street camino de la base, el Cuartel de Bomberos número 3.

Se dijo que quienquiera que la formulara desde luego había dado en el clavo, porque estaba más oscuro que el culo de una marmota y no faltaba mucho para que amaneciera.

Aunque el día, cuando por fin despuntase, no iba a ser gran cosa; amanecería con resaca, por así decirlo. Se había levantado una niebla densa, cargada con el olor del cercano Gran Lago, en realidad no tan grande.

Y para hacerlo todavía más divertido caía una llovizna tenue y fría. Rob cambió el limpiaparabrisas de intermitente a lento. No mucho más adelante surgie-

ron de la negrura dos arcos amarillos inconfundibles.

—¡Las tetas doradas de América! —exclamó Jason Rapsis en el asiento del copiloto. Rob había trabajado con muchos sanitarios durante los quince años que llevaba en Urgencias, y Jace Rapsis era el mejor: de trato fácil cuando no pasaba nada, inalterable y concienzudo cuando ocurría todo al mismo tiempo—. ¡Nos darán de comer! ¡Alabado sea el capitalismo! ¡Para, para!

—¿Seguro? —preguntó Rob—. ¿Después de la demostración práctica de lo que puede hacerte esa mierda que acabamos de ver?

Volvían de un servicio en una de las McMansiones de Sugar Heights, donde un tal Harvey Galen había telefoneado a Urgencias quejándose de unos dolores atroces en el pecho. Lo encontraron tumbado en el sofá de lo que los ricos sin duda llamaban «el gran salón», como una ballena varada con pijama de

seda azul. Su mujer daba vueltas en torno a él, convencida de que estiraría la pata de un momento a otro.

—¡McDonald's, McDonald's! —entonó Jason brincando en su asiento. El profesional serio y competente que acababa de tomar las constantes vitales al señor Galen (mientras Rob, justo a su lado, sostenía el maletín de primeros auxilios con el equipo para las maniobras de respiración y los fármacos para el corazón) había desaparecido. Con el flequillo rubio delante de los ojos, Jason parecía un crío de catorce años demasiado grande para su edad—. ¡Te digo que pares!

Rob paró. A él tampoco le vendría mal plantarse ante un McMuffin de salchicha, acompañado quizá de una de aquellas cosas de patata y cebolla que parecían lenguas de búfalo al horno.

Había varios coches en el carril de la ventanilla de autoservicio. Rob se situó al final de la cola.

National A. Philip Randolph Pullman Porter Museum announces Gentle Warrior Awards Gala Recipients

Outstanding local women in business, technology, education and labor, an iHeart Radio executive, and a longtime elected state official are among the honorees to be recognized at the National A. Philip Randolph Pullman Porter Museum Gentle Warrior Awards gala on Feb. 24 from 5 to 9 p.m. in the Parkway Ballroom, 4455 S. King Drive.

Educator Beulah McLloyd, principal of Walter H. Dyett School for the Arts, and Illinois State Rep. LaShawn K. Ford will receive the Gentle Warrior Award, along with nationally recognized figures including U.S. Rep. Maxine Waters (D-California; to be accepted by her designee) and actor-producer-director Robert Townsend (“Hollywood Shuffle”).

Jaquie Algee, vice president and director of external relations for SEIU

Healthcare and one of the organizers of the Women’s March on Chicago, is joined by Derrick Brown, director of urban programming for iHeart Radio, as this year’s Change Agent Award recipients.

And JinJa Birkenbeuel, CEO of Birk Creative and a Google technology coach, will be the inaugural recipient of the Descendants of Distinction Award, created to honor descendants of the Pullman Porters, the group of distinguished railroad workers who formed the first Black labor union in the U.S., chartered under the American Federation of Labor. Birkenbeuel joins a long list of renowned descendants that include former first lady Michelle Obama, actress Taraji P. Henson (“Hidden Figures,” “Empire”), actor Andre Braugher and Tom Joyner, host of the Tom Joyner



Beulah McLloyd



JinJa Birkenbeuel



Jaquie Algee

Rod Doss honored with NNPA Publisher Lifetime Achievement Award

By Stacy M. Brown (NNPA
Newswire Contributor)

For 50 years, Rod Doss has remained dedicated to the **New Pittsburgh Courier** and his success has been among the more celebrated of Black Press publishers.

Doss received the National Newspaper Publishers Association’s 2018 NNPA Publisher Lifetime Achieve-

ment Award at a ceremony in Las Vegas last week.

“There is no greater honor than to be recognized by your peers,” said Doss.

“His integrity as a journalist is impeccable,” said Leavell. “He’s contributed a lot and he’s really deserving of this honor. [Rod Doss] put the ‘I’ in the word ‘integrity.’”



(Left-right) Dorothy Leavell, the chairman of the NNPA; Rod Doss, the publisher of the New Pittsburgh Courier; Marilyn Harvey, Rod Doss’ sister; Dr. Benjamin F. Chavis, Jr., the president and CEO of the NNPA; and Hiram Jackson, the CEO of Real Times Media, celebrate Doss’ career achievements, during the 2018 NNPA Mid-Winter Conference in Las Vegas, Nevada. (Freddie Allen/AMG/NNPA)

ment Award at a ceremony in Las Vegas last week.

“There is no greater honor than to be recognized by your peers,” said Doss.

NNPA Chairman Dorothy Leavell, NNPA President and CEO Dr. Benjamin F. Chavis Jr., and Real Times Media CEO Hiram Jackson were on hand to present Doss the award.

Doss was joined on the podium at the ceremony by his sister, Marilyn Harvey, who he called his biggest

boosters and biggest fan.

Chavis said that Doss not only continues to manifest a distinguished career as a publisher of a Black-owned newspaper in America, but also that his work ethic embod-

ies the high standards of journalism; Chavis added that Doss is committed to freedom, justice and equality for all humanity.

Robert W. Bogle, the chairman, president and CEO of **The Philadelphia Tribune**, agreed.

“He worked his way up and made a real difference,” Bogle said. “He’s provided leadership to the **New Pittsburgh Courier** that’s led to the success of the newspaper.”

Doss joined the **Courier** in 1967 as

Morning Show.

“The Pullman porters introduced class, culture and education to the African American community and framed it in a way that made it important to us as a people,” said Dr. Lyn Hughes, museum founder. “They planted seeds in our ancestry that made us want to do more, be more, strive for more. They were education stalwarts who gained middle class status in the service/hospitality sector with dignity and conviction.”

A. Philip Randolph founded the Brotherhood of Sleeping Car Port-

ers. He was one of America’s foremost labor and civil rights leaders, who became known as the “Gentle Warrior.”

In 2000, in his honor, the NAPRPP museum created the Gentle Warrior Awards Gala to recognize individuals who exhibit a similar commitment, focus and tenacity that Randolph displayed.

For ticket information visit Eventbrite or go to <https://aprpullman-portermuseum.org/special-events/>. Entertainment to be provided by R&B, house music duo The Pullman Porters.



Derrick Brown

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

You are invited to an Open House on the

Red Line Extension Project

CTA is proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street. Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment, which would run along the west side of the Union Pacific Railroad tracks from I-57 south to approximately 108th Place, then would cross the Union Pacific Railroad tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street.

The Preferred Alignment is a combination of the previously presented UPRR East and West Options. It would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement.

When and Where?
Tuesday, February 13, 2018
6:00 - 8:00 p.m.

Gwendolyn Brooks College Preparatory Academy
Main Gym (West Side of Building)
250 E. 111th Street,
Chicago, IL 60628

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

This location is served by CTA Bus #111, 4, 34, 111A, 115, and 119; and Metra Electric 111th Street (Pullman) Station.

Facility accessible to people with disabilities.

This meeting will be conducted in an open house format.

(888) YOUR-CTA (888-968-7282).
Para más información en Español, llame al (312) 681-2828.



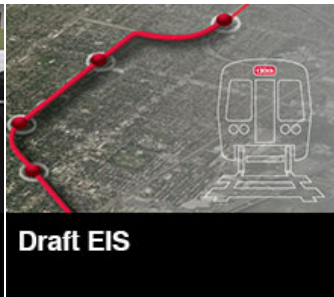
RED AHEAD



Red Line Extension Project

Connecting the 95th/Dan Ryan Terminal to 130th Street

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 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Each new station would include bus and parking facilities. This project is one part of the [Red Ahead](#) Program to extend and enhance the entire Red Line.

**What's new?****Draft EIS****Frequently asked questions****Project documents archive****Preferred Alignment****Potential property displacements**

View the [project map](#).

Project benefits

- Reduces commute times for residents both within and south of the project area.
- Improves mobility and accessibility for transit-dependent residents in the project area.
- Improves 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.
- Provides an opportunity for potential connections and linkages to other public transportation modes including regional commuter rail in the project area.
- Fosters economic development in the project area, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts.
- Provides a modern, efficient rail car storage yard and shop facility to provide storage and cost-effective preventive maintenance for rail cars associated with the Red Line Extension (RLE) Project, rail cars currently stored in the existing 98th Street Yard and Shop, and rail cars supporting additional Red Line expansion of service.

Get involved and stay informed

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

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If you have any questions related to the Chicago Transit Authority's proposed Red Line Extension, or would like to be added to the project contact list for future updates, 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, IL 60661-1465

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What's New?

CTA Selects a Preferred Alignment for Red Line Extension

In fall 2016, CTA published a Draft Environmental Impact Statement (EIS) and held a public hearing on Tuesday, November 1, 2016 at St. John Missionary Baptist Church to obtain comments on the benefits and impacts of two options that were under consideration for the Red Line Extension (RLE) Project alignment—the East Option and the West Option. Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options and would run along the west side of the Union Pacific Railroad tracks from I-57 south to approximately 108th Place, then would cross the Union Pacific Railroad tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. [See the project map.](#)

This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft EIS. The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option. [See full press release.](#)

Public Open House Scheduled for the Red Line Extension Preferred Alignment

CTA hosted a public open house on Tuesday, February 13, 2018 at Gwendolyn Brooks College Preparatory Academy to provide information on the Preferred Alignment for the RLE Project. The meeting location was ADA compliant and accessible by public transit.

This meeting was conducted in an open house format. CTA welcomed comments and feedback about the Preferred Alignment and potential impacts.

[View the exhibit boards](#)

September 2017 Newsletter

- [September 2017 Newsletter](#)
- [Boletín Informativo septiembre 2017](#)

Mayor Emanuel and CTA announce \$75 million investment in Red Line extension

On November 27, 2016, Mayor Emanuel and CTA announced that the CTA Board approved an amendment to its FY2016-FY2020 Capital Improvement Plan to include \$75 million in funding for the Red Line Extension (RLE) Project, a plan to extend Red Line rail service to 130th Street from 95th Street

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that includes four new rail stations on Chicago's Far South Side. ([See the full press release](#))

Draft EIS

CTA and the Federal Transit Administration (FTA) prepared a Draft EIS based on the technical analysis of impacts of the alternatives. The Draft EIS documents the benefits and impacts of the alternatives under consideration, which includes impacts to parks and wetlands.

The Draft EIS is available [here](#).

Draft EIS public hearing and comments



CTA hosted a public hearing on Tuesday, November 1, 2016 at St. John Missionary Baptist Church to provide information about the Draft EIS and solicit comments from the public. The meeting location was ADA compliant and accessible by public transit.

This meeting was conducted in an open house format. The public was invited to provide comments on the Draft EIS either verbally to a court reporter or in writing during the public hearing.

Comments on the Draft EIS were accepted from October 6 to November 30, 2016, and CTA thanks everyone who submitted a comment. The Federal Transit Administration (FTA) and CTA will review the comments received during the public comment period and will address all comments in the Final EIS.

[View the exhibit boards](#)

Related

- Press Release: [Mayor Emanuel and CTA Announce Preferred Alignment for Red Line Extension to 130th Street](#)
- Press Release: [CTA Publishes the Draft Environmental Impact Statement for the Red Line Extension Project](#)
- Notice of Availability for the Draft EIS ([English](#)) ([Spanish](#))
- RLE Citizens' Guide ([English](#), [English smaller download size](#)) ([Spanish](#))
- RLE Project Overview ([English](#)) ([Spanish](#))





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Draft Environmental Impact Statement (EIS)

Overview

The National Environmental Policy Act (NEPA) requires evaluation of potential environmental impacts associated with federal projects and actions. In accordance with the NEPA process, the Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) published a Draft Environmental Impact Statement (EIS) in 2016 that evaluated the environmental impacts of constructing and operating the proposed project. Two Union Pacific Railroad (UPRR) Alternative options were evaluated as part of the Draft EIS. Based on public feedback on the Draft EIS as well as additional project planning and engineering work conducted, CTA has selected a [Preferred Alignment](#). Now that CTA has selected the Preferred Alignment, a Final EIS will be prepared and preliminary engineering will be conducted.

Draft Environmental Impact Statement

The Draft EIS was available for public review and comment from October 6 to November 30, 2016. The Draft EIS includes an evaluation of the No Build Alternative and the two UPRR Alternative options: the East Option and the West Option. The Draft EIS describes the alternatives, the existing environmental setting, the potential impacts from construction and operation of the alternatives, and proposed mitigation measures to reduce or eliminate potential impacts.

The purpose of the EIS is to study, in a public setting, the effects of the proposed project and its alternatives on the quality of the physical, human and natural environment. The evaluation provides details on the extent to which the proposed project affects these areas. Measures to avoid, minimize, and mitigate potential adverse impacts are also identified.

- Notice of Availability and Public Hearing for the Draft EIS ([English](#)) ([Spanish](#))
- RLE Draft EIS ([Full pdf](#)) ([Accessible version](#))
- RLE Draft EIS Appendix Documents
 - [Appendix A: Alternatives Analysis - Locally Preferred Alternative Report](#) ([Accessible version](#))
 - Appendix B: Scoping Report (Part [1](#) and [2](#)) (Accessible version parts [1](#) and [2](#))
 - Appendix C: Agency Coordination and Public Involvement (Part [1](#), [2](#) and [3](#)) (Accessible version parts [1](#), [2](#) and [3](#))

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- [Appendix D: Purpose and Need Report \(Accessible version\)](#)
- [Appendix E: Description of Alternatives \(Accessible version\)](#)
- [Appendix F: Plans and Profiles \(Accessible version\)](#)
- [Appendix G: Description of Construction and Phasing for Build Alternatives \(Accessible version\)](#)
- [Appendix H: Transportation Technical Memorandum \(Accessible version\)](#)
- [Appendix I: Construction Impacts Technical Memorandum \(Accessible version\)](#)
- [Appendix J: Land Use and Economic Development Technical Memorandum \(Accessible version\)](#)
- [Appendix K: Displacements and Relocation of Existing Uses Technical Memorandum \(Accessible version\)](#)
- [Appendix L: Neighborhoods and Community Impacts Technical Memorandum \(Accessible version\)](#)
- [Appendix M: Parklands and Community Facilities Technical Memorandum \(Accessible version\)](#)
- [Appendix N: Visual and Aesthetic Conditions Technical Memorandum \(Accessible version\)](#)
- [Appendix O: Noise and Vibration Technical Memorandum \(Accessible version\)](#)
- [Appendix P: Safety and Security Technical Memorandum \(Accessible version\)](#)
- [Appendix Q: Historic and Cultural Resources Technical Memorandum \(Accessible version parts 1 and 2\)](#)
- [Appendix R: Hazardous Materials Technical Memorandum \(Accessible version\)](#)
- [Appendix S: Water Resources Technical Memorandum \(Accessible version\)](#)
- [Appendix T: Cumulative Impacts Technical Memorandum \(Accessible version\)](#)
- [Appendix U: Air Quality Technical Memorandum \(Accessible version\)](#)
- [Appendix V: Biological Resources Technical Memorandum \(Accessible version\)](#)
- [Appendix W: Energy Technical Memorandum \(Accessible version\)](#)
- [Appendix X: Environmental Justice Technical Memorandum \(Accessible version\)](#)
- [Appendix Y: Section 4\(f\) Replacement Park Analysis Technical Memorandum \(Accessible version\)](#)
- RLE Citizens' Guide ([English](#), [English smaller download size](#)) ([Spanish](#))
- [November 2016 Public Hearing Exhibit Boards](#)

Public comments

CTA accepted comments on the Draft EIS from October 6 to November 30, 2016. CTA received 284 comments during this comment period, which helped to inform selection of a Preferred Alignment for the project. Federal Transit Administration (FTA) and CTA will review the comments received during the public comment period and will address all comments in the Final EIS.

While the public comment period for the Draft EIS is now complete, you can continue to submit comments on the project via email or US mail at any time.

RedExtension@transitchicago.com

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

Public hearing

CTA hosted a public hearing on Tuesday, November 1, 2016 at St. John Missionary Baptist Church to provide information about the Draft EIS and solicit comments from the public. The location of the public hearing was ADA-compliant and accessible by public transit.

This meeting was conducted in an open house format. The public was invited to provide comments on the Draft EIS either verbally to a court reporter or in writing during the public hearing.

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Frequently Asked Questions

- [Alternatives](#)
- [The Preferred Alignment and Proposed Service](#)
- [The NEPA Process](#)
- [The Draft EIS: Benefits and Impacts of the RLE Project](#)
- [Next Steps](#)

Alternatives

Q: Which alignment option did CTA select?

A: Based on additional project planning and engineering work conducted over the last year, CTA selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options and would run along the west side of the Union Pacific Railroad tracks from I-57 south to approximately 108th Place, then would cross the Union Pacific Railroad tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. [See the project map.](#)

The Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

Q: Is CTA still considering alternatives for rail service along Halsted Avenue or other Bus Rapid Transit improvements?

A: No. These alternatives were considered early in the environmental review process as potential alternatives. These alternatives have been eliminated based on additional technical analysis and public input received. In August 2014, CTA [announced](#) that the Union Pacific Railroad (UPRR) Alternative is the NEPA Preferred Alternative. CTA prepared a Draft Environmental Impact Statement (EIS), which analyzed the benefits and impacts of locating the line either to the east or west of the UPRR tracks. Based on public input and further planning and engineering conducted, a UPRR Preferred Alignment has now been selected. The Preferred Alignment is a combination of the previously presented East and West Options. [See the project map.](#)

Q: Previously, CTA was considering using the existing Union Pacific Railroad (UPRR) right-of-way to construct RLE. Is that still under

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consideration?

A: No. CTA had previously considered an option that would have used the existing UPRR right-of-way for the elevated CTA track structure. This option was added in 2012 in response to the Chicago Department of Transportation feasibility study looking at moving UPRR freight operations out of the existing UPRR corridor before the RLE Project. The Right-of-Way Option would only be feasible if the separate project were implemented before implementation of the RLE Project. Coordination between local agencies and the railroads indicated that relocation of UPRR freight operations from this corridor presents considerable challenges; therefore, this option is no longer feasible. Estimated travel times and ridership were the same for the Right-of-Way Option as for the East and West Options.

Q: For the Preferred Alignment near the Union Pacific Railroad (UPRR) tracks, has CTA talked with Union Pacific Railroad representatives?

A: CTA has had preliminary conversations with UPRR and will continue to coordinate with the railroad as the project moves forward. UPRR requires that the CTA tracks be located at least 50 feet from the existing freight tracks because of safety considerations.

The Preferred Alignment and Proposed Service

Q: When would the extended Red Line be open for use?

A: Depending on funding availability and federal approvals, the earliest that the Red Line Extension is expected to begin construction would be in 2022 and service is anticipated to start in 2026.

Q: What are the proposed operating hours for the Red Line Extension?

A: The operating hours for the proposed extension are anticipated to be the same as for the current Red Line, which operates 24 hours every day of the year.

Q: What portion of the extension would be elevated?

A: The Red Line Extension would operate on an elevated structure from approximately 95th Street to 118th Street, where it would transition to an at-grade profile and then continue at grade before terminating near 130th Street. The 103rd Street, 111th Street, and Michigan Avenue stations would be elevated, and the 130th Street station would be at-grade.

Q: Will there be places to park near the new stations?

A: Yes, to accommodate passengers arriving at the Red Line Extension by car, park & ride facilities would be constructed near each station. A total of 3,700 parking spaces would be available along the corridor.

Q: Why is so much parking needed near the new stations?

A: CTA estimated parking demand based on travel demand modeling performed in 2009. CTA will conduct additional analysis and review of parking needs near stations and as part of next phases of project development and engineering.

Q: Would this extension connect to existing Metra Electric or South Shore services?

A: There is potential for connection of the proposed Red Line Extension to the Northern Indiana Commuter Transportation District (NICTD) South Shore Commuter Rail Line near 130th Street, where the two lines would be adjacent to each other. Currently, the NICTD South Shore commuter service does not have a 130th Street station and at this time future plans do not include a 130th Street station. This potential connection will be explored in further detail during the engineering phase. A connection between the Red Line Extension and Metra Electric District at Kensington/115th Street station is not possible because the proposed Red Line Extension routing crosses the Metra Electric District Line approximately ½ mile south of the Kensington/115th Street station.

Q: Is CTA coordinating with Metra on the Red Line Extension Project?

A: Yes, CTA is coordinating with Metra on our progress with the Red Line Extension Project. Metra is a participating agency in the environmental review process for the Red Line Extension Project.

The NEPA Process

Q: What is NEPA?

A: The National Environmental Policy Act of 1969 (NEPA) is a federal law that mandates the consideration of environmental impacts that may have significant impacts on the environment before a project is approved to receive federal funding. The NEPA process provides a decision-making framework to

consider the purpose and need for a proposed action, potential design solutions, project costs, and relative benefits of a proposed project.

Q: What is a Draft Environmental Impact Statement, or Draft EIS?

A: A Draft Environmental Impact Statement, or Draft EIS, summarizes potential impacts to the natural environment and community. The Draft EIS describes the potential environmental benefits and impacts of a proposed project, and identifies measures to avoid, minimize, and mitigate adverse impacts. [A copy of the Draft EIS is available here.](#)

Typically, environmental reviews for proposed transit projects address the following resource areas:

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

The Draft EIS: Benefits and Impacts of the RLE Project

Q: Would CTA need to purchase private property because of the location of the proposed extension?

A: Yes, CTA would need to purchase private property to construct the Red Line Extension. For more information and additional FAQs related to displacements, please see the [Potential Displacements page](#).

Q: How would the proposed extension affect noise and vibration in the community?

A: Section 4.5 of the [Draft Environmental Impact Statement \(EIS\)](#) evaluates the potential for noise impacts to the surrounding community. The analysis shows that all potential severe and moderate noise impacts due to the project would be mitigated by including welded rail, closed deck structures, and noise barriers as part of the final design of the project. Based on the analysis, the project would result in no impacts from vibration. The Preferred Alignment would have similar noise and vibration impacts and mitigations to those for the Union Pacific Railroad (UPRR) East or West Options discussed in the Draft EIS.

Q: What are the potential economic benefits or impacts of the proposed extension?

A: Section 4.1 of the [Draft Environmental Impact Statement \(EIS\)](#) evaluates the economic benefits and potential impacts of the proposed extension. As part of the public review of the Draft EIS, the public had the opportunity to review and comment on the analysis. The proposed project could spur economic revitalization and the development of more livable, transit-supportive communities near the proposed stations. The Chicago Metropolitan Agency for Planning states that the RLE Project would increase access to jobs; access to jobs within 1 hour of the proposed 111th Street station would increase by 56 percent. Additional jobs would be created with investment in the Red Line Extension Project.

Q: How would the proposed Red Line Extension affect current CTA services, both during construction of the new service and during operation of the new service?

A: Once the proposed extension is complete, existing bus routes may be changed to complement the new high-capacity transit service. Depending on the specific route of the service, the number of routes feeding into the 95th

Street Terminal may be reduced, which would also reduce congestion in and around this facility. More detailed construction schedules will be developed as additional engineering is completed for the project, after the environmental review. CTA's general guidelines minimize the effects of construction on existing transit services; however, bus reroutes are possible.

Q: How does work on the other Red Ahead projects affect progress on the Red Line Extension?

A: The Red Line Extension Project is one part of the Red Ahead Program to extend and enhance the entire Red Line. The Red Ahead Program consists of separate projects with their own separate sources of potential funding and timelines. These projects are mutually beneficial and are combined into the Red Ahead Program such that they are coordinated efficiently.

Q: CTA is renovating the 95th Street Terminal. Would the Red Line Extension be possible after the 95th Street Terminal improvements are complete?

A: Yes, the 95th Street Terminal improvements and the Red Line Extension Project would function together seamlessly to provide improved transit service throughout Chicago's Far South Side. More information about the [95th Street Terminal Improvement Project](#) is available [here](#).

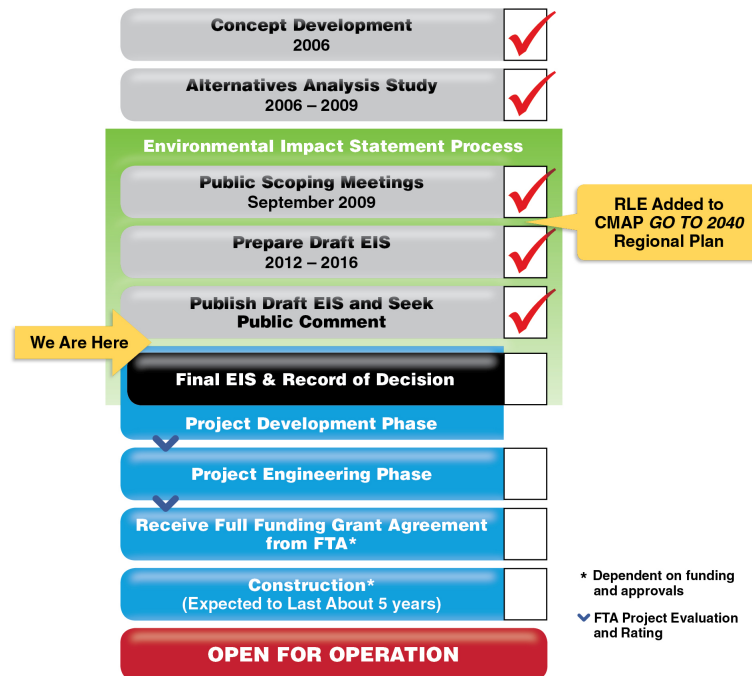
Next Steps

Q: What are the next steps for the project now that the Draft EIS has been published?

A: The next steps are completing additional engineering and analyses required and preparing the Final EIS on the Preferred Alignment. The Final EIS will include and address all comments received during the public review period. The Final EIS will document the results of the Draft EIS process, confirm the Preferred Alignment, and include a list of committed final mitigation measures.

Concurrently with preparation of the Final EIS, CTA will also request entry into the FTA New Starts Project Development phase, which is the proposed federal funding source for this project. The FTA New Starts Program is highly competitive federal funding program, and the RLE Project will be evaluated by the federal government for potential selection into the program.

After completion of the Final EIS and FTA New Starts Project Development phase, CTA intends to apply to the Project Engineering phase, which will include design and engineering. Upon receiving a full funding grant agreement from FTA, the project will move into construction, which is expected to last about 5 years.



Q: How would CTA fund the Red Line Extension Project?

A: The Red Line Extension Project would require an estimated \$2.3 billion in capital costs. CTA is pursuing a wide range of federal, state, and local funding

sources with the help and support of the community. CTA intends to pursue federal New Starts funds for the RLE Project. Local matching funds would be required to secure federal funding. CTA is considering a number of options at this time. Options include the recent creation of 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 for the Red Line Extension Project.

Q: What is the federal New Starts program and why does CTA have to go through such a lengthy process?

A: FTA's New Starts Program is a discretionary funding source that helps fund major transit capital investment projects. New Starts funds are 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. CTA must compete with other New Starts projects from across the country that are already in line for funding.

Q: How can I receive updates and stay involved throughout the entire process?

A: Anyone can request to be added to the RLE contact list by sending an email to RedExtension@transitchicago.com. Members of the contact list will receive upcoming meeting notices, as well as future updates about the RLE Project. Updated information about the RLE Project will continue to be available on this project website.





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Project Documents Archive

Environmental analysis (2009–2014)

Public outreach has continued to be an integral part of the planning for this project during the environmental review planning phase for this project. As part of the Draft Environmental Impact Statement (EIS), a number of open houses, community newsletters, and a formal scoping process were conducted with the public, stakeholders, and other governmental agencies. Documents related to these activities are provided below. CTA will continue to involve and consult with the community as the project proceeds.

Open House - 2014

CTA conducted outreach in April and May of 2014 to update the public on the status of the project; inform them of proposed alternatives, anticipated project benefits, and impacts; and gather feedback. Outreach included meetings with elected officials, interested community groups, and a public open house. The open house was held May 13, 2014 at the Palmer Park Gymnasium, 201 E. 111th Street in Chicago from 5:30 PM to 7:30 PM.

[May 2014 Open House Exhibit Boards](#)
[May 2014 Project Summary](#)

Newsletter - 2013

CTA sent a newsletter with a general project update to the approximately 3,200 addresses on the stakeholder database on August 27, 2013.

[August 2013 Newsletter](#)

Open House - 2011

CTA held an open house meeting on August 2, 2011 to update the community regarding the RLE Project. The meeting was held at St. John Missionary Baptist Church, 211 E. 115th Street in Chicago from 6:00 PM to 8:30 PM.

[August 2011 Open House Exhibit Boards](#)

Scoping and Scoping Meetings - 2009

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

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

[Red Line Extension Scoping Report](#) (.pdf)

Scoping report - revised June, 2010. Appendices are available as separate files.

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

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

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

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

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

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

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

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

Alternatives Analysis (2006–2009)

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

Screen 1 Analysis

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

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

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

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

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

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

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

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

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

Screen 2 Analysis

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

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

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

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

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

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

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

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

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

Screen 3 Analysis

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

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

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

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

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

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

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

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

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



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Preferred Alignment

The RLE Project would extend the heavy rail Red Line from the existing 95th Street Terminal to 130th Street. The alignment would run south along I-94 from the 95th Street Terminal, then curve west along the north side of I-57 (within the I-57 right-of-way) for nearly ½ mile until reaching the UPRR corridor near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place, the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street.

The RLE Project would include the following features:

- 5.3-mile heavy rail transit line extension from 95th Street Terminal to 130th Street
- Four new stations at 103rd Street, 111th Street, Michigan Avenue, and 130th Street
- New park & ride and bus facilities at each station with a total of 3,700 parking spaces along the corridor
- New yard and shop at 120th Street

The following figures are photo simulations of the proposed project:



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Green Line	Normal Service
Orange Line	Normal Service
Purple Line	Normal Service
Pink Line	Normal Service
Yellow Line	Normal Service

Buses:

Routes with Current Alerts ([View All](#)):

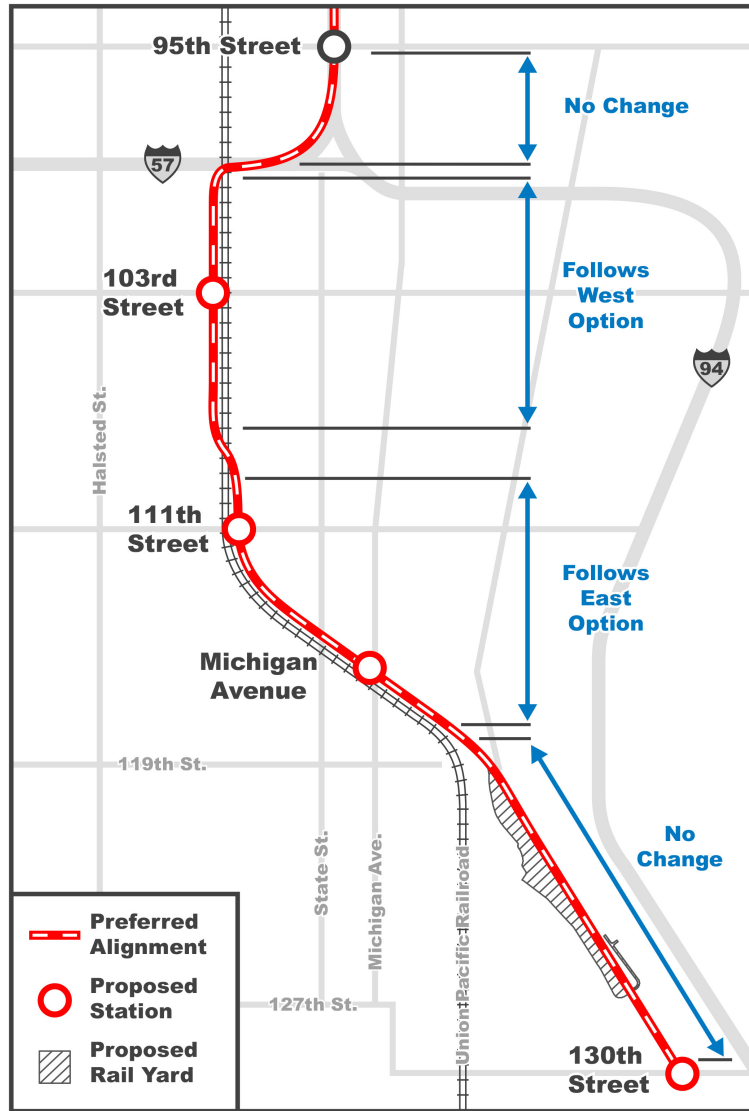
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CTA Red Line Extension Project Preferred Alignment



Alternatives development history

CTA undertook an extensive Alternatives Analysis process from 2006–2009 that considered multiple modes and corridor options for the RLE Project.

Starting with multiple modes and corridor options, CTA developed and screened alternatives through a combination of conceptual engineering, public input (open houses and stakeholder meetings), and preliminary analysis of potential impacts and costs.

The Chicago Transit Board designated the UPRR Alternative as the Locally Preferred Alternative on August 12, 2009.

In preparation for the Draft EIS and based on the outcomes of the Alternatives Analysis, CTA evaluated the following alternatives and options from 2012–2014:

- No Build Alternative
- Bus Rapid Transit Alternative
- Union Pacific Railroad Rail (UPRR) Rail Alternative
 - Right-of-Way Option
 - East Option
 - West Option
- Halsted Rail Alternative

In August 2014, based on the technical analysis and public input until then, CTA announced the NEPA Preferred Alternative—the UPRR Alternative. Because the Right-of-Way Option is not feasible, the Draft EIS evaluated only the East and West Options for the UPRR Alternative. The Draft EIS summarizes the environmental benefits and impacts of the No Build Alternative and the two UPRR Alternative options.

Based on public feedback, technical analysis, and agency coordination, CTA selected a Preferred Alignment in January 2018. The Preferred Alignment is a combination of the previously presented East and West Options, which would capture the benefits and minimizes the impacts of either option and incorporates the feedback received on the Draft EIS.

**2006-
2009**

ALTERNATIVES ANALYSIS

- *Evaluated Universe of Alternatives, including 11 modes of transportation (including Bus Rapid Transit), 9 corridors (including Halsted Street), and 4 profiles (elevated, at-grade, trench, and underground)*

2009

SCOPING

- *UPRR Rail Alternative*
- *Halsted Rail Alternative*
- *Bus Rapid Transit Alternative*
- *No Build Alternative*

**2012-
2014**

ENVIRONMENTAL ANALYSIS

- *UPRR Rail Alternative (Right-of-Way, East, & West Options)*
- *Halsted Rail Alternative*
- *Bus Rapid Transit Alternative*
- *No Build Alternative*

**2014-
2016**

DRAFT EIS

- *UPRR Rail Alternative (East & West Options)*
- *No Build Alternative*

**2016-
2017**

SELECTION OF PREFERRED ALIGNMENT



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Deaf/hard-of-hearing:
1-888-CTA-TTY1 or **711** (relay)



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Potential Property Displacements

Through extensive planning for the Red Line Extension (RLE) Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. Based on additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment and conducted outreach to property owners that would be displaced because of the project.

At this time, 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. This is expected to be a multiyear process, and it may also be possible to further minimize property impacts with additional future engineering. Property owners and tenants who would be affected by acquisition and relocation will be protected under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (known simply as the "Uniform Act"), along with state regulations. CTA will treat property owners and tenants fairly and will seek cooperative settlements of property acquisitions. In addition, CTA will provide financial assistance and relocation services for property owners as well as commercial and residential occupants who must move because of the RLE Project.

You can read more about your rights as a property owner under applicable federal laws [here](#):

- http://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/real_property.cfr
- http://www.fhwa.dot.gov/real_estate/publications/your_rights/rights2014.pdf

Additional information about potentially displaced properties is available [here](#).

FTA's brochure on property acquisition and relocation assistance is available [here](#).

Contact CTA's customer service department by telephone at 1-888-YOUR-CTA (1-888-968-7282), or by e-mail at RedExtension@transitchicago.com if you have questions about potential displacement of your property.

Frequently asked questions about property displacements

Which alignment option did CTA select?

Based on additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. This Preferred Alignment would capture the benefits and minimize the impacts of either Option and incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

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How would I know if my property is affected?

The owners and tenants whose property would be affected by the Preferred Alignment were notified during the CTA door-to-door outreach, which started January 26, 2018. Letters informing owners and tenants of the selected alignment were also mailed out to all properties that were contacted in 2016—both those whose property would be affected by the Preferred Alignment, and those whose property would not be affected. CTA encourages community participation and property owner involvement. CTA will be conducting community meetings with property owners and tenants affected by the Preferred Alignment on Tuesday, February 6 from 5:30-7:30 at Fenger Academy High School (11220 S. Wallace Avenue, Chicago), and on Thursday, February 8 from 5:30-7:30 at Palmer Park (201 E. 111th Street, Chicago). Additionally, a public open house is scheduled for Tuesday, February 13, 2018 from 6-8pm at Gwendolyn Brooks College Preparatory Academy in the Main Gym (250 W. 111th Street, Chicago).

What are my rights as a property owner?

In the event that CTA ultimately determines it is necessary to purchase private property for the RLE Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, along with state regulations. CTA will treat property owners fairly and will seek cooperative settlements of property acquisitions.

You can read more about your rights under applicable federal laws here:

http://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/real_property.cfm
http://www.fhwa.dot.gov/real_estate/publications/your_rights/rights2014.pdf

What type of compensation will I receive?

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

In addition, CTA must provide financial assistance and relocation services, as required by federal regulations for property owners as well as commercial and residential occupants who must move because of the RLE Project.

How will CTA determine the purchase price for my property?

If CTA determines it is necessary to purchase your property for the RLE Project, it is required to hire an independent appraiser to inspect the property to determine fair market value. In that case, you, or a representative that you designate, will be invited to accompany the appraiser when the appraiser inspects your property. You or your representative may provide information about improvements to the property and any special features that may affect the value of the property such that these facts are considered in the appraisal.

What if I don't own this property but rent an apartment, or lease space for my business?

Non-owners who are leasing housing or commercial property that must be relocated because of the RLE Project are also protected by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If needed, CTA will provide financial assistance and relocation services to assist these residents and business owners in finding a new housing or business location.

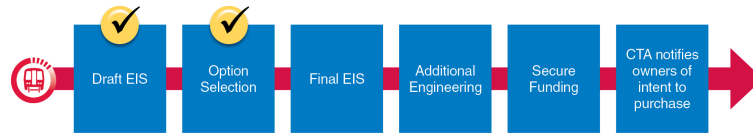
If CTA acquires my property, will you provide me help in relocating?

If you are required to move, a relocation agent will contact you, answer your questions, and provide additional information about relocation assistance advisory services and relocation payments eligibility. The goal of the relocation agent is to facilitate a smooth transition to the replacement housing or business location.

What will happen next with the RLE Project?

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next five years for the RLE Project. This investment will allow CTA to complete the Final EIS and preliminary engineering over the next few years. CTA plans to apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase to pursue federal funding for construction of this project under the competitive federal "New Starts" program. Project development and securing full funding for the RLE Project

under this program is a multiyear, multistep process. Depending on funding availability and federal approvals, the earliest that the RLE Project is expected to begin construction would be in 2022, with service anticipated to start in 2026. Again, 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.



If I have additional questions about potential property acquisitions, who should I call?

Contact CTA's customer service department by telephone at 1-888-YOUR-CTA (1-888-968-7282), or by e-mail at RedExtension@transitchicago.com.

How can I learn more about the RLE Project?

You can learn more about the RLE Project and find updates on the status of the process on our webpage: www.transitchicago.com/RedEIS. To join the project contact list and get updates about the RLE Project, public meetings, and the status of environmental reviews, email RedExtension@transitchicago.com.





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

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Do you require assistance?

If you require an interpreter, including sign language services, or other accommodations at this open house, contact **Gerald Nichols, CTA Vice President, Community Relations**, at least 5 days before the open house at **(312) 681-3700** or GNichols@transitchicago.com.



You are invited to an Open House on the
Red Line Extension Project

CTA is proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment, which would run along the west side of the Union Pacific Railroad tracks from I-57 south to approximately 108th Place, then would cross the Union Pacific Railroad tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street.

The Preferred Alignment is a combination of the previously presented UPRR East and West Options. It would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement.

When and Where?

Tuesday, February 13, 2018 – 6:00 - 8:00 p.m.

Gwendolyn Brooks College Preparatory Academy
Main Gym (West Side of Building)
250 E. 111th Street, Chicago, IL 60628

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

This location served by CTA Bus #111, 4, 34, 111A, 115, and 119; and Metra Electric 111th Street (Pullman) Station.

Facility accessible to people with disabilities.

This meeting will be conducted in an open house format.

(888) YOUR-CTA (888-968-7282).

Para más información en Español, llame al
(312) 681-2828.

CTA has selected a Preferred Alignment for the Red Line Extension Project

You are invited to a Public Open House to learn more

CTA is proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street.
[Click here to learn more about the project.](#)

When and Where?

Tuesday, February 13, 2018

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Gwendolyn Brooks College Preparatory Academy
Main Gym (West Side of Building)
250 E. 111th Street, Chicago, IL 60628

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

This location served by CTA Bus #111, 4, 34, 111A, 115, and 119; and Metra Electric 111th Street (Pullman) Station.

The facility is accessible to people with disabilities.

In November 2016, CTA held a public hearing to obtain comments on the Red Line Extension (RLE) Draft Environmental Impact Statement (EIS), which documents the benefits and impacts of the two options of the project alignment under consideration.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. The Preferred Alignment would run along the west side of the Union Pacific Railroad tracks from I-57 south to approximately 108th Place, then would cross the Union Pacific Railroad tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th

Street and continuing south to 130th Street. The proposed 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Each new station would include bus and parking facilities. The Preferred Alignment is a combination of the previously presented UPRR East and West Options. It would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement.

[Click here to learn more about the Preferred Alignment and see a map.](#)

CTA is hosting a public open house to provide information on the Preferred Alignment for the RLE Project. At the open house, you will learn more about the Preferred Alignment and anticipated project benefits and impacts. You will also have the opportunity to provide feedback. CTA welcomes your comments and feedback about the Preferred Alignment and potential impacts.

Do you require assistance?

If you require an interpreter, including sign language services, or other accommodations at this public hearing, contact Gerald Nichols, CTA Vice President, Community Relations, at least 5 days before the public hearing at (312) 681-3700 or GNichols@transitchicago.com.

Para más información en Español, llame al (312) 681-2828
Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

Thank you for your continued interest.

RLE Project Team
Chicago Transit Authority

CTA has selected a Preferred Alignment for the Red Line Extension Project

You are invited to a Public Open House to learn more

CTA is proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street.
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Tuesday, February 13, 2018

6:00 - 8:00 p.m.

Gwendolyn Brooks College Preparatory Academy
Main Gym (West Side of Building)
250 E. 111th Street, Chicago, IL 60628

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

This location served by CTA Bus #111, 4, 34, 111A, 115, and 119; and Metra Electric 111th Street (Pullman) Station.

The facility is accessible to people with disabilities.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. The Preferred Alignment would run along the west side of the Union Pacific Railroad tracks from I-57 south to approximately 108th Place, then would cross the Union Pacific Railroad tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. The proposed 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Each new station would include bus and parking facilities. The Preferred Alignment is a combination of the previously presented UPRR East and West Options. It would capture the benefits and minimize the impacts of either option and it also incorporates the feedback

received on the Draft Environmental Impact Statement.

[Click here to learn more about the Preferred Alignment and see a map.](#)

CTA is hosting a public open house to provide information on the Preferred Alignment for the RLE Project. At the open house, you will learn more about the Preferred Alignment and anticipated project benefits and impacts. You will also have the opportunity to provide feedback. CTA welcomes your comments and feedback about the Preferred Alignment and potential impacts.

Do you require assistance?

If you require an interpreter, including sign language services, or other accommodations at this public hearing, contact Gerald Nichols, CTA Vice President, Community Relations, at least 5 days before the public hearing at (312) 681-3700 or GNichols@transitchicago.com.

Para más información en Español, llame al (312) 681-2828
Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

Thank you for your continued interest.

RLE Project Team
Chicago Transit Authority

CTA Open House

Red Line Extension Project – Preferred Alignment

At the Red Line Extension (RLE) Project open house, you will learn more about the Preferred Alignment for extending the Red Line 5.3 miles from 95th Street to 130th Street and anticipated project benefits and impacts. You will also have the opportunity to provide feedback.

What's the Preferred Alignment?

Based on public feedback, technical analysis, and agency coordination, CTA has selected a Preferred Alignment that would run along the west side of the Union Pacific Railroad (UPRR) tracks from I-57 south to approximately 108th Place, then would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. The Preferred Alignment is a combination of the previously presented UPRR East and West Options. It would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement.

CTA welcomes your comments and feedback about the Preferred Alignment and potential impacts.

Tuesday, February 13, 2018

6pm to 8pm

Gwendolyn Brooks College Preparatory Academy*

Main Gym (West Side of Building – Please enter through Door 8)

250 E 111th St, Chicago, IL 60628

Note: This location is served by #4 Cottage Grove, #34 South Michigan, #111A Pullman Shuttle, #115 Pullman/115th, and #119 Michigan/119th buses and by the Metra Electric 111th St. (Pullman) station. Parking is available at the rear of the building, enter the lot via King Drive.

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

*Facility accessible to people with disabilities

transitchicago.com

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



Attachment 2 Media Articles

Date	Media Outlet	Article Title
January 26, 2018	Chicago Tribune	CTA determines path for proposed Red Line south extension to 130th Street
January 26, 2018	ABC7 Eyewitness News	CTA announces proposed path for Red Line extension to 130th Street, adding 4 new stations
January 26, 2018	Curbed Chicago	CTA reveals route, four new stations for Far South Side Red Line extension
January 26, 2018	Chicago Tribune	Five takeaways after CTA announces route for Red Line 'L' extension
January 26, 2018	Chicago Sun-Times	Route defined, where will city find \$2.3B to fund CTA Red Line extension?
January 26, 2018	Chicago Tribune	As officials plan Red Line extension, there's still no green to fund it
January 26, 2018	WGN-TV	CTA unveils proposed Red Line extension to 130th Street
January 26, 2018	CBS Chicago	CTA Announces Path For Red Line Extension
January 26, 2018	Mild Sauce News (blog)	News Catch Up • Steve Bannon to Speak at U Chicago, Red Line Extension & More
January 29, 2018	Chicago Magazine	Chicago Plans a Red Line Extension—But Could It Be Done Faster and Cheaper?
January 29, 2018	Patch Chicago	Mayor, CTA Announce 'Preferred Alignment' For Red Line Extension
January 29, 2018	Progressive Railroading	CTA unveils Preferred Alignment for Red Line extension
January 30, 2018	Railway Track & Structures	Preferred Alignment for CTA Red Line extension selected
January 30, 2018	Construction Dive	Chicago Transit Authority unveils details for \$2.3B rail extension
January 31, 2018	The Chicago Reporter	New Red Line extension plan would uproot fewer Far South Side homes
February 2, 2018	WLS AM	Community Spotlight Segment
February 5, 2018	The Columbia Chronicle	CTA proposes route for transportation desert
February 5, 2018	The Architect's Newspaper	CTA announces route of proposed Red Line expansion
February 7, 2018	Chicago Reader	Can the CTA and Metra play nice?
February 12, 2018	Chicago Tribune	Public invited to weigh in on CTA's planned Red Line extension on South Side
February 14, 2018	Streetsblog Chicago (blog)	South Siders Share Their Thoughts on the Red Line Extension Project
February 21, 2018	The Chicago Citizen	Minority Contractor will Contribute to Red Line Extension
February 26, 2018	In These Times	Chicago's Far South Side Is Finally Getting a Train—And It's Thanks to Decades of Organizing
February 28, 2018	Chicago Reader	Would far-south-siders be willing to swap the long-awaited Red Line extension for a cheaper, quicker solution?

CTA determines path for proposed Red Line south extension to 130th Street



An artists' rendering of the proposed 103rd Street Station of the CTA Red Line. (Chicago Transit Authority)



Mary Wisniewski Contact ReporterChicago Tribune

The [CTA](#) has decided on a path for its proposed extension of the Red Line's south branch, bringing the long-discussed project one step closer to getting done.

The proposed route, which will be announced Friday, starts at 95th Street and would run along the west side of the Union Pacific Railroad tracks from I-57 south to about 109th Street. There it would cross the UP tracks and continue along the east side of the tracks until crossing Metra Electric tracks near 119th Street, and then continue south to 130th Street, the CTA said.

ADVERTISING

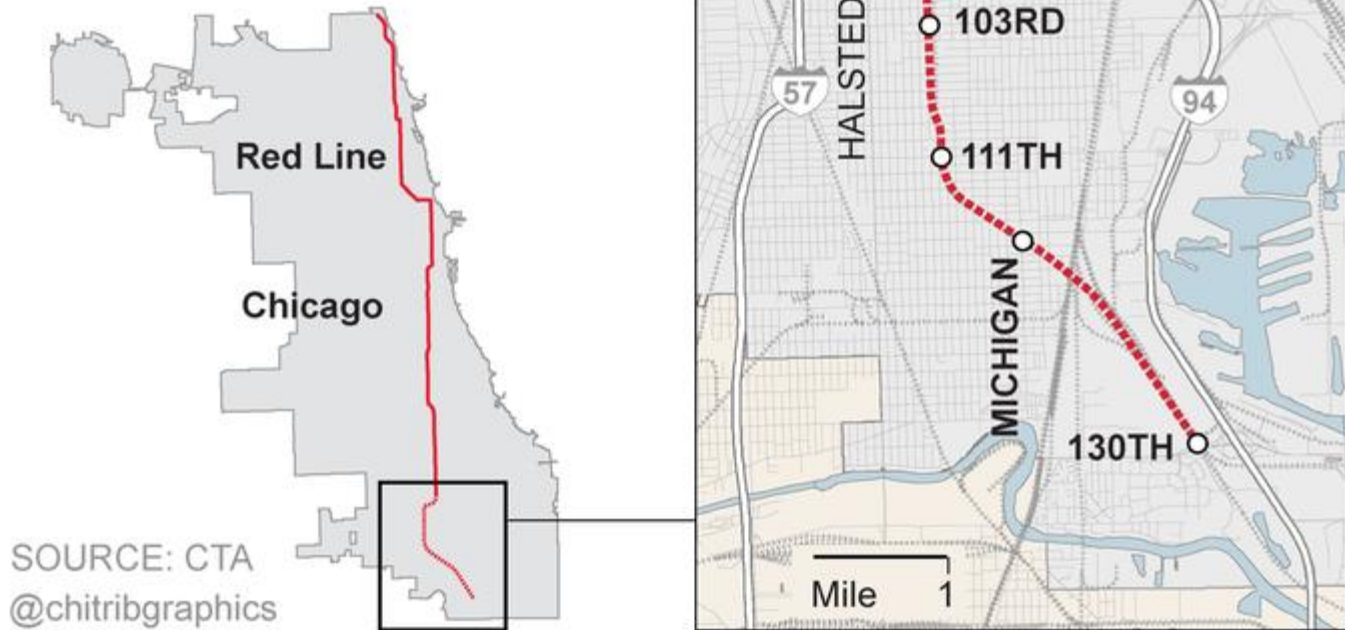
The 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue near 115th Street, and 130th Street with parking and bus connections.

The \$2.3 billion project, if it gets funding, would fill in what activists have called a "transit desert" on the city's Far South Side as well as south suburban Riverdale. The city has not created an extension of an "L" line since the Orange Line opened in 1993.

The alignment was based on community feedback on both options the agency received in late 2016, CTA officials said. The chosen path limits the number of properties the agency may need to acquire to up to 154 privately owned parcels, with 79 buildings and the rest vacant lots, CTA officials said.

The CTA will hold an open house on Feb. 13 from 6 to 8 p.m. at the Gwendolyn Brooks College Preparatory Academy gymnasium to present the alignment to residents. The agency then must publish a final environmental impact study to include further analysis of the path and some preliminary engineering work.

CTA Red Line extension route



CTA officials noted that the timing of the project is dependent on funding — the earliest construction would begin in 2022, and the project would take about four years.

The CTA would have to pursue federal and local funds for the project, which are tight, particularly since the Trump administration's stated budget priorities do not favor transit. A state law gave the city the authority to establish tax increment financing districts to fund four transit projects, including the Red Line extension, but no decision has been made to pursue TIF for the project, CTA officials said.

Tribune interviews with residents and business owners around the Union Pacific tracks south of 95th Street found wide support for the project, even if it results in displacement and noisy construction, because the communities need transit. The CTA said the line would save 20 minutes on a trip from 130th Street to the Loop.

mwisniewski@chicagotribune.com

Twitter @marywizchicago

<http://abc7chicago.com/traffic/cta-announces-proposal-extending-red-line-to-130th-street/2991561/>



TRAFFIC

CTA announces proposed path for Red Line extension to 130th Street, adding 4 new stations



Major changes planned for the CTA Red Line would make it a lot easier for thousands of people to get to work.

By [Diane Pathieu](#) and [Evelyn Holmes](#)

Friday, January 26, 2018

CHICAGO (WLS) --

Major changes planned for the CTA Red Line would make it a lot easier for thousands of people to get to work.

The Red Line is one of the busiest CTA lines, carrying 30 percent of all riders, and now it's expanding.

In a new proposal, the Red Line extension project would extend the Red Line, creating four new stations to the south near 103rd Street, 111th Street, Michigan Avenue, and 130th Street.

The extension's proposed route would start at 95th Street and would run along the west side of the Union Pacific Railroad tracks from I-57 south to about 109th Street. It would then cross up the UP tracks and continue along the east side of the tracks until crossing Metra Electric tracks near 119th Street before continuing south to 130th Street.

This new proposal, called "the preferred alignment" will limit the number of properties the CTA must purchase to build the rail extension.

The extension project will reduce commute times and provide easier access to the Red Line for Far South Side residents.

"I really appreciate the fact that they're extending it because for a lot of South Side people, it's a pain in the butt to get anywhere north using the Red Line," said CTA rider Kevin Hanna.

"I think it's going to be a great thing for Chicago. I am hoping that it would be better because I'm on the CTA every day, the CTA and Pace," said Red Line rider Christine Simmons.

City transit officials add that the project that could end up costing more than \$2 billion. It would take about four years to complete.

The city hasn't extended an "L" line since the Orange Line opened in 1993.

For more information, visit www.transitchicago.com/redeis/.

<https://chicago.curbed.com/2018/1/26/16935930/cta-red-line-extension-130th-street>



[SOUTH SIDE](#)

[CHICAGO TRANSPORTATION](#)

CTA reveals route, four new stations for Far South Side Red Line extension

The news brings the long-discussed project one step closer to reality

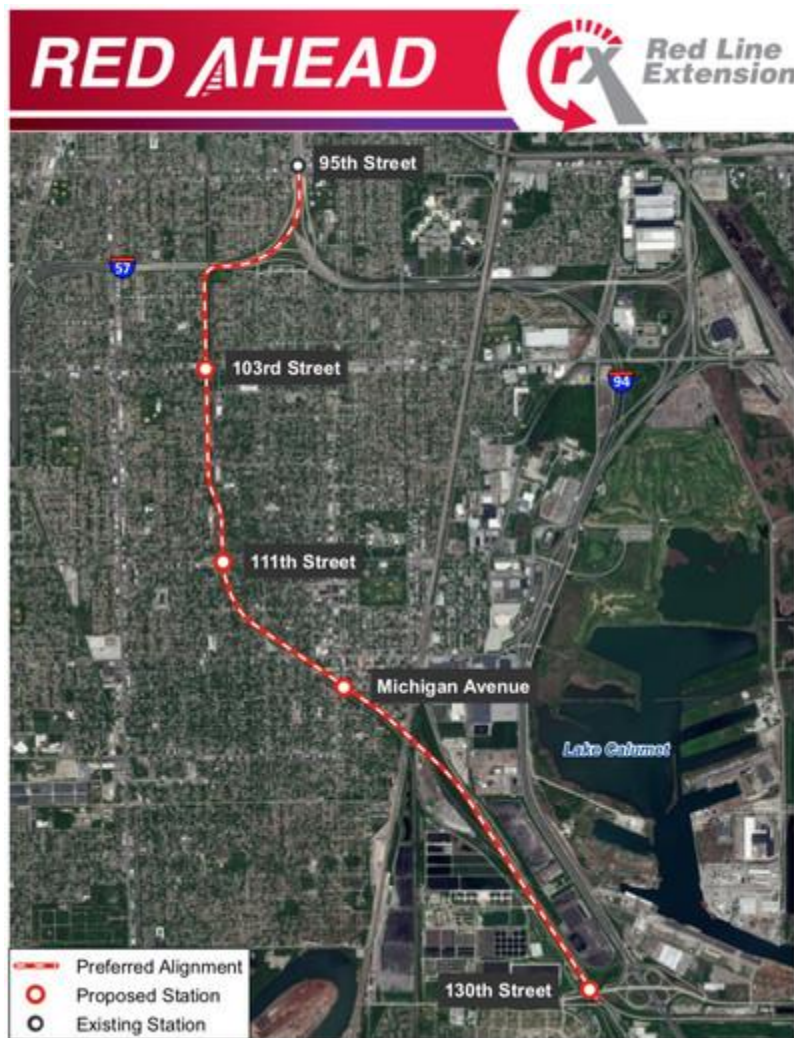
By [Jav Koziarz](#) Jan 26, 2018, 1:13pm CST



A rendering of new station at 103rd Street. *City of Chicago*

The planned extension of the Chicago Transit Authority's Red Line from 95th Street south to 130th Street took a big step forward Friday as officials announced the proposed path for the long-overdue transit improvement project.

Departing from the soon-to-be-revamped [95th Street terminal](#), the “preferred alignment”—or route—would run along the west side of the Union Pacific Railroad line to about 109th Street. From there, it would move to the east side of the U.P. tracks and continue south, cross the Metra Electric tracks near 119th street, and finally terminate at 130th Street.



A map showing newly announced track alignment for Chicago's southern Red Line extension. *City of Chicago*

According to the CTA, the final alignment was reached based on feedback from the community and a desire to acquire as few private properties as possible. While [earlier iterations](#) of the extension could have consumed as many as 259 parcels, the current plan limits acquisitions to 154 privately owned lots, reports the [Chicago Tribune](#).

In addition to 5.3 miles of new track, the extension calls for the creation of four new stations at 103rd Street, 111th Street, Michigan Avenue near 115th Street, and—of course—a 130th Street terminal in the Far South Side community of Riverdale.

The news is a key milestone for an infrastructure project that will bring vital rail service to residents of Chicago's Far South Side as well as "the jobs and economic opportunities that go with it," said Mayor Emanuel in a statement.

Construction on the \$2.3 billion undertaking is dependent on funding and will require the CTA to seek financing from both local and federal governmental sources. The creation of a transit-specific Tax Increment Financing district for the project is a possibility, but so far no decision regarding TIF has been made.

If the city can secure funding, construction could begin in 2022. Once underway, the project will take an estimated four years to complete. In the meantime, the CTA will complete an environmental impact study required to apply for more than \$1 billion in federal money.

An open house to present details of the alignment plan to local residents has been set for Feb. 13 at 6 p.m. at the Gwendolyn Brooks College Preparatory Academy gymnasium at 250 E. 111th Street.

[View image on Twitter](#)





Mayor Rahm Emanuel

Today we are taking a major step towards extending the @cta Red Line from 95th Street to 130th Street to improve access to jobs and promote economic development.

11:12 AM - Jan 26, 2018

Chicago Tribune

Five takeaways after CTA announces route for Red Line 'L' extension



CTA Red Line trains at the 95th Street CTA station in Chicago on Jan. 26, 2018. (Antonio Perez / Chicago Tribune)
Mary Wisniewski and Lisa Donovan Contact Reporter Chicago Tribune

The [Chicago Transit Authority](#) announced Friday where exactly they'll carve a path to extend the Red Line from 95th Street to 130th Street in Chicago.

That doesn't mean they're ready to break ground on the project, which city officials have talked about for more than 40 years. There's the issue of money

(the city hasn't secured any) and bureaucracy (there's plenty) when any major public project is launched. Extending the Red Line south of the current 95th Street terminus — in the middle of the Dan Ryan Expressway — will likely be no different. Some takeaways:

ADVERTISING

1. It's a \$2.3-billion project and city officials haven't secured the bulk of that. It's doubtful that President Donald Trump's infrastructure plan, expected to be rolled out in coming days, will offer much relief. His spending priorities suggest he's not high on public transportation. State and city coffers aren't exactly flush. And while there's much talk of involving the private sector, investors would be unlikely to see the CTA as something that offers a big return.
2. It doesn't hurt Mayor Emanuel, who was at a Friday news conference announcing the route, to make a big splash even as planning inches along. It's re-election time and he's trying to court the African-American vote.
3. If the CTA secured the money tomorrow, groundbreaking wouldn't begin until 2022 at the earliest because the city will need to do an environmental analysis and engineering work. The agency also must buy, and in some cases demolish, residential and retail buildings to make way for the 5.3 mile-elevated train extension.
4. Speaking of real estate, there's the looming question of whether neighborhoods along the route will draw speculators and drive up real estate prices. Will this mirror what's happening along The 606? Only time will tell.
5. With four new train stops along the extended route, planners expect 42,000 new passengers a day. Trains may be even more crowded than they are now, but the CTA says that commuters traveling from 130th Street to downtown will save about 20 minutes. Now, it takes about 58 minutes to ride the bus to the 95th Street stop and take the train downtown.

The story has been corrected to reflect the planned Red Line extension would run from 95th Street to 130th Street.

<https://chicago.suntimes.com/chicago-politics/analysis-route-defined-where-will-city-find-2-3b-to-fund-red-line-extension/>

CHICAGO SUN-TIMES

Route defined, where will city find \$2.3B to fund CTA Red Line extension?

CHICAGO 01/26/2018, 04:47pm



Mayor Rahm Emanuel looks on as CTA President Dorval Carter discusses a plan to extend the Red Line's south branch from 95th Street to 130th Street during a press conference near 103rd and Harvard, Friday, Jan. 26, 2018. The 5.3-mile extension would add four new stations near 103rd Street, 111th Street, Michigan Avenue near 115th Street and 130th Street, and is estimated to cost \$2.3 billion. | Ashlee Rezin/Sun-Times

Fran Spielman

[@fspielman](#) | [email](#)

Mayor Rahm Emanuel says the idea of extending the CTA's Red Line from its south terminus at 95th Street all the way to 130th has been "talked about ad nauseam" and it's time to stop talking and start delivering.

But what the mayor delivered Friday was more talk.

Sure, he's further along than any of his predecessors, having chosen a specific route for the 5.3-mile extension and secured \$85 million for engineering and environmental studies.

The route would run along the west side of the Union Pacific Railroad tracks from I-57 south to about 109th Street, then cross over to the east side of the UP tracks until it crosses the Metra Electric tracks near 119th Street before continuing south to 130th Street.

ANALYSIS

Four new stations would be built – near 103rd Street, 111th Street, Michigan Avenue near 115th Street and 130th Street. Displacement would be limited to 154 privately owned parcels that include 79 buildings.

But what good is a route if you don't have the \$2.3 billion needed to build a project that would open in 2026 at the earliest?

"We're gonna talk about making sure that the federal and state partners are a part of this. We're looking at... multiple different ways of funding it. I'm not gonna tell you yet because this is the first step," Emanuel said Friday.

Earlier this week, Emanuel described President Donald Trump's proposed infrastructure program as "fairy dust."

Can "fairy dust" from a president with whom Emanuel has been engaged in a year-long war of words help pay for a \$2.3 billion project?

"I'm confident we will have the resources and secure the resources because of the significance of the project and the investment the city is willing to make," the mayor said.

"I'm not relying on everybody else. But they have to do their part — like they have in every other project we have done."



This is the proposed route of the South Side Red Line expansion.

Fourteen months ago, the City Council set a go-it-alone precedent that lets the state and federal governments off the hook when it comes to mass transit projects.

Aldermen hastily authorized a transit tax-increment-financing (TIF) district in a race to nail down \$1.1 billion in federal funds to modernize the CTA's Red Line before then-President Barack Obama left office.

CTA President Dorval Carter Jr. said it's too early to talk about using a transit TIF, Emanuel's slow-starting Infrastructure Trust, an increased ride-sharing fee or "any another other innovative funding stream" to bankroll the Red Line extension.

"The TIF legislation was really a stop-gap measure because I didn't have a state capital plan and I was going to lose hundreds of millions of dollars in federal funding if I didn't get that commitment. It was never intended to be the foundation to meet all of our capital needs," Carter said.

Emanuel was elected in 2011 on the strength of the African-American vote and re-elected in 2015 with help from black voters who forgave him for closing a record 50 public schools.

He has spent the last two years trying to rehabilitate an image with black voters that took a beating after his handling of the Laquan McDonald shooting video.

As he prepares to ask Chicago voters to give him a third chance, Emanuel desperately needs to show some kind of progress toward delivering on his 2011 promise to extend the Red Line South to 130th.

The handful of African-American aldermen who joined Emanuel in Roseland's Block Park at 103rd and Harvard were asked whether Friday's route announcement would be enough of a political boost.

"Anything you can show you're doing to keep your promises and bring development into under-served areas is a great thing. The 95th Street station will also help," said Ald. Howard Brookins (21st).

"Even though there was some controversy with respect to the Englewood high school, that situation helps because it shows he's willing to put money into African-American communities, which is a criticism he gets from a lot of people in the community."

Ald. Carrie Austin (34th) flatly predicted that the project long promised and desperately needed to give Far South Side residents the mass transit parity and quick access to jobs they have long deserved "is going to happen in my time" in the City Council.

"I believe in the mayor's tenacity. He stays on it. He never lets it linger and linger...He can shake some trees"—even under Trump, Austin said.

Ald. Anthony Beale (9th) added, “This is a promise made over 40 years ago...This is another victory, another step closer to where we need to be to get this thing under construction.”

See RAHM EMANUEL’s full statement on the CTA Red Line extension: <https://youtu.be/ZT8CueDjejo>

Chicago Tribune

As officials plan Red Line extension, there's still no green to fund it



The 5.3-mile \$2.3 billion Red Line extension, in a CTA proposal announced Jan. 26, 2018, would fill in what community activists have called a “transit desert” on the South Side. (Antonio Perez / Chicago Tribune)

Mary Wisniewski, William LeeChicago Tribune

For Yolanda Christian, news that the [CTA](#) has chosen a path for its extension of the Red Line from 95th to 130th streets was music to her ears.

“They’ve been talking about this since I was a child,” said Christian, 45, who lives in the Altgeld Gardens complex on the city’s Far South Side. She said she and her neighbors must endure long bus rides just to get to the train to get to downtown jobs. “I think we really need this.”

ADVERTISING

The 5.3-mile, \$2.3 billion Red Line extension would be built on both the west and east sides of the Union Pacific Railroad tracks — a long stretch of it west of Wentworth Avenue in Chicago and end in the city’s Riverdale neighborhood, the CTA announced on Friday. The extended line would fill in what community activists have called a “transit desert” on the South Side.

But now that the CTA has an idea about where to put the elevated train extension, the big question is how to pay for it.

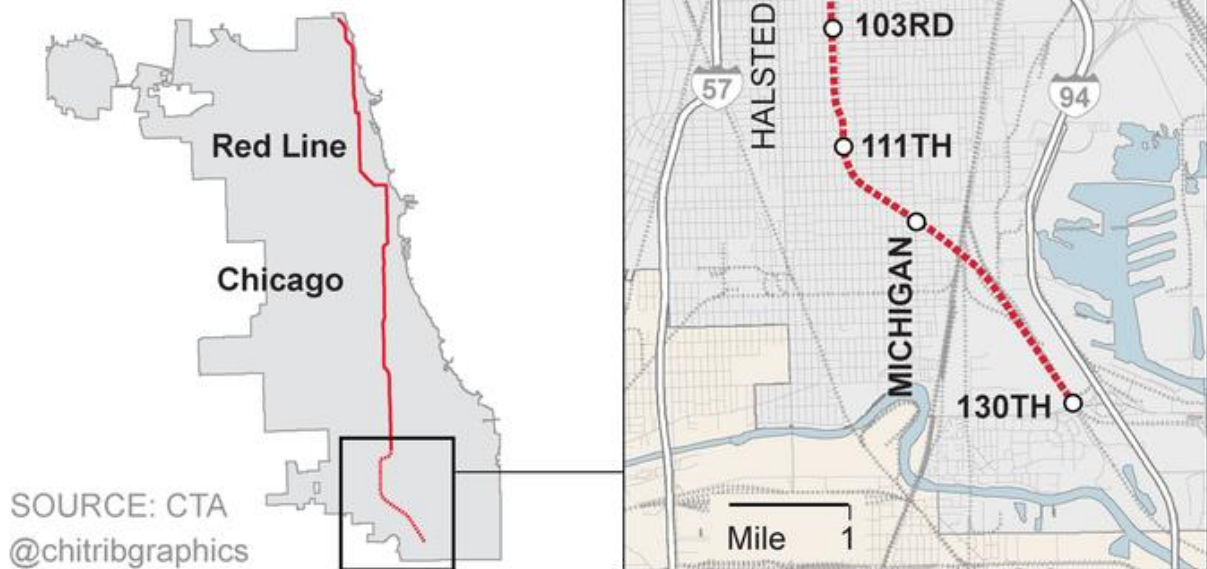
The CTA was able to fund half the \$2.1 billion Red and Purple Line modernization project through a federal grant in the last days of the administration of President Barack Obama, a Chicagoan and transit supporter. The rest of the project is being funded by tax increment financing in growing, populous and affluent North Side communities.

But the CTA will be seeking Red Line extension funding in a totally different environment — President Donald Trump had expressed hostility toward Chicago, and his stated budget priorities show little interest in transit. The cash-strapped state has cut back on transit operating funds and has not had a capital bill since 2009. And a transit TIF in the poorer and less populous far South Side is unlikely to be as lucrative as it would be up north.

Despite these prospects, both Mayor Rahm Emanuel and CTA President Dorval Carter were upbeat about upcoming efforts to secure a mix of federal, state and local funding for the project at a news conference on Friday near the site of a proposed new 103rd Street train station, one of four planned stops on the extension.

Carter noted that after decades of talk about the Red Line extension, the CTA is now putting real money into it — it has secured \$85 million in federal, state and local funding for preliminary work, including engineering and an environmental analysis, which it needs to complete to get money for the project.

CTA Red Line extension route



“There is a federal process we have to go through to get the federal funding,” Carter told reporters. “I intend to pursue that process. The timeline is going to be driven much more by our ability to get the state capital funding that we need to make the project happen than by whether or not there are federal resources to support it.”

Emanuel said the project has economic merit and is just the type the state and the U.S. Department of Transportation want to see, though it is too early to talk about it with Transportation Secretary Elaine Chao.

“That would be premature at this point — what we just announced is the planning,” Emanuel said. He said now is the time to proceed with the

extension plans, since the CTA finished the \$425 million Red Line South reconstruction in 2013 and is now completing a massive \$280 million building of the 95th Street station.

Ald. Anthony Beale, whose 9th ward will be served by the extension, told the Tribune he'll be excited when he sees shovels in the ground. He noted that the extension had originally been promised by Mayor Richard J. Daley more than 40 years ago.

CTA Chairman Terry Peterson said he would not underestimate Emanuel's "creativity" in finding the money.

The newly proposed path would start at 95th Street and run along the west side of the Union Pacific Railroad tracks from I-57 south to about 109th Street. It would then cross the UP tracks and continue along the east side of the tracks until crossing Metra Electric tracks near 119th Street, and then continue south to 130th Street, the CTA said.



Rendering of the planned 103rd Street CTA station, all part of the proposed Red Line extension on the South Side (CTA)

In addition to a stop near 103rd Street, the CTA plans new stations near 111th Street, Michigan Avenue near 115th Street and 130th Street.

The route could require acquisition of up to 154 privately owned parcels, including 79 buildings. The CTA would be able to acquire the parcels through eminent domain, which allows a government entity to take properties for public use, after paying the owners. The price for the acquisitions is not yet known, CTA spokeswoman Tammy Chase said.

The CTA will hold an open house on Feb. 13 from 6 to 8 p.m. at the Gwendolyn Brooks College Preparatory Academy gymnasium to present the alignment to residents.

The earliest construction would begin in 2022, and the project would take about four years.

The [Chicago Metropolitan Agency for Planning](#), the region's planning organization, identified the Red Line extension in its GO TO 2040 plan as a capital project of "regional significance." CMAP Executive Director Joe Szabo said in a statement that the next regional plan, ON TO 2050, coming out in June, will include strategies for securing money for high-priority projects in light of declining state and federal resources.

Elizabeth Williams, a 56-year-resident of the area near the 95th Street terminal, said she is hopeful that now is the right time for the extension, though she did express some concerns that the project would displace numerous businesses and longtime homeowners.

"I'd hate to see people who lose their homes, especially older folks that own their homes," Williams said.

Carter acknowledged that there would be disruptions from the project, but said there would also be great benefits to the community, including transit-oriented development opportunities and other economic development. The project also is expected to create about 6,200 jobs, the CTA said.

Emanuel said there is disruption now, caused by people having to waste time taking buses to the train. “If you don’t have to take a bus to a train, that means you have more time with your children,” he said.

mwisniewski@chicagotribune.com

wlee@chicagotribune.com

Twitter @marywizchicago, @midnoircowboy

<http://wgntv.com/2018/01/26/cta-to-unveil-proposed-red-line-extension-to-130th-street/>



CTA unveils proposed Red Line extension to 130th Street

POSTED 7:06 AM, JANUARY 26, 2018, BY [WGN WEB DESK](#), [NANCY LOO](#) AND [JULIAN CREWS](#), UPDATED AT

05:29PM, JANUARY 26, 2018



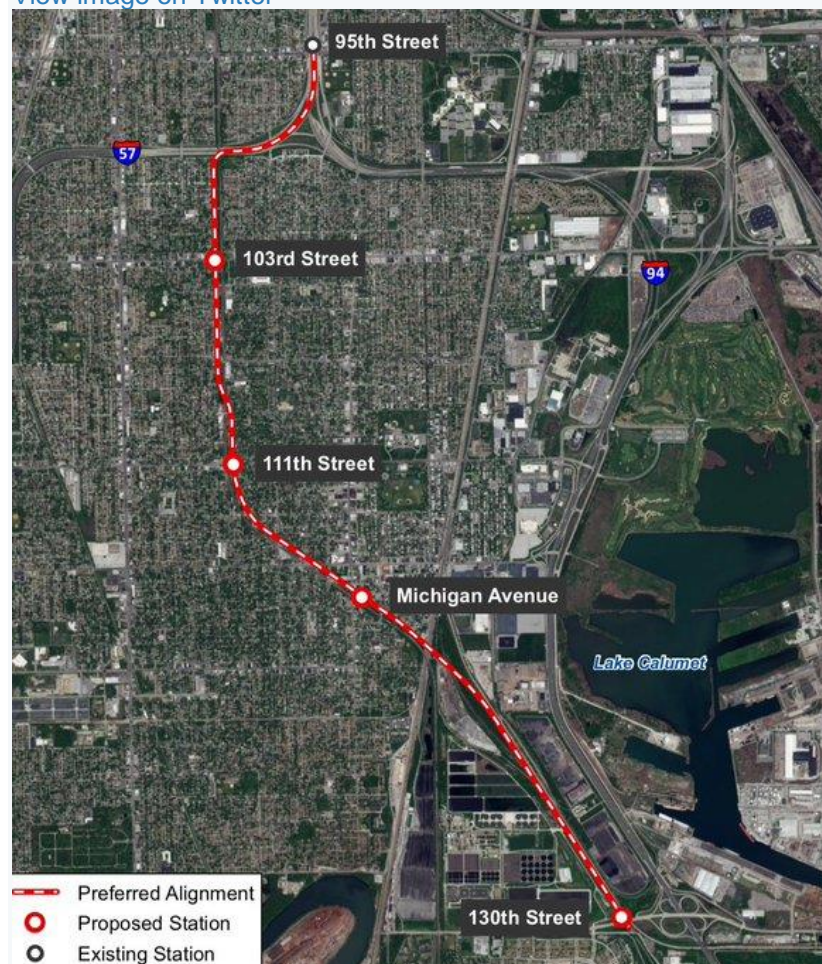
CHICAGO -- The CTA and Mayor Rahm Emanuel have unveiled a plan today to extend the Red Line on the city's South Side.

Right now, the last stop on the south end of the Red Line is 95th Street.

But a new proposal will extend the line to 130th Street.

The five-mile extension would include four new stations: 103rd Street, 111th Street, Michigan Avenue, near 115th Street and 130th Street.

[View image on Twitter](#)



[Nancy Loo](#)

The [@cta](#) and [@ChicagosMayor](#) set to announce this proposed extension of the [#RedLine](#). You like? Details coming up [@WGNMorningNews](#).

[4:33 AM - Jan 26, 2018](#) · [CTA - 95th/Dan Ryan](#)

Construction could begin in 2022 and it's expected to cost \$2.3 billion.



<http://chicago.cbslocal.com/video/3799408-cta-announces-path-for-red-line-extension/Latest Videos>



CTA Announces Path For Red Line Extension

City officials have released their plan for extending the Red Line about 5 miles further south, one of the largest capital improvement projects in CTA history. CBS 2's Mike Puccinelli reports.



<https://mildsauce.co/news/2018/01/26/news-catch-%E2%80%A2-steve-bannon-speak-csu/>



NEWS CATCH UP • STEVE BANNON TO SPEAK AT U CHICAGO, RED LINE EXTENSION & MORE

JAKE KREZ JANUARY 26, 2018

0 COMMENTS 0

It's been a long week with highs and lows as disparate as January temperatures around Chicago and Mild Sauce is here to round up some of the headlines that matter to you with some added context. In this edition of the News Catch Up, we take a look at a proposed talk with Steve Bannon at the University of Chicago, new developments going up in the West Loop and a proposed extension to the Red Line. Check it all out below and be sure to catch our morning show, The Three Piece on [Mild Sauce Radio](#) for more news and commentary, Saturday mornings at 11 AM CST.

Steve Bannon to Speak at University of Chicago

Over the last couple of years conversations revolving around who can and cannot speak on college campuses has once again made it's way into the national audience. Following students at the University of California-Berkeley protesting the likes of controversial speakers like Milos Yiannopoulos, the University of Chicago has decided to allow former Breitbart News Editor and White House Chief Strategist under Trump.

The decision, announced this week, is an important one that puts U of Chicago on the right side of history in the new-age of "designer news" where folks can pick and choose what to believe and expose themselves to. The decision however did not come without opposition. protests popped up on campus Thursday and several professors signed a letter to President Robert Zimmer. U of C, though, appears to be standing strong amidst a climate that has seen even DePaul wilt in the face of over-eager censorship based on feelings rather than rationale.

In an Editorial, the Chicago Tribune summed it up perfectly: "If this involved practically any other college in America, we'd be concerned the administration might buckle under the protests, and concoct some reason to disinvite Bannon to preserve harmony. There's a pattern in place, from Berkeley to DePaul and beyond, of universities squelching controversial speaker events, especially those involving people on the political right. It's part of the larger cultural movement of trigger warnings and safe spaces that believes kids on campus have a right to be protected from ideas that offend them.

Thankfully, the U. of C. thinks differently."

Indeed. While there's little doubt that a man that first associated himself with, and the was summarily fired by Donald Trump will say anything substantive, he does deserve the right to speak if given the opportunity. While colleges across the country participate in the undermining of the first amendment and journalism ethics in general, University of Chicago is standing as a beacon of how to handle these situations in a mature manner.

More High-Rises Slated for West Loop

The boom in the West Loop doesn't seem to be stopping any time soon. This week, plans were announced for yet another set of high-rises in the quickly-developing area just left of the Loop. Developer Sterling Bay showed off plans for four new buildings that will essentially look to gut whatever sense of the neighborhood still exists and lean full-heartedly into Rahm Emanuel's Tech hard-on, glossing the area in more glass and quick-pour concrete as local developers tug at the pants-leg of Amazon.



The plans are expansive to say the least. Extending north along Green Street from Randolph. Included in the plans are 19 and 20-story buildings on either side of Green St. where Coyne College currently stands. It and the parking lot across the street were purchased for \$25 million last year. Included as well are proposals for a seven-story mixed-use building at 345 N. Morgan and a 21-story office building at 360 N Green, the latter the first new development north of the Metra tracks.



It's apparent that the deep-pocketed developers that have long dictated the migration of Chicagoans are once again hedging their bets, this time for the possibility of Amazon choosing the Fulton Market corridor for its HQ2 headquarters. Despite the fact that may be a long-shot and the other persistent reality of Chicago losing more population than

the rest of the country every year, let's keep our fingers crossed these get done before the bubble pops. Head over to [Curbed](#) for a more in-depth look at the project and our recurring feature, [Cranes In The Sky](#).

CTA OK's First L Extension Since 1993

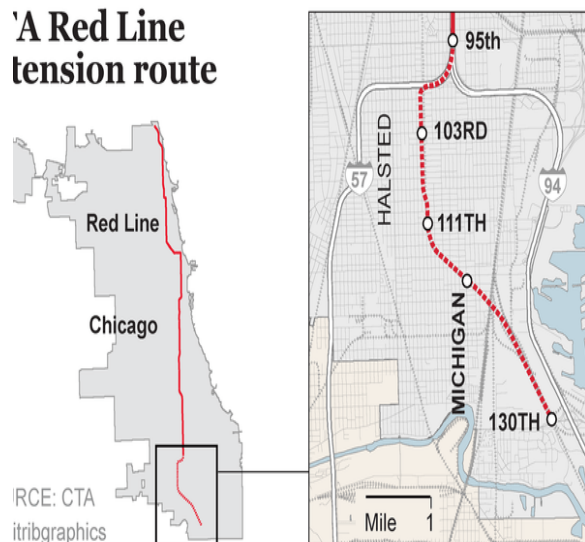
An area of the city long-considered a "transit-desert" by activists may be getting some relief, as the Chicago Transit Authority announced plans for a \$2.3 billion extension of the Red Line south to 130th St. The project, if approved for funding, would be the first extension of any 'L' since opening the Orange Line in 1993.

The extension follows a redevelopment of much of the south side Red Line stations which took place in 2012 and will bring transportation options to a large swath of neighborhoods that are largely without any. The 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue near 115th Street, and 130th Street with parking and bus connections that would extend as far south as suburban Riverdale.

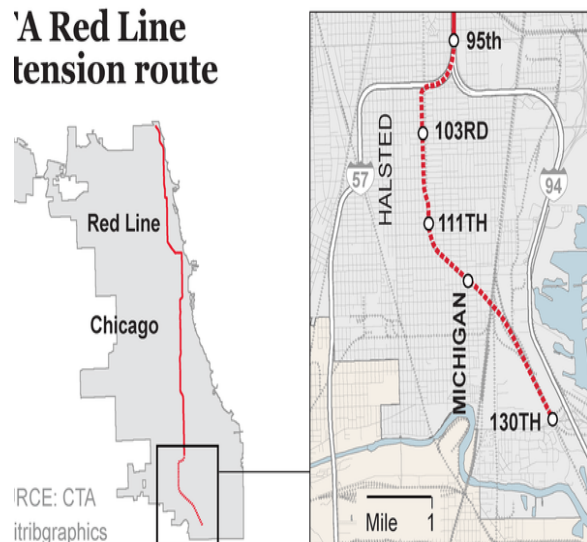
According to the *Tribune*, "The CTA will hold an open house on Feb. 13 from 6 to 8 p.m. at the Gwendolyn Brooks College Preparatory Academy gymnasium to present the alignment to residents. The agency then must publish a final environmental impact study to include further analysis of the path and some preliminary engineering work."

If all goes according to plan, the earliest date to break ground is 2020 with at least four years needed to finish the construction.

A Red Line extension route



A Red Line extension route



<http://www.chicagomag.com/city-life/January-2018/Chicago-Plans-a-Red-Line-ExtensionBut-Could-It-Be-Done-Faster-and-Cheaper/>

CHICAGO MAGAZINE

Chicago Plans a Red Line Extension—But Could It Be Done Faster and Cheaper?

The city has finally announced its preferred route from 95th Street to 130th Street. But with the Trump infrastructure plan looking unfavorable, will the Metra Electric option get a hearing?

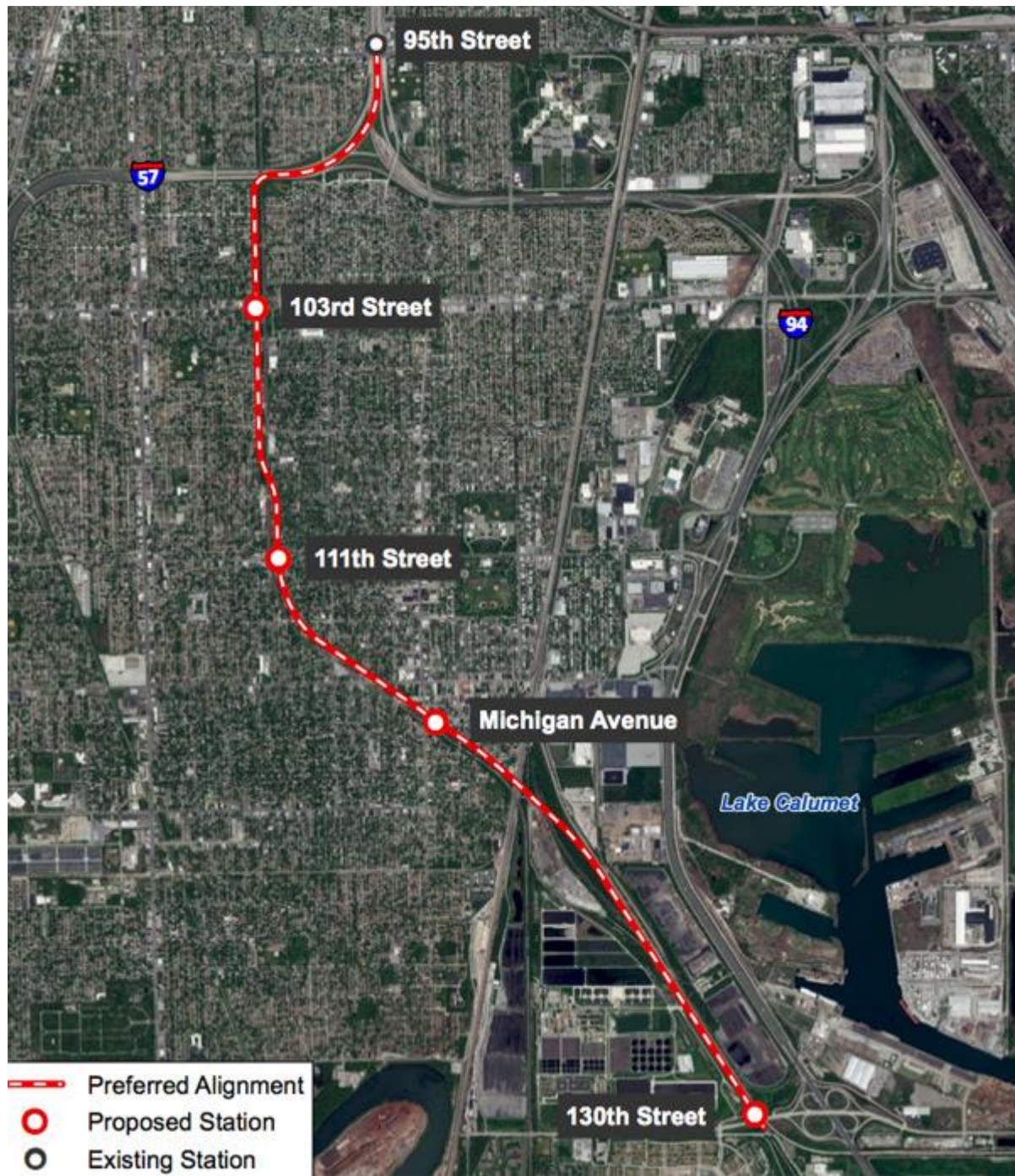
BY WHET MOSER

PUBLISHED JAN. 29, 2018



What the (proposed) 103rd Street station on the (proposed) Red Line extension could look like by 2026 (at the earliest). PHOTO: CITY OF CHICAGO

The city announced its planned route for the long-discussed extension of the Red Line, which would be extended from its current South Side terminus at 95th Street down to 130th Street in between Lake Calumet and the Little Calumet River. Here's where they want to run it.

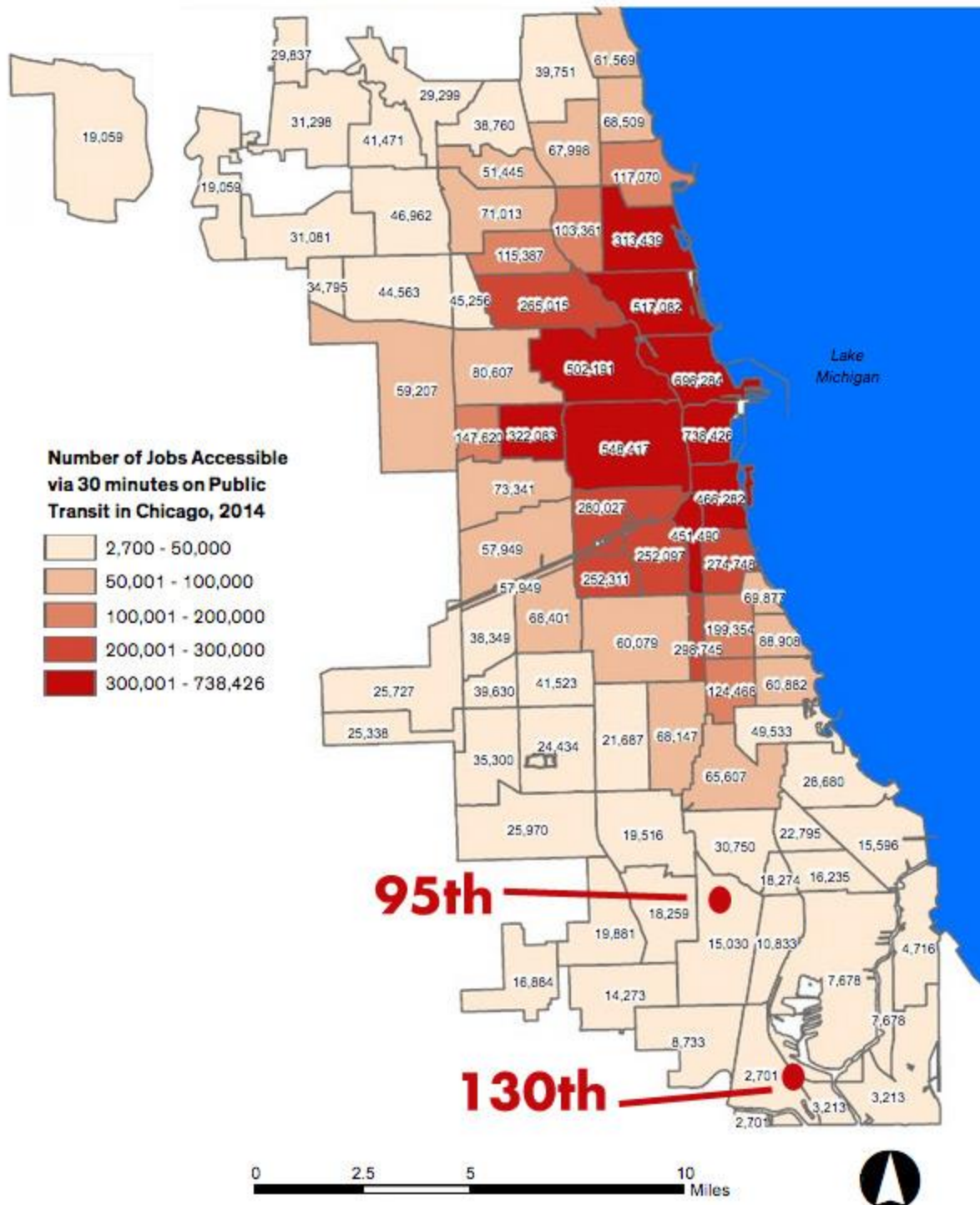


The city says it would be a 5.3-mile extension costing \$2.3 billion dollars, \$1 billion of which would come from the federal government.

The *Tribune* reports that it will shave off about 20 minutes from a commute from 130th Street to the Loop. That sounds about right: According to Google Maps, it's 28 minutes from the 95th Street Red Line Station to State & Lake. Currently to get from the approximate location of the proposed 130th Street station, it's a short walk and then a half-hour, 49-stop bus ride from Ellis Avenue and 131st Street to get to the 95th Street terminus.

One map gives a sense of how that could affect commuters. It's from a UIC-Great Cities Institute report on jobs and unemployment for youth, and it shows the number of jobs available within a half-hour commute of anywhere in the city. The 130th Street station would border the two community areas with the fewest number of jobs (as of 2014) available within a half-hour commute: 2,701. I've annotated it with the location of the 95th Street station and the proposed 130th Street station.

**Map 11: Number of Jobs Accessible via 30 minutes on Public Transit in Chicago
by Chicago Community Areas, 2014**



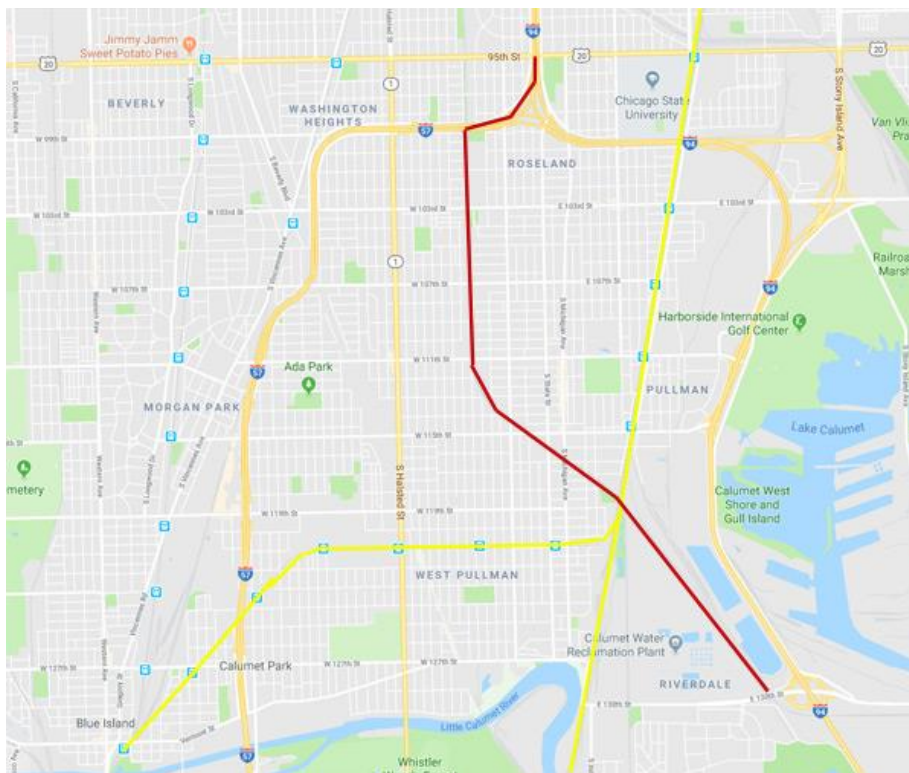
The 130th Street station would be on the border of Riverdale, which, the *Tribune's* Alexia Elejalde-Ruiz reported in 2016, has the most economic hardship of any Chicago community area: a per-capita income below \$7,500 and

unemployment of 40 percent. Faster and more reliable public transit could be a considerable benefit for the far South Side neighborhood.

But there's likely to be some pushback. The proposed route would cost the city over a billion dollars, and the additional federal money is up in the air: The White House's infrastructure adviser said Trump's infrastructure plan "will not include any new revenue to pay for \$200 billion of new federal spending," and apparently focus more on bringing non-federal money to the table. So, a near-50-percent match may not be realistic in the near future, and the situation could change again between now and 2022, the earliest time the city says it could begin.

Meanwhile, transit advocates have been pushing a proposal for many years that would convert the Metra Electric lines into something that functions more like the L, with greater frequency and a longer operating day, than the infrequent commuter rail pattern it runs on now.

The Metra Electric is highlighted in light yellow, the proposed Red Line extension in red. They cover similar territory.



If you wanted to take the Metra from Blue Island to Millennium Station on a Monday morning, the train leaves at 6:15, 6:40, 6:58, 7:20, 7:35, and 8 a.m. The last one will get you downtown by 8:56. After the 8 a.m. train, there's not another one for two hours and 18 minutes. The next trains are 12:18, 2:18, 4:18, 5:38, 6:38, and 7:41 p.m. And that's it for the rest of the day.

Going from downtown to Blue Island? The last train arrives in the latter at 8:23 p.m. It's a rush-hour train that mostly benefits 9-to-5 workers and doesn't really serve the night shift at all.

This case has been made many times. Sandy Johnston wrote a thorough piece about it for *South Side Weekly* last year. Steven Vance considered the idea for Streetsblog in 2016. As Johnston points out, and as you can see from the map, there are a *lot* of stations for the Metra Electric running through the Red Line extension area, far more than your typical Metra line—because it used to have L-level frequency and serve a rapid-transit-like purpose before it was absorbed by the RTA and run on a commuter-rail schedule.

Daniel Kay Hertz wrote that such a conversion would cost about \$27 million per mile, compared to about \$434 million per mile (including federal funding) for a Red Line extension. As Alon Levy writes in *CityLab*, the latter number is pretty average for American subway/elevated rail projects, which is far more expensive than European ones. If the \$27 million-per-mile estimate is correct, that's less than half the cheapest new American construction Levy cites, a \$65 million per mile light-rail project in Phoenix.

The *Tribune's* Mary Wisniewski reported that the idea “has drawn the interest of Mayor Rahm Emanuel, who has asked the head of the Regional Transportation Authority to facilitate discussion on the issue.” It hasn't gotten far enough along to serve as a replacement to the Red Line extension, apparently. At Streetsblog, John Greenfield thinks the reason is that “they believe that it will be easier to prize a federal grant out of the Trump administration than get CTA and Metra to play nice.”

If the Red Line extension does happen, it wouldn't necessarily obviate the Metra Electric conversion; the North Side has comparable north-south L density and it's a good tie-in with the Obama Library. But much as CTA and the Metra have had trouble integrating their services, transit funding is likely to run into a headwind under the Trump administration's infrastructure plan. Yonah Freemark noted that it requires value capture financing for transit funds, such as property value increases that would pay for its cost through a tax-increment finance mechanism; as Greenfield points out, that might not be a realistic goal for a Red Line extension. In this quite realistic scenario, the city might have to wait for a different administration, or do some heavy relationship counseling for the metro's two public-rail agencies.



Mayor, CTA Announce 'Preferred Alignment' For Red Line Extension

Expanded rail service to the far South Side will improve access to jobs and opportunities, city officials say.

By [Carrie Frillman](#), Patch Staff | Jan 29, 2018 1:16 am ET



CHICAGO -- Mayor Rahm Emanuel and the Chicago Transit Authority (CTA) last week announced that the agency has selected a preferred alignment for

the Red Line Extension (RLE) — a project that will extend the Red Line to 130th Street from 95th Street.

The RLE project will provide new access to rail service for Far South Side residents, connecting them to affordable housing, jobs, services and educational opportunities.

"Today we are taking a major step towards extending the Red Line to 130th Street and delivering the jobs and economic opportunities that go with it," Mayor Emanuel said. "By extending the Red Line south we are strengthening Chicagoans' connections to each other, to opportunity and to the world."

The proposed 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street. Each of the new stations would include bus and parking facilities. The project is expected to create an estimated 6,200 jobs.

After taking into consideration extensive public feedback, technical analysis and other factors, the CTA selected a route for the RLE project that would:

[Subscribe](#)

- Begin the extension at 95th Street and run along the west side of the Union Pacific Railroad tracks from I-57 south to approximately 109th Street;
- Cross the Union Pacific Railroad tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street; and
- Continue south to 130th Street.

"We are happy to introduce our preferred alignment for the Red Line Extension, a transformational project that will expand rail service to Chicago's southernmost communities and create better access to jobs, education and opportunities," CTA President Dorval R. Carter, Jr. said. "We made this

selection based on feedback from the community, and look forward to moving forward on this project."

The preferred RLE alignment would provide all the benefits of new rail service for the area while minimizing the impact on local businesses and homes. The alignment is a hybrid of two previously considered alignments—the East and West Options, named for where they were located next to existing freight railroad tracks—and offers the best of each while limiting the number of properties CTA must purchase to build the rail extension. The selected alignment also takes advantage of several large parcels of land that are currently vacant and will allow for economic development opportunities.

The project is a key part of Mayor Emanuel and CTA's "Red Ahead" investment in its busiest rail line that includes the \$425 million Red Line South Reconstruction that was completed in 2013 and the ongoing \$280 million construction of a new 95th Street Terminal, which will be completed in 2018.

What's next?

The CTA will host a public open house on February 13, 2018 from 6 p.m. until 8 p.m. at the Gwendolyn Brooks College Preparatory Academy gymnasium (250 East 111th Street, Chicago, Illinois) to present the alignment to the community.

CTA officials will produce a final Environmental Impact Study (EIS) that will include further preliminary engineering work and will analyze impacts of the proposed alignment. This engineering work is required before CTA can apply for more than \$1 billion in federal funds to support the RLE project, estimated to cost \$2.3 billion.

CTA officials expects to apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase of this project, a necessary step to pursue federal funding for the project under the competitive federal "New Starts" program. For more information on the Red Line Extension project, visit transitchicago.com/redeis.

https://www.progressiverailroading.com/passenger_rail/news.aspx?id=53785

Progressive RAILROADING

Rail News: Passenger Rail

CTA unveils preferred alignment for Red Line extension



Rendering of the 103rd Street Station on the extension
Photo – Chicago Transit Authority

The Chicago Transit Authority (CTA) last week announced its preferred alignment for the proposed Red Line rail extension, which calls for extending the route from 95th Street to 130th Street.

The chosen route would begin at 95th Street and run along the west side of Union Pacific Railroad tracks from Interstate 57 to 109th Street. Then, the route would cross UP tracks and run along their east side until crossing the Metra Electric tracks near 119th Street.

From there, the route would continue south to 130th Street.



The preferred alignment is a hybrid of two previously considered alignments.

Source – Chicago Transit Authority

The 5.3-mile Red Line extension would include four stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street. Each new station would include bus and parking facilities.

The CTA chose the preferred alignment after taking into account public feedback, technical analysis and several other factors, agency officials said in a press release.

The alignment is expected to provide the benefits of a new rail service while minimizing the impact on local homes and businesses. Agency officials will host an open house Feb. 13 to present the route to the community.

The CTA will produce a final environmental impact study that will include additional preliminary engineering work, which is required before the agency can apply for more than \$1 billion in federal funding. The extension would cost an estimated \$2.3 billion.

CTA officials also expect to apply to the Federal Transit Administration for entry into the project development phase — a necessary step to pursue federal funding under the competitive "New Starts" program.

In October 2016, the agency published the draft environmental impact statement for the Red Line extension.

<http://www.rtands.com/index.php/passenger/commuter-regional/preferred-alignment-for-cta-red-line-extension-selected.html?channel=281> Preferred alignment for CTA Red Line extension selected



Written by [Kyra Senese, Managing Editor](#)



CTA

The Chicago Transit Authority (CTA) has selected a preferred alignment for the Red Line Extension (RLE) project, which is set to extend the Red Line to 130th Street from 95th Street.

The RLE project is intended to provide new access to rail service for the city's Far South Side residents, CTA said.

"Today, we are taking a major step towards extending the Red Line to 130th Street and delivering the jobs and economic opportunities that go with it," Chicago Mayor Rahm Emanuel said. "By extending the Red Line south we are strengthening Chicagoans' connections to each other, to opportunity and to the world."

The proposed 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street. Each new station would feature bus and parking facilities, as well.

The CTA said it received extensive public feedback and technical analysis regarding the RLE project.

The transit authority selected a route for the project that would:

- Begin the extension at 95th Street and run along the west side of the Union Pacific Railroad tracks from I-57 south to approximately 109th Street

- Cross the Union Pacific Railroad tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street
- Continue south to 130th Street

"We are happy to introduce our preferred alignment for the Red Line Extension, a transformational project that will expand rail service to Chicago's southernmost communities and create better access to jobs, education and opportunities," CTA President Dorval R. Carter, Jr. said. "We made this selection based on feedback from the community, and look forward to moving forward on this project."

The CTA said the preferred RLE alignment would minimize the effects on local businesses and homes and takes advantage of several large, vacant sections of land that will enable economic development opportunities.

The RLE project is part of Mayor Emanuel and CTA's "Red Ahead" plan for the Red Line that includes the ongoing \$280 million construction of a new 95th Street Terminal, which is set for completion in 2018.

The CTA also said the project is expected to facilitate more than 6,000 jobs.

CTA will host a public open house on Feb. 13 to present the alignment to the community. The transit authority is set to produce a final Environmental Impact Study (EIS) that will include further preliminary engineering work and analyze impacts of the proposed alignment.

The engineering work must be completed before CTA can apply for more than \$1 billion in federal funds to support the project, which has an estimated cost of \$2.3 billion.

CTA said it intends to apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase of this project, which would allow the transit authority to pursue federal funding for the project under the competitive federal "New Starts" program.



BRIEF

Chicago Transit Authority unveils details for \$2.3B rail extension

AUTHOR

Kim Slowey [@kimslowey](mailto:kimslowey)

PUBLISHED

Jan. 30, 2018

Dive Brief:

- The Chicago Transit Authority (CTA) announced new milestones in its planned 5.3-mile, \$2.3 billion Red Line rail extension project, according to [Curbed Chicago](#).
- The CTA made one of the most critical decisions — that is, the route the new line will follow — a choice that officials said would necessitate the fewest private property purchases. The authority also announced the location of four new stops.
- The CTA is expected to apply for federal and local funding, but it might create a transit-specific Tax Increment Financing (TIF) district as well. If the city can come up with the money and meet other requirements, construction could start in 2022.

Story continues below

Dive Insight:

Even though officials admitted the project faced some obstacles, Dorval Carter, CTA president, said in 2016 that the project could be life changing for those in need of educational and employment opportunities.

Chicago has a few other transportation projects in the works as well, including the \$2.1 billion Red and Purple Modernization (RPM) rail initiative. That project entails



station improvements, new tracks and other upgrades. The CTA secured a \$1 billion Federal Transit Administration (FTA) grant for this project but only after the city approved a TIF. Before President Donald Trump took office, the Chicago City Council sped up approval of the project so that the FTA under former President Barack Obama would make the decision.

In December, the CTA chose three companies to bid on the project with the intention of starting construction in 2019.

Another project in the planning stages is an express transportation system between downtown Chicago and the city's O'Hare International Airport. One of the bidders on the project is Elon Musk's Boring Company. Musk has not offered specifics on what his plan will look like, but the project guidelines call for a public-private partnership-type relationship where the winning bidder will finance, operate and maintain the system.

The specifications also require a system design that can move commuters between Chicago and the airport in no more than 20 minutes. Musk told his Twitter followers that a Hyperloop system and the accompanying vacuum wouldn't be necessary for such a short trip, which has left onlookers wondering if the Boring Company will present a proposal for a skate system like it has in mind for a high-speed transportation tunnel system under Los Angeles.

Recommended Reading:

-  Curbed Chicago CTA reveals route, four new stations for Far South Side Red Line extension 

<http://www.chicagoreporter.com/new-red-line-extension-plan-would-uproot-fewer-far-south-side-homes/>

THE CHICAGO REPORTER

New Red Line extension plan would uproot fewer Far South Side homes

By  [La Risa Lynch](#) | January 31, 2018



Photo by Yingxu Jane Hao

Shari Henry's 101st Street home, which her parents bought in 1970, will no longer need to be acquired and demolished under the CTA's new proposal to extend the Red Line.

Shari Henry breathed a sigh of relief at the news.

The home she shares with her mother will not be taken to make way for the planned Red Line extension to the city's southern limits. She and her mother had been in a holding pattern since they received a letter in 2016 from the Chicago Transit Authority stating that their home was among 248 that [could be acquired](#) for the project. The Henry family home was among 94 privately owned properties that ended up being spared in CTA's final plan, announced late last week. Only 154 properties will have to be acquired.

"Just so much has been on hold because we've haven't known," said Henry, whose parents bought their house in the Fernwood neighborhood in 1970 after leaving the Dearborn Homes housing development. She had been putting off installing a new roof. "There was no need to do a roof if the house was going to be taken, if it was going to be torn down."

CTA Public Hearing

Tuesday, Feb. 13, 2018

6 – 8 p.m.

Gwendolyn Brooks College Preparatory Academy gymnasium

250 East 111th St.

Chicago, IL 60628

The preferred alignment to extend the Red Line will be presented to the community. Comments can be submitted at: RedExtension@transitchicago.com.

CTA's initial proposal included options for building the extension on either the east or west side of the Union Pacific Railroad tracks that stretch through the Far South Side. But the agency decided to use a hybrid of the two options: The elevated transit line will run west of the Union Pacific tracks from I-57, running partly on a grassy parkway, to 109th Street. There, it will cross over to the east side and continue south to the last of four new stops, at 130th Street in the Riverdale community.

The Henry's home was spared by the use of that 4-block stretch of green space. The majority of line will run along the east side, which is mostly residential but has more vacant properties that could be used for economic development.

But other residents will still be uprooted from their homes or businesses. Mims Donald will have to uproot the family-owned business that is in the extension's path. He has operated Donald's Auto Repair at the corner of West 115th Street and South Lafayette Avenue since his family first bought the business in 1976. CTA has proposed to build one of the four new stations in the area.

Still, Donald believes the extension is a good thing. "I'll be glad to see something coming in that improves the neighborhood," said Donald. "I am all for anything in this neighborhood that is going to help it."

Donald lived in the community for more than 30 years before moving to Calumet City. He said Roseland is not the same great neighborhood he once grew up in.

“Things just steady been going down because people can’t get any jobs,” he said. “Anything that is going to improve for people to get better jobs and have better transportation to get downtown ... I am all for it. I can establish another business some other place. I am not gonna stand in the way.”

Donald is optimistic about the development as well as getting a fair price for his property. But other residents have been skeptical about the [potential impact of the project on home value and the prospects for economic development](#). The area has long suffered from a lack of jobs, poor transit options to employment, and disinvestment as blacks moved in and whites fled to the suburbs during the 1950s and 60s.

RELATED



[Far South Side homeowners question Red Line extension’s impact on property values](#)

The city’s history of residential segregation has kept home values down. Coupled with the recent housing crisis, experts say homeowners may not get their original purchase price for their homes once the city begins acquiring properties. Home prices in Roseland, Riverdale and other Far South Side communities fell further during the housing crisis and recovered more slowly compared to the rest of Chicago.

Ald. Anthony Beale, whose 9th Ward encompass the majority of the Red Line extension, recognizes the residents’ concerns about getting a fair price for their property but says residents will get a fair shake.

“Nobody is coming out of this short-handed, and I am gonna make sure of that,” said Beale. He called the hybrid alignment a win-win for the community that minimizes displacement.

Beale is optimistic about the project, which has been more than 40 years in the making, but says he cannot get excited until the funding is secure. City and CTA officials expressed confidence about securing additional federal and state funding and have already secured \$85 million for engineering and environmental work. The earliest construction would begin in 2022. The project would take four years to complete.

The 5.3-mile extension will include four new stations with park 'n ride lots and bus connections, on 103rd Street, 111th Street, 115th and Michigan Avenue, and 130th Street. [Studies](#) have shown that on average property values near transit tend to increase. But areas suffering from low home values for a long time may not see an immediate increase. Instead, home values may rise steadily many years down the road.

Henry doesn't see that happening where she lives. Her home is two blocks from the proposed station at 103rd Street. CTA's 95th Street station, which now serves as the end of the line, is [all the proof she needs](#). Though it is CTA's busiest station, 95th Street itself has struggled economically. The station is currently undergoing a \$280 million renovation.

"There has not been an increase in businesses around that area, and it's been there for years," Henry said. "So we can only hope that we fair a little better with an L station on 103rd."

<http://www.wlsam.com/2018/02/02/connected-to-chicago-2-4-2018/>



Connected to Chicago (2-4-2018)

Feb 2, 2018 | tbravo



Bill Cameron sits down with former Governor, and current candidate for Attorney General, Pat Quinn. They discuss the current situations with “the dreamers,” and why Quinn wants to be Attorney General. Quinn shares his thoughts on Donald Trump, and Bruce Rauner thus far. He also talks about health care, recreational marijuana use, criminal justice reform, sexual harassment in Springfield, and the current Gubernatorial race.

In this week’s round table segment, Bill Cameron is joined by Ray Long of the Chicago Tribune, Greg Hinz of Crain’s, and Lynn Sweet of the Chicago Sun Times. The round table reacts, and shares their thoughts on the current Gubernatorial race. Other topics include DACA, and “the dreamers,” and the round table’s reaction to Donald Trump’s State of the Union Address.

This week’s community spotlight segment with John Dempsey is on the extension of the CTA Red line south to 130th street.

THE COLUMBIA CHRONICLE

CTA proposes route for transportation desert

- [Savannah Eadens, Metro Reporter](#)
- Feb 5, 2018



A proposed extension route to the CTA red line will extend the southbound ending from 95th/Dan Ryan to 130th.

[Erin Dickson | CHRONICLE](#)

The anticipated Red Line Extension project route proposed by the Chicago Transit Authority promises minimal community damage during construction and thousands of new jobs. But questions about how it will be funded still linger.

The project proposal, announced Jan. 26, is designed to provide new access to rail service for far South Siders. The 5.3-mile extension from its southern tip, 95th Street, would include four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street, according to a Jan. 31 email interview with Jon Kaplan, a CTA spokesman.

“[The extension will] connect far South Side residents to affordable housing, jobs, services and educational opportunities,” Kaplan said. “The four new stations can help foster economic development in the area and serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts.”

CTA chose the route after public feedback from the community, and construction’s scheduling still depends on funding. The earliest construction would begin in 2022, and the project would take about four years and cost about \$2.3 billion, according to Kaplan.

Kyle Whitehead, government relations director at Active Transportation Alliance, said the extension is a long-overdue project that has been discussed for decades.

The timeline of the project is typical for a major transportation construction, Whitehead said, but the challenge will be securing funds from state and federal administrations that are trying to spend less on transportation.

“We’re advocating for public dollars to be spent because it is important to have direct spending at every level of government on public transit,” Whitehead said. “That pays dividends for our communities towards economic development, public health and the environmental benefits that come with major transit projects like this one.”

The extension at 95th Street will run along the west side of the Union Pacific Railroad tracks from I-57 south to about 109th Street, then cross the railroad tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street, where it will continue to 130th Street.



“From [ATA’s] perspective as advocates, the service will be similar regardless of which routes they chose,” Whitehead said. “The most important thing is that a route has been chosen and the project is entering the next stage.”

The South Side has long been considered a transportation desert, and the lack of public transit has hindered its communities, Whitehead said.

“While this investment would not completely solve the problem, it could dramatically change the situation for people, businesses and organizations,” Whitehead said. “But it’s important that people living there are benefiting from it and a part of the process of determining how their community is going to be changed and affected by this project.”

CTA will host a public open house at 6 p.m. on Feb. 13 at the Gwendolyn Brooks College Preparatory Academy gymnasium, 250 E. 111th St., to present the plan and get feedback from residents and business owners, Kaplan said.

+2



[Erin Dickson | CHRONICLE](#)

P.S. Sriraj, director of the Urban Transportation Center at the University of Illinois at Chicago, said the city needs to look carefully into how the project may change the “flavor” of the neighborhoods. Railways have historically had a positive economic impact on communities, but gentrification cannot be predicted, Sriraj said.

“The only negative with improvement and accessibility [to the Red Line] is that some people may be bought out or forced to move, and it may end up happening in a manner that we might not recognize it,” Sriraj said. “With improvements in accessibility we have to question: Who will be the beneficiaries of those?”

<https://archpaper.com/2018/02/cta-announces-route-of-proposed-red-line-expansion/>

THE
ARCHITECTSNEWSPAPER

CTA announces route of proposed Red Line expansion

By [MATTHEW MARANI](#) • February 5, 2018

[Midwest Transportation](#)



A rendering of the proposed Red Line expansion is pictured here. (Courtesy CTA)

On January 26, the [Chicago Transit Authority](#) announced its ideal path for the proposed expansion of the city's Red Line south branch. The expansion, the system's first since 1993, is a major aspect of Mayor Rahm Emanuel's "[Red Ahead](#)" initiative to modernize and lengthen

Chicago's busiest train line. Over 240,000 Chicagoans ride the city's Red Line on an average weekday, representing over 40 percent of "L" ridership.



Map of the proposed Red Line expansion. (Courtesy CTA)

The “Red Ahead” initiative has already delivered tangible improvements to the second largest transport system in the country. Currently, a [transit terminal](#) designed by Chicago-based Exp. is rising on 95th Street, the current southern terminus of the Red Line. The \$280 million project entails the renovation of the existing North Terminal and the construction of an entirely new South Terminal, with the intended goal of increasing passenger capacity for existing and future commuter demand. The renovated and expanded station will also include two new public artworks by Chicago-based artist [Theaster Gates](#), and is expected to open in 2018.

[The Chicago Tribune](#) reports that the proposed route runs from 95th Street, along the preexisting Union Pacific freight tracks, to 130th Street. This route will expand the Red Line by 5.3 miles, add four new stations, and is estimated to cost \$2.3 billion. State and local funding for the project is not yet fully realized, and considering the budget priorities laid out by the Trump administration’s recently-[leaked infrastructure plan](#), crucial federal funding remains precarious at best. The earliest the project will break ground is 2020, with an approximate four-year construction timeline.

The new stations, located on 103rd Street, 111th Street, Michigan Avenue, and 130th Street, will feature bus and parking facilities as a measure to decrease vehicular congestion within the greater Chicago area. As noted by [NBC Chicago](#), the 5.3-mile extension primarily serves Chicago’s [Far South Side](#), an area currently designated as a “transit desert” due to its lack of public transport.



A proposed station within the South Side context. (CTC)

Expanding transportation opportunities in Chicago's South Side could dramatically impact the area's residents. According to [CBS Chicago](#), the extension of the Red Line could shave 20 minutes off the commute from the Far South Side to Downtown Chicago, boosting the accessibility of affordable housing in the area. Although transportation projects tend to draw the ire of community groups, interviews conducted by the *Chicago Tribune* with residents and businesses across the proposed Red Line expansion reveal widespread support for the transit initiative.

According to [Progressive Railroading](#), a final environmental impact study for the project will be released following a February 13 open house with the surrounding community. Following the study, the CTA can apply for over \$1 billion in federal funding.

If funding is secured for the extension of the Red Line, the CTA will still have to contend with the approximately 150 private parcels along the proposed route. The financial and logistical hurdles are great, but the large-scale expansion of Chicago's "L" could prove a boon to residents and city alike.

<https://www.chicagoreader.com/chicago/cta-red-line-extension-metra-electric-line/Content?oid=42058971>

READER

Can the CTA and Metra play nice?

Benefits of increased cooperation could include fare integration and an alternative to the costly Red Line expansion.

By [John Greenfield](#) @greenfieldjohn



• BOBBY SIMS

On January 26, when Mayor Rahm Emanuel and the CTA unveiled the route for the \$2.3 billion extension of the Red Line from 95th Street to 130th Street, the big question was where the heck the CTA would get the money from. City officials said they planned to apply for more than \$1 billion in federal grants for the project. Trouble is, White House infrastructure adviser DJ Gribbin says that Donald Trump's forthcoming \$200 billion infrastructure bill won't include any new revenue and will cut existing transportation funding—specifically, Amtrak and public transit.

For decades transit experts and advocates have pushed for a much cheaper, quicker solution to bring rapid transit to the far south side. The Metra Electric District route, aka the Electric Line, runs more or less parallel to the Red Line and makes eight stops within Roseland, Pullman, and other neighborhoods that would be served by the four extension stations, which are planned near 103rd, 111th, Michigan at 115th, and 130th Streets. Currently the Electric Line runs sporadically during nonrush periods. Running it more frequently, offering, say, 24-hour service at 15-minute intervals, and integrating its fare system with the CTA could likely be done at a fraction of the cost of the extension.

It could also be done a lot more quickly. The proposed project involves acquiring about 150 properties and building elevated tracks and stations. According to the CTA, it won't be fully operational until 2026 at the earliest, and work won't begin until 2022. The Electric Line conversion, which would only require retrofitting existing infrastructure, could almost certainly be completed sooner.

It's too bad the CTA and Metra don't play well together. It's not just that the CTA primarily serves the city, Metra the suburbs. Like the RTA and Pace, each of these transit agencies has its own board of directors—Emanuel appoints the majority of CTA board members, while most of the Metra directors are chosen by politicians from Republican-controlled suburban county boards. On top of that, the CTA and Metra compete with each other for funding and ridership.

The agencies insist that they get along just fine. "We see a cooperative relationship," said spokeswoman Susan Massel of the overseeing Regional Transit Authority, noting that the CTA, Metra, and Pace collaborated on the regional transit strategic plan the RTA approved in January. It calls for \$30 billion in funding for transit infrastructure projects in the region, and Massel says all four agencies have committed to lobbying together for a steady annual revenue stream of \$2 to \$3 billion for capital investments.

But transit advocates argue that this cooperation is the exception that proves the rule.

"There are well-documented and systemic governance and financing problems that make the lack of cooperation between transit agencies predictable," said Active

Transportation Alliance executive director Ron Burke. "From the slow journey to a universal fare card, to funding decisions not tied to a strategic transit vision for the region, to the inability to convert the Metra Electric into a CTA-style service in Chicago, these shortcomings are a function of systemic problems."

Center for Neighborhood Technology executive director Scott Bernstein noted that the CTA and Metra still vie with each other for infrastructure grants from the Federal Transit Administration. "They don't lobby together and they don't put in joint applications, so in what way could you say that they aren't competing in that regard?"

Bernstein said he'd also like to see the RTA, the CTA, and Metra, which each have separate programs for promoting transit-oriented development, work together on this front, something that could not only save money but potentially attract more private-sector investments.

CTA spokeswoman Catherine Hosinski and Metra spokesman Michael Gillis point to the new Loop Link bus rapid transit corridor and the new Union Station Transit Center, which make it easier to transfer from Metra trains to CTA buses, as one example of the agencies' cooperation. And they maintain that the region already has an integrated fare payment system of sorts—the Ventra smartphone app lets CTA and Metra riders add value to their cards and permits Metra passengers to purchase tickets onboard without a surcharge.

Metropolitan Planning Council director Audrey Wennink noted that in some parts of the region the CTA and Metra vie for a larger cut of local sales tax revenue. Of course, they also compete for revenue from customers, and Wennink said it's understandable the agencies are dragging their feet about really integrating fares as opposed to merely sharing the Ventra app. "If a rider who transfers from Metra to CTA only has to pay a small transfer fee and not the full CTA fare, as is the case now, who absorbs that loss in revenue?" she asked.

One thing the agencies and the advocates can agree on is that much of the competition between the CTA and Metra is due to a factor beyond the agencies' control: there isn't sufficient investment in transit. "The funding pie needs to be bigger so we are both adequately funded," Gillis said. Instead, Illinois's budget deal last summer included cuts to state funding for the CTA, Metra, and Pace. As a result, all three systems raised fares this year. Metra also reduced service on some lines, including the Electric Line's Blue Island and South Chicago branches.

Wennink offered a few suggestions for increasing transit funding, including boosting the state gasoline tax—which has been stuck at 19 cents since 1990—and possibly

switching to a distance-based driving tax in the future, so that revenue doesn't decrease as more people switch from conventional cars to hybrid electric vehicles.

"Ultimately, if the transit agencies weren't so underfunded and not fighting for their lives, they might have more capacity to think creatively," Wennink said. v

John Greenfield edits the transportation news website [Streetsblog Chicago](#).

<http://www.chicagotribune.com/news/ct-met-cta-hearing-red-extension-20180212-story.html>

Chicago Tribune

Public invited to weigh in on CTA's planned Red Line extension on South Side



The 5.3-mile \$2.3 billion Red Line extension, in a CTA proposal announced Jan. 26, 2018, would fill in what community activists have called a “transit desert” on the South Side. (Antonio Perez / Chicago Tribune)

Elvia MalagonChicago Tribune

The public will get a chance to check out plans, ask questions and even offer their own two cents about plans to extend the Red Line south of 95th Street at a Tuesday night open house hosted by the [CTA](#).

The event will not include a formal presentation, but CTA staff will be on hand to answer questions from 6 p.m. to 8 p.m. Tuesday at the Gwendolyn Brooks College Preparatory Academy gymnasium at 250 E. 111th Street.

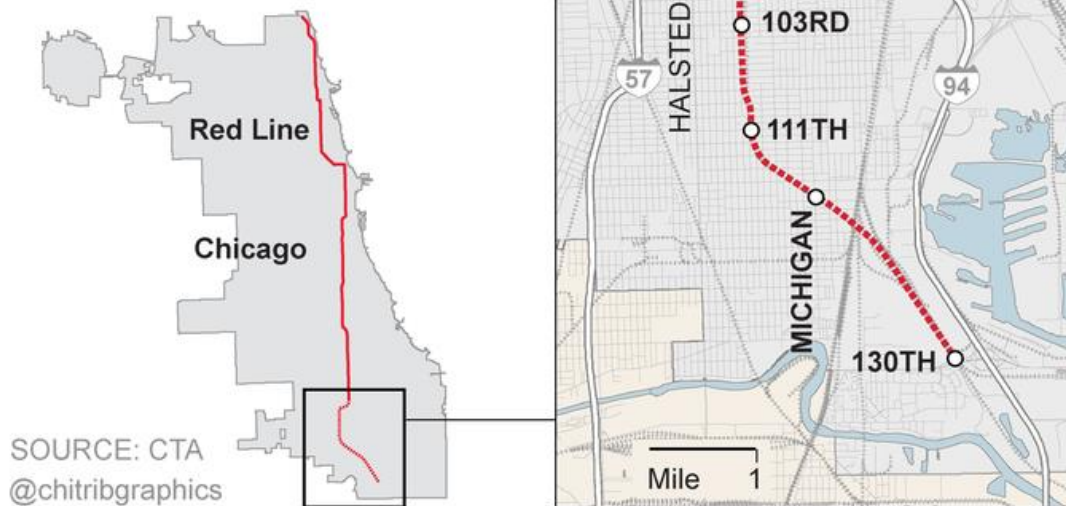
ADVERTISING

Last month, [the CTA announced the planned route](#) for a 5.3-mile Red Line extension through the Far South Side in an area some activists have deemed a “transit desert.” But questions loom about how to pay for such a huge project.

The proposed path starts at 95th Street and would run along the west side of the Union Pacific Railroad tracks from Interstate 57 south to about 109th Street, according to the CTA. From there the line would cross the Union Pacific Railroad tracks and continue along the east side of the tracks until crossing Metra Electric tracks near 119th Street, the CTA says. Then trains would continue south to 130th Street in Chicago’s Riverdale neighborhood.

The proposed plan includes four new stations: 103rd Street, 111th Street, Michigan Avenue and 130th Street.

CTA Red Line extension route



In the past, community activists have called the area the line would extend to a “transit desert” because residents often have to take long bus rides to access trains headed to the Loop.

At Tuesday’s event, the focus of discussion will be on the preferred path and how the project may affect residents, the CTA said in an email. Residents can give the CTA written and oral feedback on the extension.

Funding for the project remains uncertain; the transit agency has secured federal, state and local funding to do preliminary work such as an engineering and an environmental analysis. Construction likely would not begin before 2022, and the entire project could take about four years to complete.

Those who cannot attend the open house can visit www.transitchicago.com/redeis for more information, including details about properties the CTA could acquire to move the project forward.

emalagon@chicagotribune.com

Twitter @ElviaMalagon

<https://chi.streetsblog.org/2018/02/14/south-siders-share-their-thoughts-on-the-red-line-extension/>



South Siders Share Their Thoughts on the Red Line Extension Project

- By [James Porter](#)
- [Feb 14, 2018](#)



[THIS POST IS SUPPORTED BY](#)



Attendees look over plans for the Red Line extension. Photo: James Porter

On February 13, a good-sized crowd of Chicago's South Side residents gathered at Gwendolyn Brooks College Prep in Roseland for a CTA open house. The subject under discussion was [the extension of the Red Line](#) past its current 95th Street terminal all the way to 130th Street. While this project has been discussed since the Richard J. Daley Era, this time around it may actually happen. In November 2016, Mayor Rahm Emanuel announced \$75 million in funding for preliminary engineering for the extension, and last month the city announced the planned route for the new tracks.



The Preferred Alignment for the Red Line extension. Image: CTA

"The CTA has been working on this since 2006," said Sonali Tandon, senior project manager in strategic planning with for the agency, at yesterday's hearing. "We conducted an analysis which was looking at all the possible alternatives for extending the Red Line. That study was finished in 2009. After that, the CTA started working on the draft for the Environmental Impact Statement." That document was published in October 2016. "At that time we had two options that we presented to the public: the east

option and west option of the Preferred Alignment. We had said that we would be coming out back to the public to announce the Select Alignment, which is what this meeting's about."

There has been concern from residents that the construction of new tracks might negatively impact local parks. "The East Option would have impacted two parks, Wendell Smith and Rock Park," Tandon said. "The West Option would have impacted Fernwood Parkway. The preferred alignment would only impact Fernwood Parkway. It is an inactive park; there are no facilities over there. People could potentially be using it to play, but there is no play equipment over there. We have been working with the Chicago Park District for the past few years, in order to discuss those impacts and to identify mitigations to resolve those impacts. We have identified a replacement park so there would be parks elsewhere that would be used to mitigate the impact to Fernwood Parkway."

Tandon added that there is not enough room in the CTA's existing 98th Street rail yard to accommodate additional service. "The existing rail yard is in the median of the [I-94 / Bishop Ford] expressway," Tandon said. "It is severely constrained, so an extension cannot be accommodated in the same rail yard. We are proposing a new rail yard as part of the project at 120th Street. That would replace the existing yard."



Alderman Anthony

Beale talks with residents at the hearing. Photo: James Porter

9th Ward alderman Anthony Beale told me he considers the movement on the Red Line extension be a positive development. “When Mayor Rahm Emanuel first took office in 2011, this was the number one item on the agenda, to make sure that this promise was kept from over forty years ago,” Beale said. “I expressed to him that this is the one item. [Local aldermen] Carrie Austin and Howard Brookins [and I] met with the mayor to make sure this was a priority for the city of Chicago... We’re really excited about how we’re moving forward with this.”

However, local residents seem to have more mixed feelings about the project. “I think it’s a great thing, the Red Line being extended to the Far South Side,” said Deloris Lucas, the leader of the bike group [We Keep You Rollin’](#), who lives in the Golden Gate community. “It should have been incorporated a long, long time ago so that everyone would feel like we were the same type of citizen or resident of Chicago... Right now, the bus ride from 130th to 95th takes almost thirty minutes. That’s ridiculous. Transit should be much faster.”



Attendees

Deloris Lucas, James Marshall Jr., and Fatimah Al-Nurridin. Photo: James Porter

Local resident Elaina McLauren would be glad to see the Far South Side get better transit access, but she's concerned about additional train noise. "I think the train should pass 95th street," she said. "But the way that it's being extended is what I have a problem with. It's being extended down the freight train line. I *live* near the freight train line – half a block away. When I chose to move to the Far South Side, it was because the Dan Ryan train was supposed to go down the expressway to 130th street... That was a good route! It didn't bother anybody's property. Now, it's going to bother my *sleep*!"

"The freight train and that CTA train are going to be running at the same time," McLauren added. "They thought it through, but they did not ask the neighborhood. When CTA comes through, the value of my house [will go] *down*. Who wants to live near a train?" She also expressed concern that the construction of the new tracks would damage her home's foundation.

Her companion Tommy McLauren questioned the location of the 130th Street station, which will serve the Altgeld Gardens housing project, but not much else. "When you get out there, there's nothing out there."

South Sider Ronald Jackson questioned Emanuel's motives in pushing for the Red Line extension at this point in the election cycle. "Why now, all of a sudden?" he asked. This is about an election. This is not about us. And if this project does get off the ground, what's the percentage of minorities having contracts?"

Jackson argued that since few Chicago public schools teach skills like carpentry, drafting, and welding nowadays, young people on the Far South Side won't be able to compete for jobs building the extension. "How is this gonna benefit us? This is going to benefit Rahm's people, and some of these – I hate to say – Uncle Tom aldermen who sit up here talking about they're for us."

Work on the Red Line wouldn't begin until 2022, and service wouldn't launch until 2026 at the earliest. That's if — and this is a big if — Chicago can secure funding for the \$2.3 billion project. Things aren't looking good though, because Donald Trump's recently released infrastructure plan [calls for cutting federal funding for transit](#). Some local transportation experts and advocates have proposed converting the Metra Electric District commuter line to rapid transit service [as a quicker, cheaper alternative](#) to building the Red Line Extension.



Minority Contractor will Contribute to Red Line Extension

Black History Focus

2/21/2018, 1:31 p.m. | Updated on 2/21/2018, 1:31 p.m.



Steven Garth, Sr.

Minority Contractor will Contribute to Red Line Extension
By Christopher Shuttlesworth

Skidmore, Owings & Merrill, under the direction of Contractor Myron Goldsmith, completed the Chicago Dan Ryan Line in 1969. But due to current track conditions, Red Line riders are now experiencing longer travel times, more-crowded trains and less-reliable service, which has led the city to begin plans of reconstructing and extending the red line, according to the Chicago Transit Authority (CTA).

“It was 43 years ago that the CTA unveiled the newest line the (Dan Ryan),” said Terry Peterson, CTA chairman. “A lot has happened in Chicago since then and the South Red Line has become one of the busiest (L)

systems carrying more than 80,000 people on a week day.”

While Black contractors didn’t participate in building the Dan Ryan (Red) Line during the Civil Rights Movement, today, more Black Contractors like Garth Construction Services Corp., are Helping with the \$2.3 billion dollar expansion of the Red Line.

Steven A. Garth Sr., chief executive officer (CEO) of Garth Construction Services Corp., a minority (MBE) family-owned operating company, and co-founder of Black Contractors United, said he is excited to be contributing to the work on the Red Line extension.

"I'm more than enthused due to the fact that we've worked on the Blue line, Green line and Brown line," Garth Sr., said. "The Red Line is in our neighborhood and I'm happy."

Garth Sr., graduated from Olive Harvey College in 1981 with two associate degrees in Construction Management and Architectural and Design. He also minored in Building design, Blueprint Reading, Estimating Business Law and Accounting.

In the last 40 years, Garth Sr., has contributed to the Skyline of Chicago, "Brick by Brick," including the Comiskey Park, McCormick Place II, III and IV, The Harold Washington Library, the Leo Burnett Building, AT&T Corporate Building, O'Hare International Airport, Millennium Park and many Chicago Public Schools.

As the winner of 2016 Outstanding Minority Contractor of the Year, Garth Sr., advises all young contractors to attend a college to obtain trade training.

"They need to go to school to learn how to read blue print, estimate and learn the overall trade," he said.

The proposed 5.3-mile Red line extension includes four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street, according to a city of chicago press release. The project is expected to create an estimated 6,200 jobs including bus and parking facilities at the new stations.

<http://inthesetimes.com/article/20942/chicago-south-side-cta-train-red-line-jobs-rosemont-rent-control>

IN THESE TIMES



Chicago's Red Line train will be extended by 35 blocks. (Daniel Schwen / Wikimedia Commons)

WEB ONLY / FEATURES » FEBRUARY 26, 2018

Chicago's Far South Side Is Finally Getting a Train—And It's Thanks to Decades of Organizing

Residents hope the transit extension will shorten commutes and bring much-needed jobs.

BY PATRICK CORLEY

There's a "balancing act," LaFargue admits, between improving a community and gentrifying it. He cites rent control as a potential solution.

On Chicago's North Side, Michigan Avenue, is home to the Magnificent Mile, a super-dense corridor of gleaming skyscrapers and luxury shopping. But just a few miles south, in the predominantly Black neighborhood of Roseland, the same street serves as a reminder of the great disparities plaguing the city—swathes of vacant land, bricked and boarded windows, seemingly more parking lots than buildings.

Not helping this divide is the fact that Roseland and adjacent neighborhoods Pullman, West Pullman and Riverdale have been cut off from the city's rail system (the "L"), and the attendant jobs and investment that tend to accompany transit. But at a January 26 press event, Mayor Rahm Emanuel and Chicago Transit Authority (CTA) officials unveiled their plan to finally extend the L's Red Line by more than five miles, to the southern limits of the city. On February 13, the CTA presented the plan to Roseland at an open house in a school gymnasium, where city officials fielded questions and concerns from residents, many of whom seemed excited—though skeptical in light of the city's track record of unfulfilled promises.

The four new stations, placed about a mile apart, will drastically reduce commute times for Far South Side residents, who are now forced to take buses as many as 35 blocks before even getting on the train. They may also, residents hope, attract businesses and end food deserts.

This is a victory that Roseland and adjacent communities have spent generations fighting for.

Michael LaFargue is the president of the Red Line Extension Coalition (RLEC), the grassroots collection of organizers driving this massive infrastructure project. There is hope in his voice as he envisions Roseland's future, imagining a "Magnificent Mile South," an urban mecca of shopping, parks, theatres and Black-owned business. While gentrification is a fear, LaFargue anticipates that this new connection to the rest of the city will attract businesses and transit-oriented development that can restore Roseland to its former relative glory and beyond.

The RLEC continues the work done by the Developing Communities Project, a nonprofit first led by Barack Obama in the 1980s. But the mission for equal transit began long before that.

Seventeen years after the L first opened, the 1909 Plan of Chicago, co-authored by master architect Daniel Burnham, envisioned beautiful parks and mass public transportation reaching all across the city. As the network evolved throughout the century, this vision came true for the North and West Sides. But the South Side, as LaFargue says, “has been left out.”

In the 1960s, Mayor Richard J. Daley promised to extend the trains beyond 95th Street, but this aim sat on the back burner as the city prioritized other infrastructure ventures. Jacky Grimshaw at the Center for Neighborhood Technology explains that the “supposedly objective” metrics used in deciding what to focus on, such as cost per mile and population density, “were skewed against communities on the Far South Side.”

The Far South Side is more than 90 percent African-American and in the 1970s formed a core of Chicago’s Black middle class. But as manufacturing declined and the city prioritized downtown development, the region saw massive job loss and now has among the city’s lowest median household incomes. Ledall Edwards, owner of Edwards Fashions, laments the “dramatic transition” that Roseland has undergone since his family opened the business in 1974. He says that over the years the city has been unresponsive to local efforts toward re-development, and he worries that the community is “not at the table” for future planning.

LaFargue acknowledges that, when it comes to the Red Line, the CTA has been mostly receptive to the community’s concerns about the path of the extension and the residents that could be displaced.

But he shares many of Edwards’ broader concerns: “Where the private sector fails,” he says, “the government’s supposed to come in and do better. ... And it doesn’t seem like they’re doing that.”

The region has been among the hardest hit by recent austerity measures by both city and state government. In 2013, Emanuel’s administration closed dozens of schools on the South and West Sides, including four in Roseland and West Pullman. Roseland Community Hospital, where nearly two-thirds of patients are on Medicaid, is still reeling from devastating cuts caused by a

two-year deadlock of the Illinois state budget. Roseland and its neighbors, with the highest percentage of public pension holders in the city, continue to suffer disproportionately from the \$130 billion pension crisis, which threatens to slash monthly retirement payouts by as much as 20 percent.

In light of all this, says LaFargue, the extension is a welcome “step forward.”

But advocates recognize that the L extension is a double-edged sword. Alongside the benefits, better transit can lead to increased land values and higher rents that tend to push residents out. There’s a “balancing act,” LaFargue admits, between improving a community and gentrifying it. He cites rent control as a potential solution. Although it’s been outlawed in the state for two decades, rent control has recently been proposed by local lawmakers such as state Rep. Will Guzzardi (D) and Alderman Carlos Ramirez-Rosa.

LaFargue sees worker-owned cooperative businesses as another way to stave off gentrification, and stresses the importance of union jobs. He wants to make sure the wealth generated by Roseland’s new investments stays in Roseland.

The extension is set to open around 2026. Until then, there are some hurdles to clear as the project enters the funding phase. Lawmakers must negotiate concessions from state and local coffers; LaFargue sees a progressive income tax and a financial transaction tax as answers to the project’s \$2.1 billion price tag.

But the real need is federal funding, which the city will apply for as it submits an environmental impact study to the Federal Transit Administration. Since the creation of the national highway system, cities have relied on a near-50 percent match in federal funds for this type of infrastructure project. But the current administration is likely to dole out closer to 20 percent, according to Kyle Whitehead at the Active Transportation Alliance, leaving underserved communities like Roseland in limbo.

In the meantime, LaFargue and the coalition will open dialogues for residents to have as much input as possible in deciding which developments will arrive at each station. The people of Roseland, LaFargue says, are “not just sitting there waiting. ... We’re working.”

<https://www.chicagoreader.com/chicago/cta-red-line-extension-metra-electric-line/Content?oid=42058971>

READER

Would far-south-siders be willing to swap the long-awaited Red Line extension for a cheaper, quicker solution?

Residents of Roseland, Pullman, and other neighborhoods south of 95th weigh in on the Electric Line conversion.

By [John Greenfield](#) [@greenfieldjohn](#)

[click to enlarge](#)



Lelea Herring near the planned location of the 103rd Street Red Line stop

[JOHN GREENFIELD](#)

Thanks to Donald Trump, the funding outlook for the long-awaited \$2.3 billion Red Line extension—proposed and postponed since the Nixon administration—looks pretty bleak right now.

In late January, Mayor Rahm Emanuel announced the planned route south from the current stopping point of 95th, winding 5.3 miles across Roseland and Pullman to Altgeld Gardens, with stations proposed near 103rd, 111th, Michigan at 116th, and 130th Streets. At the time the CTA was hoping to apply to the Federal Transit Administration for upward of \$1 billion from its New Starts grant program, the main source of federal funding for public transportation expansion projects. But Trump's much-ballyhooed \$1.5 trillion infrastructure bill, released February 11, contains no new revenue and, to make matters worse, his [2019 budget proposal](#) calls for slashing \$3.7 billion from New Starts. It looks like it might be impossible to fund the extension until a Chicago-friendly Democrat is in the White House again. Even in a best-case scenario, construction wouldn't begin until 2022, and service wouldn't start until 2026.

But for decades transit experts and advocates have pointed to a much cheaper alternative for bringing rapid transit to the far south side. The Metra Electric District line runs more or less parallel to the Red Line and makes eight stops in the neighborhoods that would be served by the extension. It would be relatively easy to convert it to el-style frequent service and integrate its fare system with the CTA. And while the Red Line project breaks down to \$434 million per mile, local policy analyst Daniel Kay Hertz has estimated that converting Metra for the purpose would cost only [\\$27 million a mile](#).

So far, however, discussion of this alternative possibility has been missing some important voices: those of the residents who'd stand to gain the most from the service extension. Would they be willing to trade a longer Red Line for cheap, frequent Metra service if it meant getting the improvements sooner than later?

To find out, I rode the train to 95th and traced the path of the proposed extension, buttonholing neighbors near the planned station locations.

From 95th the new tracks would run south along the Dan Ryan, then bend west along the north side of I-57 for about half a mile. Near Eggleston Avenue the Red Line would head south along the west side of the Union Pacific Railroad corridor.

At 103rd and Eggleston I met Lelea Herring, a retired surgical technician who lives nearby. She regularly takes the 103rd Street bus to the Red Line, rides north to Roosevelt, and then takes another bus west to Damen to see her doctor on the Illinois Medical Campus.

Herring was somewhat familiar with the Red Line extension plan. "It's convenient for me because it brings the train closer," she said. When I told her that it wouldn't be ready to ride until 2026 she wondered, "Oh Lord, will I even be here?" But she noted

that rapid transit service on the Electric Line wouldn't do her much good either—the 103rd Street/Rosemoor Metra station is about the same distance from her home as the 95th Street terminal.

Around 108th Street the proposed Red Line route would cross to the east side of the Union Pacific tracks and continue south. Near the planned 111th station location I encountered Bruce Huskin, 58, who lives just south and works as a handyman. While he's enthusiastic about the possibility of having an el stop right by his house, he said inexpensive, frequent service on the Electric Line would also be useful for getting downtown, since he could ride a bus about a mile east to the 111th/Pullman Metra stop. "Whichever comes first, I'd be really excited for," he said.

After 111th, the Red Line would continue to hug the Union Pacific line as the railroad turns southeast and climbs an embankment to an overpass near 116th and Michigan. There I met Anthony Brown, 34, who lives near 115th and State and serves as a Safe Passage worker for Curtis Elementary, which is right by his home. On February 13 the CTA held an [open house about the extension](#) at nearby Gwendolyn Brooks College Prep. He said his neighbors and coworkers are looking forward to getting a Red Line stop nearby.

"We'd kind of given up because we hadn't heard anything for a while, but now the city is buying properties and asking questions," Brown said. "That's something a lot of us are really happy to see."

On the other hand, Brown said, if the Red Line extension wouldn't open for another eight years or more, the Electric Line conversion might be a good consolation prize. It would still be convenient for him—the 115th/Kensington station is about a ten-minute walk east from his house. And because the current Metra fare to the Loop is \$5.50, paying the \$2.50 CTA fare instead would be a significant savings.

After Michigan, the Red Line extension would continue southeast, cross the Electric Line, and join the South Shore Line corridor on its way to the future 130th Street station, located just northeast of Altgeld Gardens. Residents of that community would benefit greatly from the new el stop, since it would cut an estimated 20 minutes from their downtown commutes. The nearest Chicago Metra stop is at 121st and Michigan, about a ten-minute ride from the middle of the housing project via the #34 South Michigan bus.

At the point where the South Shore tracks pass under 130th Street, the thoroughfare is a high-speed four-lane road with no sidewalks and little foot traffic, so I headed west a few blocks to Rosebud Farms grocery store to talk with locals. There I spoke with

Sam McCarthy, a construction worker who lives three miles northwest at 122nd and Elizabeth, right by the Electric Line's Racine station.

Although the Metra solution would give him inexpensive, frequent train access, he favors the Red Line extension. "[The Electric conversion] would be a good idea too, but it wouldn't create as many construction jobs," he said.

Obviously the pros and cons of the Red Line project and the Metra Electric conversion depend on where you live and where you need to go. But the latter definitely deserves further consideration. Far-south-siders have already been put off since the 70s. They shouldn't have to wait until the Trump administration is just a bad memory before they get rapid transit service.

Attachment 3 Elected Official and Community Meeting Sign-In Sheets

Elected Official Sign-In Sheets

Community Group Sign-In Sheets

Elected Official Sign-In Sheets



PROJECT: CTA Red Line Extension Project

MEETING: Elected Officials Coordination

DATE: January 24, 2018 at 11:00am

LOCATION: City Hall, 121 N. La Salle Drive, Room 200-B

Name	Organization	Email Address	Present at Meeting (Initial)	Present via Phone (circle "Yes")
Carole Morey	CTA	cmorey@transitchicago.com	CM	Yes
Sonali Tandon	CTA	standon@transitchicago.com	ST	Yes
Leah Mooney	CTA	lmooney@transitchicago.com	LM	Yes
Gerald Nichols	CTA	gnichols@transitchicago.com	GN	Yes
Sukmeke Watkins	CTA	swatkins@transitchicago.com	S.W.	Yes
Leslie Boucree	CTA	lboucree@transitchicago.com		Yes
Alderman Anthony A. Beale	9th Ward	Anthony A. Beale		Yes
Alderman Carrie M. Austin	34th Ward	Carrie M. Austin		Yes
Chester Wilson	34th Ward	Chester Wilson		Yes
				Yes
				Yes



PROJECT: CTA Red Line Extension Project

MEETING: Elected Officials Coordination

DATE: January 24, 2018 at 1:00pm

LOCATION: City Hall, 121 N. La Salle Drive, Room 200-B

Name	Organization	Email Address	Present at Meeting (Initial)	Present via Phone (circle "Yes")
Carole Morey	CTA	cmorey@transitchicago.com		Yes
Sonali Tandon	CTA	standon@transitchicago.com	ST	Yes
Leah Mooney	CTA	lmooney@transitchicago.com	LM	Yes
Gerald Nichols	CTA	gnichols@transitchicago.com	✓	Yes
Sukmeke Watkins	CTA	swatkins@transitchicago.com		Yes
Leslie Boucree	CTA	lboucree@transitchicago.com		Yes
Alderman Michelle A. Harris	8th Ward			Yes
Alderman Roderick Sawyer	6th Ward	Winston.McGill@6ward.com	WM	Yes
Alderman Howard B. Brookins	21st Ward			Yes
James Ramos	21st Ward			Yes
Alderman Joe Moore	49th Ward			Yes



Name	Organization	Email Address	Present at Meeting (Initial)	Present via Phone (circle "Yes")
Alderman Greg Mitchell	7th Ward			Yes
Monique Batteast	7th Ward			Yes
Alderman Susan Sadlowski Garza	10th Ward	<i>Susan Sadlowski Garza</i>	<i>SG</i>	Yes
Oswaldo Caraballo Jr	17th Ward	<i>Oswaldo Caraballo @ city of ch. cigo .org</i>	<i>O. C</i>	Yes
Jefome Wade II	17th Ward	<i>Jefome. Wade @ city of chicago .org</i>		Yes
Margaret Dever	8th Ward	<i>margaret. dever @ city of chicago .org</i>	<i>md</i>	Yes
JAMES RAMOS	21 ST WARD	<i>jramos @ city of ch. cigo .org</i>		Yes
David Moore	17TH WARD	<i>david. moore @ city of chicago .org</i>		Yes
				Yes
				Yes
				Yes



PROJECT: CTA Red Line Extension Project

MEETING: Elected Officials Coordination

DATE: January 25, 2018 at 10:00am

LOCATION: Rep. Slaughter's Office, 1234 W. Racine Ave.

Name	Organization	Email Address	Present at Meeting (Initial)	Present via Phone (circle "Yes")
Carole Morey	CTA	cmorey@transitchicago.com		Yes
Sonali Tandon	CTA	standon@transitchicago.com	ST	Yes
Leah Mooney	CTA	lmooney@transitchicago.com	✓	Yes
Gerald Nichols	CTA	gnichols@transitchicago.com	GN	Yes
Sukmeke Watkins	CTA	swatkins@transitchicago.com	SW	Yes
Leslie Boucrée	CTA	lboucree@transitchicago.com		Yes
Cong. Bobby L. Rush	1 st District			Yes
Robyn Grange-Wheeler	1 st District	mail.house.gov robyn.wheelergrange@	RWG	
Cong. Danny K. Davis	7 th District			Yes
Sen. Donne E. Trotter	17 th District			Yes
Sen. Jacqueline Y. Collins	16 th District			Yes



Name	Organization	Email Address	Present at Meeting (Initial)	Present via Phone (circle "Yes")
Kathryn Welch	16 th District	KATHRYN.WELCH@SBCGLOBAL.NET	<i>[Signature]</i>	Yes
Rep. Thaddeus Jones	29 th District			Yes
Saprina Martin	29 th District			Yes
Myeshah Hollis	29 th District			Yes
Rep. Mary Flowers	31 st District			Yes
Comsr. Stanley Moore	4 th District	Stanley.moore@yahoo	<i>SM</i>	Yes
Cong. Robin Kelly	2 nd District			Yes
Vaughn Roland	2 nd District	vaughn.roland@mail.house.gov		Yes
Rick Bryant	2 nd District	rick.bryant@mail.house.gov	<i>RB</i>	Yes
Sen. Tammy Duckworth	8 th District			Yes
Loren Harris	8 th District	loren-harris@duckworth.senate.gov		Yes
Sen. Emil Jones	14 th District			Yes



PROJECT: CTA Red Line Extension Project

MEETING: Elected Officials Coordination

DATE: January 25, 2018 at 10:00am

LOCATION: Rep. Slaughter's Office, 1234 W. Racine Ave.

Name	Organization	Email Address	Present at Meeting (Initial)	Present via Phone (circle "Yes")
Rep. Marcus Evans	33 rd District		<i>M.E.</i>	Yes
Micaela Smith	33 rd District			Yes
Rep. Elgie R. Sims	34 th District			Yes
Rep. Justin Slaughter	27 th District			Yes
Rep. Robert Rita	28 th District			Yes
Comsr. Deborah Sims <i>Paulette Corner</i>	5 th District	<i>paulette.corner@cookcounty.il.gov</i>	<i>PC</i>	Yes
Paulette Corner	5 th District	<i>Kim Jones Thompson</i> <i>Kim.Jones@cookcounty.il.gov</i>	<i>KJT</i>	Yes
<i>Rep. Thaddeus Jones</i> <i>Saprina Martin Jones</i> <i>Myeshah Hollis</i>	<i>29th District</i>		<i>M.H.</i> <i>S.M.</i>	
				Yes
<i>Earl Bell</i>	<i>17th Dist.</i>			Yes
				Yes

Meeting Location: Agape Community Center, 342 W. 111th St., Chicago, IL

Name	Address	Zip Code	Email Address
Marc Henkel	Agape Center 342 W. 111th St. CHICAGO, IL	60628	Marc.henkel@cru.org
Milton Massie	Agape Center 342 W. 111th St CHICAGO	60628	Milton.Massie@cru.org
KEN Lautenbach	Hopo Del. Corp. 18410 S. 115th Ave Orland Park, IL	60467	
Brad Harry	342 W 111th St, Chicago, IL	60628	brad.harry@cmu.org
Cynthia Massie	342 W 111th Chicago	60628	cynthia.massie@cru.org
Sandy Henkel	342 W 111th St 10012 S. Lakeview	60628	sandy.henkel@cru.org
Leah Mooney	CTA 567 W. Lake	60661	lmooney@transitchicago.com
Gerald Nichols	CTA	60661	gnichols@transitchicago.com
Senali Tandon	CTA	60661	standon@transitchicago.com
Lillian Webb	CWC Transit Group	60602	lpwebb@metrostrategiesinc.com



Date: Monday, April 16, 2018

Time: 2:00 PM

Meeting Location: 13330 S. Corliss, Chicago, IL



PLEASE SIGN IN. (PLEASE PRINT)

NAME	ADDRESS	ZIP CODE	E-MAIL
Diana Smith	13202 S. Corliss	60827	
Marguerite Jacobs	755 E 130 th Place	60827	Jacobsmarguerite@yahoo.com
Franklin Sharpe	615 ⁸ 131 st	60827	Franksharpe@aol.com
Cheryl Johnson	13330 S. Corliss	60827	CherylJohnsonPCR@aol.com
Lamar Herron	435 E. 109 th St.	60628	
Gwendolyn Haskins	12842 S. Union Ave	60628	gwendahaskins@yahoo.com
Michelle Herring	13226 S. Corliss	60827	HERRING -
Gerald Nichols	567 W. Lake St	60661	gnichols@transitchicago.com

Attachment 4 Agency Involvement

Cooperating & Participating Federal Agency Letter

Cooperating & Participating Federal Agency and Tribal Mailing List

Letters to Agencies that Provided Comments on the Draft EIS

Participating Nonfederal Agency Letter

Participating Nonfederal Agency Mailing List

Cooperating and Participating Federal Agency Letter

January 26, 2018

[Insert Name]

[Agency]

[Insert Address]

[Insert, City, State, Zip]

Re: CTA Red Line Extension Project
Update - Preferred Alignment Selected

Dear XXXXXX:

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

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

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

Your agency has previously accepted to be a participating agency for this project. All interested parties are invited to attend the upcoming public open house, during which CTA will present information about the Preferred Alignment and anticipated project benefits and impacts. The open house will be held at the time and location described below. Representatives from your agency are encouraged to attend.

Tuesday, February 13, 2018
6:00 - 8:00 PM
Gwendolyn Brooks College Preparatory Academy
Main Gym (west side of building)
250 E. 111th. Street, Chicago, IL 60628
*Please enter through Door 8. Parking available in rear of building.
Parking lot entrance via King Drive.*

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

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

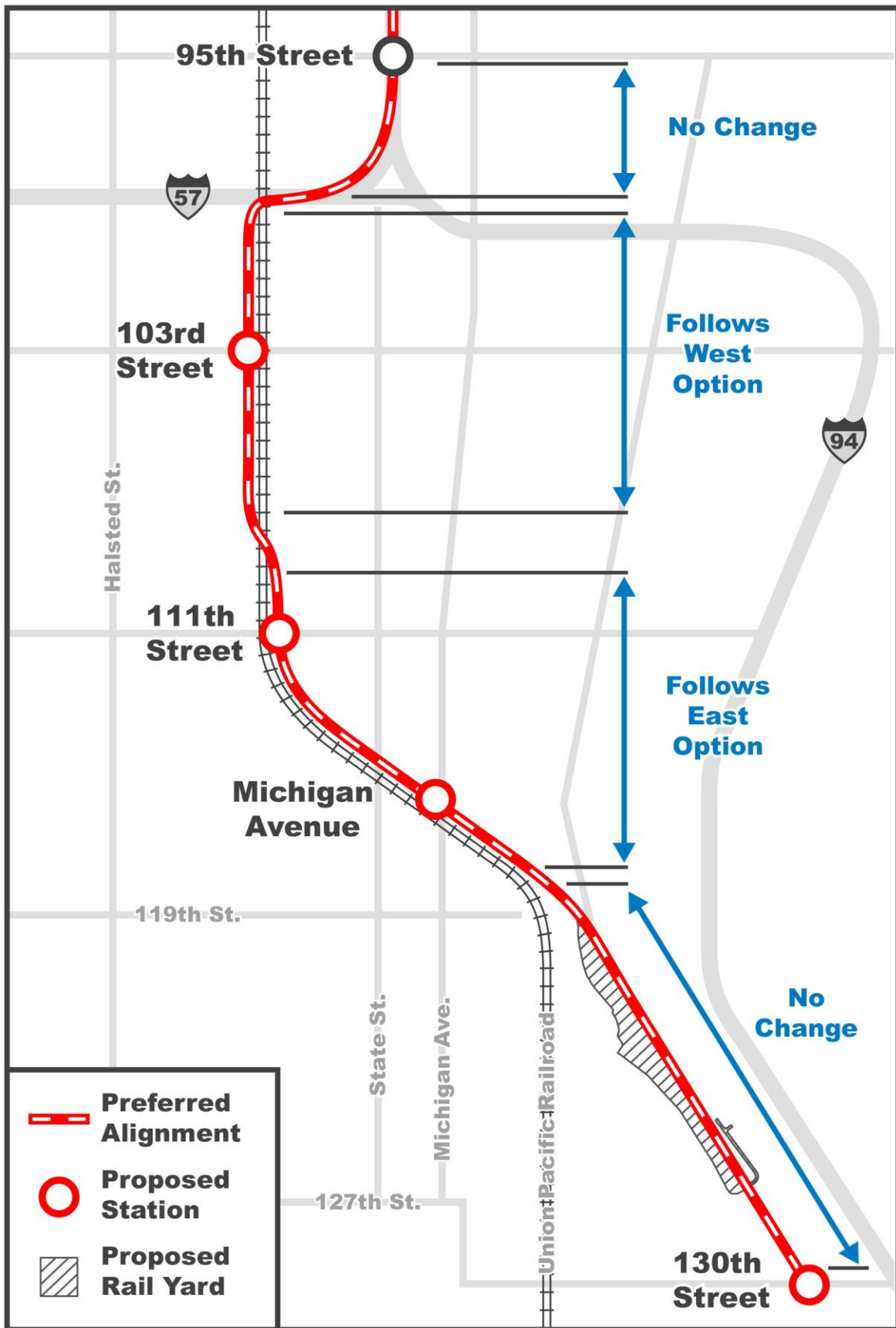
Sonali Tandon
Senior Project Manager
Strategic Planning and Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661
(312) 681-4246
standon@transitchicago.com

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

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

Sincerely,

Tony Greep
Community Planner



CTA Red Line Extension Project
Preferred Alignment

Cooperating and Participating Federal Agency and Tribal
Mailing List

Red Line Extension Project
List of Cooperating and Participating Agencies

RLE Project Involvement	Category	Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Participating Agency	Government Agency; Participating Agency	Federal	Department of Energy	To	Dr.	Ernest	Moniz	Secretary	1000 Independence Avenue SW		Washington	DC	20585
Participating Agency	Government Agency; Participating Agency	Federal	Department of Health and Human Services	To	Ms.	Kathleen	Falk	Regional Director - Region 5	233 N. Michigan Avenue	Suite 1300	Chicago	IL	60601
Participating Agency	Government Agency; Participating Agency	Federal	Department of Housing and Urban Development	To	Ms.	Beverly	Bishop	Deputy Regional Director	77 W. Jackson Boulevard		Chicago	IL	60604
Participating Agency	Government Agency; Participating Agency	Federal	Department of Housing and Urban Development	cc	Ms.	Melanie	Haywood	Field Environmental Officer	77 W. Jackson Boulevard	Room 2420	Chicago	IL	60604
Participating Agency	Government Agency; Participating Agency	Federal	Department of Housing and Urban Development	cc	Mr.	Steve	Vahl	Region 5 Environmental Officer	77 W. Jackson Boulevard	Room 2420	Chicago	IL	60604
Participating Agency	Government Agency; Participating Agency	Federal	Federal Emergency Management Agency	To	Ms.	Janet	Odeshoo	Deputy Regional Administrator, Region V	536 S. Clark Street	6th Floor	Chicago	IL	60605
Participating Agency	Government Agency; Participating Agency	Federal	Federal Emergency Management Agency	cc	Mr.	Nicholas	Mueller	Regional Environmental Officer	536 S. Clark Street	6th Floor	Chicago	IL	60605
Participating Agency	Government Agency; Participating Agency	Federal	Federal Railroad Administration	To	Mr.	Laurence	Hasvold	Regional Administrator	200 West Adams	Suite 310	Chicago	IL	60606
Participating Agency	Government Agency; Participating Agency	Federal	Transportation Security Administration	To	Mr.	Christopher	McKay	Industry Engagement Manager; Mass Transit and Passenger Rail	601 S. 12th Street		Arlington	VA	20598
Participating Agency	Government Agency; Participating Agency	Federal	U.S. Fish and Wildlife Service	To	Ms.	Kathy	Pollack	Field Supervisor - Chicago Field Office	1250 South Grove	103	Barrington	IL	60010
Participating Agency	Tribe; Participating Agency	Tribe	Citizen Potawatomi Nation	To	Mr.	John	Barrett	Chairperson	1601 S. Gordon Cooper		Shawnee	OK	74801
Participating Agency	Tribe; Participating Agency	Tribe	Forest Country Potawatomi	To	Mr.	Harold	Frank	Chairperson	5416 Everybody's Road P.O. Box 340		Crandon	WI	54520
Participating Agency	Tribe; Participating Agency	Tribe	Ho-Chunk Nation	To	Mr.	Bill	Quackenbush	Tribal Historic Preservation Officer	P.O. Box 667P		Black River	WI	54815
Participating Agency	Tribe; Participating Agency	Tribe	Peoria Tribe of Indians of Oklahoma	To	Mr.	John F.	Froman	Chief	118 S. Eight Tribes Trail		Miami	OK	74354
Participating Agency	Tribe; Participating Agency	Tribe	Pokagon Band of Potawatomi Indians	To	Mr.	Michael	Zimmerman	Tribal Historic Preservation Officer	58620 Sink Road		Dowagiac	MI	49047
Participating Agency	Tribe; Participating Agency	Tribe	Potawatomi Nation-Hannahville Indian Community	To	Mr.	Kenneth	Meshigaud	Tribal Chairperson	N14911 Hannahville Boulevard		Wilson	MI	49896
Participating Agency	Tribe; Participating Agency	Tribe	Prairie Band of Potawatomi Nation	To	Mr.	Steve	Ortiz	Chief	16281 Q Road		Mayetta	KS	66509
Participating Agency	Tribe; Participating Agency	Tribe	Sac and Fox Nation of Mississippi in Iowa	To	Mr.	Troy	Wanatee	Chairman	349 Meskwaki Road		Tama	IA	52339
Participating Agency	Tribe; Participating Agency	Tribe	Sac and Fox Nation of Missouri	To	Mr.	Edmore	Green	Chairperson	305 N. Main Street		Reserve	KS	66434
Participating Agency	Tribe; Participating Agency	Tribe	Sac and Fox Nation of Oklahoma	To	Ms.	Sandra	Massey	Tribal Historic Preservation Officer	Rt. 2 Box 246		Stroud	OK	74079
THESE AGENCIES WILL RECEIVE INDIVIDUAL LETTERS BECAUSE THEY PROVIDED COMMENTS ON THE DRAFT EIS													
Participating Agency	Government Agency; Participating Agency	Federal	U.S. Environmental Protection Agency	To	Mr.	Kenneth	Westlake	Chief, NEPA Implementation Section	77 W. Jackson Boulevard		Chicago	IL	60604
Participating Agency	Government Agency; Participating Agency	Federal	U.S. Environmental Protection Agency	cc	Mr.	Robert	Kaplan	Acting Regional Administrator - Region 5	77 W. Jackson Boulevard		Chicago	IL	60604
Participating Agency	Government Agency; Participating Agency	Federal	U.S. Environmental Protection Agency	cc	Ms.	Virginia	Laszewski	NEPA Review	77 W. Jackson Boulevard		Chicago	IL	60604
Participating Agency	Government Agency; Participating Agency	Federal	Department of Interior	To	Ms.	Lindy	Nelson	Regional Environmental Officer, Office of Environmental Policy and	200 Chestnut Street	Custom House,	Philadelphia	PA	19106-2904
Participating Agency	Tribe; Participating Agency	Tribe	Miami Tribe of Oklahoma	To	Ms.	Diane	Hunter	Tribal Historic Preservation Officer	PO Box 1326		Miami	OK	74355

Red Line Extension Project
List of Cooperating and Participating Agencies

RLE Project Involvement	Category	Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Cooperating Agency	Government Agency; Cooperating Agency	Federal	Federal Highway Administration	To	Mr.	Norman	Stoner	Division Administrator, Illinois Division Office	3250 Executive Park Drive		Springfield	IL	62703
Cooperating Agency	Government Agency; Cooperating Agency	Federal	Federal Highway Administration	cc	Mr.	Chris	Byars	Metropolitan Transportation Engineer	200 W. Adams Street	Suite 330	Chicago	IL	60606
Cooperating Agency	Government Agency; Cooperating Agency	Federal	Federal Highway Administration	cc	Mr.	Matt	Fuller	Environmental Programs Engineer	3250 Executive Park Drive		Springfield	IL	62703
Cooperating Agency	Government Agency; Cooperating Agency	Federal	Federal Highway Administration	cc	Mr.	Mike	Hine	Engineering Team Leader	3250 Executive Park Drive		Springfield	IL	62703

Letters to Agencies that Provided
Comments on the Draft EIS

January 26, 2018

Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance
United States Environmental Protection Agency, Region 5
77 W. Jackson Boulevard
Chicago, IL 60604

Re: CTA Red Line Extension Project Update - Preferred Alignment Selected
Draft Environmental Impact Statement

Dear Mr. Westlake:

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

In fall 2016, in accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA published a Draft Environmental Impact Statement (EIS) and held a public hearing to obtain comments on the benefits and impacts of the two options under consideration for RLE Project alignment: the Union Pacific Railroad (UPRR) East and West Options. FTA and CTA received letter dated November 29, 2016 from USEPA, which rated the RLE Draft EIS as Lack of Objections and provided recommendations for the Final EIS. We would like to thank you for your review of the Draft EIS and recommendations for the Final EIS.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented UPRR East and West Options, as shown on the map at the end of this letter. The alignment would run south along I-94 from the 95th Street Terminal, then curve west along the north side of I-57 (within the I-57 right-of-way) for nearly ½ mile until reaching the UPRR corridor near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft EIS. The Preferred Alignment would have fewer impacts than either the East or

West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

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

All interested parties are invited to attend the upcoming public open house, during which CTA will present information about the Preferred Alignment and anticipated project benefits and impacts. The open house will be held at the time and location described below. Representatives from your agency are encouraged to attend.

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6:00 - 8:00 PM
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Additional information about the project is available at the project website:
transitchicago.com/RedEIS.

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

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

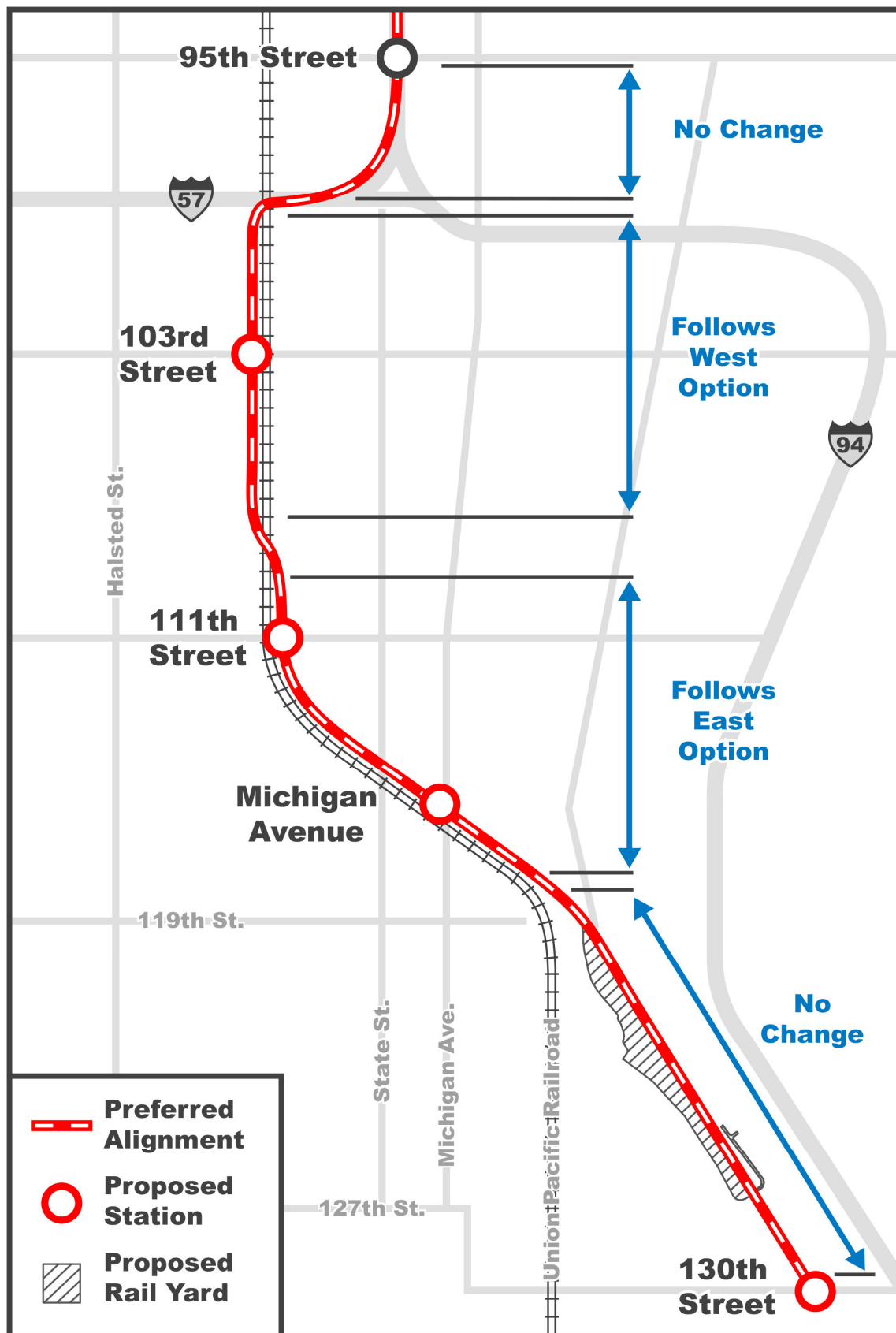
Tony Greep
Community Planner
US Department of Transportation
Federal Transit Administration - Region 5
200 W. Adams Street, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov

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

Sincerely,

Tony Greep
Community Planner

cc: Mr. Robert Kaplan, Acting Regional Administrator Region 5
Ms. Virginia Laszewski, NEPA Review



CTA Red Line Extension Project
Preferred Alignment

January 26, 2018

Diane Hunter
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
PO Box 1326
Miami, OK 74355

RE: CTA Red Line Extension Project Update - Preferred Alignment Selected
Draft Environmental Impact Statement

Dear Ms. Hunter:

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

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

The Final EIS will be prepared on this single selected option. CTA thanks you for your comment on the Draft EIS, which was published in October 2016. We will contact you if human remains and/or cultural objects are discovered, regardless of initial determination as to site dating or cultural affiliation, to initiate consultation.

All interested parties are invited to attend the upcoming public open house, during which CTA will present information about the Preferred Alignment and anticipated project benefits and impacts. The open house will be held at the time and location described below. Representatives from your agency are encouraged to attend.

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

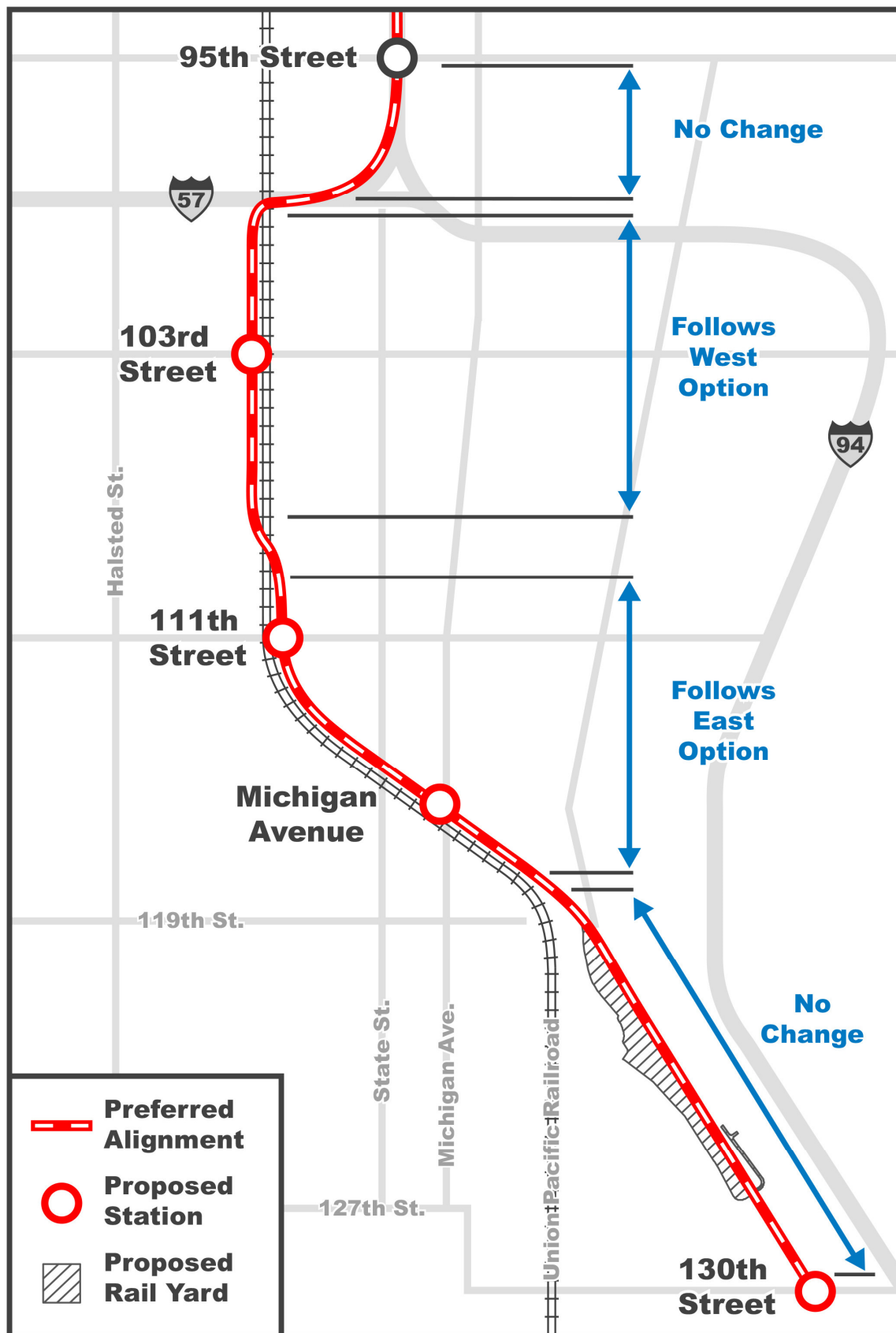
Sonali Tandon
Senior Project Manager
Strategic Planning and Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661
(312) 681-4246
standon@transitchicago.com

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

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

Sincerely,

Tony Greep
Community Planner



CTA Red Line Extension Project
Preferred Alignment

January 26, 2018

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

Re: CTA Red Line Extension Project Update - Preferred Alignment Selected
Draft Environmental Impact Statement

Dear Ms. Nelson:

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

In fall 2016, in accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA published a Draft Environmental Impact Statement (EIS) and held a public hearing to obtain comments on the benefits and impacts of the two options under consideration for RLE Project alignment: the Union Pacific Railroad (UPRR) East and West Options. FTA and CTA received letter dated November 29, 2016 from USEPA, which rated the RLE Draft EIS as Lack of Objections and provided recommendations for the Final EIS. We would like to thank you for your review of the Draft EIS and recommendations for the Final EIS.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented UPRR East and West Options, as shown on the map at the end of this letter. The alignment would run south along I-94 from the 95th Street Terminal, then curve west along the north side of I-57 (within the I-57 right-of-way) for nearly ½ mile until reaching the UPRR corridor near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received

on the Draft EIS. The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

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

All interested parties are invited to attend the upcoming public open house, during which CTA will present information about the Preferred Alignment and anticipated project benefits and impacts. The open house will be held at the time and location described below. Representatives from your agency are encouraged to attend.

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

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

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

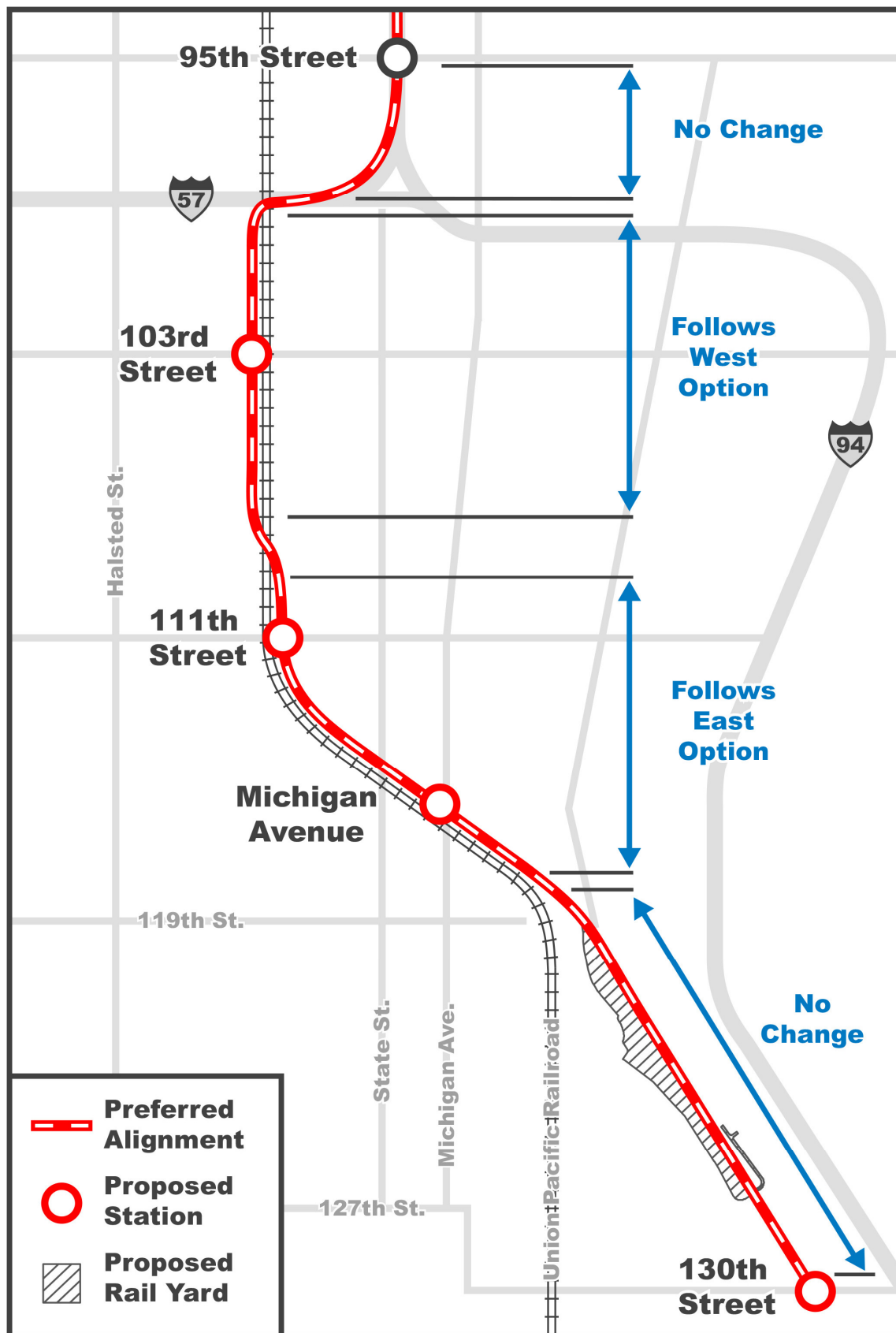
Thank you for your cooperation and continued participation in this project.

Sincerely,

Tony Greep
Community Planner

cc: Mr. Robert Kaplan, Acting Regional Administrator Region 5
Ms. Virginia Laszewski, NEPA Review

Acting Regional Environmental Coordinator, Midwest Regional Office, National Park
Service, 601 Riverfront Drive, Omaha, Nebraska 68102



CTA Red Line Extension Project
Preferred Alignment



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

January 26, 2018

[Insert Name]

[Agency]

[Insert Address]

[Insert, City, State, Zip]

Re: CTA Red Line Extension Project
Update - Preferred Alignment Selected

Dear XXXXXX:

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

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

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

Your agency has previously accepted to be a participating agency for this project. All interested parties are invited to attend the upcoming public open house, during which CTA will present information about the Preferred Alignment and anticipated project benefits and impacts. The open house will be held at the time and location described below. Representatives from your agency are encouraged to attend.

Tuesday, February 13, 2018
6:00 - 8:00 PM
Gwendolyn Brooks College Preparatory Academy
Main Gym (west side of building)
250 E. 111th. Street, Chicago, IL 60628
*Please enter through Door 8. Parking available in rear of building.
Parking lot entrance via King Drive.*

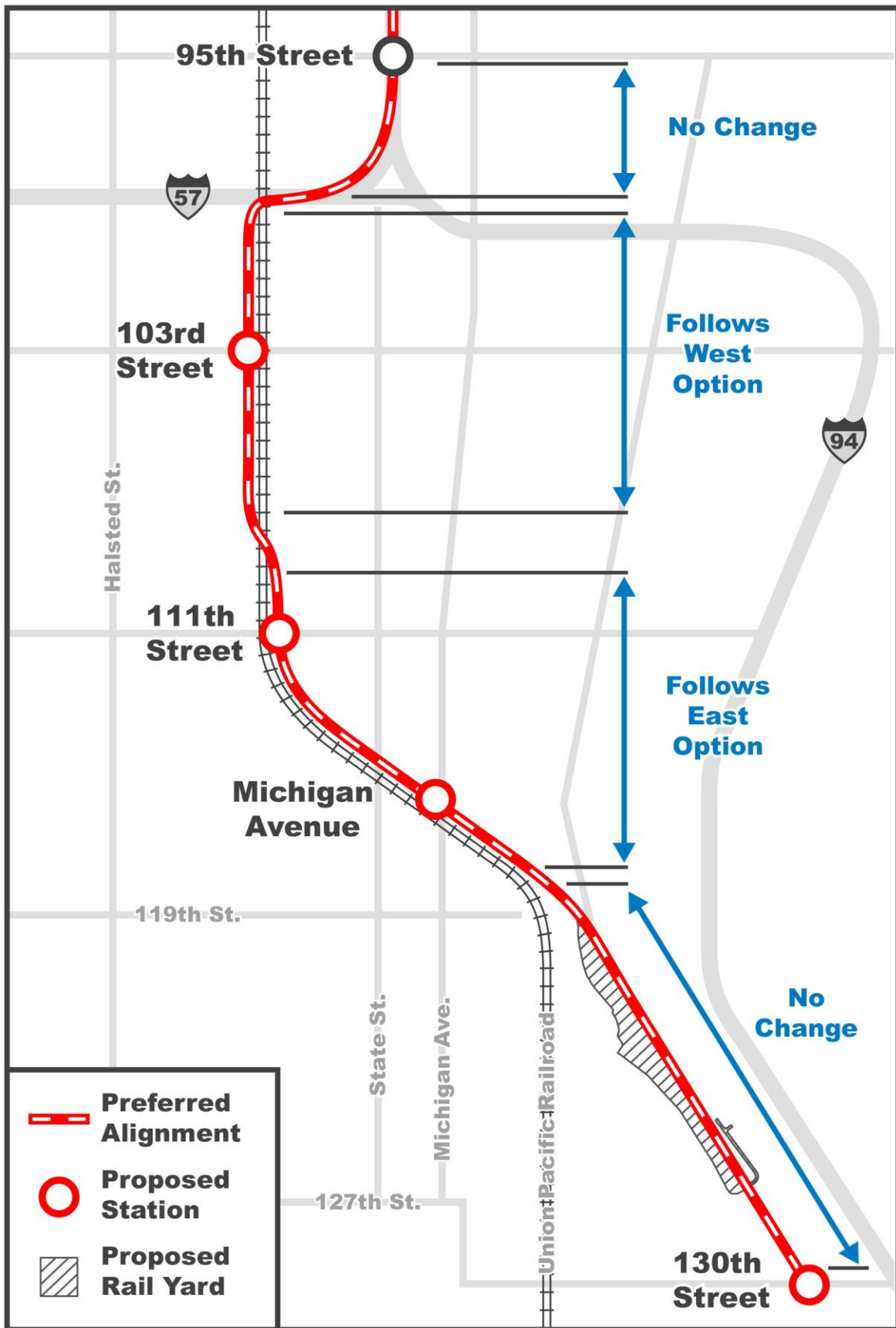
Additional information about the project is available at the project website:
transitchicago.com/RedEIS.

If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,



Sonali Tandon
Senior Project Manager
Strategic Planning and Policy
(312) 681.4246
standon@transitchicago.com



CTA Red Line Extension Project
Preferred Alignment

Red Line Extension Project

Participating Nonfederal

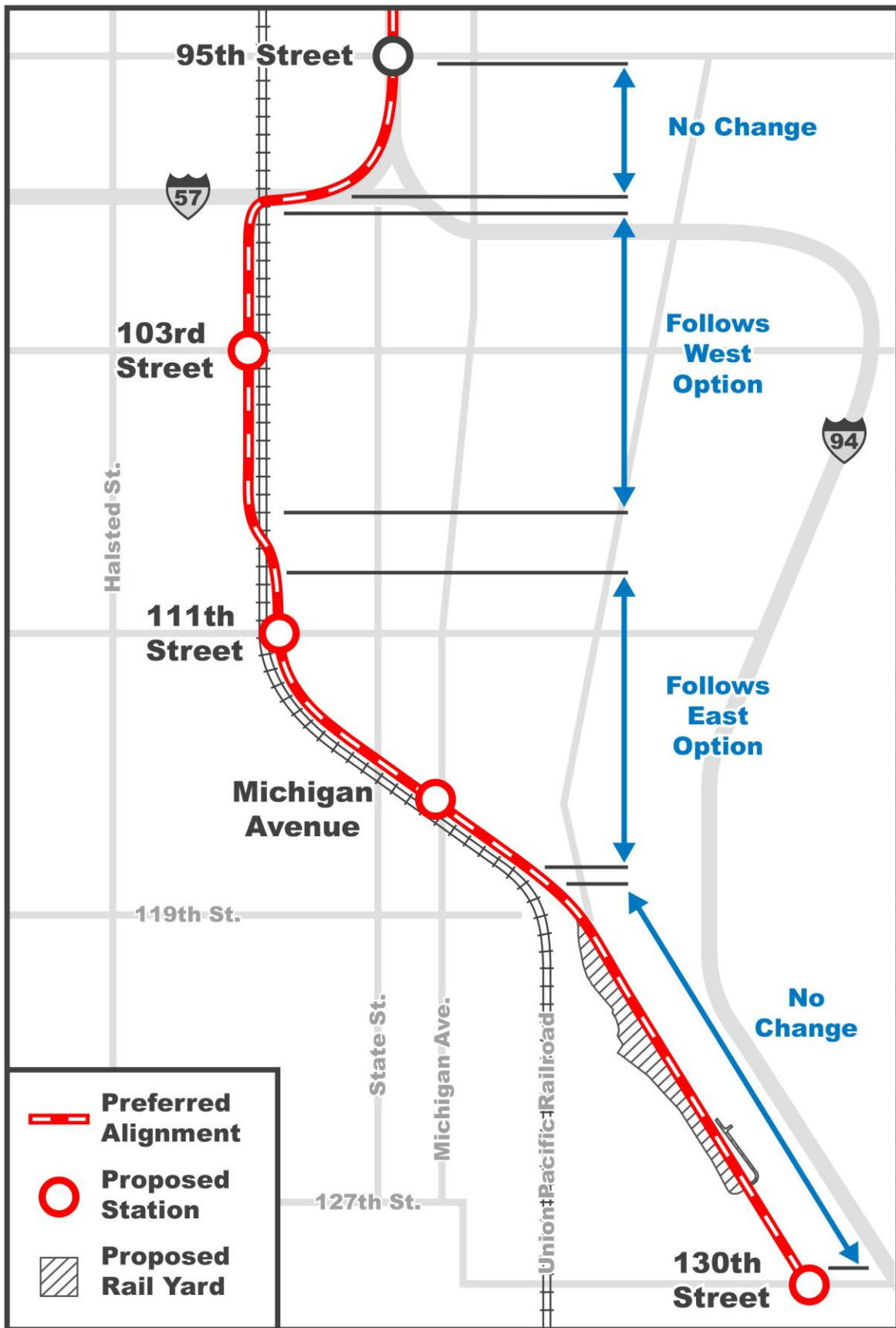
List of Cooperating and Participating Agencies

Agency Mailing List

RLE Project Involvement	Category	Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Participating Agency	Government Agency; Participating Agency	Local	Chicago Housing Authority	To	Mr.	Eugene	Jones, Jr.	Chief Executive Officer	60 E. Van Buren Street	12th Floor	Chicago	IL	60605
Participating Agency	Government Agency; Participating Agency	Local	Chicago Housing Authority	cc	Ms.	Angela	Brooks	Development Manager, Office of Development Management	60 E. Van Buren Street	12th Floor	Chicago	IL	60605
Participating Agency	Government Agency; Participating Agency	Local	Chicago Park District	To	Ms.	Heather	Gleason	Director of Planning and Construction	541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Local	Chicago Park District	cc	Mr.	Michael	Lange		541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Local	Chicago Park District	cc	Ms.	Sarah	White		541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Local	Chicago Park District	cc	Ms.	Doreen	O'Donnell	Research and Planning Manager; Department of Planning and	541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Business Affairs and Consumer	To	Ms.	Maria Guerra	Lapacek	Commissioner	121 N. LaSalle Street	8th Floor	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Fleet and Facility Management	To	Mr.	Kevin	Laberge	Bureau of Environmental, Health & Safety Management	30 N. LaSalle Street	Suite 300	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Planning and Development	To	Ms.	Eleanor	Esser Gorski	Deputy Commissioner; Planning, Design, and Historic Preservation	121 N. LaSalle Street	Room 1101	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Planning and Development	cc	Ms.	Erika	Sellke	Historic Preservation, Planning + Design Division	121 N. LaSalle Street	Room 1101	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Transportation	To	Ms.	Rebekah	Scheinfeld	Commissioner	30 N. LaSalle Street	Suite 1100	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Transportation	cc	Ms.	Luann	Hamilton	Director, Transportation Planning	30 N. LaSalle Street	Suite 500	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	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
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Office of the Mayor	To	Mr.	Joe	Deal	Chief of Staff	121 N. LaSalle Street	Room 509	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Office of the Mayor	cc	Ms.	Lindy	McGuire	Deputy Chief of Staff	121 N. LaSalle Street	Room 509	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Office of the Mayor	cc	Ms.	Claudia	Chavez		121 N. LaSalle Street	Room 509	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Police Department	To	Mr.	Eddie	Johnson	Superintendent	3510 S. Michigan Avenue		Chicago	IL	60653
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Police Department	cc	Deputy Chief	Steve	Georgas	Bureau of Patrol; Special Functions	3510 S. Michigan Avenue		Chicago	IL	60653
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Police Department	cc	Commander	Cindy	Sam	Public Transportation Section	1718 S. State Street	Annex Building	Chicago	IL	60616
Participating Agency	Government Agency; Participating Agency	Regional	Metra Commuter Rail	To	Ms.	Lynette	Ciavarella	Director, Planning and Analysis	547 W. Jackson Boulevard	13th Floor	Chicago	IL	60661
Participating Agency	Government Agency; Participating Agency	Regional	Metra Commuter Rail	cc	Mr.	David	Kralik	Department Head, Long Range Planning	547 W. Jackson Boulevard	13th Floor	Chicago	IL	60661
Participating Agency	Government Agency; Participating Agency	Regional	Metropolitan Water Reclamation District of Greater Chicago	To	Mr.	David	St. Pierre	Executive Director	100 E. Erie Street		Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Regional	Metropolitan Water Reclamation District of Greater Chicago	cc	Mr.	Joseph	Schuessler	Principal Civil Engineer	100 E. Erie Street		Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Regional	Pace	To	Mr.	David	Tomzik	Manager, Long Range Planning	550 W. Algonquin Road		Arlington Heights	IL	60005
Participating Agency	Government Agency; Participating Agency	Regional	Pace	cc	Ms.	Lorraine	Snorden	Manager, Department of Planning Services	550 W. Algonquin Road		Arlington Heights	IL	60005
Participating Agency	Government Agency; Participating Agency	Regional	Regional Transportation Authority	To	Ms.	Leanne	Redden	Executive Director	175 W. Jackson Boulevard	Suite 1650	Chicago	IL	60604
Participating Agency	Government Agency; Participating Agency	Regional	Regional Transportation Authority	cc	Ms.	Jessica	Hector-Hsu	Director, Planning and Market Development	175 W. Jackson Boulevard	Suite 1650	Chicago	IL	60604

Red Line Extension Project
List of Cooperating and Participating Agencies

Participating Agency	Government Agency; Participating Agency	State	Illinois Commerce Commission	To	Mr.	Steve	Mastisch	Bureau of Transportation Chief	527 E. Capitol Avenue		Springfield	IL	62701
Participating Agency	Government Agency; Participating Agency	State	Illinois Commerce Commission	cc	Mr.	Brian	Vercruysse	Senior Rail Safety Specialist	527 E. Capitol Avenue		Springfield	IL	62701
Participating Agency	Government Agency; Participating Agency	State	Illinois Commerce Commission	cc	Mr.	Michael	Stead	Rail Safety Program Administrator	527 E. Capitol Avenue		Springfield	IL	62701
Participating Agency	Government Agency; Participating Agency	State	Illinois Department of Natural Resources	To	Mr.	Wayne	Rosenthal	Director	One Natural Resources Way		Springfield	IL	62702
Participating Agency	Government Agency; Participating Agency	State	Illinois Department of Natural Resources	cc	Mr.	Steve	Hamer	Office of Realty & Environmental Planning, Division of Ecosystems &	One Natural Resources Way		Springfield	IL	62702
Participating Agency	Government Agency; Participating Agency	State	Illinois Department of Transportation	To	Mr.	Anthony	Quigley	Deputy Director, Region 1 Engineer	69 W. Washington	Suite 2100	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	State	Illinois Department of Transportation	To	Ms.	Beth	McCluskey	Director, Department of Public and Intermodal Transportation	100 W. Randolph	Suite 6-600	Chicago	IL	60601
Participating Agency	Government Agency; Participating Agency	State	Illinois Department of Transportation	cc	Mr.	Charles	Abraham	Division of Public and Intermodal Transportation	100 W. Randolph	Suite 6-600	Chicago	IL	60601
Participating Agency	Government Agency; Participating Agency	State	Illinois Department of Transportation	cc	Mr.	John	Baczek	Environmental Studies Section Chief	201 W. Center Court		Schaumburg	IL	60196
Participating Agency	Government Agency; Participating Agency	State	Illinois Environmental Protection Agency	To	Mr.	Alec	Messina	Director	500 Stratton Office Building		Springfield	IL	62076
Participating Agency	Government Agency; Participating Agency	State	Illinois Environmental Protection Agency	cc	Ms.	Deirdre	McQuillen	Outreach/Sponsorship Coordinator	MC#1, P.O. Box 19276		Springfield	IL	62794-9276
Participating Agency	Government Agency; Participating Agency	State	Illinois Historic Preservation Agency	To	Ms.	Rachel	Leibowitz	Preservation Services Manager	#1 Old State Capitol Plaza		Springfield	IL	62701



CTA Red Line Extension Project
Preferred Alignment

Red Line Extension Project Participating Nonfederal Agency
List of Cooperating and Participating Agencies Mailing List

RLE Project Involvement	Category	Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Participating Agency	Government Agency; Participating Agency	Local	Chicago Housing Authority	To	Mr.	Eugene	Jones, Jr.	Chief Executive Officer	60 E. Van Buren Street	12th Floor	Chicago	IL	60605
Participating Agency	Government Agency; Participating Agency	Local	Chicago Housing Authority	cc	Ms.	Angela	Brooks	Development Manager, Office of Development Management	60 E. Van Buren Street	12th Floor	Chicago	IL	60605
Participating Agency	Government Agency; Participating Agency	Local	Chicago Park District	To	Ms.	Heather	Gleason	Director of Planning and Construction	541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Local	Chicago Park District	cc	Mr.	Michael	Lange		541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Local	Chicago Park District	cc	Ms.	Sarah	White		541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Local	Chicago Park District	cc	Ms.	Doreen	O'Donnell	Research and Planning Manager; Department of Planning and	541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Business Affairs and Consumer	To	Ms.	Maria Guerra	Lapacek	Commissioner	121 N. LaSalle Street	8th Floor	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Fleet and Facility Management	To	Mr.	Kevin	Laberge	Bureau of Environmental, Health & Safety Management	30 N. LaSalle Street	Suite 300	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Planning and Development	To	Ms.	Eleanor	Esser Gorski	Deputy Commissioner; Planning, Design, and Historic Preservation	121 N. LaSalle Street	Room 1101	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Planning and Development	cc	Ms.	Erika	Sellke	Historic Preservation, Planning + Design Division	121 N. LaSalle Street	Room 1101	Chicago	IL	60602
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Participating Agency	Government Agency; Participating Agency	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
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Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Office of the Mayor	cc	Ms.	Lindy	McGuire	Deputy Chief of Staff	121 N. LaSalle Street	Room 509	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Office of the Mayor	cc	Ms.	Claudia	Chavez		121 N. LaSalle Street	Room 509	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Police Department	To	Mr.	Eddie	Johnson	Superintendent	3510 S. Michigan Avenue		Chicago	IL	60653
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Police Department	cc	Deputy Chief	Steve	Georgas	Bureau of Patrol; Special Functions	3510 S. Michigan Avenue		Chicago	IL	60653
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Police Department	cc	Commander	Cindy	Sam	Public Transportation Section	1718 S. State Street	Annex Building	Chicago	IL	60616
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Participating Agency	Government Agency; Participating Agency	Regional	Metropolitan Water Reclamation District of Greater Chicago	To	Mr.	David	St. Pierre	Executive Director	100 E. Erie Street		Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Regional	Metropolitan Water Reclamation District of Greater Chicago	cc	Mr.	Joseph	Schuessler	Principal Civil Engineer	100 E. Erie Street		Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Regional	Pace	To	Mr.	David	Tomzik	Manager, Long Range Planning	550 W. Algonquin Road		Arlington Heights	IL	60005
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Participating Agency	Government Agency; Participating Agency	Regional	Regional Transportation Authority	To	Ms.	Leanne	Redden	Executive Director	175 W. Jackson Boulevard	Suite 1650	Chicago	IL	60604
Participating Agency	Government Agency; Participating Agency	Regional	Regional Transportation Authority	cc	Ms.	Jessica	Hector-Hsu	Director, Planning and Market Development	175 W. Jackson Boulevard	Suite 1650	Chicago	IL	60604

Red Line Extension Project
List of Cooperating and Participating Agencies

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Participating Agency	Government Agency; Participating Agency	State	Illinois Commerce Commission	cc	Mr.	Brian	Vercruysse	Senior Rail Safety Specialist	527 E. Capitol Avenue		Springfield	IL	62701
Participating Agency	Government Agency; Participating Agency	State	Illinois Commerce Commission	cc	Mr.	Michael	Stead	Rail Safety Program Administrator	527 E. Capitol Avenue		Springfield	IL	62701
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Participating Agency	Government Agency; Participating Agency	State	Illinois Department of Natural Resources	cc	Mr.	Steve	Hamer	Office of Realty & Environmental Planning, Division of Ecosystems &	One Natural Resources Way		Springfield	IL	62702
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Participating Agency	Government Agency; Participating Agency	State	Illinois Department of Transportation	cc	Mr.	John	Baczek	Environmental Studies Section Chief	201 W. Center Court		Schaumburg	IL	60196
Participating Agency	Government Agency; Participating Agency	State	Illinois Environmental Protection Agency	To	Mr.	Alec	Messina	Director	500 Stratton Office Building		Springfield	IL	62076
Participating Agency	Government Agency; Participating Agency	State	Illinois Environmental Protection Agency	cc	Ms.	Deirdre	McQuillen	Outreach/Sponsorship Coordinator	MC#1, P.O. Box 19276		Springfield	IL	62794-9276
Participating Agency	Government Agency; Participating Agency	State	Illinois Historic Preservation Agency	To	Ms.	Rachel	Leibowitz	Preservation Services Manager	#1 Old State Capitol Plaza		Springfield	IL	62701

Attachment 5 Public Open House Materials

Photos

Sign-In Sheets

Comment Card - English

Comment Card - Spanish

Exhibit Boards



Photos









RED AHEAD
 Moving Ahead to a Better Red

**Red Line
Extension**

 Gwendolyn Brooks
 College Preparatory Academy
 Tuesday, February 13, 2018
 6:00 - 8:00 PM


PLEASE SIGN IN FOR THE PUBLIC OPEN HOUSE (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Marlene Harper	441 W. 110th St.	(773) 264-1690	yatta-mama@stcgbt.net
2	Casey Smith	352 W 102 street	(773) 759-0967	Caseylarela@gmail.com
3	Cynthia Jubiter	11620 S. State Street	773 942 0031	Cynthia.Jubiter@kAnoA.org
4	George Jubiter	11620 S. State Street	773 942 0031	GJubiterR1@yahoo.com
5	Ronald Corbin	B 241 S. State Street	708-800-5249	rcorbin@hawk.iit.edu
6	Dr. William Briggs Jr.	9406 S. Sanitary	708.953.4379	dralizeyoung@gmail.com
7	Mr. & Mrs. McKinley Robertson Constance	11406 S. Parnell Ave	773 995-5143	Constance.Coleman@sbcglobal.net
8	Lou Turner	3201 W. Lynstone DR.	217/972-2447	lturner@illinois.edu
9	Lisa Bourne	337 W. 113th St.	(773) 926-4447	ouropengate@aol.com
10	Elizabeth Breisen	200 W. Adams St. 86320	312-353-4315	elizabeth.breisen@dot.gov
11	Irene Moore	10000 S. Princeton Ave	773-425-8335	Iehuggis@gmail.com

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Gwendolyn Brooks
College Preparatory Academy
Tuesday, February 13, 2018
6:00 - 8:00 PM



PLEASE SIGN IN FOR THE PUBLIC OPEN HOUSE (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	WILLIAM SCOTT	CHICAGO IL 60628	773-988-1446	—
2	Earl CAVER	351 W 109th CHICAGO IL 60628	773-718-0277	BROEarlCAVER@gmail.com
3	GERARDO ZARAGOZA	11722 S CALUMET AVE CHICAGO IL 60628	773 418-5138	
4	Jose Perez	11626 S PRAIRIE AV CHICAGO IL	773-443-7581	
5	Natasha Moore	WBEZ		
6	Erlyn Mack	10731 S. Indiana Ave 60628		ebedma@Amaritech.net
7	Tom McMahon	639 E 111th	(773) 401-4243	tmac639@SBCglobal.net
8	Elinor Ocran	1906 W. Pratt BLVD	773 916 1540	eockan@hawk.iit.edu
9	Herbert Smith	111 W. Washington St. Suite 1920 Chicago, IL 60602	330-936-2189	herbert.smith@ns corp.com
10	Chris Hoagland		312-520-5542	choagland@nntb.com
11	Ethel Leflore	352 W. 102nd St	(773) 490 2505	

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Gwendolyn Brooks
College Preparatory Academy
Tuesday, February 13, 2018
6:00 - 8:00 PM



PLEASE SIGN IN FOR THE PUBLIC OPEN HOUSE (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Ronald Kerby	CHICAGO IL 60627 233 W 125 th ST	1-312-487-6868	
2	Geraldine/Christopher Thomas	10537 S. Eggleston 60628	773-995-1768	
3	Tim Selover	228 Southcott, Riverside IL 60546		tim.selover@gmail.com
4	Robin Hill Johnson	10939 S. Eggleston CHICAGO 60628	773 683 7980	RHILLJOHNSON22@gmail.com
5	Jaylin D. McClinton	11317 S. Normal Avenue Chicago, IL 60628		jaylinmcclinton2012@gmail.com
6	Arnold Pugh	12257 S. PERRY AVE	773-610-3633	Appugh@Amgr.Tech.NET
7	Aubrey GRANT JR.	11438 S. CALUMET AVE.	(773) 707-4677	AubreyGRANT55Ag@gmail.com
8	M K Harris Jr	9TH WARD	773	
9	Anthony A BEARE	ANDERMAN OFFICE		
10	Rosel Stewart	9938 S. Perry	773	RoselStewart@yahoo.com
11	STEVE WILCOY	1737 S. MICHIGAN AVE	312 825 0325	swilcoyemichigconstruction.com

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Gwendolyn Brooks
College Preparatory Academy
Tuesday, February 13, 2018
6:00 - 8:00 PM



PLEASE SIGN IN FOR THE PUBLIC OPEN HOUSE (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Jonathan Samuel	7915 S. Perry Ave, #1F Chicago, IL 60628	(312) 248-5915	jonsamuel32@yahoo.com
2	Jack Ross	151 E. 116 St		
3	Claire Williams	10716 S. Parnell Chgo 60628	312 446 2837	sag19@sbcglobal.net
4	K. Price	410 W. 100 St	773 593 2089	Karencprice57@yahoo.com
5	Jelani Foster	410 W. 100 St Free + 60628		
6	Jeanine Valentine	221 E. 121st Pl Apt 312	708-491-3534	
7	Lillian Yan	877 E. Writter Ct VA, IL 60061	847 984 2318	Lillianyan@comcast.net
8	Anthony Johnson	3351 W. 21st + 45th	1-773-546-0588	
9	Mahinda Tony Little	11583 S. State, Chgo 60628	312.953.6337	mflittle8393@yahoo.com
10	Elizabeth Gallagher	6636 N. Chicora Chgo 60646	312 565 0450	
11	Angela Scott	137 W 104 St	773 919 5727	

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Gwendolyn Brooks
College Preparatory Academy
Tuesday, February 13, 2018
6:00 - 8:00 PM



PLEASE SIGN IN FOR THE PUBLIC OPEN HOUSE (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Kareem Musawwir	139 East 115th St. 60628	773-732-5180	Kareemmusawwir@gmail.com
2	Nathaniel Durant	608 S. Livermore ave, CA, 94550	925-202-4027	NathanielBDurant@gmail.com
3	Rebecca Bouno	337 W. 113th St.	(205) 201-1652	
4	Maria N. Medina	11412 S. Yale Ave.	312 709-3407	
5	TONY GREER	200 W ADAMS, SUITE 320, CHICAGO, IL 60606	312-353-1696	
6	SARAH WHITE ^{CHICAGO PARK DISTRICT}	541 N. FAIRBANKS Chicago	312 224 3434 122	sarah.white@chicagoparkdistrict.com
7	JACOB E. PETERS	2156 N. KEDZIE BLVD	773 870 1937	jacob.e.peters@gmail.com
8	Martha A. Palacios	121 E 117 ST Chicago IL 60628	(773) 319-6345	
9	Fatimah Al-Nureidin	13929 S. Atlantic Ave. Riverdale, IL 60827	(312) 350-1557	alnur67@gmail.com fatimah@fatf.org
10	Ahveeshvi Visool	5616 S. Prairie ave Chicago IL 60637	312-451-8778	ahveeshvi@yahoo.com
11	Maryann Watson	11737 So. Stewart ^{ILL} 60628	773-253-2391	

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Tuesday, February 13, 2018
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PLEASE SIGN IN FOR THE PUBLIC OPEN HOUSE (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	C.T. Blair	3400 N. Lake Shore Dr. Chicago, IL 60613	(312) 956-6755	charlesblair@gmail.com
2	Meeta Evans	9358 S. Indiana Chicago, IL 60619		
3	TONY FAKELTIS	10 S. RIVERSIDE, SUITE 400 CHICAGO, IL 60606	312-930-5268	anthony.fakeltis@parsons.com
4	Grace Handon	10521 S. Halo Ave Apt 2D Chicago, IL 60643	812-272-6756	grace.handon@cru.org
5	BEVERLY MARTIN	10605 S. PEDRIA ST. CHGO, IL 60643-3027	(773) 881-3120	
6	Donald J Gibson	9950 S. PRINCETON AVE CHGO IL 60628	773-491-9908	dgibson762@gmail.com
7	Ernst Saenger	100 N. La Salle St #1515	312-364-9292	esanger@esenterprises.net
8	Jade Jones	10012 S. Wallace / CHICAGO, IL / 60628		
9	Rashawn Kewey	10414 S EGGELSTON AVE CHICAGO 60628	312 672-2116	Rashawn.K@LIVE.COM
10	Michelle R. Ysrael	7741 So. Dobson CHGO IL 60619	708-698-7286	michellertneal622@gmail.com
11	Dorothy Lott	11139 S Edbrooke	312 375 1024	

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	EVAN GROSS	3127 Kenmore Ave Apt G Chicago, IL 60657	—	evan.michiganst@gmail.com
2	Gloria Amela	116 E 117 St. th. 60628		
3	Gerardo Amela	116 E 117 St. th. 60628		
4	Michael Sutton	943 E 130th Place	312 405 9560	msutton@firsttrustco-ny.org
5	Gregory J Brown	11709 S, Indiana	773 679-9854	
6	Emily Miller	10521 S Hale Ave Chicago, IL 60643	888-337-4968	
7	Phil Pasterak	30 N LASALLE #4200 CHICAGO IL 60602	31	PHIL.PASTERAK@WSP.COM
8	HILARY TWENE	333 W Lock Place 60628		hilarytherne1965@gmail.com
9	MARCIA SHANNON JONES	10615 S. Oakley Ave 60643	(773) 243-1103	mshannonjones@earthlink.net
10	CHEENA CREDIT	1022 W 108 th St	773. 253.7088	Cheena@c@aol.com
11	Kerry M Itchell	525 W Ogden	773 407-3046	KerryMitc@aol.com

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	William Lighty	10014 So Eggleston	773-237-3348	
2	Cleopatra Watson	10129 S Champlain Ave 60648		Unitedpullman@gmail.com
3	Angela Ellis			
4	Linne Whitaker	10410 So. Wadsworth 60628		
5	James Marshall R	Red Line Extension Coalition Board	(773) 326-5582	DLTHOHEMUM@AOL.COM
6	Deborah L. Truss	P.O. Box 288644 CHICAGO 60628-8644		
7	YVONNE FARLOW	352 W 107th		
8	John TROTTER	30 W. LaSalle - Suite 420 CHICAGO IL 60602	312-218-8973	John.Trotter@wsp.com
9	LILLIE DAMPER / TOMMIE DAMPER	11546 S. STATE ST		tomdamper@yahoo.com
10	ROBERT RYAN	12 S Riverside Plaza, Ch. 60606 355 W. 101st Pl	312-825-5756	robertryan@person.com
11	DERIS A. ATWATER	Chicago, IL 60628	773) 821-5995	

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	J. Grayson	10819 S Wallace		
2	LOURDES SOLORZANO	8236 HIGHGATE CT. ORLAND PARK IL	(713) 447-5559	Catillactia@gmail.com
3	Beth Dybala	CATC 1000 E. 111th St. Chicago, IL	(773) 928-6000 x224	Bethcalumetarea@industrial.com
4	D. Cortez	251 W. 105th Pl. Chicago IL 60628	773.995.9560	sunshine_114@sbcglobal.net
5	SEAN SCOTT	55 E MONROE CHICAGO IL	312 859 4179	SSCOTT@PATRICKCO.COM
6	JAMES H. CHRISTIAN	10240 S Princeton	773.568.2762	
7	JAMES E. CHRISTIAN	10240 S Princeton	708-280-2073	ject@comcast.net
8	Sylvia Y. Jones			plottiminc@sbccglobal.net
9	Monique Adams	8020 Woods Chicago IL		
10	PATRICIA McCAIN	11806 SO. LA SALLE CHGO 60628		
11	Gerardo Lopez			

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Mordehi Funches, Jr	11321 So STEWART AVE	773. 603. 4818 (CELL) 773 468.5466 (HM)	grandexAi8@gmail.com
2	ROBERT GOSS	10835 S. EBERHART ST	773-317-8246	NGOSSSMITH@AOL.COM ronaldjackson 6269 114
3	Ronald Jackson		773-313-6190	cl
4	Michael McMahon	11326 S. Langley	773 547-4243	mmcmahonag@gmail.com
5	DeFrias Drake	11431 S. NORMAN AVE.	773-876-2366	deedraKES66@YAHOO.COM
6	HATTIE WASH	219 W 109 PLACE	(312)613-2846	WASHHATTIE@gmail.com
7	Terence V Johnson	337 W. 113th St	312 628 9107	tranwade@yahoo.com
8	Sheila Clements	562 S. 4th AVE	847-530-7858	SClements11@LIVE.com
9	Intisar Muhammad		773-398-0077	imuhamm2@hawk.iit.edu
10	Sarah Jobis	33410 S michigan AVE	305369319	ajobis@hawk.iit.edu
11	Elizabeth Bourne	337 W. 113th St.	(708) 203-6051	mseibournetr@gmail.com

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Clevan Tucker	9706 S. Prairie 60628		ClevanTuckerJr@gmail.com
2	Kenneth L. Johnson	3115 S. Michigan Ave. #702 60616	312-225-7462	N/A
3	Michelle Flagg	1857 E. 93rd Chicago IL 60641	312-504-8241	michelledflagg@gmail.com
4	Yvette Ramirez	5225 W. Fletcher Chicago, IL 60641		yramirez8907@yahoo.com
5	Reatta C. Nehms	11135 S. KING DR Chgo IL 60628	—	retmonkie@gmail.com
6	Andrea D. Reed	12117 S. Indiana Ave. Chgo 60628	(708) 259-9240	treboradreed@yahoo.com
7	CARLOS NELSON	7901 S. Racine Chgo IL 60620	773.858.2338	CNELSON@6146DC.ORG
8				
9				
10				
11				



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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Grady Davis	349 W. 111 th St.	312-307-4396	None
2				
3				
4				
5				
6				
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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Vanessa Adams	200 W. Adams St, Chgo 60606	847-254-2728	Vanessa.adams@dot.gov
2	Jake Fansler	4317 N Kostner ave, chi. 60641	773-603-5306	jakefansler@gmail.com
3	Julio Diego	115 E 117 ST Chicago IL 60628	773-710-3263	ameenaharris25@gmail.com
4	Ameena Harris	13929 S Atlantic Riverdale IL		ameenaharris25@gmail.com
5	Raymon Wesley	9630 S LASALLE ST	312-459-9019	R.Wesley07@outlook.com
6	Peter Taylor	9600 S. Prairie Ave	773.568.8842	pbtaylor54@gmail.com
7				
8				
9				
10				
11				



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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	BETH ECKERTY	13208 S EXCHANGE AVE	773.627.9378	betneckerty@hotmail.com
2	F. Colbert			
3				
4				
5				
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8				
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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Maynell Thomas	10120 S Eggleston Ave Chicago 60628	312-404-2206	maynell.thomas@gmail.com
2	Carrie Cooper	10120 S Eggleston Chicago 60628	779-4420 60628	
3	Jelani Carly	35 W. 55th St	711-226-7152	jelani.carly@gmail.com moep245@gmail.com
4	Maureen & Scott Perazzolo	245 W. 114 Street	773-785-5496	scottap@gmail.com
5	Irene Youngblood	435 W. 110th Street		IreneYB14@gmail.com
6	Ron Shimizu	WSP, 30 N. LaSalle, Suite 420, Chicago	312-803-6638	ron.shimizu@wsp.com
7	Humberto Salazar	121 E 117th - 128 E 117th - 149 E 117th	773-491-5485	humbertosalazar9@gmail.com
8	Deloris Lucas	13134 S. Vernon Av. Chap 60637	773-468-7941	deeluca2002@yahoo.com
9	MICHAEL A. SHYMAUSKI	531 E. 112th St 60628		MIKE@SHYMAUSKI.NET
10	DORIS H. WHITE	3744 W. Cullom AVE 2ND FL 60618	312-972-9652	
11	Thelma Jenkins	10605 S Eggleston 60628	773 821 8308	

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Cheryl Littleton	123 W 114th St Chicago 60624	773-259-3627	clittlek55@gmail.com
2	Ken Samuels	1121 S. Loomis	773-457-1224	Ksam212067@Comcast.net
3	Willie Johnson	352 W 106th	773-387-4166	
4	Domone Taylor	11007 S Union	312-618-8957	
5	Eleanor Scott	10823 S. Eggleston Ave	413-821-4199	
6	William J Taylor	437 W 110th St	(773)264-3692	billertay24@yahoo.com
7	Tommy L. McLaughlin	244 W 112th Pl	773-936-4900	
8	Elaina McLaurin	^	773-936-4800	dmacklady@aol.com
9	MARY HORDE JOHN HORDE	9628 S. PERRY AVE	773 928 2880	COMPUTER SAFARI@aol.com
10	Tiffany Griffith	125 Westworth	773 995-7466	
11	Hori Johnson	337 W 113th St	773-456-9129	msjohnson521@yahoo.com

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	PATRICK MCGEE	9433 S. INDIANA AVE CH. IL. 60619	(773) 264-1176	
2	LEONNIE CAMERON	348 W 162ND ST CHICAGO, IL 60602	773 569 5134	
3	Chris Ferguson	30 North LaSalle St Chicago, IL 60602	312 613 5323	
4	CARLOS NELSON	7901 S. RACINE CHICAGO IL 60620	773 858 2338	CNELSON@GAGDC.ORG
5	Gatty Patterson	326 W. 103RD PL.	773-928-0967	-
6	Kelly Johnson	15 W. 113th Street #1 CHICAGO IL 60628	(773) 370-9099	kelly6459@att.net
7	Cynthia Horton	406 W. 100th St, Chgo IL 60625	773-239-1346	
8	Nichollette Moore	12233 So. Wentworth CHICAGO IL 60628	(773) 216-7149	Faith Fulmoore 1 a yahoo
9	Torrance Smith	10928 S. Farnell CHICAGO IL 60628	(773) 454-4521	Tbirdman33@yahoo.com
10	Antoinette Williams	10841 S. Eggleston CHICAGO IL 60628	(708) 646-7629	antoinettewilliams1976@gmail.com
11	DAVID MAY	400 S 8th, LaGrange IL 60525	708-579-7107	dave.may.400@gmail.com

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	LaTonya + HENRY YOUNG	10455 S. RACINE CHgo. IL 60643	708-926-4161	latonya.young49@yahoo.com
2	Jibri & Kori Clemons	312 W. 113 th St. 60628	773-557-3184	Kori.Clemons67@gmail.com
3	Gwen King	11014 S. Lowe 3115 S. Michigan Ave #702 Chgo 60616	312 225-7462	
4	Andre Scherding	2425 N. Sheffield Ave 60614		
5	EDWARD DRAKE	18421 S. EGLESTON AVE 60629	773-777-2334	edraikes24@gmail.com
6	KAY WARE	237 W. 105 th PL. 60628	773-468-2112	
7	MONIQUE LENOIR	11544 S. PERRY Ave 60628	773-447-2198	mlenoir2294@gmail.com
8	DAN DREW	2111 Keeney Evanston IL 60022	312 952 5340	daniel.drew@tylcr.com
9	Chris Churchill	55 E Monroe Chicago IL	224-339-1980	cchurchill@PatrickCo.com
10	Tiana E. Blakely	11221 S. Emerald	(773) 614-3816	tianaellis@yahoo.com
11	Tiesha Smith	18240 Gutzwillk	708 890 8894	tieshasmith@gmail.com

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	ANN QUARLES	60 West 114 th Place Chicago 60628	773-419-6000	AnnQuarles1@aol.com
2	Constance Wilson	11232 So Eggleston 28	773-785-5195	
3	Hinsay Holbrook	2401 E 100 th St	312-747-6479	
4	Igor Studenkov	Cook County Chronicle	847-624-1244	igorst3@hotmail.com
5	Katrina Gardner	11541 S. State St	312 208-6012	KatrinaGardner123@msn.com
6	Dorothy Watson	9814 S Sangamon		dotdj98@wowway.com
7	Laurence McKinney	10058 So Eggleston	1773 4454101	
8	TEENA CHRISTMAS	7037 S. YALE	773-474-8634	
9	Lisa Hinton	10742 S. Wabash	773 821 6011	
10	PAULA PENTON	3833 N. Hamilton	312 777 2840	paule.penton@tylin.com
11	Willie Spruill	20 West 115 th Street	773-909-5011	

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Ezekiel Guza	550 W Algonquin Rd. Arlington Heights IL	(847) 228-4217	ezekiel.guza@pacebus.com
2	Miles Churchill	207 N Greengrass St Urbana IL	630-251-7595	MilesChurchill@gmail.com
3	Art & Audrey Chelupa	10809 S. Prairie ave	773 307-1409	Art A Ventura @ Outlook.com
4	Dwight D. Crain	8638 S. Michigan Ave Chicago		
5	Vernice Rucker	60 W. 114th Place Chicago, IL	773-791-5852	VRucker_214@yahoo.com
6	Tom P. Lynn LAGADIRUS	1122 S SAINT LAWRENCE		LAGADIRUS@ATT.NET
7	Serial Mikell	10614 So. Perry	312-361-4654	Serial.Mikell2@yahoo.com
8	Tom Aron	1737 S. MICHIGAN AVE	847 561 0369	talton@mchughconstruction.com
9	Sheree & Carol Sanderson	10148 S. Eggleston	773-398-3074	CSAN17@goust.edu
10	Robert Lester	10052 S. Prairie Ave	773 759 4472	
11	Terline Johnson	11134 So EdBooke	773 928-2358	Cozy Carla 51@gmail.com

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Ed & Lou TARVER	350 W. 109th ST	773-264-5096	LOU.TARVER@HOTMAIL.COM
2	CLIFTON Holliday	4036 S. PARNE 11	773-264-3512	
3	ASHANKH JAISHANKAR	58 E JOHN, ST, CHAMPAIGN	217-9049054	
4	Jerome Skinner	11412 S. Forest hwy IL 60628	(68) 238-0397	JEROME5SKINNER@gmail
5	Charles Brown	12 W. 115th STREET	(773) 972-6853	Jhuh19516@yahoo.com
6	Paige Hampton	11573 S. State St. Chicago, IL 60628	N/A	paigehampton12@gmail.com
7	JAMES PORTER	N/A	N/A	N/A
8	Antonio Reed	6035 S. Aberdeen	312.599.5080	antonioreed55@yahoo.com
9	Elmer Smith	352 W. 118th ST.	773-821-0589	
10	Emma Moneuve	11227 S. Eggleston ST	773-785-1465	
11	TOD FRAUND	10936 S. WA BASH		

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	GREGORY WALKER JR	6952 S. JEFFERY BLVD CHICAGO IL 60619	773 317 2382	GREGORYTCHICAGO@GMAIL.COM
2	ZEFFIE BLOUNT	9938 S. WENTWORTH CHGO, IL 60628	773-785-3061	ZBLOUNT9938@ATT.NET
3	Tytania Holliman	8632 South University	773-798-9415	tytania.holliman@gmail.com
4	Diane Williams	9900 S. Yale Ave	773 568-7551	dylynnyx@yahoo.
5	Sandra Brown	10805 S Eggleston Ave	312 874-0283	saundra64@gmail.com
6	Malcolm Brown	10805 S Eggleston Ave	773-984-7153	mmalcolmbrown@gmail.com
7	Marcelino Gudaño	333 E 117 ST CHICAGO IL 60628		
8	Bethy Gurnero	331 E 117th St.	312-618-1618	
9	George Lemon	10024 S. Eggleston	(312) 881-0389	
10	BERNADINE MORRIS	409 WEST 99th STREET CHGO, IL 60628	773-239-7549	bern924@SBCGLOBAL.NET
11	Brenda Glover	10835 S Eggleston 60628	773 568 4493	Brenda-Glover628@yahoo.com

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Betty Jones	9921 S. Yale	773-568-5659	JosieSmith79@yahoo.com
2	Doris Martin	13207 S. Rhodes Ave.	773 264-0434	dorismartin7276@gmail.com
3	Andette L. Osborne	PO Box 10217, Chicago IL 60610	(312) 404-3588	alo20800@cutlook.com
4	Shelly			
5	Evelyn Curtin	507 W. 103rd Place	773-239-3037	-
6	Joel Harvey	12734 S. Union	773.456.0038	LULA127@yahoo.com
7	WILLIAMS, SUSAN	12336 S. INDIANA	773 568-1620	-
8	Rosie Baxter	230 W. 106th St ↓	773-368-7009 ↓	8876814@gmail.com ↓
9	William Baxter			
10	Sarah B. McMillan	12024 S. LA SALLE St. 60628	773-593-4841	
11	Clementine Stiff	10621 S. Foxglove ave	773 821-4410	StiffTina@Comcast.net

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PLEASE SIGN IN FOR THE PUBLIC OPEN HOUSE (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Ella J. Blunden	9948 So. Yale Ave. IL 60628	773-821-1877	
2	ANGELA CONNER	1007 S EBERHART, CHICAGO, IL 60628		AYCONNER@SBCGLOBAL.NET
3	PIA MCKEE	11331 S. COTTAGE GR. CHICAGO 60628	773/821-5110	
4	MELBA BARKER	11535 S. NORMAL CHIC 60628		MELDAB1156JUNO.COM
5	Mae Kenley	233 W. 105TH CH 60628		
6	Beverly Williford	Transmart	630-726-7992	bwilliford@transmartinc.com
7	MARILYN Brown	11959 S. LASSILE ST 60628		marilyn.Brown8420@ATT.NET
8	LEE & Carrie Williams	11310 S. Emerald 60628	773 928 5530	CARLA Hse@AOL.COM
9	Linda Potts Eddie Hampton	10020 S. Eggleston AVE. 60628	708-4399211	Lindapottsc@yahoo.com
10	Althea Edmondson	401 W 99th Street	312-962-9579	
11	Lorraine Blair	11618 S. State St. Chgo 60628	773-568-0162	lorraine.blair@YMAIL.COM

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Alexis Billingslea Billingslea	69 W. Washington St 2100, Chgo 60602	847-715-6904	alexis.billingslea@illinois.gov
2	Michael LaFargue	9327 S. Michigan Ave 60619	773-251-0760	MLAFARGUE1@GMAIL.COM
3	Walter Blair LORETTA BLAIR	11550 S. LAFAYETTE AVE 60628	773-785-6303	loretta.BLAIR@ymail.com
4	Jeffrey Massey	1002 S. Forest Ave 60623	312-259-4298	JPMASSEY@SBCglobal.net
5	Janis Golden	10528 S. Eggleston Ave	773 704-3770	JmG448444@Yahoo.com
6	Gloria Lofton	10523 S Eggleston Ave	773 837-5069	GJLofton74@gmail.com
7	Jeff Putra			JAputra@LoweConstruction.com
8	Tessa Ferraro	817 W Hill St Urban, IL 61801	814-823-1361	tferraro88@gmail.com
9	Nick Keeling	607 W High St Urban IL 61801	317-726-6967	nkeeling2@illinois.edu
10	Charles Stella Brown	12 W 115th St	773 213-6185	oneolestabbiebrown@hotmail.com
11	Gretchen Bailey	12756 S. Union St.	312/399-3642	gbaily2@netzero.net



Based on public feedback, technical analysis, and agency coordination, CTA has selected a Preferred Alignment for the RLE Project that is a combination of the previously presented East and West Options. The Preferred Alignment would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement (EIS). CTA is interested in your feedback about the project. Please **PRINT**.

Email Address _____

Please describe your questions or concerns. _____

Over →

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Para más información en Español, llame al **(312) 681-2828**



Continúa al reverso —→

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Welcome to the **Red Line Extension Project** Open House

The purpose of this open house is to:

- Share information about the Preferred Alignment of the Red Line Extension (RLE) Project
- Share information about anticipated project benefits and impacts

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

You may leave your comments with us today, or send a comment card to this address:



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



Or send us an email: RedExtension@transitchicago.com





RLE Project Purpose and Need

Project Purpose

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. 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 passengers 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 and employment centers outside 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 rail cars for any substantial increase in Red Line capacity accompanying future Red Line expansion.





Preferred Alignment

- Same as the **WEST OPTION** north of **108th Place**
- Same as the **EAST OPTION** south of **108th Place**
- Same as the **COMMON ALIGNMENT** north of **99th Street** and south of **119th Street**

Previously Considered Options:

East OR **West**



Combination of Options Selected:

Preferred Alignment



RED AHEAD

Moving Ahead to a Better Red



Red Line Extension

Project Visualizations

103rd Street Station, Facing Northeast



Michigan Avenue Station, Facing Southwest



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



We Heard You!

CTA received **284** comments during the comment period for the Draft Environmental Impact Statement.

By the numbers


- **155** commenters provided input on whether they prefer the East or West Option
- **52** commenters asked about the public outreach process, and how to stay involved
- **45** commenters expressed concern about property displacements
- **44** commenters expressed concern about noise and vibration
- **39** commenters remarked about how the RLE Project would affect transportation in the project area, including parking
- **34** commenters had questions about the project timeline
- **33** comments asked about the alternatives considered

Property Displacements

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

The Preferred Alignment would affect *fewer residences* than the East Option, and *fewer businesses and jobs* than the West Option.

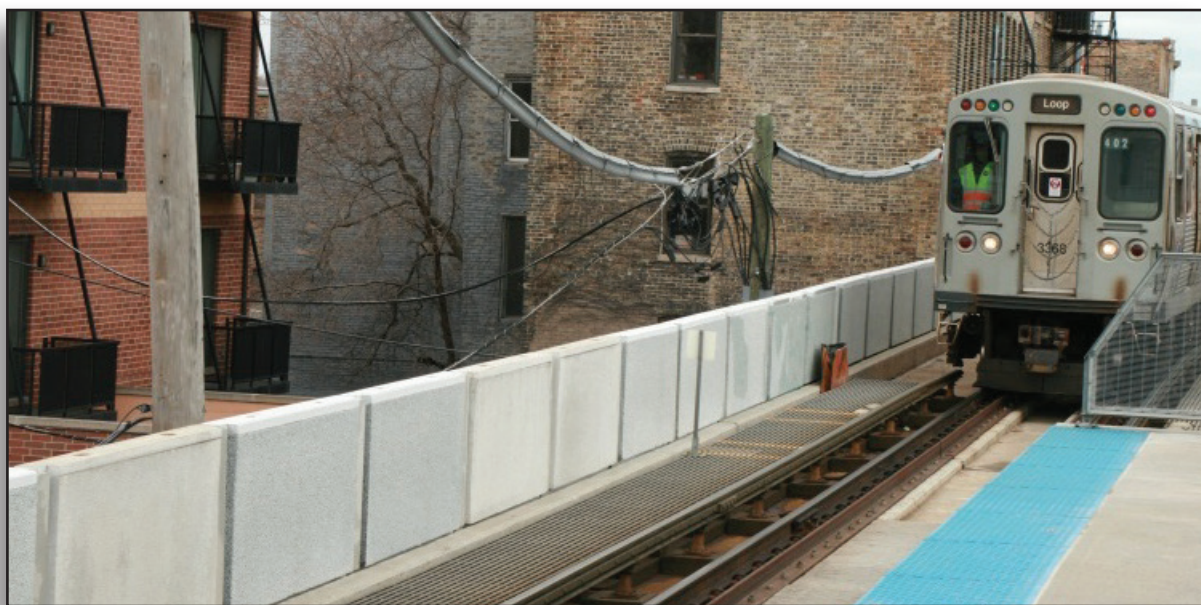
Parcels	Preferred Alignment
Affected Parcels without Building Displacements	157
Affected Parcels with Building Displacements (Residential Building Displacements)	79 (59)
Total Affected Parcels (Affected Private Parcels)	236 (154)
Affected Businesses (Full-Time Jobs)	5 (6)

- Impacts are based on conceptual engineering and represent the maximum impacts.
 - Impacts will be confirmed in the Final EIS after more detailed conceptual design.
 - Availability of vacant parcels and buildings near the affected properties will likely allow for affected businesses and residents to relocate within the project area.
- 
- The logo for the Central Transportation Authority (CTA) is located in the bottom right corner. It consists of a blue circle with a red border, and the lowercase letters "cta" in white inside the circle.

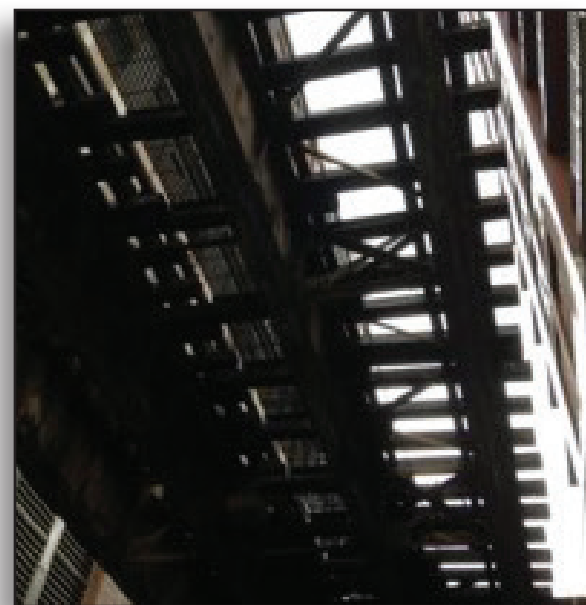
Noise and Vibration Impacts

What would CTA do to reduce, or mitigate, noise from the elevated track structure?

- Install noise barriers, which absorb and reduce noise from the tracks by 10 decibels.
- Use a closed-deck structure, which limits transmission of noise beneath the tracks.
- Use continuous welded rail, which has fewer joints and means a smoother and quieter ride.



Noise Barriers



Open versus Closed Deck



These mitigation strategies would resolve all potential severe and moderate noise impacts due to the project.

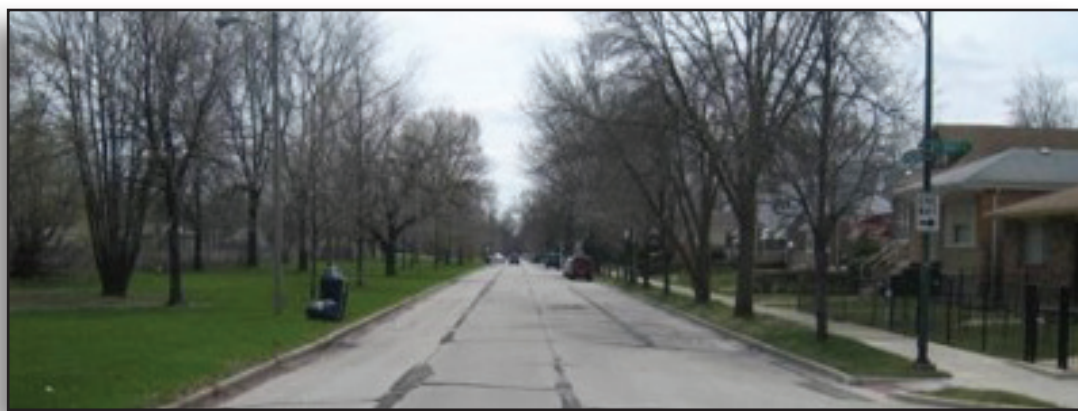
What about vibration?

Based on the analysis, the project would result in no impacts from vibration.

Because the CTA train cars are lighter and carry less weight (freight) than the freight trains that pass through the project area, vibration levels would not exceed FTA thresholds and no mitigation measures would be required. Elevated track structures also transmit less vibration through the ground than at-grade tracks.

Section 4(f) - Impacts to Parks

Section 4(f) of the USDOT Act of 1966 is a federal law that establishes special considerations and requirements when publicly owned parks or recreational areas are proposed to be used by a transportation project.



Fernwood Parkway

A portion of Fernwood Parkway would be affected. Temporary closure of the overlapped section of Fernwood Parkway would be necessary during construction. There would also be a short-term closure of Wendell Smith Park during construction, but no permanent impacts.

Addressing Impacts to Fernwood Parkway

CTA has worked with the Chicago Park District to identify ways to minimize this park impact and, where possible, enhance community access to parks.

Mitigation Measures for Fernwood Parkway

- Provide a new replacement park in or near affected community area
- Restore or landscape any disturbed areas on affected parkland
- Incorporate context-sensitive design features at affected parks
- Potentially install a new bike path beneath the elevated structure

Potential Replacement Park Concepts

CTA worked with the Chicago Park District to develop replacement park options in the surrounding community. These are two locations currently under consideration. CTA will work with the Chicago Park District during the Final EIS to confirm a preferred location for park replacement and conduct additional analysis and outreach.



Michigan Avenue between 101st
and 102nd Streets



Michigan Avenue near the UPRR
tracks and Kensington Avenue

Park Concept Visualizations

Replacement Park Concept at 101st and Michigan Avenue



Aerial overview (left) and street view (top) visualization of replacement park concept at Michigan Avenue between 101st and 102nd Streets.

Replacement Park Concept at Michigan Avenue near Kensington Avenue



Aerial overview (left) and street view (top) visualization of replacement park concept at Michigan Avenue near the UPRR tracks and Kensington Avenue.

Replacement park sites would be contingent on voluntary acquisition of vacant and/or active parcels from willing sellers.

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





Quick Facts about Acquisition and Relocation

The property acquisition and relocation process is governed by the federal Uniform Relocation Assistance and Real Property Policies Act of 1970 (also known as the “Uniform Act”), which outlines the rights of owners and tenants of business and residential properties.

The process includes two main parts:

Acquisition – The purchase of your real estate. Property owners would not be paid less than fair market value for their land and buildings. In some circumstances, if current appraisals are less than the original purchase price, an owner may be eligible for compensation equal to the original purchase price.

Relocation – Additional benefits offered should you or your business be displaced. CTA will provide a relocation agent to every displaced person to help navigate the benefits that are available. Residential homeowner financial benefits may include:

1. Moving and Related Expenses
2. Replacement Housing Payments
3. Incidental Closing Costs

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.



Next Steps and Timeline

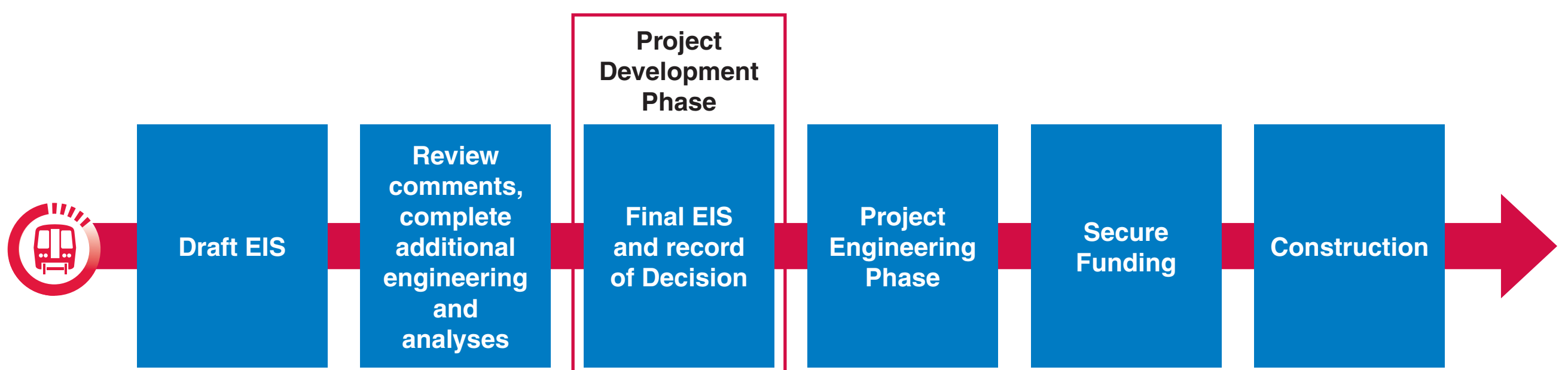
Now that CTA has selected the Preferred Alignment, a Final Environmental Impact Statement will be prepared and preliminary engineering will be conducted. CTA and FTA will complete any additional analyses and respond to public comments on the Draft EIS as part of the Final EIS.

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next 5 years for the RLE Project, which will allow for completion of these next steps.

CTA will apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase of this project to pursue federal funding for construction of the project under the competitive federal “New Starts” program.

Project Development and full funding for the RLE Project under this program is a multiyear, multistep process.

CTA will continue to work with the community to complete this important project.



Attachment 6 Comments Received

RED AHEAD
 Moving Ahead to a Better Red

**Red Line
Extension**

WE WANT YOUR INPUT

on the Red Line Extension (RLE) Project

Based on public feedback, technical analysis, and agency coordination, CTA has selected a Preferred Alignment for the RLE Project that is a combination of the previously presented East and West Options. The Preferred Alignment would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement (EIS). CTA is interested in your feedback about the project. Please **PRINT**.

Name MICHAEL BROWN
 Address 1522 E. 85TH STREET
 City CHICAGO State IL Zip 60619
 Email Address mbro92@gmail.com

Please describe your questions or concerns.

I am excited about the Redline Extension, but I live North of 95th Street.

1. Why isn't there a Park N Ride at 95th St or 87th Street?

People that live near the Dan Ryan are not going to drive South to a parking garage when they work downtown.

2. Please consider utilizing the Old Kennedy King College land at 167th + Vincennes as a Park N Ride.

It could help reduce traffic on the Dan Ryan Exwy. The Redline could really use a Parking Lot. It would ride the Redline more if it could park closer instead of taking 2 buses to get to the Redline.

3. ^{with be} Since CTA ~~is~~ using FTA funds, is CTA awarding contracts

to allow the Architect of Record and the Engineer of Record to be a DBE? CTA is building this project in a neighborhood that is primarily African-American. Please consider making the Prime Contractor an African-American Design Firm and most of the Subcontractors DBE firms.

Over →



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Name ALEXIS BILLINGSLEA
 Address 69 W. WASHINGTON, STE 2100
 City CHICAGO State IL Zip 60602
 Email Address alexis.billingslea@illinois.gov

Please describe your questions or concerns.

1. PARKING GARAGE @ 11th St. - Will the parking GARAGE DESIGN CONSIDER THE AMOUNT OF TIME NEEDED TO ENTER THE GARAGE DURING PEAK RUSH HOUR? WILL THERE BE ENOUGH ENTRANCES IN ORDER TO ENTER THE GARAGE QUICKLY RATHER THAN BACKING UP THE QUEUE DOWN THE STREET DUE TO LIMITED ENTRANCE GATES?
2. HOW WILL PEOPLE BE ABLE TO PAY FOR PARKING? TRADITIONAL TICKET? PAY BY VENTRA? SPOT HERO? PARK WHIZ. HOW QUICKLY CAN PEOPLE ENTER, EXIT THE GARAGE.
3. WILL THE BRIDGE ^{OVER THE METRA ELECTRIC} ~~BE INSPECTED~~ BE INSPECTED? METRA ELECTRIC MAY HAVE LIMITATIONS THAT SLOW DOWN CONSTRUCTION DUE TO THE AIR RIGHTS AND ~~THE~~ TIMES ALLOWED TO BUILD, OR LIMITED TIMES AVAILABLE TO PERFORM BRIDGE INSPECTIONS.

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 Avanzando a un rojo mejor

**Red Line
Extension**

QUEREMOS SABER SU OPINIÓN

sobre el Proyecto de Expansión de Línea Roja (RLE)

Basándose en los comentarios del público, análisis técnico y coordinación de las agencias, CTA eligió el alineamiento preferido para el proyecto de RLE, el cual es una combinación de las opciones este y oeste presentadas anteriormente. El alineamiento preferido captaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios recibidos sobre el borrador de Declaración de Impacto Ambiental (DIA). A CTA le interesan sus comentarios sobre el proyecto. Por favor **ESCRIBA EN LETRA DE IMPRENTA.**

Nombre Marcelino Rocha
 Dirección 333 E 117 ST Chicago IL 60628
 Ciudad Chicago Estado IL Código postal 60628
 Correo electrónico _____

Por favor describa sus preguntas o inquietudes. I desire to sell my property to CTA. I understand that CTA does not need my property but my entire block wishes to sell.

Continúa al reverso →

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**Red Line
Extension**

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Name GREGORY WALKER JR
 Address 6952 S. JEFFERY BLVD UNIT 2B
 City CHICAGO State IL Zip 60649
 Email Address GREGORY.WALKER@GMAIL.COM

Please describe your questions or concerns. No questions, I'm ^{Actually} ~~totally~~ happy with the alignment. The fact that you chose both is really great!

Something to consider:
30 South Chicago, 355 Wentworth (Pace), 358 Torrence,
and 364 159th St (Pace) can these buses (in addition to all others)
be re-routed to 130th St station to add better reliability to
Hegewisch, Nearby Manufacturing Campus, and nearby communities

Over →

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Name ANGELA CONNER
 Address 10018 S EBERHART
 City CHICAGO State IL Zip 60628
 Email Address AYCONNER@SBCGLOBAL.NET

Please describe your questions or concerns.

WHERE IS THE FUNDING COMING FROM?

WILL THERE BE JOB OPPORTUNITIES FOR AFRICAN-AMERICANS?
SPECIFICALLY BLACK PEOPLE, NOT "MINORITIES" OR "PEOPLE OF COLOR."

THE CURRENT ADMINISTRATION ANNOUNCED THEIR INFRASTRUCTURE PLAN/
BUDGET TO THEIR PLAN EXPECTATION FOR CITIES + STATES TO PAY MORE.
HOW WILL THAT AFFECT THE FUNDING FOR THE RED LINE EXTENSION?

Over →

RED AHEAD
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Name Ethel Lettore
Address 352W. 102nd St
City Chicago State IL Zip 60628
Email Address _____

Please describe your questions or concerns. I would like to sell
my property.

Over →



QUEREMOS SABER SU OPINIÓN

sobre el Proyecto de Expansión de Línea Roja (RLE)

Basándose en los comentarios del público, análisis técnico y coordinación de las agencias, CTA eligió el alineamiento preferido para el proyecto de RLE, el cual es una combinación de las opciones este y oeste presentadas anteriormente. El alineamiento preferido captaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios recibidos sobre el borrador de Declaración de Impacto Ambiental (DIA). A CTA le interesan sus comentarios sobre el proyecto. Por favor **ESCRIBA EN LETRA DE IMPRENTA.**

Nombre Jaime Gamero
 Dirección 331 E 117th St. Chicago, IL.
 Ciudad Chicago Estado IL. Código postal 60628
 Correo electrónico betty.gamero24@gmail.com

Por favor describa sus preguntas o inquietudes. I understand that my property is not impacted but wish to sell to CTA. Our entire block wishes to sell.

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Name Jake Fansler
 Address 4317 N Kostner Ave.
 City Chicago State IL Zip 60641
 Email Address jake.fansler@gmail.com

Please describe your questions or concerns.

Thanks for this great event. As an urban planning grad student at UIC, I worked on a 10-year plan for the Riverdale area / 130th St. station of the RLE. Throughout that process, ~~one of the~~ one big takeaway was the importance of strong local economic development policy/programming to make sure that residents will be in the best position to be able to leverage the RLE.

Having strong local retail and better local employment opportunities in place before the RLE comes will go a long way in helping the communities along the line use the extension as a real asset + economic catalyst. What a great opportunity for Chicago's South Side. Thanks!

Over →



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Name Maureen + Scott Perazzolo
 Address 245 W. 114 Street
 City Chicago State IL Zip 60625
 Email Address maep245@gmail.com

Please describe your questions or concerns. ① The distance from the train to our house.

- ② The dirt and dust from construction since I have asthma.
- ③ Cracking of our houses foundation. My house is over 130 years old.
- ④ Noise of the trains that come by mostly at night.
- ⑤ The shaking of the house during construction. Who will be responsible for the damages to house and cars.
- ⑥ We will probably have no place to park our vehicles during construction. Our vehicles are on the street where heavy equipment will be passing.

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Name Willie L. JOHNSON Parcel 107
 Address 352 W 106 St
 City CHICAGO State IL Zip 60628
 Email Address 1-773-487-4166

Please describe your questions or concerns.

Would like contacted as soon as possible
re acquisition of the property

Over →

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Name ROBERT GOSS
Address 10835 S. EBERHART ST.
City CHICAGO State IL Zip 60628
Email Address NGOSSSMITH@AOL.COM

Please describe your questions or concerns. I OWN PROPERTIES AT
10608 S. INDIANA
10612 S. INDIANA
311 W. 106TH ST.
I AM WILLING TO SELL IF YOU NEED ADD-
ITIONAL SPACE

Over →

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Name Xyenne Farrow
 Address 352 W 187th St.
 City Chicago State IL Zip 60628
 Email Address farrowx@yahoo.com

Please describe your questions or concerns.

Will the service run 24/7 or will it have time
line

Will my window be replaced for the noise

I know it is what it is

Over →

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Name BETH ECKERTY
 Address 1320 S EXCHANGE
 City CHICAGO State IL Zip 60633
 Email Address betheckerty@hotmail.com

Please describe your questions or concerns. _____

I'm in favor of the preferred alignment and I'm glad it was selected over the bus rapid transit option.

There are a large number of people living s/w of the proposed 130th station in Altgeld Gardens, and also E of the station in Hegewisch. The station will not be pedestrian friendly for either group. I would like to see transit connections from the station to the existing neighborhoods to account for the "last mile" between the station + home. Potentially an extension of an E-W bus on 130th to touch Hegewisch, or, an extension or reroute of the #30 to include the new station. Anything other than needing a car to access the transit! Thank you.

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Name Miles Churchill
 Address 1170 N Milwaukee Ave
 City Chicago State IL Zip 60642
 Email Address MilesChurchill@gmail.com

Please describe your questions or concerns. Why is there no rendering of 136th Street Station?

Will a local workforce be required for the construction?
Will there be a training program for local workers?

Is the CTA going to engage the community during the design of the stations? Will there be public art in the stations?

How will the bus lines be operated after the RLE is finished? Will 115, 103, 106, 111, 119 still all go to 95th St?

Over →

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Name Tessa Ferraro

Address _____

City _____ State _____ Zip _____

Email Address tferraro88@gmail.com

Please describe your questions or concerns.

Are there any plans for TIF legislation to fund the redline? Will there be any ~~funded~~ funding set aside for workforce development with a focus on the Roseland area? Any plans for TOD at any of the stops? Will there be a continuation with community engagement during the process of writing the final EIS?

Over →

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Name Nick Keeling

Address _____

City _____ State _____ Zip _____

Email Address nkeeling@illinois.edu

Please describe your questions or concerns. _____

What will CTA do to create the best opportunities to improve access to Altgeld Gardens. Will the CTA work with members of Altgeld Gardens to update their comprehensive plan to focus more around the transit oriented development possibilities.

How will the CTA improve brownfield lands at 130th street.

How will CTA work with the South Shore line to making a transit hub at 130th.

Will the CTA increase bus service at 130th once the new station is completed.

Will the CTA prioritize pedestrian, ADA accessible over the proposed park n' ride at 130th street, it appears the park n' ride structure is getting higher priority ~~over~~ over the actual residents.

Over →

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Name Jade Jones
Address _____
City Chicago State IL Zip 60628
Email Address jijones21@hotmail.com

Please describe your questions or concerns. I think what you guys are trying to do is good and all; I just have one concern/question which is what are you gonna do ~~about~~ with the people you are moving. Also how would it affect the community socially. Also what are they getting in return for it.

Over →

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Name DORIS H. WHITE
 Address 3744 West Cullom Avenue 2ND Floor
 City Chicago State IL Zip 60618
 Email Address _____

Please describe your questions or concerns.

When will this project be finished?
 When the extension is completed, will there be more buses as far as you extend the rail service?
 This morning there was a freight train that stopped right there where buses had to be rerouted, will this happen with this new extension?
 Will most of the buses run all night once the project is completed?
 Who provided the funding for this extension project?
 I pray that the services that you give to the Northwest side e.g. extending the blue line to O'Hara & that those live on the Southside will not have to wait so many years just to get an extension.
 When will these buses start running in the morning and will there be an easy access for the riders to get to those buses?

Over →



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Name Cathy Patterson
 Address 326 W 103rd St
 City Chicago State IL Zip 60628
 Email Address patterson_bonnie@yahoo.com

Please describe your questions or concerns.

- My concerns are solely based on how would this affect my living situations, sure the added business helps create jobs & income cases beautifies the area for a short while. But this type of business can lead to me and my family not being able to have a place of mind with outdoor activities like sitting on the porch.
- Losing the privileges of being able to park outside in front of my home ~~due~~ due to the fact that people will park their cars while at work.
- People loitering
- People littering causing my lawn many of problems
- Homeless people hanging out more frequently
- Gang members finding common grounds to fight
- My neighbor lived "103rd place" off Princeton is full of senior citizens we have lived here over 30+ years this change will not improve the area
- Will there be parking permits issued

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Name JACOB E. PETERS
 Address 2156 N. KEDZIE BLVD
 City CHICAGO State IL Zip 60647
 Email Address jacob.e.peters@gmail.com

Please describe your questions or concerns. TOO MUCH PARKING AT THE STATIONS
THAT ARE NOT HIGHWAY ADJACENT. THEY WILL INCREASE COST OF
PROPERTY ACQUISITION & CONSTRUCTION, WITHOUT PROVIDING ADDED
BENEFIT FOR TRANSIT. A PARK & RIDE LOT MAKES SENSE
AT 130TH, BUT NOT AT ANY OTHER STATIONS.

BUILD HOUSING FOR PEOPLE, NOT CARS.

Over →

RED AHEAD
 Moving Ahead to a Better Red

**Red Line
Extension**

WE WANT YOUR INPUT

on the Red Line Extension (RLE) Project

Based on public feedback, technical analysis, and agency coordination, CTA has selected a Preferred Alignment for the RLE Project that is a combination of the previously presented East and West Options. The Preferred Alignment would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement (EIS). CTA is interested in your feedback about the project. Please **PRINT**.

Name Kelly E. Johnson
 Address 15 W. 113th Street, Unit 1
 City Chicago State IL Zip 60628
 Email Address kelly6459@att.net

Please describe your questions or concerns.

I would recommend that the artwork in the stations reflects their prospective communities. I think that the artwork should be done fully or partially by residents in that community. Even if a professional, well-known artist is used, residents should be included in the process of creating the artwork. This would be a great opportunity for aspiring artists in our communities.

Contests could be created to help select artists.

If the artwork reflects and includes the community, more pride will be taken to keep the stations in good condition.

Community participation is key!

Thank you.

Over →

Additional Comments:

I also recommend that empowerment zones be created in order to improve present businesses in the community and create new businesses.

there is a great need for light industry in this community.

You may leave your completed comment card with CTA during the meeting, or you can send your comments to this address: **Chicago Transit Authority, Attention: Red Line Extension Project, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465**

Or send an email: **RedExtension@transitchicago.com**

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/RedEIS



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Name Jonathan Samuel
 Address 7915 S. Perry Ave, #1F
 City Chicago State Illinois Zip 60620
 Email Address jonsamuel32@yahoo.com

Please describe your questions or concerns.

Extending The Red Line From 95th to 130th would provide direct access to the neighborhoods it would serve & would eliminate the need for buses that run along 103rd & 111th Streets to serve 95th. 103rd could run directly east to the 103rd/Stony Island Garage Terminal, 111th could run directly east to the east terminal currently served by 111A Pullman Shuttle.

Over →

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Name Tony Adams Anthony Johnson
 Address 3351 W 11th St
 City Chicago State Illinois Zip 60643
 Email Address 3351 W 11th St

Please describe your questions or concerns.

RLE project
EX centerline
PR centerline
EX track centerline
PR track centerline
PR track structure
PR roadway right-of-way
PR roadway/hardscape
EX station platform
PR building outline
PR parking
PR CTA substation

Over →

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Name MICHAEL LAFARGUE
 Address 9327 S. MICHIGAN
 City CHICAGO State IL Zip 60619
 Email Address MLAFARGUE1@GMAIL.COM

Please describe your questions or concerns.

WEST CHESTERFIELD COMMUNITY DOES NOT
 WANT CTA RELATED PARKING IN ITS
 NEIGHBORHOOD.

NEIGHBORHOOD
 COMMUNITY BOUNDARIES

91ST TO 95TH
 STATE STREET TO KING DRIVE

Over →

CTA RED LINE EXTENSION TO 130TH STREET**Proposal: The south section should be deleted and replaced by frequent express bus service to the 95th Street station.**

The south section of the proposed Red Line Extension, from the 116th Street station to the 130th Street station will serve a discrete neighborhood.

The cost to build this double-tracked L line, the 130th St station, and associated traction power facilities will be very expensive.

The number of neighborhood residents using the new 130th St Station is likely to be very small: a tiny fraction of the line section's capacity.

Therefore, the construction and operating costs per rider using the 130th St station will be extremely high.

The location of the 130th St station –beyond a corner of the neighborhood served- will be inconvenient for most of the neighborhood's residents. Consider how long and inconvenient the walk will be from most of the neighborhood to the station.

A frequent bus service that circulates through the neighborhood before expressing on the Bishop Ford (shoulder?) to the 95th Street L station would be much more convenient to access and offer similar trip times compared to walking to the L station and then riding the train.

If rider demand warranted, direct rail transit service from the neighborhood to Hyde Park and the Loop could be inexpensively provided by building a modest station on the South Shore Line adjacent to the east side of the neighborhood. On a weekday morning between 5:00 am and 8:30 am, eight inbound South Shore trains could stop at this new station. (The South Shore currently serves the Hegewisch station in Illinois.) Ride time would be about 15 minutes to Hyde Park (which the Red Line does not serve) and 30 minutes to downtown Chicago at Van Buren Street – less than the extended Red Line.

Funding prospects for the Red Line Extension are tenuous at best. Optimistic, but realistic, scenarios suggests the new Extension will not begin service for 5 to 10 years. A Red Line Extension without the south segment to 130th Street would be substantially (\$500 million?) less expensive – and therefore more likely to achieve funding approval.

Depending on the design, an express bus service to 95th Street could be running in 2 to 3 years.

The capital cost of an express bus service would be a tiny fraction of the cost of the 116th St to 130th Street L line.

The operating and maintenance costs of this express bus service would be much less than the operating and maintenance costs of the south segment of the Red Line Extension.

-- Dave May

davemay4008@gmail.com

RED AHEAD
 Avanzando a un rojo mejor


QUEREMOS SABER SU OPINIÓN

sobre el Proyecto de Expansión de Línea Roja (RLE)

Basándose en los comentarios del público, análisis técnico y coordinación de las agencias, CTA eligió el alineamiento preferido para el proyecto de RLE, el cual es una combinación de las opciones este y oeste presentadas anteriormente. El alineamiento preferido captaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios recibidos sobre el borrador de Declaración de Impacto Ambiental (DIA). A CTA le interesan sus comentarios sobre el proyecto. Por favor **ESCRIBA EN LETRA DE IMPRENTA.**

Nombre Glenn Amador
 Dirección 116 E 117th St.
 Ciudad Greenville Estado SC Código postal 29615
 Correo electrónico _____

Por favor describa sus preguntas o inquietudes.

Si mi dirección es 116 E 117th St.
afectará mi casa me gustaría saber
y tener mas información sobre esto.

Continúa al reverso →

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**Red Line
Extension**

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Name Luis Quiroga
 Address 9 West 115th St.
 City Chi-Rag State Illinois Zip 60628
 Email Address _____

Please describe your questions or concerns.

Why Not Keep It - On
The West Side

It's an Open Shot from
99th St to Oo Michigan Ave.
West Side.

Open Railroad Property.

While U Have

Over →

Additional Comments:

Many Citizens. (on the Eastside)
Please Take Ur Medicine
& Rethink..

You may leave your completed comment card with CTA during the meeting, or you can send your comments to this address: **Chicago Transit Authority, Attention: Red Line Extension Project, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465**

Or send an email: **RedExtension@transitchicago.com**

For additional information call: **(888) YOUR-CTA (888 968-7282)**

Para más información en Español, llame al **(312) 681-2828**



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Red Line
Extension

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Name Cynthia Howard + Phillip Dixon (grandson)
Address 325 W. 112th Pl Parcel 192
City Chicago State IL Zip 60628
Email Address phill@philltherealtor.com

Please describe your questions or concerns. we would like to receive a copy of the relocation act.

We would like to be part of the first group of negotiations.

We have a special needs resident that needs to remain in the city for their services.

We need to relocate to a home without a mortgage as we currently own our home without a mortgage. Also, our home is a 3 bedroom and we need to relocate to another 3 bedroom.

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**Red Line
Extension**

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Name Rockingham, Helen
Address 11340 S. Princeton Ave.
City Chicago State IL Zip 60628
Email Address helen-rockingham@att.net

Please describe your questions or concerns.

What is CTA's Plan to Stabilize
the homes near / next to construction site to assist
with the construction upset that will cause building
de stabilization. (Foundation, Structure)

Contact #2 for submitting Photos etc. when
it's documented that there's a problem
with the property.

Over →

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 Moving Ahead to a Better Red

**Red Line
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on the Red Line Extension (RLE) Project

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Name Patricia A. Parsons
 Address 10500 S. Walden Parkway
 City Chicago State IL Zip 60643
 Email Address bioladyparsons1@yahoo.com

Please describe your questions or concerns. Much needed mode of transportation for students going to school or those needing transportation to work. It will help some of the unemployment problem.

My concern is the path of the redline line, find areas that will displace the least amount of people from their homes. There are areas where abandon factories etc. can be torn down or vacant land that can be used for the extension.

QUEREMOS SABER SU OPINIÓN

sobre el Proyecto de Expansión de Línea Roja (RLE)

Basándose en los comentarios del público, análisis técnico y coordinación de las agencias, CTA eligió el alineamiento preferido para el proyecto de RLE, el cual es una combinación de las opciones este y oeste presentadas anteriormente. El alineamiento preferido captaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios recibidos sobre el borrador de Declaración de Impacto Ambiental (DIA). A CTA le interesan sus comentarios sobre el proyecto. Por favor **ESCRIBA EN LETRA DE IMPRENTA**.

2/14/2018

Nombre GERARDO ZARAGOZA
 Dirección 11722 S CALUMET AVE
 Ciudad CHICAGO Estado IL Código postal 60628
 Correo electrónico ZARAGOZA SUNRESE CONSTRUCTION @ GMAIL - COM

Por favor describa sus preguntas o inquietudes. MI PREGUNTA ES QUE MATERIALES
BAN A USAR PARA SOSTENER LOS RIELES DEL TREN
BAN A ESTAR EN LA TIERRA COMO LOS DEL UNION PACIFIC
O BAN A ESTAR SUSPENDIDOS EN PILARES DE CEMENTO
BAN A PONER CERCA O BAN A ESTAR ABIERTOS
COMO SE BA A COMPENSAR AL RESTO DE LA COMUNIDAD
PORQUE ESTE PROYECTO CREO QUE BA A CAUSAR MUCHOS
INCONVENIENTES DURANTE LA CONSTRUCCION BAN A CERRAR
CALLES MAQUINARIA PESADA MATERIALES
TENGO OTRA CASA EN EL 11715 S CALUMET
DE 2 PISOS LA TENGO RENTADA ME PREOCUPA
QUE LOS INQUILINOS SE BAIAN A IR
POR LAS INCONVENIENTES DE LA CONSTRUCCION
POR EL TIEMPO QUE DURE LA CONSTRUCCION
POR EL MOMENTO ESTAS SON TODAS MIS INQUIETUDES
GRACIAS POR SU CONTESTACION

Translation of comment from:

Gerardo Zaragoza
11722 S Calumet Ave
Chicago, IL 60628

My question is what material are you going to use to support the train tracks? Are they going to be on the ground (at-grade) like the Union Pacific rails? Or are they going to be suspended on cement pillars? If suspended, is it going to be open or closed (when looking up)?

How are you going to compensate the rest of the community because I think this project is going to cause a lot of inconveniences during construction. It's going to cause roads to close because of heavy machinery and material.

I have another two-story house at 11715 South Calumet that is rented out. I'm worried the tenants will leave due to the construction inconveniences and for the entire time the construction will last.

For now, those are all my concerns. Thank you.

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, February 5, 2018 10:14 AM
To: Rachael Waters
Subject: RE: Inquiry

Hi Rachael,

Thank you for your interest in the Red Line Extension Project and contacting CTA. CTA announced selection of a Preferred Alignment for the Red Line Extension project on January 26th, 2018. The CTA Press Release can be viewed [here](#).

The Preferred Alignment is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. It would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). Additional information about the Preferred Alignment is available [here](#).

CTA will produce a final Environmental Impact Study (EIS) that will include further preliminary engineering work and will analyze impacts of the Preferred Alignment. The Final EIS will document the results of the Draft EIS process, confirm the Preferred Alignment, and include a list of committed final mitigation measures. It will also include and address all comments received during the public review period of the Draft EIS.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Rachael Waters [mailto:rwaters0424@gmail.com]
Sent: Friday, January 26, 2018 9:47 AM
To: Red Extension
Subject: Inquiry

Good morning,

I am inquiring for information on a selected alternative for the Red Line Extension. Has one been selected?

Can you provide any updates to the environmental study phase of this project?

Thanks!
Rachael Waters

From: Red Extension <redextension@transitchicago.com>
Sent: Friday, January 26, 2018 12:40 PM
To: Jen Hinton
Subject: RE: PROPERTY ACQUISITIONS along "RED LINE EXTENSION" DISPLACEMENT PROJECT

Jen,

Thank you for your interest in the Red Line Extension Project and contacting CTA.

Property at East 106th Street and South Forest Avenue **would not be** displaced by the Red Line Extension project. The alignment information and map is available [here](#).

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. CTA would then notify owners of affected properties of their intent to purchase.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Jen Hinton [mailto:jenahinton847@hotmail.com]
Sent: Friday, January 26, 2018 12:15 PM
To: Red Extension
Subject: PROPERTY ACQUISITIONS along "RED LINE EXTENSION" DISPLACEMENT PROJECT

Can you **kindly** tell me the **exact streets** these proposed rail lines will impact? Obviously we're home owners and worried about displacement. We've been here since 1969, with many senior citizen home owners living around us. I'm at 106th and Forest (two blocks west of King Drive).

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, February 5, 2018 9:49 AM
To: Meagher, Mike
Subject: RE: please send any updates

Thank you for your interest in the Red Line Extension (RLE) Project. We will add you to our contact list and make sure you receive all future communications.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: Meagher, Mike [mailto:MMEAGHER@mchughconstruction.com]
Sent: Monday, January 29, 2018 3:44 PM
To: Red Extension
Subject: please send any updates

MICHAEL J. MEAGHER | Senior Vice President
James McHugh Construction Co.
1737 S. Michigan Avenue | Chicago, IL 60616
P [312.821.0336](tel:312.821.0336) | F [312.431.0939](tel:312.431.0939)
mmeagher@mchughconstruction.com
www.mchughconstruction.com
Follow us on [FACEBOOK](#) and [TWITTER](#)

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, January 29, 2018 2:25 PM
To: Eric Langelund; Red Extension
Cc: Thomas Mollica, III; Tom Mehalick; Tom Mollica, Jr
Subject: RE: additional information

Thank you for your interest in the Red Line Extension (RLE) Project. We will add you to our contact list and make sure you receive all future communications.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: Eric Langelund [mailto:EricL@pipingandcorrosion.com]
Sent: Monday, January 29, 2018 2:24 PM
To: Red Extension
Cc: Thomas Mollica, III; Tom Mehalick; Tom Mollica, Jr
Subject: additional information

Hello,

I would like to receive updates regarding the Red Line [Extension](#).

Thanks.

Sincerely,

Eric S. Langelund
Project Engineer
Piping & Corrosion Specialties, Inc.
8371 Jumpers Hole Road
Millersville, MD 21108
(410) 544-3232 Office
(312) 661-2994 Cell
Website: www.pipingandcorrosion.com

From: Red Extension <redextension@transitchicago.com>
Sent: Tuesday, March 6, 2018 10:28 AM
To: Gregory Evans
Subject: RE: Who is the designer or engineer for the RLE ?

Greg,

Thank you for your interest in the Red Line Extension (RLE) Project. We will add you to our contact list and make sure you receive all future communications.

The consultant who has assisted CTA with the Draft Environmental Impact Statement (EIS) for the RLE project is CWC, which is a consortium of CDM Smith, Jacobs, and Wight & Co. Consulting services for future phases of the project have not been procured yet. Future phases of the project include Project Development (Final EIS and Preliminary Engineering), Engineering, and Construction.

Visit https://urldefense.proofpoint.com/v2/url?u=http-3A__www.transitchicago.com_RedEIS&d=DwIFAg&c=NpiPT1KNSO0vXgGk6ogJQ&r=SXIQAQ8CHM3d2AGS4a8wAbZFEerqPIAei8gfgsAX238&m=1t7qVjZ-PXsh-Po3I71XuT4q1UHDYtWNkvEaIgDYXAg&s=bwRu2nenfOLm7LEiwI9c7nQuP-LAX16vUX1JqgXbxJ4&e= to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

-----Original Message-----

From: Gregory Evans [mailto:gregevens1969@icloud.com]
Sent: Thursday, February 01, 2018 3:30 PM
To: Red Extension
Subject: Who is the designer or engineer for the RLE ?

****EXTERNAL EMAIL**** This email originated outside of CTA. ****NEVER CLICK or OPEN**** unexpected links or attachments. ****NEVER**** provide User ID or Password. CTA IT Support will NEVER ask you for such information. If this email seems suspicious, contact CTA Help Desk at x12345.

Sent from my iPhone
Greg Evans

Lilliane Webb

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, February 5, 2018 9:50 AM
To: Tom Shepherd
Subject: RE: Please add me to the email update list

Thank you for your interest in the Red Line Extension (RLE) Project. We will add you to our contact list and make sure you receive all future communications.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: Tom Shepherd [mailto:tomshepherd2001@yahoo.com]
Sent: Thursday, February 01, 2018 10:13 AM
To: Red Extension
Subject: Please add me to the email update list

My Contact information is below:

Tom Shepherd
tomshepherd2001@yahoo.com

Thank you.

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, February 1, 2018 8:17 AM
To: Ceccarelli Rita
Subject: RE: Future updates

Thank you for your interest in the Red Line Extension (RLE) Project. We will add you to our contact list and make sure you receive all future communications.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: Ceccarelli Rita [mailto:Rita.Ceccarelli@hitachirail.com]
Sent: Thursday, February 01, 2018 4:59 AM
To: Red Extension
Subject: Future updates

Dear Sir,

I kindly ask you to be added to the project contact list for future updates.

Thank you very much
Rita Ceccarelli

Business Development & Sales Americas
Strategies, Sales & Program Management



t: +39 0573 370288 | f: +39 0573 506471
via Ciliegiole 110/B, 51100 Pistoia - Italy
email: rita.ceccarelli@hitachirail.com
web: www.hitachirail.com
social: Hitachi Rail Italy

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Hitachi Rail Italy SpA - Codice Fiscale e Partita IVA: 13264171003

Sede Legale: via Argine 425, 80147 Napoli – Italy

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, February 5, 2018 4:15 PM
To: Michael LaFargue
Subject: RE: Please Add Me To the Project Contact List.

Thank you for your interest in the Red Line Extension (RLE) Project. We will add you to our contact list and make sure you receive all future communications.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: Michael LaFargue [mailto:mlafargue@cbzhomes.com]
Sent: Saturday, February 03, 2018 6:29 AM
To: Red Extension
Subject: Please Add Me To the Project Contact List.

Your Real Estate Resource,

Michael LaFargue, RPA, MBA, MPA
Coldwell Banker Residential
Associate Managing Broker
michael.lafargue@cbzhomes.com
Cell: 773.251.0760
Fax: 866.399.6996

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, February 5, 2018 4:15 PM
To: Michael LaFargue
Cc: Nichols, Gerald
Subject: RE: How does the Red Line Extension preferred route decision affect Wendel Smith Play Lot Park?

Michael,

Thank you for your interest in the Red Line Extension (RLE) Project and contacting CTA. The RLE Preferred Alignment would not have permanent impacts on Wendell Smith Park. It is however expected that there would be short-term closure of the park during construction.

The Preferred Alignment is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. It would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). The Preferred Alignment would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Additional information about the Preferred Alignment is available [here](#). 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. CTA would then notify owners of affected properties of their intent to purchase.

Note that all impacts and mitigations would be confirmed in the Final EIS, which is the next step in the project development process.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Michael LaFargue [mailto:mlafargue@cbzhomes.com]
Sent: Saturday, February 03, 2018 7:06 AM
To: Red Extension
Cc: Nichols, Gerald
Subject: How does the Red Line Extension preferred route decision affect Wendel Smith Play Lot Park?
Importance: High

How does the Red Line Extension preferred route decision affect Wendel Smith Play Lot Park?

How many buildings does the Red Line Extension preferred route decision affect? I think it is less than originally proposed/

Your Real Estate Resource,

Michael LaFargue, RPA, MBA, MPA
Coldwell Banker Residential
Associate Managing Broker
michael.lafargue@cbzhomes.com
Cell: 773.251.0760
Fax: 866.399.6996

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, February 12, 2018 10:41 AM
To: svinterlude@yahoo.com
Subject: RE: Comments on Red Line Extension

Lois,

Thank you for your interest in the Red Line Extension (RLE) Project and contacting CTA.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

If you have additional comments on the existing CTA service and facilities, please provide them at <http://www.transitchicago.com/feedback/>

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Lois and Merle [mailto:svinterlude@yahoo.com]
Sent: Monday, February 05, 2018 8:39 PM
To: Red Extension
Subject: Comments on Red Line Extension

The extension will be nice for all the folks who live far south and have to travel by bus to the 95th street station.

I, on the other hand, will not be able to fall asleep on the ride south, as I might miss my stop at 95th! :-(

PLEASE ask CTA to provide porta potties or other restroom facilities at CTA stations. Its a LONG ride from 95th to the North side. CTA officials obviously do not ride the CTA trains. If they did, they would see/and SMELL how desperate people relieve themselves in the little vestibules at the ends of CTA cars AND in the elevators to and from platforms. Its very disgusting.

On another CTA TOPIC - the 79th and Western bus terminal.....

Please run the #49 Bus the whole length of Western Ave IN THE CITY - terminating at 119th street and western before changing to the 349 PACE bus. Allow drivers to change posts at 79th if you must, BUT DO NOT REQUIRE RIDERS TO GET OFF AND TRANSFER BUSES AT 79TH. Its insane that from Beverly

(99th and Western) one must take THREE buses and two transfers just to get to Midway airport at 55th and Cicero. There should be only one transfer required: when one changes direction from north/south to east/west. The Ashland bus changes drivers somewhere around 70th street. Passengers are allowed to remain onboard and not forced off to brave the weather elements and local thugs.

Thanks for listening.

Lois Jacob

[Sent from Yahoo Mail on Android](#)

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, February 15, 2018 1:36 PM
To: Coral Cavanagh
Subject: RE: Mailing Address Change

Coral,

Thanks for letting us know. We will update the mailing address.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Coral Cavanagh [mailto:curalium@gmail.com]
Sent: Thursday, February 15, 2018 12:13 PM
To: Red Extension
Subject: Mailing Address Change

Hi,
Please change my mailing address

from

Coral Cavanagh
PO Box 177
Fair Oaks, CA 95628

to

Coral Cavanagh
PO Box 1234
Truckee CA 96160

Thank you,

Coral Cavanagh, AICP

coral@curalium.com

916.863.0822 phone

curalium.com

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

Attachment 7

Displacements Informational Materials

Website Informational Packet (including FAQs in English)

Frequently Asked Questions - Spanish

FTA General Acquisition & Relocation Information Brochure

Property Owner Letter - Potentially Displaced

Resident/Lessee Letter - Potentially Displaced

Property Owner Letter - No Longer Potentially Displaced

Resident/Lessee Letter - No Longer Potentially Displaced

Affected Railroad Letters

Affected Agency Letters



Potential Property Impacts Red Line Extension (RLE) Project

To provide new Red Line rail transit service to residents in Chicago's Far South Side, the agency has determined that it may be necessary to acquire certain properties to implement the Red Line Extension Project. Based on public feedback, technical analysis, and agency coordination, CTA has selected a Preferred Alignment that would run along the west side of the Union Pacific Railroad (UPRR) tracks from I-57 south to approximately 108th Place, then would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. The Preferred Alignment is a combination of the previously presented UPRR East and West Options. It would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement.

Potential property impacts of the Preferred Alignment estimated at this time is summarized in the attached figures and tables.

The CTA is working with a dedicated team of relocation and community liaisons who have been contacting property owners, business owners, and renters to inform them about potential property displacements and answer questions. Over the next few years, CTA will conduct additional engineering, which will allow property needs to be further refined and to identify ways to minimize impacts to properties and conclude which properties would need to be acquired for the RLE Project. At this time, 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. CTA would then notify owners of affected properties of their intent to purchase.

The CTA's goal is to make this as easy as possible on owners and renters. For the time being, there is no need for any owner or renter to relocate.

CTA is required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, along with state regulations, to assure full protection of the rights of each property owner.

Among other requirements, these guidelines state that CTA must offer fair market value for any property it seeks to acquire. In some cases, property owners may be eligible for compensation at their original purchase price, if higher than the fair market value.

Additionally, CTA must provide financial assistance and relocation services for property owners as well as commercial and residential tenants who must move because of the RLE Project. Owners and renters were mailed information via regular and certified postal mail. In addition, relocation consultants have made in-person visits to the locations listed to provide additional information and collect feedback.

Owners and renters are encouraged to contact CTA's customer service department by telephone at 1-888-YOUR-CTA (1-888-968-7282), or by e-mail at RedExtension@transitchicago.com.



Red Line Extension (RLE) Project Frequently Asked Questions

Which alignment option did CTA select?

Based on additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. This Preferred Alignment would capture the benefits and minimize the impacts of either option and it also incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

How would I know if my property is affected?

The owners and tenants whose property would be affected by the Preferred Alignment were notified during the CTA door-to-door outreach, which started January 26, 2018. Letters informing owners and tenants of the selected alignment were also mailed out to all properties that were contacted in 2016—both those whose property would be affected by the Preferred Alignment, and those whose property would not be affected. CTA encourages community participation and property owner involvement. CTA will be conducting community meetings with property owners and tenants affected by the Preferred Alignment on Tuesday, February 6 from 5:30-7:30 at Fenger Academy High School (11220 S. Wallace Avenue, Chicago), and on Thursday, February 8 from 5:30-7:30 at Palmer Park (201 E. 111th Street, Chicago). Additionally, a public open house is scheduled for Tuesday, February 13, 2018 from 6-8pm at Gwendolyn Brooks College Preparatory Academy in the Main Gym (250 W. 111th Street, Chicago).

What are my rights as a property owner?

In the event that CTA ultimately determines it is necessary to purchase private property for the RLE Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, along with state regulations. CTA will treat property owners fairly and will seek cooperative settlements of property acquisitions.

You can read more about your rights under applicable federal laws here:

http://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/real_property.cfm

http://www.fhwa.dot.gov/real_estate/publications/your_rights/rights2014.pdf

What type of compensation will I receive?

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

In addition, CTA must provide financial assistance and relocation services, as required by federal regulations for property owners as well as commercial and residential occupants who must move because of the RLE Project.

How will CTA determine the purchase price for my property?

If CTA determines it is necessary to purchase your property for the RLE Project, it is required to hire an independent appraiser to inspect the property to determine fair market value. In that case, you, or a representative that you designate, will be invited to accompany the appraiser when the appraiser inspects your property. You or your representative may provide information about improvements to the property and any special features that may affect the value of the property such that these facts are considered in the appraisal.

What if I don't own this property but rent an apartment, or lease space for my business?

Non-owners who are leasing housing or commercial property that must be relocated because of the RLE Project are also protected by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If needed, CTA will provide financial assistance and relocation services to assist these residents and business owners in finding a new housing or business location.

If CTA acquires my property, will you provide me help in relocating?

If you are required to move, a relocation agent will contact you, answer your questions, and provide additional information about relocation assistance advisory services and relocation payments eligibility. The goal of the relocation agent is to facilitate a smooth transition to the replacement housing or business location.

What will happen next with the RLE Project?

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next five years for the RLE Project. This investment will allow CTA to complete the Final EIS and preliminary engineering over the next few years. CTA plans to apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase to pursue federal funding for construction of this project under the competitive federal "New Starts" program. Project development and securing full funding for the RLE Project under this program is a multiyear, multistep process. Depending on funding availability and federal approvals, the earliest that the RLE Project is expected to begin construction would be in 2022, with service anticipated to start in 2026. Again, 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.

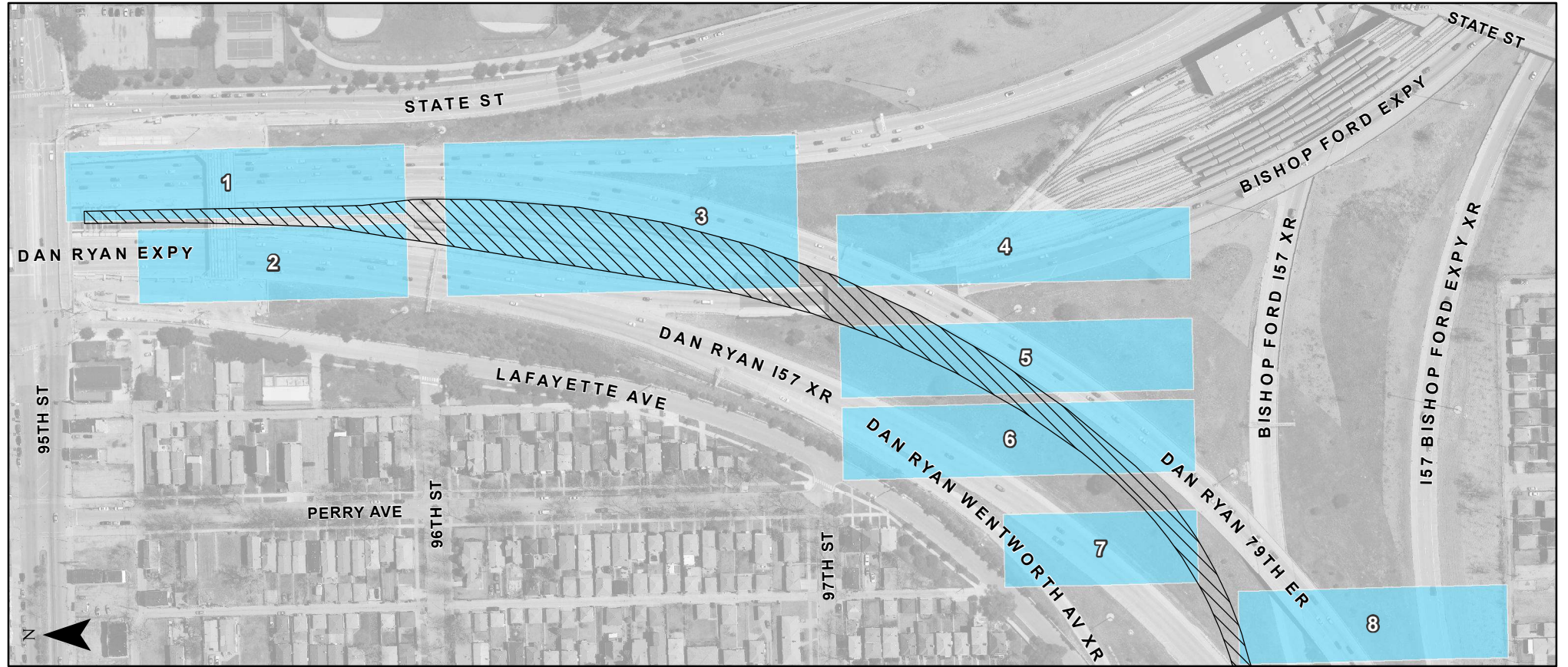
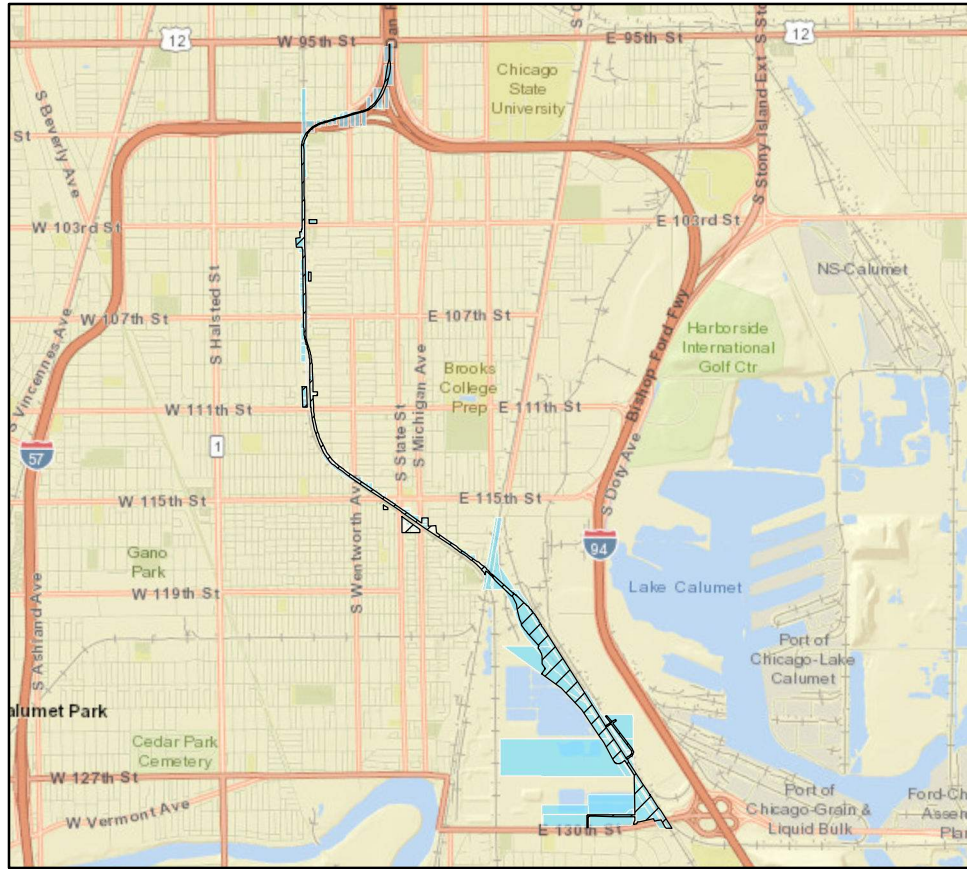


If I have additional questions about potential property acquisitions, who should I call?

Contact CTA's customer service department by telephone at 1-888-YOUR-CTA (1-888-968-7282), or by e-mail at RedExtension@transitchicago.com.

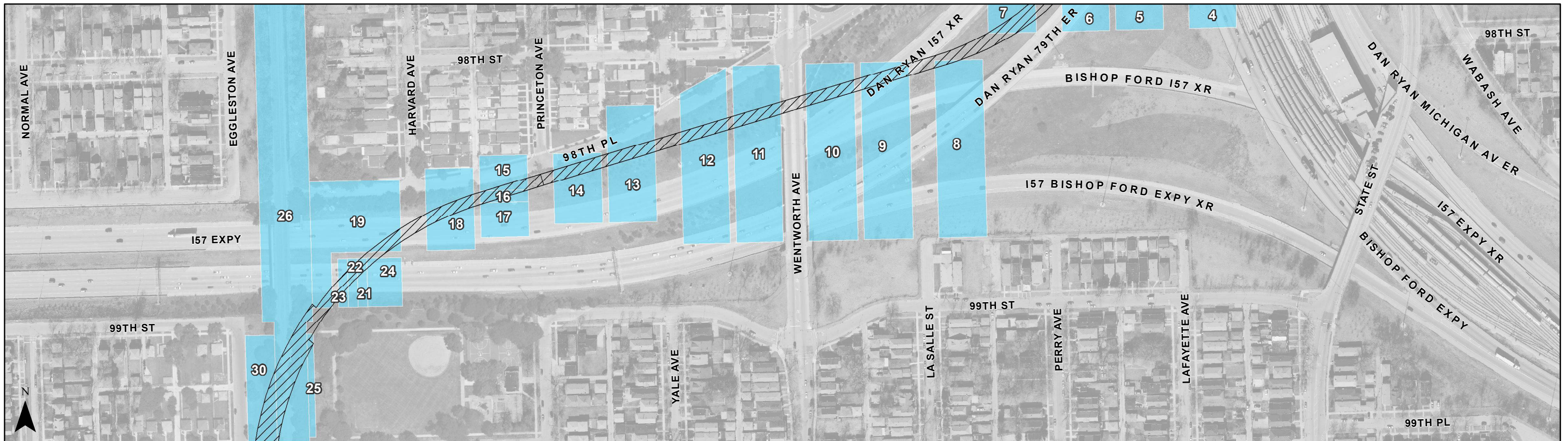
How can I learn more about the RLE Project?

You can learn more about the RLE Project and find updates on the status of the process on our webpage: www.transitchicago.com/RedEIS. To join the project contact list and get updates about the RLE Project, public meetings, and the status of environmental reviews, email RedExtension@transitchicago.com.



95th Street Station to the Dan Ryan/Bishop Ford Interchange

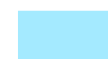
Dan Ryan/Bishop Ford Interchange to 99th Street



Red Line Extension Project Footprint

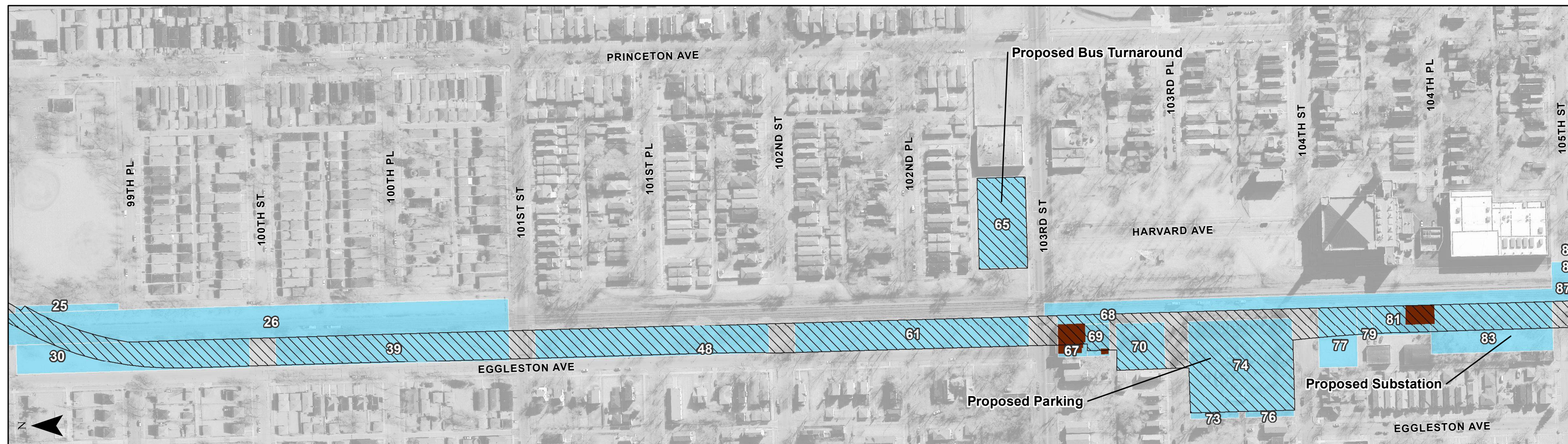


Displaced Building



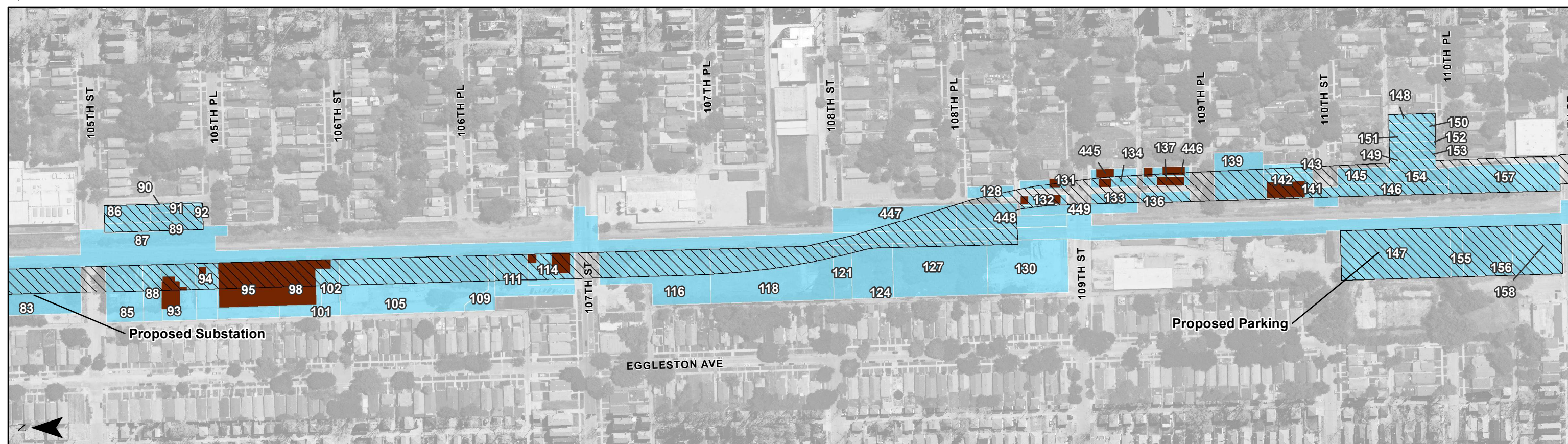
Affected Parcel

Parcels and buildings that may be displaced are shown to illustrate maximum impacts and possible locations. Due to the margin for error inherent in predicting displacements based on conceptual engineering, the actual displacements for each alternative may vary from what is shown. Some of the properties shown may not ultimately need to be acquired. Land only property impacts are shown on the entire lot, however, often only portions of the lot would be required. Property acquisitions will be confirmed as project engineering progresses.



99th Place to 105th Street

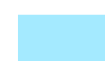
105th Street to 110th Place



Red Line Extension Project Footprint



Displaced Building



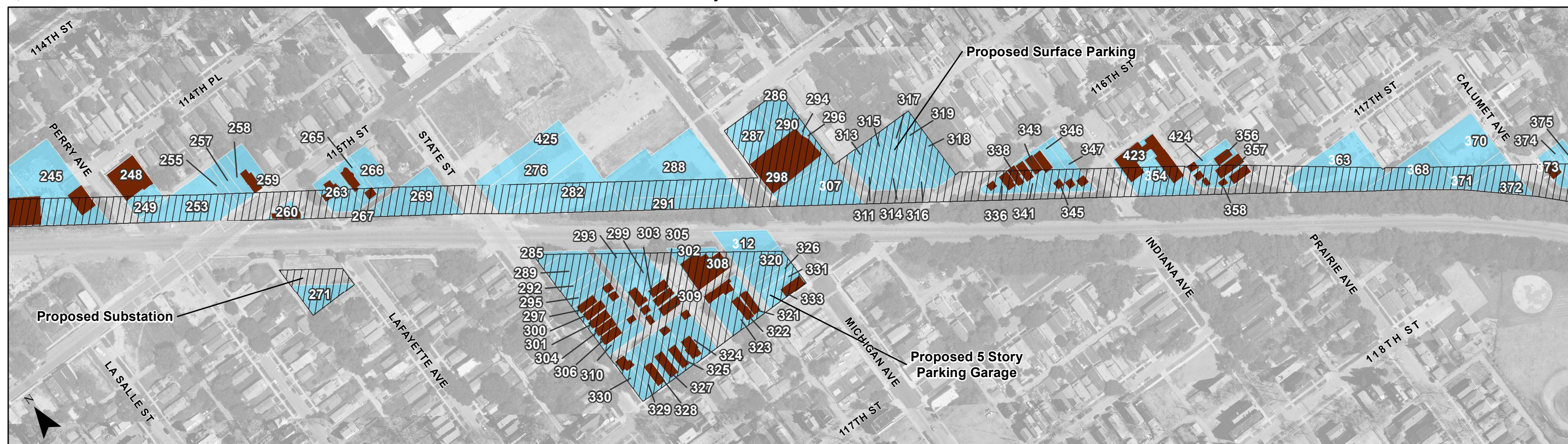
Affected Parcel

Parcels and buildings that may be displaced are shown to illustrate maximum impacts and possible locations. Due to the margin for error inherent in predicting displacements based on conceptual engineering, the actual displacements for each alternative may vary from what is shown. Some of the properties shown may not ultimately need to be acquired. Land only property impacts are shown on the entire lot, however, often only portions of the lot would be required. Property acquisitions will be confirmed as project engineering progresses.



110th Place to Perry Avenue

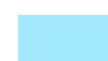
Perry Avenue to Calumet Avenue



Red Line Extension Project Footprint

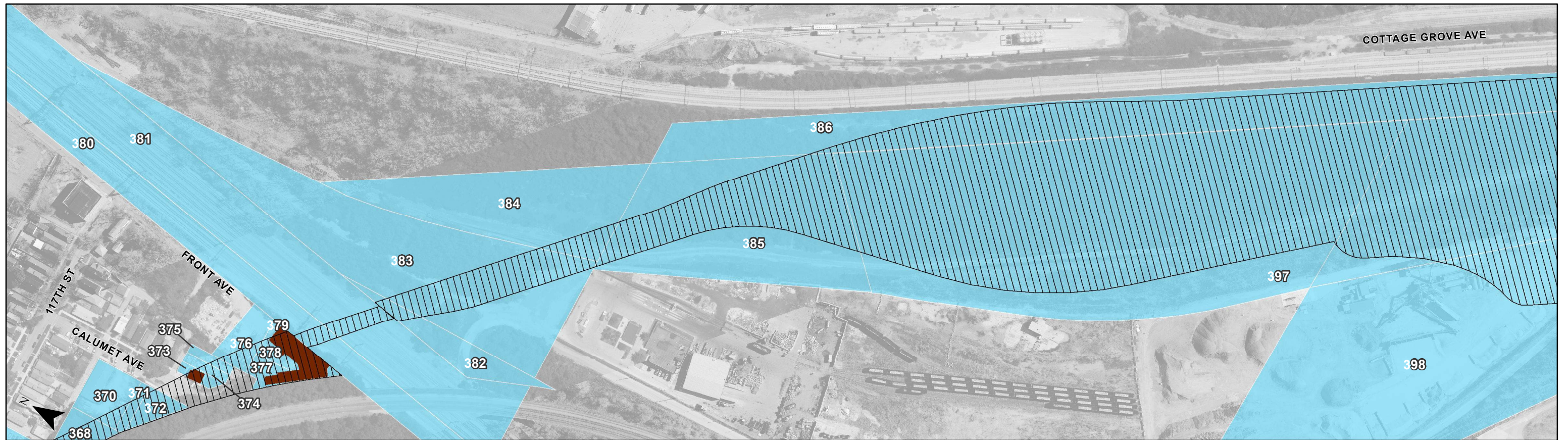


Displaced Building



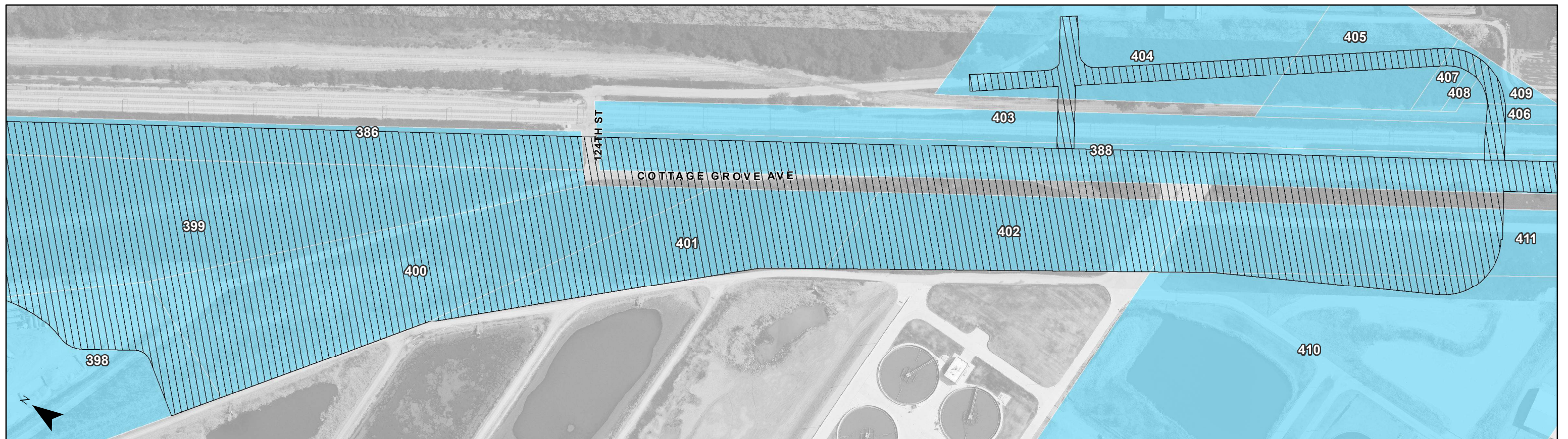
Affected Parcel

Parcels and buildings that may be displaced are shown to illustrate maximum impacts and possible locations. Due to the margin for error inherent in predicting displacements based on conceptual engineering, the actual displacements for each alternative may vary from what is shown. Some of the properties shown may not ultimately need to be acquired. Land only property impacts are shown on the entire lot, however, often only portions of the lot would be required. Property acquisitions will be confirmed as project engineering progresses.



Calumet Avenue to 130th St Station

130th Street Station



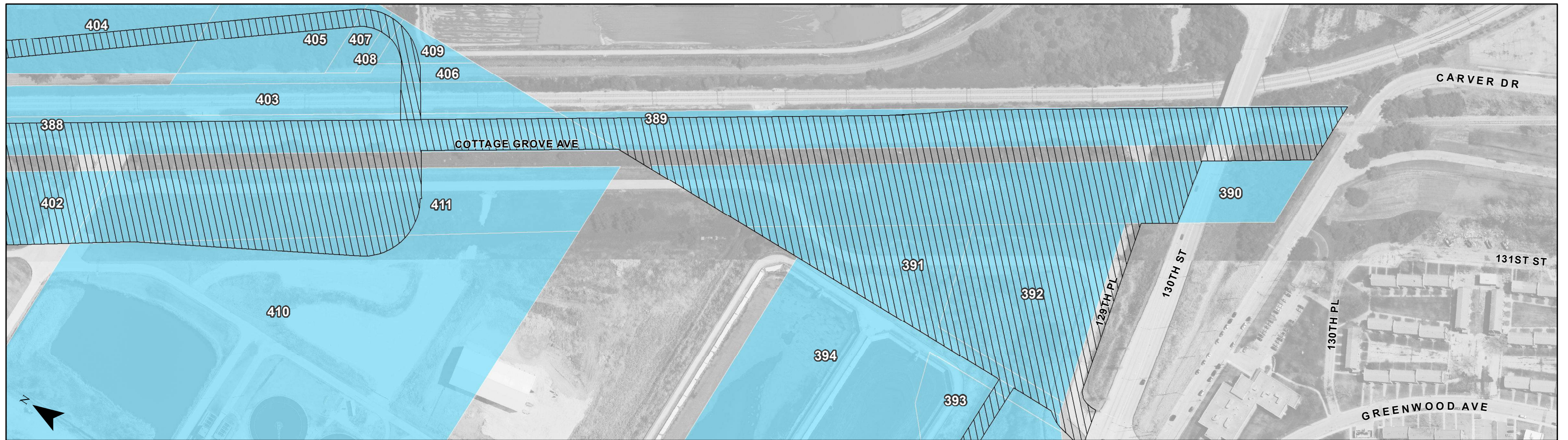
Red Line Extension Project Footprint



Displaced Building

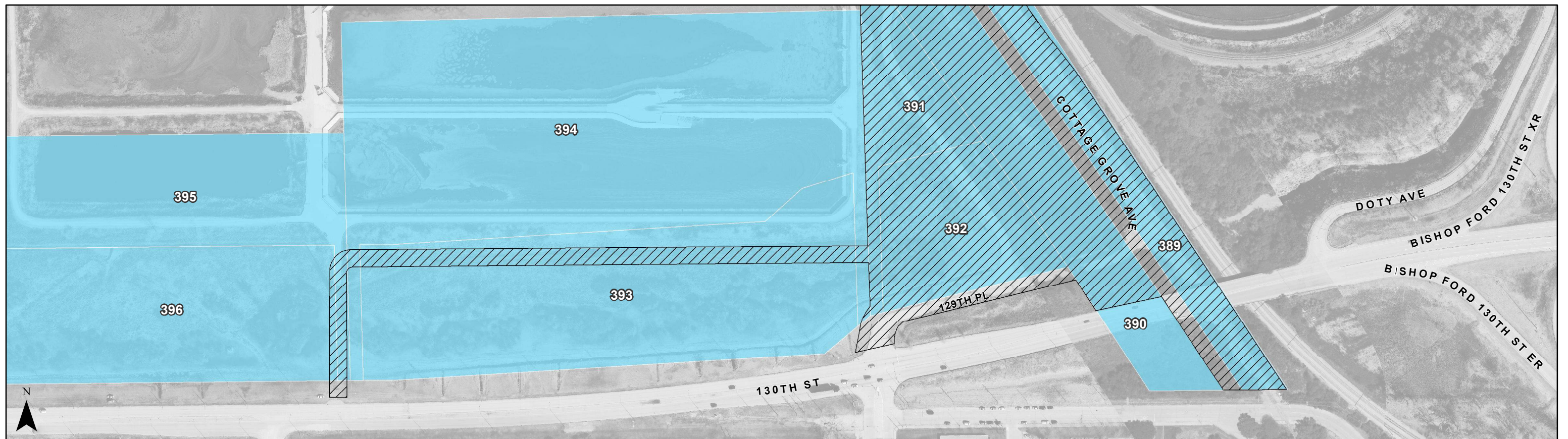


Affected Parcel



130th Street Station

130th Street Station



**Preferred Alignment
Parcels Affected by Land Acquisition**

Count	Map ID	Parcel ID	Address	Land Use Field (2017)	Displacement Type	Displacement Use
1	25	25-09-400-046-0000	341 W. 99TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
2	26	25-09-500-002-0000	351 W. 99TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
3	30	25-09-999-001-0000	No Street Address	Parkland	Affected Parcel	Right-of-way
4	39	25-09-999-001-0000	No Street Address	Parkland	Affected Parcel	Right-of-way
5	48	25-09-999-001-0000	No Street Address	Parkland	Affected Parcel	Right-of-way
6	61	25-09-999-001-0000	No Street Address	Parkland	Affected Parcel	Right-of-way
7	65	25-09-424-060-0000	340 W. 103RD STREET	Vacant	Affected Parcel	Bus Turnaround for 103rd Street Station
8	67	25-16-105-034-0000	405 W. 103RD STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
9	69	25-16-105-035-0000	403 W. 103RD STREET	Commercial	Parcel with Building Displacement	Right-of-way
10	70	25-16-105-033-0000	400 W. 103RD PLACE	Vacant	Affected Parcel	Right-of-way
11	73	25-16-107-030-0000	429 W. 103RD PLACE	Public (City of Chicago)	Affected Parcel	Right-of-way
12	74	25-16-107-010-0000	401 W. 103RD PLACE	Vacant	Affected Parcel	Parking for 103rd Street Station
13	76	25-16-107-031-0000	428 W. 104TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
14	77	25-16-113-024-0000	401 W. 104TH STREET	Commercial	Affected Parcel	Right-of-way
15	79	25-16-113-028-0000	10413 S. EGGLESTON AVENUE	Commercial	Affected Parcel	Right-of-way
16	81	25-16-113-029-0000	405 W. 104TH STREET	Commercial	Parcel with Building Displacement	Right-of-way
17	83	25-16-113-031-0000	400 W. 105TH STREET	Vacant	Affected Parcel	Right-of-way
18	85	25-16-121-024-0000	411 W. 105TH STREET	Commercial	Affected Parcel	Right-of-way
19	86	25-16-210-001-0000	317 W. 105TH STREET	Public (City of Chicago)	Affected Parcel	Substation
20	87	25-16-999-001-0000	No Street Address	Transportation (railroad)	Affected Parcel	Right-of-way
21	88	25-16-121-025-0000	10514 S. STEWART AVENUE	Commercial	Affected Parcel	Right-of-way
22	89	25-16-500-007-0000	360 W. 105TH STREET	Public (City of Chicago)	Affected Parcel	Substation
23	90	25-16-210-040-0000	232 W. 105TH STREET	Public (City of Chicago)	Affected Parcel	Substation
24	91	25-16-210-039-0000	232 W 105TH PLACE	Public (City of Chicago)	Affected Parcel	Substation
25	92	25-16-210-038-0000	230 W. 105TH PLACE	Public (City of Chicago)	Affected Parcel	Substation
26	93	25-16-121-031-0000	10520 S. STEWART AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
27	94	25-16-121-032-0000	10528 S. STEWART AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
28	95	25-16-121-022-0000	10530 S. STEWART AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
29	98	25-16-121-027-0000	10548 S. STEWART AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
30	101	25-16-121-028-0000	10552 S. STEWART AVENUE	Industrial	Affected Parcel	Right-of-way
31	102	25-16-121-029-0000	10558 S. STEWART AVENUE	Industrial	Affected Parcel	Right-of-way
32	105	25-16-129-030-0000	10638 S. STEWART AVENUE	Public (City of Chicago)	Affected Parcel	Right-of-way
33	109	25-16-129-031-0000	10632 S. STEWART AVENUE	Vacant	Affected Parcel	Right-of-way
34	111	25-16-129-029-0000	410 W. 107TH STREET	Industrial	Affected Parcel	Right-of-way
35	114	25-16-129-028-0000	400 W. 107TH STREET	Industrial	Parcel with Building Displacement	Right-of-way
36	116	25-16-307-025-0000	405 W. 107TH STREET	Vacant	Affected Parcel	Right-of-way
37	118	25-16-307-022-0000	400 W. 108TH STREET	Vacant	Affected Parcel	Right-of-way
38	121	25-16-315-025-0000	405 W. 108TH STREET	Vacant	Affected Parcel	Right-of-way
39	124	25-16-315-026-0000	405 W. 108TH STREET	Vacant	Affected Parcel	Right-of-way
40	127	25-16-315-027-0000	410 W. 109TH STREET	Vacant	Affected Parcel	Right-of-way
41	128	25-16-411-001-0000	351 W. 108TH PLACE	Vacant	Affected Parcel	Right-of-way
42	130	25-16-315-024-0000	410 W. 109TH STREET	Industrial	Parcel with Building Displacement	Right-of-way
43	131	25-16-411-020-0000	350 W. 109TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
44	132	25-16-411-019-0000	354 W. 109TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
45	133	25-16-415-001-0000	355 W. 109TH STREET	Vacant	Affected Parcel	Right-of-way
46	134	25-16-415-002-0000	351 W. 109TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way

**Preferred Alignment
Parcels Affected by Land Acquisition**

Count	Map ID	Parcel ID	Address	Land Use Field (2017)	Displacement Type	Displacement Use
47	136	25-16-415-021-0000	354 W. 109TH PLACE	Vacant	Affected Parcel	Right-of-way
48	137	25-16-415-022-0000	350 W. 109TH PLACE	Multifamily Residential	Parcel with Building Displacement	Right-of-way
49	139	25-16-419-032-0000	355 W. 109TH PLACE	Vacant	Affected Parcel	Right-of-way
50	141	25-16-419-036-0000	356 W. 110TH STREET	Industrial	Parcel with Building Displacement	Right-of-way
51	142	25-16-419-014-0000	352 W. 110TH STREET	Industrial	Affected Parcel	Right-of-way
52	143	25-16-419-015-0000	350 W. 110TH STREET	Commercial	Affected Parcel	Right-of-way
53	145	25-16-423-036-0000	349 W. 110TH STREET	Vacant	Affected Parcel	Right-of-way
54	146	25-16-423-037-0000	353 W. 110TH STREET	Vacant	Affected Parcel	Right-of-way
55	147	25-16-329-007-0000	11026 S. EGGLESTON AVENUE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
56	148	25-16-423-024-0000	336 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
57	149	25-16-423-019-0000	348 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Right-of-way
58	150	25-16-423-023-0000	338 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
59	151	25-16-423-022-0000	340 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
60	152	25-16-423-021-0000	342 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
61	153	25-16-423-020-0000	346 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Right-of-way
62	154	25-16-423-018-0000	352 W. 110TH PLACE	Vacant	Affected Parcel	Right-of-way
63	155	25-16-329-009-0000	11037 S. EGGLESTON AVENUE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
64	156	25-16-329-008-0000	11041 S. EGGLESTON AVENUE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
65	157	25-16-427-001-0000	356 W. 111TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
66	158	25-16-329-005-0000	402 W. 111TH STREET	Vacant	Affected Parcel	Parking for 111th Street Station
67	160	25-21-501-003-0000	501 E. 112TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
68	161	25-21-200-001-0000	349 W. 111TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
69	166	25-21-200-014-0000	348 W. 111TH PLACE	Single-family Residential	Affected Parcel	Right-of-way
70	169	25-21-200-015-0000	344 W. 111TH PLACE	Single-family Residential	Affected Parcel	Right-of-way
71	173	25-21-204-001-0000	345 W. 111TH PLACE	Vacant	Affected Parcel	Right-of-way
72	174	25-21-204-002-0000	341 W. 111TH PLACE	Vacant	Affected Parcel	Right-of-way
73	179	25-21-204-015-0000	340 W. 112TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
74	181	25-21-204-016-0000	336 W. 112TH STREET	Vacant	Affected Parcel	Right-of-way
75	182	25-21-208-003-0000	339 W. 112TH STREET	Vacant	Affected Parcel	Right-of-way
76	183	25-21-208-004-0000	335 W. 112TH STREET	Vacant	Affected Parcel	Right-of-way
77	184	25-21-208-005-0000	333 W. 112TH STREET	Vacant	Affected Parcel	Right-of-way
78	186	25-21-208-016-0000	330 W. 112TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
79	187	25-21-208-017-0000	330 W. 112TH PLACE	Single-family Residential	Affected Parcel	Right-of-way
80	189	25-21-208-018-0000	328 W. 112TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
81	192	25-21-212-010-0000	325 W. 112TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
82	194	25-21-212-011-0000	319 W. 112TH PLACE	Multifamily Residential	Parcel with Building Displacement	Right-of-way
83	195	25-21-212-012-0000	317 W. 112TH PLACE	Single-family Residential	Affected Parcel	Right-of-way
84	196	25-21-212-019-0000	320 W. 113TH STREET	Single-family Residential	Affected Parcel	Right-of-way
85	198	25-21-212-020-0000	320 W. 113TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
86	199	25-21-212-021-0000	316 W. 113TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
87	201	25-21-212-022-0000	312 W. 113TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
88	202	25-21-212-023-0000	310 W. 113TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
89	204	25-21-217-001-0000	309 W. 113TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
90	205	25-21-217-002-0000	307 W. 113TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
91	206	25-21-217-003-0000	303 W. 113TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
92	207	25-21-217-012-0000	11332 S. PRINCETON AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way

**Preferred Alignment
Parcels Affected by Land Acquisition**

Count	Map ID	Parcel ID	Address	Land Use Field (2017)	Displacement Type	Displacement Use
93	209	25-21-218-024-0000	11315 S. PRINCETON AVENUE	Vacant	Affected Parcel	Right-of-way
94	210	25-21-218-025-0000	11319 S. PRINCETON AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
95	211	25-21-218-026-0000	11321 S. PRINCETON AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
96	212	25-21-218-027-0000	11325 S. PRINCETON AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
97	214	25-21-218-028-0000	11327 S. PRINCETON AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
98	216	25-21-218-020-0000	11330 S. YALE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
99	218	25-21-218-021-0000	11334 S. YALE AVENUE	Multifamily Residential	Parcel with Building Displacement	Right-of-way
100	219	25-21-218-022-0000	11336 S. YALE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
101	221	25-21-218-023-0000	11342 S. YALE AVENUE	Vacant	Affected Parcel	Right-of-way
102	222	25-21-219-014-0000	11343 S. YALE AVENUE	Single-family Residential	Affected Parcel	Right-of-way
103	223	25-21-219-015-0000	11345 S. YALE AVENUE	Vacant	Affected Parcel	Right-of-way
104	224	25-21-219-016-0000	11347 S. YALE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
105	225	25-21-219-017-0000	11351 S. WENTWORTH AVENUE	Vacant	Affected Parcel	Right-of-way
106	227	25-21-219-018-0000	11355 S. WENTWORTH AVENUE	Vacant	Affected Parcel	Right-of-way
107	228	25-21-219-036-0000	11352 S. WENTWORTH AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
108	229	25-21-219-037-0000	11358 S. WENTWORTH AVENUE	Vacant	Affected Parcel	Right-of-way
109	230	25-21-501-001-0000	401 W. 111TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
110	233	25-21-228-001-0000	149 W. 114TH STREET	Vacant	Affected Parcel	Right-of-way
111	236	25-21-228-002-0000	135 W. 114TH STREET	Institution (Place of Worship)	Parcel with Building Displacement	Right-of-way
112	238	25-21-228-003-0000	131 W. 114TH STREET	Single-family Residential	Affected Parcel	Right-of-way
113	240	25-21-228-046-0000	11424 S. PERRY AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
114	242	25-21-228-047-0000	11424 S. PERRY AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
115	245	25-21-228-023-0000	11426 S. PERRY AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
116	248	25-21-230-035-0000	11439 S. PERRY AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
117	249	25-21-230-034-0000	52 W. 115TH STREET	Industrial	Affected Parcel	Right-of-way
118	253	25-21-230-036-0000	52 W. 115TH STREET	Vacant	Affected Parcel	Right-of-way
119	255	25-21-230-019-0000	46 W. 115TH STREET	Vacant	Affected Parcel	Right-of-way
120	257	25-21-230-020-0000	44 W. 115TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
121	258	25-21-230-021-0000	42 W. 115TH STREET	Vacant	Affected Parcel	Right-of-way
122	259	25-21-230-022-0000	40 W. 115TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
123	260	25-21-406-029-0000	35 W. 115TH STREET	Commercial	Parcel with Building Displacement	Right-of-way
124	263	25-21-407-001-0000	23 W. 115TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
125	265	25-21-407-002-0000	17 W. 115TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
126	266	25-21-407-003-0000	11 W. 115TH STREET	Vacant	Affected Parcel	Right-of-way
127	267	25-21-407-007-0000	11516 S. STATE STREET	Vacant	Affected Parcel	Right-of-way
128	269	25-21-407-029-0000	11514 S. STATE STREET	Vacant	Affected Parcel	Right-of-way
129	271	25-21-406-030-0000	11524 S. LAFAYETTE AVENUE	Transportation (railroad)	Affected Parcel	Substation
130	285	25-22-300-009-0000	11549 S. STATE STREET	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
131	286	25-22-304-047-0000	113 E. KENSINGTON AVENUE	Vacant	Affected Parcel	Parking for Michigan Avenue Station
132	287	25-22-304-050-0000	11555 S. MICHIGAN AVENUE	Vacant	Affected Parcel	Parking for Michigan Avenue Station
133	289	25-22-300-010-0000	11551 S. STATE STREET	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
134	290	25-22-304-049-0000	11557 S. MICHIGAN AVENUE	Vacant	Affected Parcel	Parking for Michigan Avenue Station
135	292	25-22-300-011-0000	11561 S. STATE STREET	Vacant	Affected Parcel	Parking for Michigan Avenue Station
136	293	25-22-300-070-0000	11556 S. WABASH AVENUE	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
137	294	25-22-304-005-0000	11563 S. MICHIGAN AVENUE	Industrial	Affected Parcel	Parking for Michigan Avenue Station
138	295	25-22-300-012-0000	11563 S. STATE STREET	Vacant	Affected Parcel	Parking for Michigan Avenue Station

**Preferred Alignment
Parcels Affected by Land Acquisition**

Count	Map ID	Parcel ID	Address	Land Use Field (2017)	Displacement Type	Displacement Use
139	296	25-22-304-006-0000	11565 S. MICHIGAN AVENUE	Industrial	Affected Parcel	Parking for Michigan Avenue Station
140	297	25-22-300-013-0000	11567 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
141	298	25-22-304-007-0000	11567 S. MICHIGAN AVENUE	Industrial	Parcel with Building Displacement	Parking for Michigan Avenue Station
142	299	25-22-300-069-0000	11562 S. WABASH AVENUE	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
143	300	25-22-300-014-0000	11569 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
144	301	25-22-300-015-0000	11571 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
145	302	25-22-300-071-0000	11557 S. WABASH AVENUE	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
146	303	25-22-300-021-0000	11572 S. WABASH AVENUE	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
147	304	25-22-300-016-0000	11573 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
148	305	25-22-300-022-0000	11574 S. WABASH AVENUE	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
149	306	25-22-300-017-0000	11575 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
150	307	25-22-304-008-0000	11579 S. MICHIGAN AVENUE	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
151	308	25-22-300-049-0000	11573 S. WABASH AVENUE	Commercial	Parcel with Building Displacement	Parking for Michigan Avenue Station
152	309	25-22-300-023-0000	11578 S. WABASH AVENUE	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
153	310	25-22-300-018-0000	11579 S. STATE STREET	Vacant	Affected Parcel	Parking for Michigan Avenue Station
154	311	25-22-304-027-0000	120 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
155	313	25-22-304-028-0000	122 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
156	314	25-22-304-029-0000	124 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
157	315	25-22-304-030-0000	128 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
158	316	25-22-304-031-0000	130 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
159	317	25-22-304-032-0000	132 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
160	318	25-22-304-034-0000	136 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
161	319	25-22-304-033-0000	134 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
162	320	25-22-300-059-0000	11582 S. MICHIGAN AVENUE	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
163	321	25-22-300-052-0000	38 E. 116TH STREET	Multifamily Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
164	322	25-22-300-051-0000	34 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
165	323	25-22-300-050-0000	32 E. 116TH STREET	Single-family Residential	Affected Parcel	Parking for Michigan Avenue Station
166	324	25-22-300-029-0000	20 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
167	325	25-22-300-028-0000	16 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
168	326	25-22-300-060-0000	11586 S. MICHIGAN AVENUE	Mixed-Use Commercial/Residential	Affected Parcel	Parking for Michigan Avenue Station
169	327	25-22-300-027-0000	12 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
170	328	25-22-300-026-0000	8 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
171	329	25-22-300-025-0000	11583 S. STATE STREET	Single-family Residential	Affected Parcel	Parking for Michigan Avenue Station
172	330	25-22-300-024-0000	11583 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
173	331	25-22-300-061-0000	11588 S. MICHIGAN AVENUE	Mixed-Use Commercial/Residential	Affected Parcel	Parking for Michigan Avenue Station
174	333	25-22-300-062-0000	11592 S. MICHIGAN AVENUE	Mixed-Use Commercial/Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
175	336	25-22-308-014-0000	151 E. 116TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
176	338	25-22-308-015-0000	153 E. 116TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
177	341	25-22-308-016-0000	155 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
178	343	25-22-308-017-0000	157 E. 116TH STREET	Multifamily Residential	Affected Parcel	Right-of-way
179	345	25-22-308-018-0000	159 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
180	346	25-22-308-019-0000	163 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
181	347	25-22-308-020-0000	165 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
182	354	25-22-311-013-0000	11631 S. INDIANA AVENUE	Public (City of Chicago)	Parcel with Building Displacement	Right-of-way
183	356	25-22-311-021-0000	11630 S. PRAIRIE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
184	357	25-22-311-024-0000	11632 S. PRAIRIE AVENUE	Multifamily Residential	Parcel with Building Displacement	Right-of-way

**Preferred Alignment
Parcels Affected by Land Acquisition**

Count	Map ID	Parcel ID	Address	Land Use Field (2017)	Displacement Type	Displacement Use
185	358	25-22-311-025-0000	11634 S. PRAIRIE AVENUE	Multifamily Residential	Parcel with Building Displacement	Right-of-way
186	363	25-22-316-001-0000	319 E. 117TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
187	368	25-22-316-035-0000	11712 S. Calumet Avenue	Vacant	Affected Parcel	Right-of-way
188	370	25-22-316-034-0000	11722 S. CALUMET AVENUE	Commercial	Affected Parcel	Right-of-way
189	371	25-22-316-030-0000	11726 S. CALUMET AVENUE	Vacant	Affected Parcel	Right-of-way
190	372	25-22-316-031-0000	11728 S. CALUMET AVENUE	Vacant	Affected Parcel	Right-of-way
191	373	25-22-317-013-0000	354 E. 118TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
192	374	25-22-317-014-0000	356 E. 118TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
193	375	25-22-317-015-0000	358 E. 118TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
194	376	25-22-317-030-0000	11742 S. FRONT AVENUE	Industrial	Affected Parcel	Right-of-way
195	377	25-22-317-031-0000	11810 S. CALUMET AVENUE	Industrial	Affected Parcel	Right-of-way
196	378	25-22-317-032-0000	11810 S. CALUMET AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
197	379	25-22-317-033-0000	375 E. 118TH STREET	Industrial	Affected Parcel	Right-of-way
198	380	25-22-317-035-0000	11800 S. FRONT AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
199	381	25-22-501-005-0000	360 E. 119TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
200	382	25-22-325-001-0000	370 E. 119TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
201	383	25-22-400-026-0000	11600 S. COTTAGE GROVE AVENUE	Industrial	Affected Parcel	Right-of-way
202	384	25-22-400-027-0000	11600 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
203	385	25-27-108-009-0000	11900 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
204	386	25-27-502-001-0000	12330 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
205	388	25-27-502-001-0000	12330 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
206	389	25-26-999-001-0000	No Street Address	Transportation (railroad)	Affected Parcel	Right-of-way
207	390	25-26-300-017-0000	12807 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	Right-of-way
208	391	25-26-300-015-0000	12813 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	Right-of-way
209	392	25-26-300-014-0000	12817 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	Right-of-way
210	393	25-27-301-013-0000	310 E. 130TH STREET	Utility (MWRD)	Affected Parcel	Right-of-way
211	394	25-27-301-012-0000	325 E. 127TH STREET	Utility (MWRD)	Affected Parcel	Right-of-way
212	395	25-27-301-011-0000	350 E. 130TH STREET	Utility (MWRD)	Affected Parcel	Right-of-way
213	396	25-27-301-010-0000	360 E. 130TH STREET	Utility (MWRD)	Affected Parcel	Right-of-way
214	397	25-22-401-034-0000	1355 E. 121ST STREET	Transportation (railroad)	Affected Parcel	120th Street Yard
215	398	25-27-200-007-0000	12256 S. COTTAGE GROVE AVENUE	Industrial	Parcel with Building Displacement	120th Street Yard
216	399	25-27-200-009-0000	12256 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	120th Street Yard
217	400	25-27-200-010-0000	12256 S. COTTAGE GROVE AVENUE	Public (City of Chicago)	Affected Parcel	120th Street Yard
218	401	25-27-200-012-0000	12534 S. COTTAGE GROVE AVENUE	Public (City of Chicago)	Affected Parcel	120th Street Yard
219	402	25-27-200-013-0000	12546 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
220	403	25-27-503-001-0000	12320 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	120th Street Yard
221	404	25-27-200-004-0000	12500 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
222	405	25-27-400-003-0000	12606 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
223	406	25-27-400-002-0000	12600 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	120th Street Yard
224	407	25-27-400-007-0000	12614 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
225	408	25-27-400-005-0000	12608 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
226	409	25-27-400-006-0000	12610 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
227	410	25-27-301-007-0000	300 E. 127TH STREET	Utility (MWRD)	Affected Parcel	120th Street Yard
228	411	25-27-400-009-0000	12618 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
229	412	25-21-200-002-0000	347 W. 111TH STREET	Single-family Residential	Affected Parcel	Right-of-way
230	423	25-22-311-012-0000	11633 S. INDIANA AVENUE	Public (City of Chicago)	Affected Parcel	Right-of-way

**Preferred Alignment
Parcels Affected by Land Acquisition**

Count	Map ID	Parcel ID	Address	Land Use Field (2017)	Displacement Type	Displacement Use
231	424	25-22-311-020-0000	11626 S. PRAIRIE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
232	445	25-16-415-003-0000	349 W. 109TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
233	446	25-16-415-023-0000	348 W. 109TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
234	447	25-16-500-017-0000	362 W. 108TH PLACE	Transportation (railroad)	Affected Parcel	Right-of-way
235	448	25-16-500-018-0000	364 W. 109TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
236	449	25-16-500-028-0000	359 W. 109TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way

Note - The following parcels are defined as easements and are not included in the table: Map ID 1-24, 276, 282, 288, 291, 312, and 425. Publicly owned parcels that include a roadway are classified as “easements” for this analysis because CTA would require a use agreement with the public entity.



Proyecto de Expansión de la Línea Roja (RLE) Preguntas frecuentes

¿Cuál opción de alineamiento eligió CTA?

Basándose en la planificación de proyecto y trabajo de ingeniería adicional realizado en el pasado año, CTA ha elegido un alineamiento preferido. El alineamiento preferido es una combinación de las opciones este y oeste de Union Pacific Railroad (UPRR) presentadas anteriormente. Este alineamiento preferido capturaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios del público y de la agencia sobre el borrador de la Declaración de Impacto Ambiental (DIA). El alineamiento preferido tendría menos impactos que con las opciones este u oeste. Afectaría menos residencias que con la opción este y menos negocios y empleos que con la opción oeste. Los impactos de ruido y vibración no serían mayores que los anticipados con la opción este u oeste.

¿Cómo sabré si mi propiedad será afectada?

Los dueños e inquilinos cuyas propiedades serán afectadas por el alineamiento preferido fueron notificados durante las labores de divulgación a domicilio, las cuales comenzaron el 26 de enero de 2018. También se enviaron cartas que informan a los dueños e inquilinos sobre el alineamiento elegido a todas las propiedades que fueron contactadas en el 2016, tanto las propiedades que serían afectadas por el alineamiento preferido, como aquellas que no serían afectadas. CTA alienta la participación de la comunidad y de los dueños de propiedades. CTA llevará a cabo reuniones comunitarias con los dueños e inquilinos de propiedades afectados por el alineamiento preferido el martes 6 de febrero de 5:30 a 7:30 p.m. en Fenger Academy High School (11220 S. Wallace Avenue, Chicago), y el jueves 8 de febrero de 5:30 a 7:30 p.m. en Palmer Park (201 E. 111th Street, Chicago). Además, se programó una casa abierta pública el martes 13 de febrero de 2018 de 6:00 a 8:00 p.m. en el gimnasio principal de Gwendolyn Brooks College Preparatory Academy (250 W. 111th Street, Chicago).

¿Cuáles son mis derechos como dueño de una propiedad?

Si CTA determina en última instancia que es necesario comprar propiedades privadas para el proyecto de RLE, CTA estaría obligada a seguir las guías establecidas en la Ley Uniforme de Asistencia para la Reubicación y Políticas de Adquisición de Propiedad Inmueble de 1970, según enmendada, y los reglamentos del estado. CTA tratará a los dueños de propiedades de manera justa e intentará llegar a acuerdos conjuntos para la adquisición de las propiedades.

Puede leer más sobre sus derechos conforme a las leyes federales correspondientes aquí:

http://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/real_property.cfm

http://www.fhwa.dot.gov/real_estate/publications/your_rights/rights2014.pdf

¿Qué tipo de remuneración recibiré?

Las leyes federales exigen que CTA ofrezca comprar cada propiedad por una cantidad que no sea menor que el valor justo del mercado, según lo determine una tasación independiente. En algunas circunstancias, si las tasaciones actuales son por una cantidad menor que el precio de compra original de la propiedad, puede que el dueño califique para una remuneración equivalente al precio de compra original.

Además, CTA tiene que proporcionar asistencia financiera y servicios de reubicación, según lo exigen las normas federales, para los dueños de propiedades, así como los inquilinos comerciales y residenciales que tengan que mudarse debido al proyecto de RLE.

¿Cómo determinará CTA el precio de compra de mi propiedad?

Si CTA determina que es necesario comprar su propiedad para el proyecto de RLE, está obligada a contratar a un tasador independiente para inspeccionar la propiedad y determinar el valor justo del mercado. En ese caso, usted, o el representante que usted designe, será invitado a acompañar al tasador cuando éste inspeccione su propiedad. Usted o su representante podría proporcionar información sobre las mejoras a la propiedad y cualquier característica especial que podría afectar el valor de la propiedad para asegurarse de que esta información se considere en la tasación.

¿Qué sucedería si no soy dueño de la propiedad, pero alquilo un apartamento o arriendo un espacio para mi negocio?

Los que no sean dueños y estén arrendando una vivienda o propiedad comercial y tengan que mudarse por motivo del proyecto de RLE también están protegidos por la Ley Uniforme de Asistencia para la Reubicación y Políticas de Adquisición de Propiedad Inmueble de 1970, según enmendada. De ser necesario, CTA proporcionará asistencia financiera y servicios de reubicación para ayudar a estos residentes y dueños de negocios a encontrar una nueva vivienda o ubicación para su negocio.

Si CTA adquiere mi propiedad, ¿me ayudará con la mudanza?

Si tiene que mudarse, un agente de reubicación se comunicará con usted, contestará sus preguntas y le proporcionará información adicional sobre los servicios de asesoramiento de ayuda para la reubicación y si califica para pagos de reubicación. La meta del agente de reubicación es facilitar una transición sin problemas a la nueva vivienda o ubicación para el negocio.

¿Qué es lo próximo que sucederá con el proyecto de RLE?

El 27 de noviembre de 2016, el alcalde Emanuel y CTA anunciaron la aprobación de fondos por la cantidad de \$75 millones durante los próximos cinco años para el proyecto de RLE. Esta inversión le permitirá a CTA terminar el DIA final y los estudios de ingeniería preliminares durante los próximos años. CTA tiene previsto solicitar a Federal Transit Administration (FTA) el ingreso a la fase de desarrollo del proyecto para obtener fondos federales para la construcción del proyecto conforme al programa federal competitivo "New Starts." El desarrollo del proyecto y la obtención de todos los fondos para el proyecto de RLE conforme a este programa es un proceso de varias etapas que tomará varios años. Dependiendo de la disponibilidad de fondos y las aprobaciones federales, lo más temprano que se anticipa que comience la construcción del proyecto de RLE es en el 2022. Se anticipa que el servicio comenzará en el 2026. Nuevamente, CTA no tiene previsto hacer gestiones para adquirir propiedades privadas para el proyecto de RLE hasta que termine la revisión ambiental y se obtengan los fondos para el proyecto.



¿A quién debo llamar si tengo más preguntas sobre la posible adquisición de propiedades?

Comuníquese con el departamento de servicio al cliente de CTA por teléfono al 1-888-YOUR-CTA (1-888-968-7282) o por correo electrónico a RedExtension@transitchicago.com.

¿Cómo puedo obtener más información sobre el proyecto de RLE?

Puede obtener más información sobre el proyecto de RLE y encontrar actualizaciones sobre la situación del proceso en nuestra página web: www.transitchicago.com/RedEIS. Para unirse a la lista de contactos del proyecto y recibir actualizaciones sobre el proyecto de RLE, audiencias públicas y la situación de las revisiones ambientales, envíe un correo electrónico a RedExtension@transitchicago.com.

More Relocation Information



Business

A business that is relocated as a result of the project may

be entitled to benefits such as:

1. *Moving and Related Costs*
2. *Reestablishment Costs*
3. *Fixed Payment*

Statements applicable to all categories and benefits listed

Please keep in mind that there are specific benefit requirements that must be met to receive any of the funds mentioned above. Your assigned relocation agent will assist you to fully understand the payments and requirements.

No one may be displaced until adequate housing has been made available to them.

All persons required to move personal property, their home, or business must be given at least 90 days to vacate.

Your Local Transit Agency will establish an appeal process should you be aggrieved by a denial of benefits or if you feel the benefits are inadequate.

A message from the FTA and your local transit agency

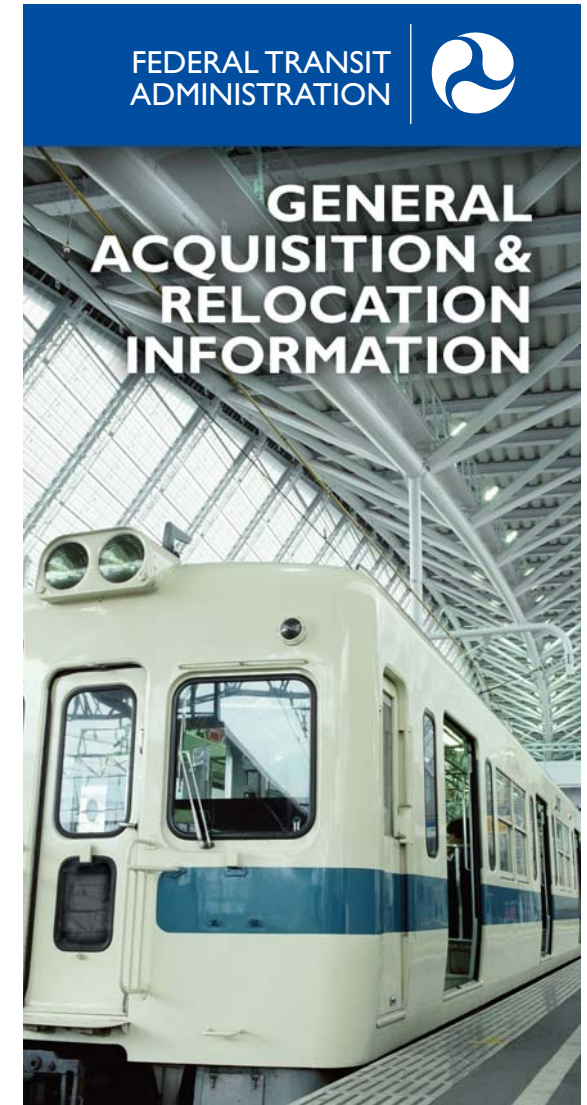
It is sometimes necessary to acquire private property and displace persons and businesses in order to build a transit facility that will benefit the entire community. However, we will work with you to minimize the inevitable disruption that this causes. Please feel free to contact the agency and person listed below should you have any further questions.

Revised rules for the Uniform Act were published in the Federal Register on January 4, 2005. The rules are reprinted each year in the Code of Federal Regulations, Title 49, Part 24. All Federal, State and local government agencies, as well as others receiving Federal financial assistance for public programs and projects, that require the acquisition of real property, must comply with the policies and provisions set forth in the Uniform Act and the regulation.

For further information, please contact:

CTA Customer Service
1-888-YOUR-CTA
(1-888-968-7282)

RedExtension@transitchicago.com



FTA | U.S. DEPARTMENT OF TRANSPORTATION 
FEDERAL TRANSIT ADMINISTRATION

SEE THE BACK PANEL OF THIS BROCHURE FOR
INFORMATION ON CONTACTING YOUR LOCAL AGENCY.



GENERAL INFORMATION

Your local transit agency may need to purchase property from you with funding from the Federal Transit



Administration (FTA) in order to benefit the general public. To assure fair and consistent treatment of all

persons, the FTA will require your local transit agency to follow the Uniform Relocation Assistance and Real Property Policies Act of 1970, as amended. The Uniform Act is a law passed by Congress to promote uniformity and fairness when a local transit agency must acquire property or displace persons. There are two main parts of this process:

1. *Acquisition, which is the purchase of your real estate.*
2. *Relocation which offers additional benefits should you or your business be displaced.*

Acquisition of Real Property

The purchase of real estate by a transit agency begins with the appraisal of your property. An appraiser will inspect your property to determine the value. The property owner should accompany the appraiser while making this inspection. A second appraiser will then review and approve the work of the first appraiser and will recommend a value to the local transit agency.

You should then receive a written offer to purchase your property. You will have sufficient time to consider the offer or make any counter offers that you believe is fair.

If you elect to sell your property to the local transit agency, you will be paid the full amount less any encumbrances (mortgage, lien, etc.) owed on that property. Possession of vacant property may be taken the day of closing by the local transit agency; possession of occupied property will be at an agreed future date.



Relocation



Advisory Assistance will be offered to every displaced person. A Relocation Agent will visit you to explain all of the benefits and services that you may be eligible to receive.

Below is a very brief outline of the various types of financial benefits available if you or your business are required to move.

Residential Homeowner Occupants, are those that have owned and occupied their home for at least 180 days. Typical benefits include:

1. *Moving Costs*
2. *Price Differential Payment*
3. *Increased Mortgage Interest*
4. *Incidental Closing Costs*

90 day Occupant or Tenant, is either a tenant or a homeowner that has occupied their home for less than 180 days but at least 90 days. Relocation benefits include:

1. *Moving Costs*
2. *Rental Assistance Payment/Down Payment*



CHICAGO TRANSIT AUTHORITY

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

January 24, 2018

Via Certified Mail, Regular Mail, and Hand Delivery

[MAILING NAME]
[MAILING ADDRESS]
[MAILING CITY], [MAILING STATE] [MAILING ZIP]

Dear Property Owner:

In October 2016 we sent you a letter about the Chicago Transit Authority (CTA) project known as 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, CTA has selected a Preferred Alignment that **would likely require the acquisition of the property referenced below for the RLE Project:**

Owner of Record: [OWNER NAME]
Property Address: [PARCEL ADDRESS]
Property Identification Number (PIN): [PIN]
CTA Parcel ID: [NEW ID]

At this time, CTA does not plan to pursue acquisition of private property for the RLE Project until all environmental reviews are complete and project funding is secured. This is expected to be a multiyear process, and it may also be possible to further minimize property impacts with additional future engineering.

This letter is not a formal action to acquire your property, nor a letter of intent or offer to purchase your property. The information in this letter is not intended to affect your present ownership, management, or control of your property in any way.

Property owners and tenants who would be affected by acquisition and relocation will be protected under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, along with state regulations. CTA will treat property owners and tenants fairly and will seek cooperative settlements of property acquisitions. In addition, CTA will provide financial assistance and relocation services for property owners as well as commercial and residential occupants who must move because of the RLE Project.

The Preferred Alignment selected by CTA is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. This Preferred Alignment would capture the benefits and minimize the impacts of either option and it also incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next 5 years for RLE Project. This investment will allow CTA to complete the Final EIS and preliminary engineering over the next few years. Depending on funding availability and federal approvals, the earliest that the RLE Project is expected to begin construction would be in 2022, and service is anticipated to start in 2026. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS. Again, 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.

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 funding is secured for the project, CTA will notify property owners and tenants of their intent to purchase property.

The relocation liaison for CTA will be in your neighborhood visiting potentially affected properties to discuss the relocation process and answer questions starting January 24, 2018. CTA will be conducting community meetings with property owners and tenants affected by the Preferred Alignment on Tuesday, February 6 from 5:30-7:30 at Fenger Academy High School (11220 S. Wallace Avenue, Chicago), and on Thursday, February 8 from 5:30-7:30 at Palmer Park (201 E. 111th Street, Chicago). You are invited to attend either one of the community meetings to discuss the RLE Project and what it could mean for your property. Additionally, a public open house is scheduled for Tuesday, February 13, 2018 from 6-8pm at Gwendolyn Brooks College Preparatory Academy in the Main Gym (250 W. 111th Street, Chicago). You will receive additional information about the open house in a separate mailing.

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 CTA customer service at 1-888-YOUR-CTA (888) 968-7282 or RedExtension@transitchicago.com if you have any questions or would like to discuss this project further.

Sincerely,

Carole Morey
Chief Planning Officer
Chicago Transit Authority



24 de enero de 2018

Vía correo certificado, correo regular y entrega personal

[MAILING NAME]
[MAILING ADDRESS]
[MAILING CITY], [MAILING STATE] [MAILING ZIP]

Estimado dueño de propiedad:

En octubre de 2016 le enviamos una carta sobre el proyecto de Chicago Transit Authority (CTA), conocido como el proyecto de expansión de la Línea Roja (RLE), y la posibilidad de que CTA tenga que adquirir la propiedad que se describe a continuación para construir el proyecto de RLE. Basándose en la planificación de proyecto y trabajo de ingeniería adicional realizado en el pasado año, CTA ha elegido un alineamiento preferido que **probablemente requerirá la adquisición de la propiedad que actualmente usted ocupa en la dirección a continuación:**

Dueño según el registro: [OWNER NAME]
Dirección de la propiedad: [PARCEL ADDRESS]
Número de identificación de la propiedad (PIN): [PIN]
Código de parcela de CTA: [NEW ID]

En este momento, CTA no tiene previsto hacer gestiones para adquirir propiedades privadas para el proyecto de RLE hasta que termine todas las revisiones ambientales y se obtengan los fondos para el proyecto. Se espera que sea un proceso de varios años. También es posible que se minimicen los impactos sobre la propiedad con trabajos de ingeniería adicionales.

Esta carta no constituye una medida formal para adquirir su propiedad ni una carta de intención u oferta para comprar su propiedad. El propósito de la información en esta carta no es afectar la titularidad, administración o control actual de su propiedad de ninguna manera.

Los dueños de propiedades e inquilinos que serían afectados por la adquisición y reubicación estarán protegidos por la Ley Uniforme de Asistencia para la Reubicación y Políticas de Adquisición de Propiedad Inmueble de 1970, según enmendada, y los reglamentos del estado. CTA tratará a los dueños de propiedades e inquilinos de manera justa e intentará llegar a acuerdos conjuntos para la adquisición de las propiedades. Además, CTA tiene que proporcionar asistencia financiera y servicios de reubicación a los dueños de propiedades, así como los inquilinos comerciales y residenciales que tengan que mudarse debido al proyecto de RLE.

El alineamiento preferido elegido por CTA es una combinación de las opciones este y oeste de Union Pacific Railroad (Union Pacific Railroad, UPRR) presentadas anteriormente. Este alineamiento preferido capturaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios del público y de la agencia sobre el borrador de la Declaración de Impacto Ambiental (DIA). El alineamiento preferido tendría menos impactos que con las opciones este u oeste. Afectaría menos residencias que con la opción este y menos negocios y empleos que con la opción oeste. Los impactos de ruido y vibración no serían mayores que los anticipados con la opción este u oeste.

El 27 de noviembre de 2016, el alcalde Emanuel y CTA anunciaron la aprobación de fondos por la cantidad de \$75 millones durante los próximos 5 años para el proyecto de RLE. Esta inversión le permitirá a CTA terminar el DIA final y los estudios de ingeniería preliminares durante los próximos años. Dependiendo de la disponibilidad de fondos y las aprobaciones federales, lo más temprano que se anticipa que comience la construcción del proyecto de RLE es en el 2022. Se anticipa que el servicio comenzará en el 2026. Puede obtener más información sobre el proyecto de RLE y encontrar actualizaciones sobre la situación del proceso aquí: transitchicago.com/RedEIS. Nuevamente, CTA no tiene previsto hacer gestiones para adquirir propiedades privadas para el proyecto de RLE hasta que termine la revisión ambiental y se obtengan los fondos para el proyecto.

CTA está comprometida en trabajar con la comunidad, funcionarios electos y dueños de propiedades e inquilinos afectados, así como con mantenerlo informado. CTA seguirá comunicándose con los dueños de propiedades e inquilinos afectados para responder a sus preguntas y proporcionar información actualizada, a medida que se conozcan los plazos para la adquisición de las propiedades. Cuando se terminen todas las revisiones ambientales y se obtengan los fondos para el proyecto, CTA notificará a los dueños de las propiedades y sus inquilinos sobre su intención de comprar la propiedad.

El enlace de reubicación de CTA estará en su comunidad visitando las propiedades que posiblemente se verán afectadas para hablar sobre el proceso de reubicación y responder a sus preguntas, a partir del 24 de enero de 2018. CTA llevará a cabo reuniones comunitarias con los dueños e inquilinos de propiedades afectados por el alineamiento preferido el martes 6 de febrero de 5:30 a 7:30 p.m. en Fenger Academy High School (11220 S. Wallace Avenue, Chicago), y el jueves 8 de febrero de 5:30 a 7:30 p.m. en Palmer Park (201 E. 111th Street, Chicago). Usted está invitado a asistir a cualquiera de las reuniones de la comunidad para discutir el proyecto RLE y lo que podría significar para su propiedad. Además, se programó una casa abierta pública el martes 13 de febrero de 2018 de 6:00 a 8:00 p.m. en el gimnasio principal de Gwendolyn Brooks College Preparatory Academy (250 W. 111th Street, Chicago). Usted recibirá información adicional sobre la casa abierta en un correo por separado.

CTA espera trabajar con usted en este proyecto emocionante, el cual beneficiará grandemente a la comunidad, vecindarios cercanos y la ciudad de Chicago. Por favor comuníquese con servicio al cliente de CTA al 1-888-YOUR-CTA (888) 968-7282 o por correo electrónico a RedExtension@transitchicago.com si tiene alguna pregunta o le gustaría hablar más sobre este proyecto.

Atentamente,

Carole Morey
Directora Ejecutiva de Planificación
Chicago Transit Authority



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

January 24, 2018

Via Certified Mail, Regular Mail, and Hand Delivery

[MAILING NAME]
[MAILING ADDRESS]
[MAILING CITY], [MAILING STATE] [MAILING ZIP]

Dear Current [MAILING CATEGORY]:

In October 2016 we sent you a letter about the Chicago Transit Authority (CTA) project known as 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, CTA has selected a Preferred Alignment that **would likely require the acquisition of the property you currently occupy at the following address:**

Owner of Record: [OWNER NAME]

Property Address: [PARCEL ADDRESS]

Property Identification Number (PIN): [PIN]

CTA Parcel ID: [NEW ID]

At this time, CTA does not plan to pursue acquisition of private property for the RLE Project until all environmental reviews are complete and project funding is secured. This is expected to be a multiyear process, and it may also be possible to further minimize property impacts with additional future engineering.

This letter is not a formal action to acquire the property. The information in this letter is not intended to affect your present occupancy in any way.

Property owners and tenants who would be affected by acquisition and relocation will be protected under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, along with state regulations. CTA will treat property owners and tenants fairly and will seek cooperative settlements of property acquisitions. In addition, CTA will provide financial assistance and relocation services for property owners as well as commercial and residential occupants who must move because of the RLE Project.

The Preferred Alignment selected by CTA is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. This Preferred Alignment would capture the benefits and minimize the impacts of either option and it also incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next 5 years for RLE Project. This investment will allow CTA to complete the Final EIS and preliminary engineering over the next few years. Depending on funding availability and federal approvals, the earliest that the RLE Project is expected to begin construction would be in 2022, and service is anticipated to start in 2026. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS. Again, 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.

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 funding is secured for the project, CTA will notify the property owners and tenants of their intent to purchase property.

The relocation liaison for CTA will be in your neighborhood visiting potentially affected properties to discuss the relocation process and answer questions starting January 24, 2018. CTA will be conducting community meetings with property owners and tenants affected by the Preferred Alignment on Tuesday, February 6 from 5:30-7:30 at Fenger Academy High School (11220 S. Wallace Avenue, Chicago), and on Thursday, February 8 from 5:30-7:30 at Palmer Park (201 E. 111th Street, Chicago). You are invited to attend either one of the community meetings to discuss the RLE Project and what it could mean for your property. Additionally, a public open house is scheduled for Tuesday, February 13, 2018 from 6-8pm at Gwendolyn Brooks College Preparatory Academy in the Main Gym (250 W. 111th Street, Chicago). You will receive additional information about the open house in a separate mailing.

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 CTA customer service at 1-888-YOUR-CTA (888) 968-7282 or RedExtension@transitchicago.com if you have any questions or would like to discuss this project further.

Sincerely,

Carole Morey
Chief Planning Officer
Chicago Transit Authority



24 de enero de 2018

Vía correo certificado, correo regular y entrega personal

[MAILING NAME]
[MAILING ADDRESS]
[MAILING CITY], [MAILING STATE] [MAILING ZIP]

Estimado [MAILING CATEGORY]:

En octubre de 2016 le enviamos una carta sobre el proyecto de Chicago Transit Authority (CTA), conocido como el proyecto de expansión de la Línea Roja (RLE), y la posibilidad de que CTA tenga que adquirir la propiedad que se describe a continuación para construir el proyecto de RLE. Basándose en la planificación de proyecto y trabajo de ingeniería adicional realizado en el pasado año, CTA ha elegido un alineamiento preferido que **probablemente requerirá la adquisición de la propiedad que actualmente usted ocupa en la dirección a continuación:**

Dueño según el registro: [OWNER NAME]
Dirección de la propiedad: [PARCEL ADDRESS]
Número de identificación de la propiedad (PIN): [PIN]
Código de parcela de CTA: [NEW ID]

En este momento, CTA no tiene previsto hacer gestiones para adquirir propiedades privadas para el proyecto de RLE hasta que termine todas las revisiones ambientales y se obtengan los fondos para el proyecto. Se espera que sea un proceso de varios años. También es posible que se minimicen los impactos sobre la propiedad con trabajos de ingeniería adicionales.

Esta carta no es una medida formal para adquirir la propiedad. El propósito de la información en esta carta no es afectar su posesión actual de ninguna manera.

Los dueños de propiedades e inquilinos que serían afectados por la adquisición y reubicación estarán protegidos por la Ley Uniforme de Asistencia para la Reubicación y Políticas de Adquisición de Propiedad Inmueble de 1970, según enmendada, y los reglamentos del estado. CTA tratará a los dueños de propiedades e inquilinos de manera justa e intentará llegar a acuerdos conjuntos para la adquisición de las propiedades. Además, CTA tiene que proporcionar asistencia financiera y servicios de reubicación a los dueños de propiedades, así como los inquilinos comerciales y residenciales que tengan que mudarse debido al proyecto de RLE.

El alineamiento preferido elegido por CTA es una combinación de las opciones este y oeste de Union Pacific Railroad (Union Pacific Railroad, UPRR) presentadas anteriormente. Este alineamiento preferido capturaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios del público y de la agencia sobre el borrador de la Declaración de Impacto Ambiental (DIA). El alineamiento preferido tendría menos impactos que con las opciones este u oeste. Afectaría menos residencias que con la opción este y menos negocios y empleos que con la opción oeste. Los impactos de ruido y vibración no serían mayores que los anticipados con la opción este u oeste.

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El enlace de reubicación de CTA estará en su comunidad visitando las propiedades que posiblemente se verán afectadas para hablar sobre el proceso de reubicación y responder a sus preguntas, a partir del 24 de enero de 2018. CTA llevará a cabo reuniones comunitarias con los dueños e inquilinos de propiedades afectados por el alineamiento preferido el martes 6 de febrero de 5:30 a 7:30 p.m. en Fenger Academy High School (11220 S. Wallace Avenue, Chicago), y el jueves 8 de febrero de 5:30 a 7:30 p.m. en Palmer Park (201 E. 111th Street, Chicago). Usted está invitado a asistir a cualquiera de las reuniones de la comunidad para discutir el proyecto RLE y lo que podría significar para su propiedad. Además, se programó una casa abierta pública el martes 13 de febrero de 2018 de 6:00 a 8:00 p.m. en el gimnasio principal de Gwendolyn Brooks College Preparatory Academy (250 W. 111th Street, Chicago). Usted recibirá información adicional sobre la casa abierta en un correo por separado.

CTA espera trabajar con usted en este proyecto emocionante, el cual beneficiará grandemente a la comunidad, vecindarios cercanos y la ciudad de Chicago. Por favor comuníquese con servicio al cliente de CTA al 1-888-YOUR-CTA (888) 968-7282 o por correo electrónico a RedExtension@transitchicago.com si tiene alguna pregunta o le gustaría hablar más sobre este proyecto.

Atentamente,

Carole Morey
Directora Ejecutiva de Planificación
Chicago Transit Authority



Resident/Lessee
Letter - No Longer
Potentially Displaced

CHICAGO TRANSIT AUTHORITY

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

January 24, 2018

Via Certified Mail, Regular Mail, and Hand Delivery

[MAILING NAME]
[MAILING ADDRESS]
[MAILING CITY], [MAILING STATE] [MAILING ZIP]

Dear Property Owner:

In October 2016 we sent you a letter about the Chicago Transit Authority (CTA) project known as 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, CTA has selected a Preferred Alignment and **will not need to acquire the property referenced below for the RLE Project.**

Owner of Record: [OWNER NAME]
Property Address: [PARCEL ADDRESS]
Property Identification Number (PIN): [PIN]
CTA Parcel ID: [NEW ID]

The Preferred Alignment selected by CTA is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. This Preferred Alignment would capture the benefits and minimize the impacts of either option and it also incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next 5 years for RLE Project. This investment will allow CTA to complete the Final EIS and preliminary engineering over the next few years. Depending on funding availability and federal approvals, the earliest that the RLE Project is expected to begin construction would be in 2022, and service is anticipated to start in 2026. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS.

CTA is committed to working with the community, elected officials, affected property owners and tenants, and keeping you informed. The CTA relocation liaison will be in your neighborhood starting January 24, 2018 visiting all properties that were contacted in October 2016 to answer questions. CTA will host a public open house on Tuesday, February 13, 2018 from 6-8pm at Gwendolyn Brooks College Preparatory Academy in the Main Gym (250 W. 111th Street, Chicago) to provide additional information about the Preferred Alignment. You will receive additional information about the open house in a separate mailing.

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 CTA customer service at 1-888-YOUR-CTA (888) 968-7282 or via email at RedExtension@transitchicago.com if you have any questions or would like to discuss this project further.

Sincerely,

Carole Morey
Chief Planning Officer
Chicago Transit Authority



24 de enero de 2018

Vía correo certificado, correo regular y entrega personal

[MAILING NAME]
[MAILING ADDRESS]
[MAILING CITY], [MAILING STATE] [MAILING ZIP]

Estimado dueño de propiedad:

En octubre de 2016 le enviamos una carta sobre el proyecto de Chicago Transit Authority (CTA), conocido como el proyecto de expansión de la Línea Roja (RLE), y la posibilidad de que CTA tenga que adquirir la propiedad que se describe a continuación para construir el proyecto de RLE. Basándose en la planificación de proyecto y trabajo de ingeniería adicional realizado en el pasado año, CTA ha elegido un alineamiento preferido y **no tendrá que adquirir la propiedad que actualmente usted ocupa en la dirección a continuación:**

Dueño según el registro: [OWNER NAME]
Dirección de la propiedad: [PARCEL ADDRESS]
Número de identificación de la propiedad (PIN): [PIN]
Código de parcela de CTA: [NEW ID]

El alineamiento preferido elegido por CTA es una combinación de las opciones este y oeste de Union Pacific Railroad (Union Pacific Railroad, UPRR) presentadas anteriormente. Este alineamiento preferido capturaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios del público y de la agencia sobre el borrador de la Declaración de Impacto Ambiental (DIA). El alineamiento preferido tendría menos impactos que con las opciones este u oeste. Afectaría menos residencias que con la opción este y menos negocios y empleos que con la opción oeste. Los impactos de ruido y vibración no serían mayores que los anticipados con la opción este u oeste.

El 27 de noviembre de 2016, el alcalde Emanuel y CTA anunciaron la aprobación de fondos por la cantidad de \$75 millones durante los próximos 5 años para el proyecto de RLE. Esta inversión le permitirá a CTA terminar el DIA final y los estudios de ingeniería preliminares durante los próximos años. Dependiendo de la disponibilidad de fondos y las aprobaciones federales, lo más temprano que se anticipa que comience la construcción del proyecto de RLE es en el 2022. Se anticipa que el servicio comenzará en el 2026. Puede obtener más información sobre el proyecto de RLE y encontrar actualizaciones sobre la situación del proceso aquí: transitchicago.com/RedEIS.

CTA está comprometida en trabajar con la comunidad, funcionarios electos y dueños de propiedades e inquilinos afectados, así como con mantenerlo informado. El enlace de reubicación de CTA estará en su vecindario a partir del 24 de enero del 2018, visitando todas las propiedades que fueron contactadas en octubre del 2016 para responder preguntas que puedan existir. CTA auspiciará una casa abierta pública el martes 13 de febrero de 2018 de 6:00 a 8:00 p.m. en el gimnasio principal de Gwendolyn Brooks College Preparatory Academy (250 W. 111th Street, Chicago) para proporcionar información adicional sobre el alineamiento preferido. Recibirá información adicional sobre la casa abierta en un envío por separado.

CTA espera trabajar con usted en este proyecto emocionante, el cual beneficiará grandemente a la comunidad, vecindarios cercanos y la ciudad de Chicago. Por favor comuníquese con servicio al cliente de CTA al 1-888-YOUR-CTA (888) 968-7282 o por correo electrónico a RedExtension@transitchicago.com si tiene alguna pregunta o le gustaría hablar más sobre este proyecto.

Atentamente,

Carole Morey
Directora Ejecutiva de Planificación
Chicago Transit Authority



Property Owner Letter - No Longer
Potentially Displaced

CHICAGO TRANSIT AUTHORITY

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

January 24, 2018

Via Certified Mail, Regular Mail, and Hand Delivery

[MAILING NAME]
[MAILING ADDRESS]
[MAILING CITY], [MAILING STATE] [MAILING ZIP]

Dear Property Owner:

In October 2016 we sent you a letter about the Chicago Transit Authority (CTA) project known as 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, CTA has selected a Preferred Alignment and **will not need to acquire the property referenced below for the RLE Project.**

Owner of Record: [OWNER NAME]
Property Address: [PARCEL ADDRESS]
Property Identification Number (PIN): [PIN]
CTA Parcel ID: [NEW ID]

The Preferred Alignment selected by CTA is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. This Preferred Alignment would capture the benefits and minimize the impacts of either option and it also incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next 5 years for RLE Project. This investment will allow CTA to complete the Final EIS and preliminary engineering over the next few years. Depending on funding availability and federal approvals, the earliest that the RLE Project is expected to begin construction would be in 2022, and service is anticipated to start in 2026. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS.

CTA is committed to working with the community, elected officials, affected property owners and tenants, and keeping you informed. The CTA relocation liaison will be in your neighborhood starting January 24, 2018 visiting all properties that were contacted in October 2016 to answer questions. CTA will host a public open house on Tuesday, February 13, 2018 from 6-8pm at Gwendolyn Brooks College Preparatory Academy in the Main Gym (250 W. 111th Street, Chicago) to provide additional information about the Preferred Alignment. You will receive additional information about the open house in a separate mailing.

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 CTA customer service at 1-888-YOUR-CTA (888) 968-7282 or via email at RedExtension@transitchicago.com if you have any questions or would like to discuss this project further.

Sincerely,

Carole Morey
Chief Planning Officer
Chicago Transit Authority



24 de enero de 2018

Vía correo certificado, correo regular y entrega personal

[MAILING NAME]
[MAILING ADDRESS]
[MAILING CITY], [MAILING STATE] [MAILING ZIP]

Estimado [MAILING CATEGORY]:

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Atentamente,

Carole Morey
Directora Ejecutiva de Planificación
Chicago Transit Authority



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

January 26, 2018

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

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

Dear Mr. Bristol:

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

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

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

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

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

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

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

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

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

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

Tuesday, February 13, 2018

6:00 - 8:00 PM

Gwendolyn Brooks College Preparatory Academy

Main Gym (west side of building)

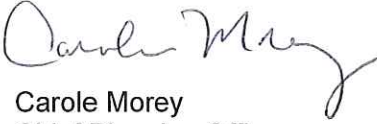
250 E. 111th. Street, Chicago, IL 60628

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

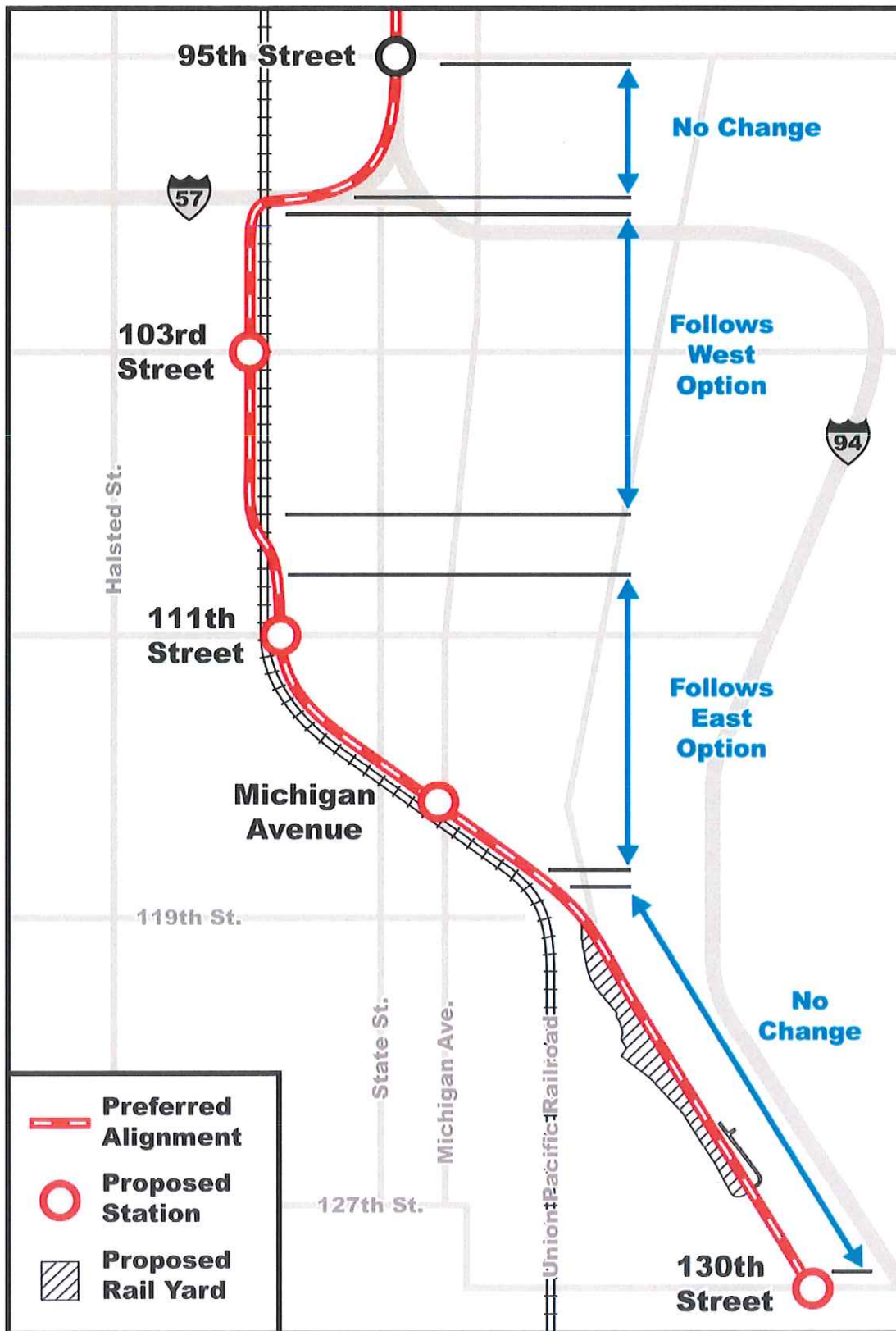
Parking lot entrance via King Drive.

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

Sincerely,

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

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



CTA Red Line Extension Project - Preferred Alignment

UP-Owned Parcels Affected by the Preferred Alternative

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

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

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



CHICAGO TRANSIT AUTHORITY

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

January 26, 2018

Ms. Kim Williams
Omega Rail Management
4721 Trousdale Drive
Suite 206
Nashville, TN 37220

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

Dear Ms. Williams:

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

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

At this stage of project planning, CTA has determined that the Preferred Alignment would affect one parcel that is owned by the Illinois Indiana Development Company, managed by Omega Rail Management, and operated on by the Northern Indiana Commuter Transportation District (NICTD) Chicago South Shore & South Bend Railroad (property identification number 25-27-503-001-0000 at 12320 S. Cottage Grove Avenue), although the NICTD tracks and operations would not be permanently affected. The impact to NICTD tracks is because CTA would need to relocate an existing at-grade Metropolitan Water Reclamation District access road across NICTD property. CTA is proposing to provide a grade-separated road to minimize impacts on both NICTD and MWRD operations. **There would be no change in the number of parcels that would be affected by the Preferred Alignment as compared to the impacts for the East and West Options as identified by CTA in 2016.**

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

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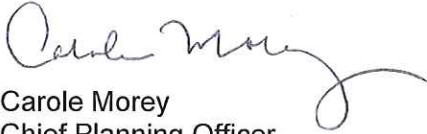
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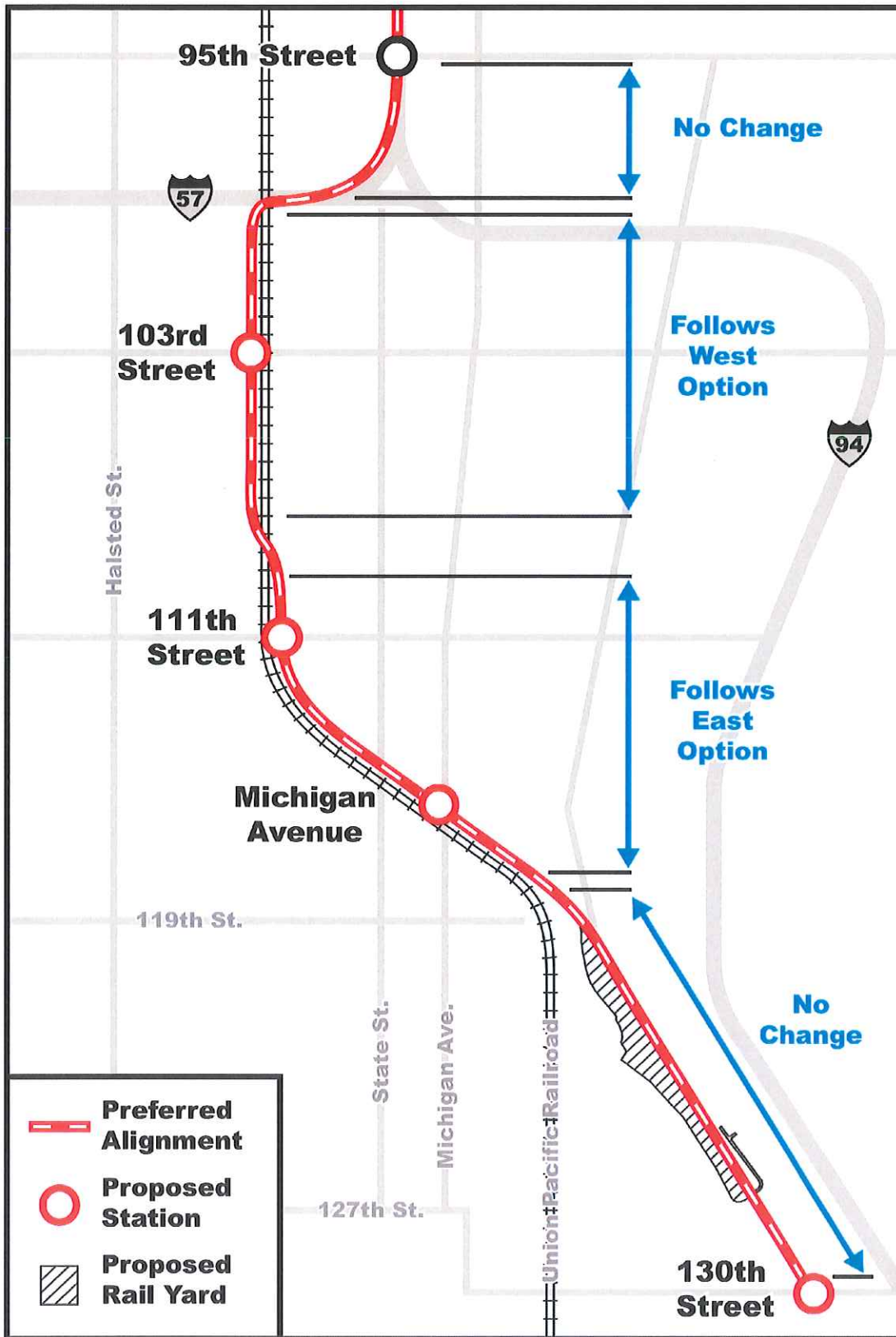
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Sincerely,

A handwritten signature in dark ink, appearing to read "Carole Morey", with a long, sweeping flourish extending to the right.

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

cc: Mr. John Parson, Northern Indiana Commuter Transportation District
Ms. Nicole Barker, Northern Indiana Commuter Transportation District
Mr. Todd Bjornstad, Chicago South Shore & South Bend Railroad



CTA Red Line Extension Project - Preferred Alignment



CHICAGO TRANSIT AUTHORITY

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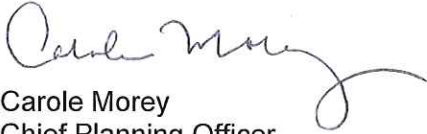
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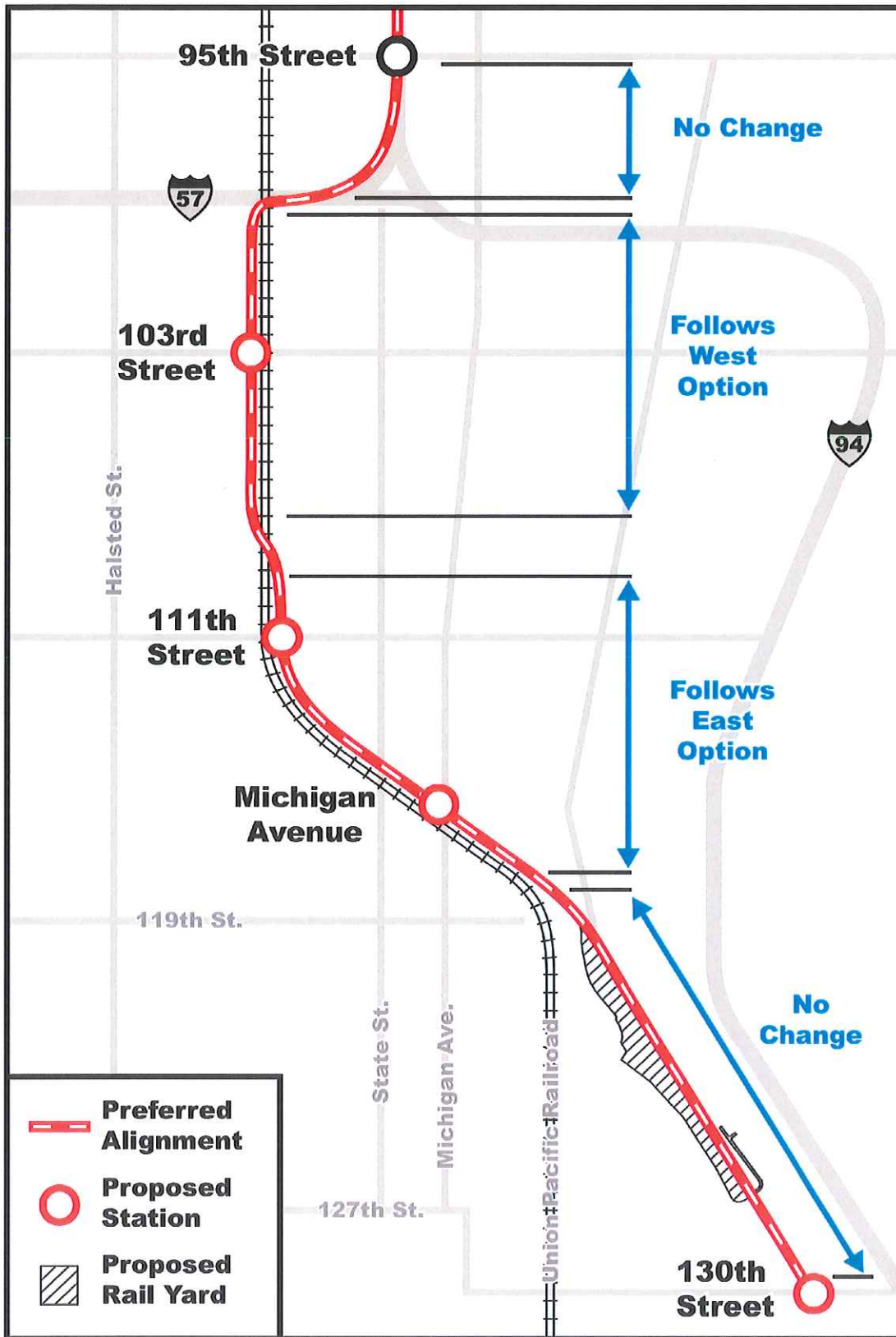
Please contact Sonali Tandon, Senior Project Manager, at (312) 681-4246 or standon@transitchicago.com or myself if you have any questions or would like to meet to discuss further.

Sincerely,

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

cc: Mr. John Parson, Northern Indiana Commuter Transportation District
Ms. Nicole Barker, Northern Indiana Commuter Transportation District
Mr. Todd Bjornstad, Chicago South Shore & South Bend Railroad



CTA Red Line Extension Project - Preferred Alignment



CHICAGO TRANSIT AUTHORITY

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

January 26, 2018

Ms. Kim Williams
Omega Rail Management
4721 Trousdale Drive
Suite 206
Nashville, TN 37220

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

Dear Ms. Williams:

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

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

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

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

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

At this stage of project planning, CTA has determined that the Preferred Alignment would affect one parcel that is owned by the Illinois Indiana Development Company, managed by Omega Rail Management, and operated on by the Northern Indiana Commuter Transportation District (NICTD) Chicago South Shore & South Bend Railroad (property identification number 25-27-503-001-0000 at 12320 S. Cottage Grove Avenue), although the NICTD tracks and operations would not be permanently affected. The impact to NICTD tracks is because CTA would need to relocate an existing at-grade Metropolitan Water Reclamation District access road across NICTD property. CTA is proposing to provide a grade-separated road to minimize impacts on both NICTD and MWRD operations. **There would be no change in the number of parcels that would be affected by the Preferred Alignment as compared to the impacts for the East and West Options as identified by CTA in 2016.**

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

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

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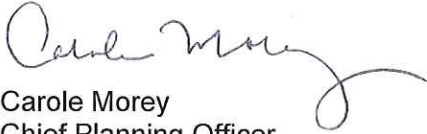
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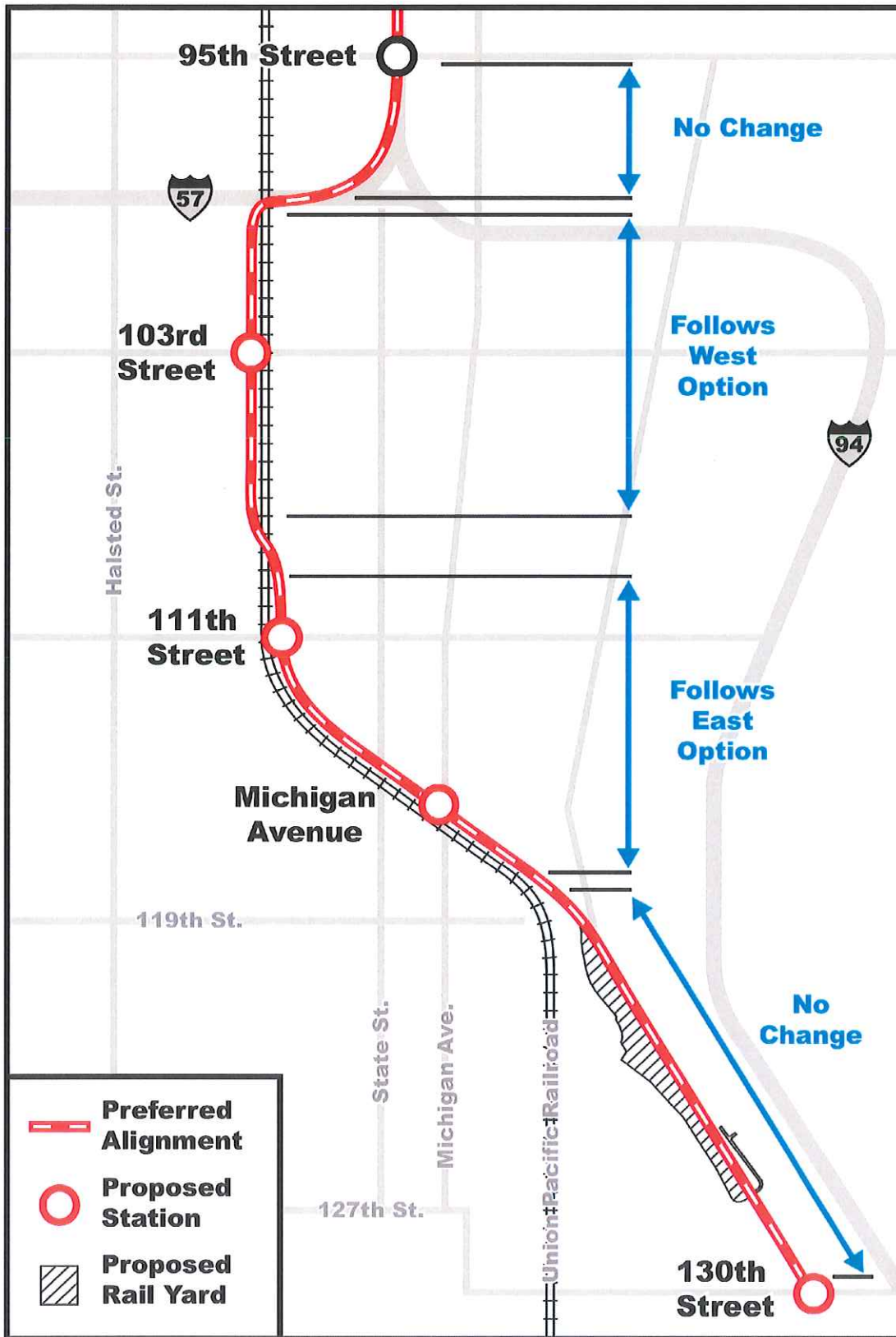
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CTA Red Line Extension Project - Preferred Alignment



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January 26, 2018

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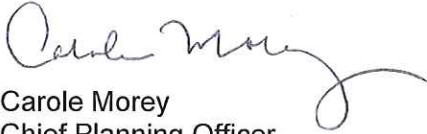
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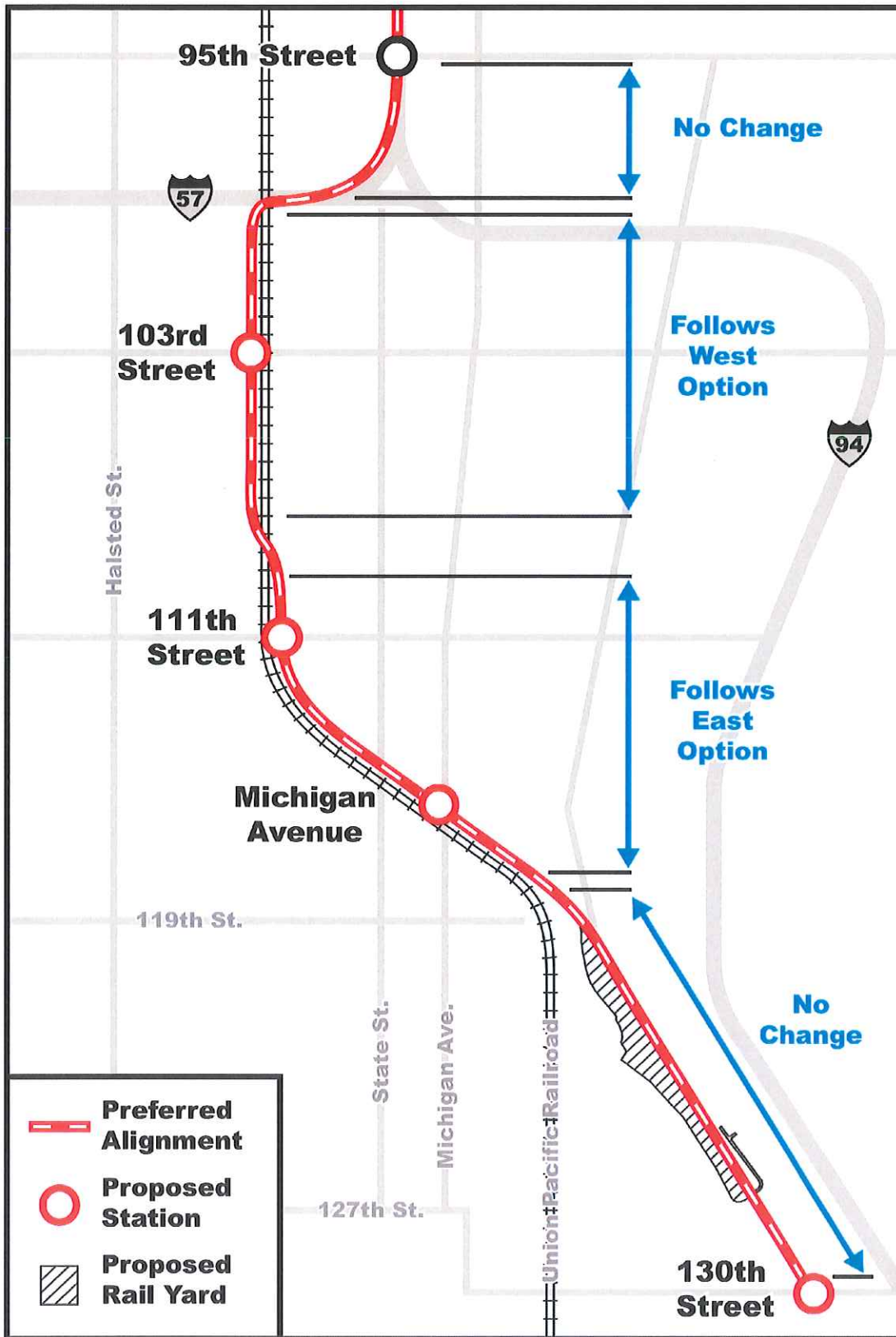
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CTA Red Line Extension Project - Preferred Alignment



CHICAGO TRANSIT AUTHORITY

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

January 26, 2018

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

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

Dear Mr. Edwards:

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

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

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

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

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

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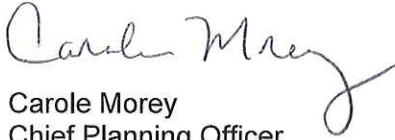
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Carole Morey
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cmorey@transitchicago.com

cc: Mr. Herbert Smith



CTA Red Line Extension Project - Preferred Alignment



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January 26, 2018

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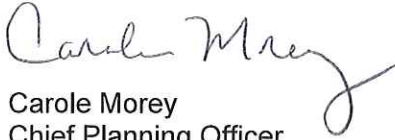
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CTA Red Line Extension Project - Preferred Alignment



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January 26, 2018

Mr. James M. Derwinski
Metra
547 W. Jackson Boulevard
Chicago, IL 60661

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

Dear Mr. Derwinski:

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

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

At this stage of project planning, CTA has determined that the Preferred Alignment would cross over one Metra parcel (property identification number 25-22-317-035-0000 at 11800 S. Front Avenue) on an aerial structure, although the Metra tracks and operations would not be affected. The RLE piers may be located on the parcel in the table below. The proposed minimum vertical clearance will be developed in future coordination with Metra to take into account the overhead contact system. The vertical clearance would not be less than the adjacent clearance over CN tracks. **There would be no change in the number of Metra-owned parcels that would be affected by the Preferred Alignment as compared to the impacts for the East and West Options as identified by CTA in 2016.** CTA met with Lynnette Ciavarella, Scott Presslak, and David Kralik on October 13, 2017 to discuss potential impacts to Metra property.

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

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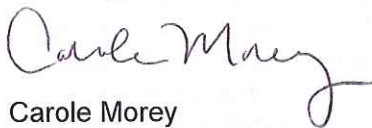
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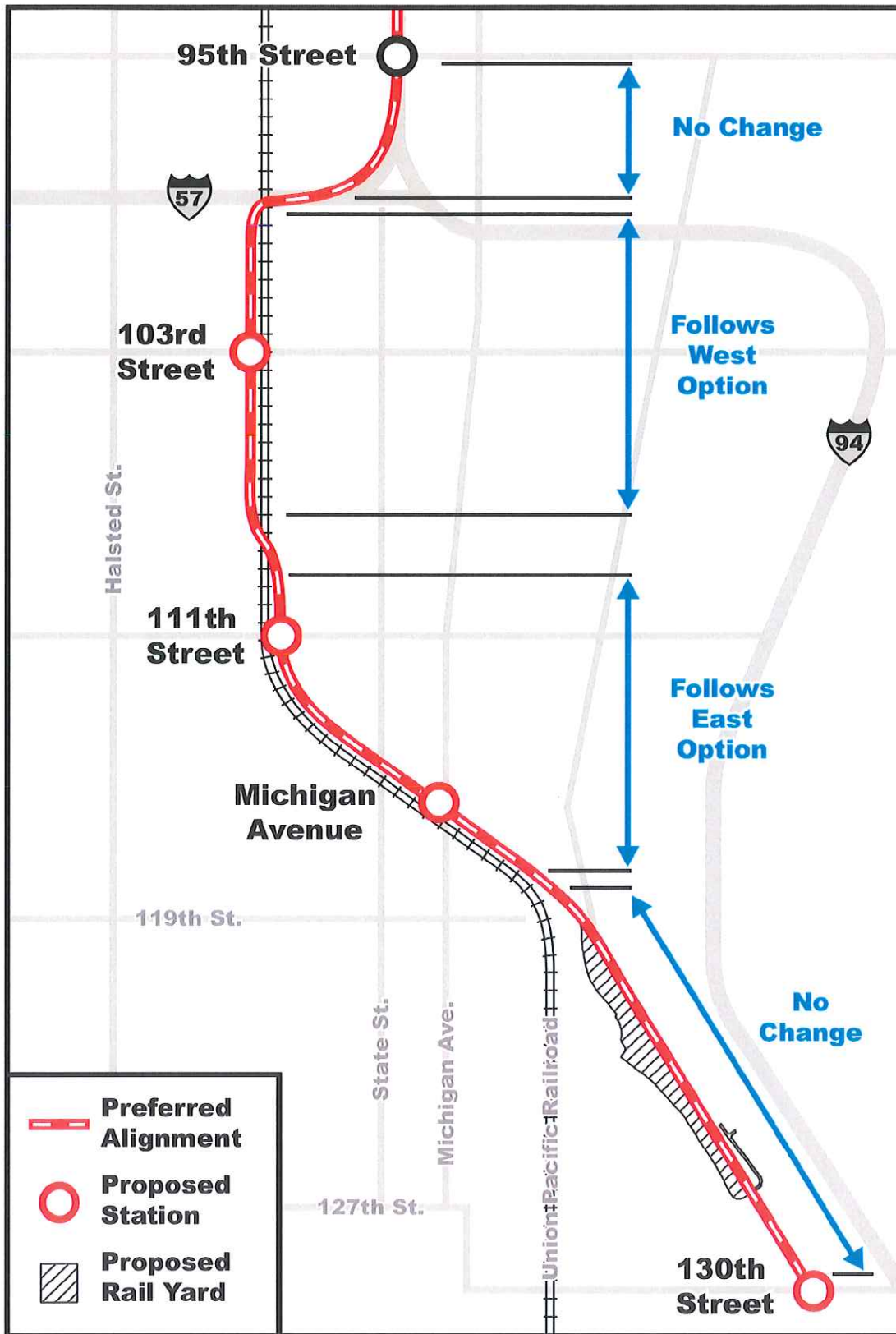
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cc: Ms. Lynette Ciavarella
Mr. David Kralik



CTA Red Line Extension Project - Preferred Alignment



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January 26, 2018

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At this stage of project planning, CTA has determined that the Preferred Alignment would cross over one Metra parcel (property identification number 25-22-317-035-0000 at 11800 S. Front Avenue) on an aerial structure, although the Metra tracks and operations would not be affected. The RLE piers may be located on the parcel in the table below. The proposed minimum vertical clearance will be developed in future coordination with Metra to take into account the overhead contact system. The vertical clearance would not be less than the adjacent clearance over CN tracks. **There would be no change in the number of Metra-owned parcels that would be affected by the Preferred Alignment as compared to the impacts for the East and West Options as identified by CTA in 2016.** CTA met with Lynnette Ciavarella, Scott Presslak, and David Kralik on October 13, 2017 to discuss potential impacts to Metra property.

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

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

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

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6:00 - 8:00 PM

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Main Gym (west side of building)

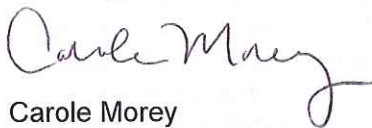
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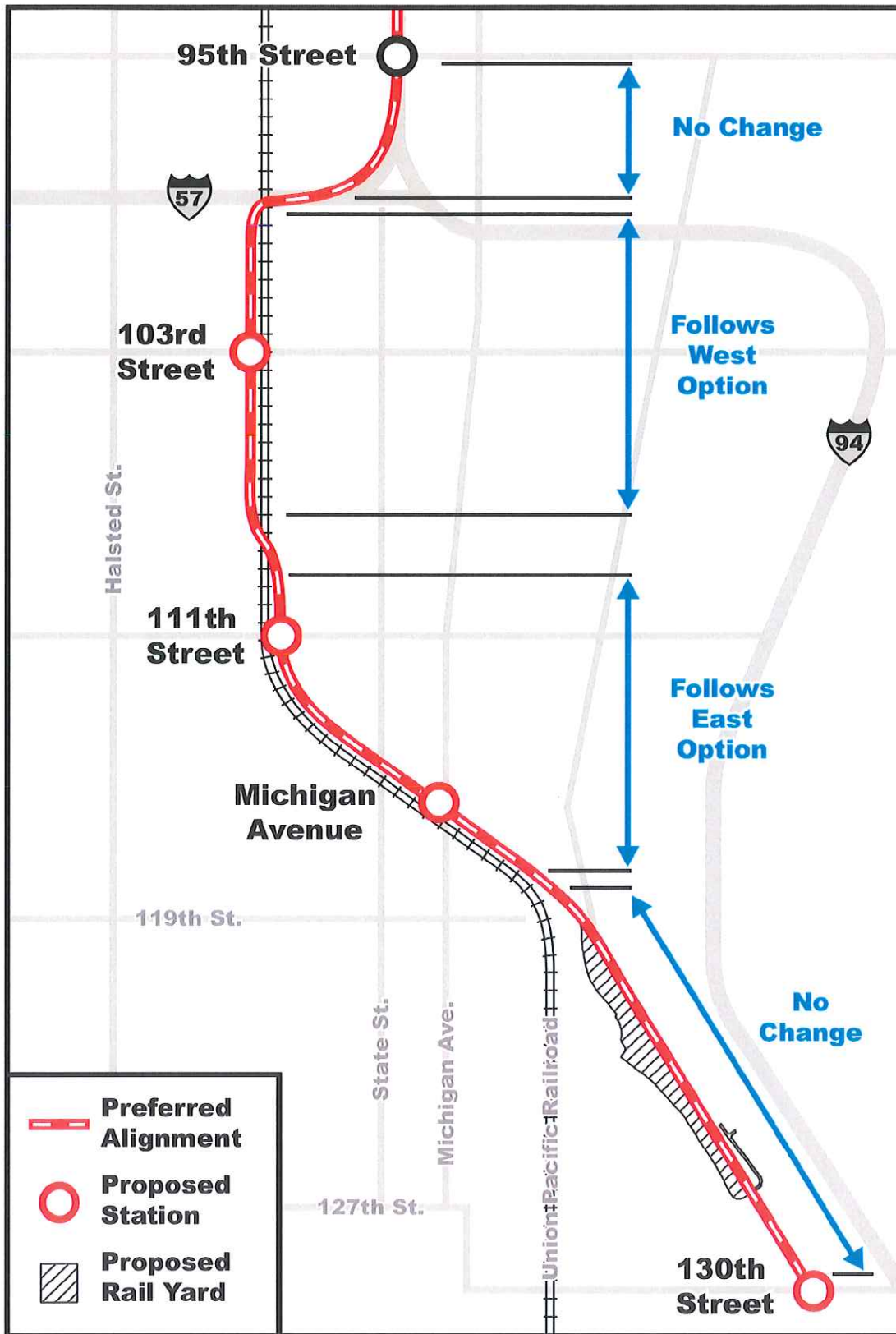
Please contact Sonali Tandon, Senior Project Manager, at (312) 681-4246 or standon@transitchicago.com or myself if you have any questions or would like to meet to discuss further.

Sincerely,



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

cc: Ms. Lynette Ciavarella
Mr. David Kralik



CTA Red Line Extension Project - Preferred Alignment



CHICAGO TRANSIT AUTHORITY

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

January 26, 2018

Mr. James M. Derwinski
Metra
547 W. Jackson Boulevard
Chicago, IL 60661

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

Dear Mr. Derwinski:

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

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

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

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

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

At this stage of project planning, CTA has determined that the Preferred Alignment would cross over one Metra parcel (property identification number 25-22-317-035-0000 at 11800 S. Front Avenue) on an aerial structure, although the Metra tracks and operations would not be affected. The RLE piers may be located on the parcel in the table below. The proposed minimum vertical clearance will be developed in future coordination with Metra to take into account the overhead contact system. The vertical clearance would not be less than the adjacent clearance over CN tracks. **There would be no change in the number of Metra-owned parcels that would be affected by the Preferred Alignment as compared to the impacts for the East and West Options as identified by CTA in 2016.** CTA met with Lynnette Ciavarella, Scott Presslak, and David Kralik on October 13, 2017 to discuss potential impacts to Metra property.

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

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

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

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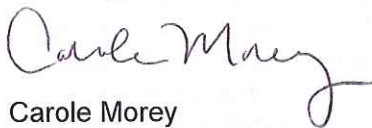
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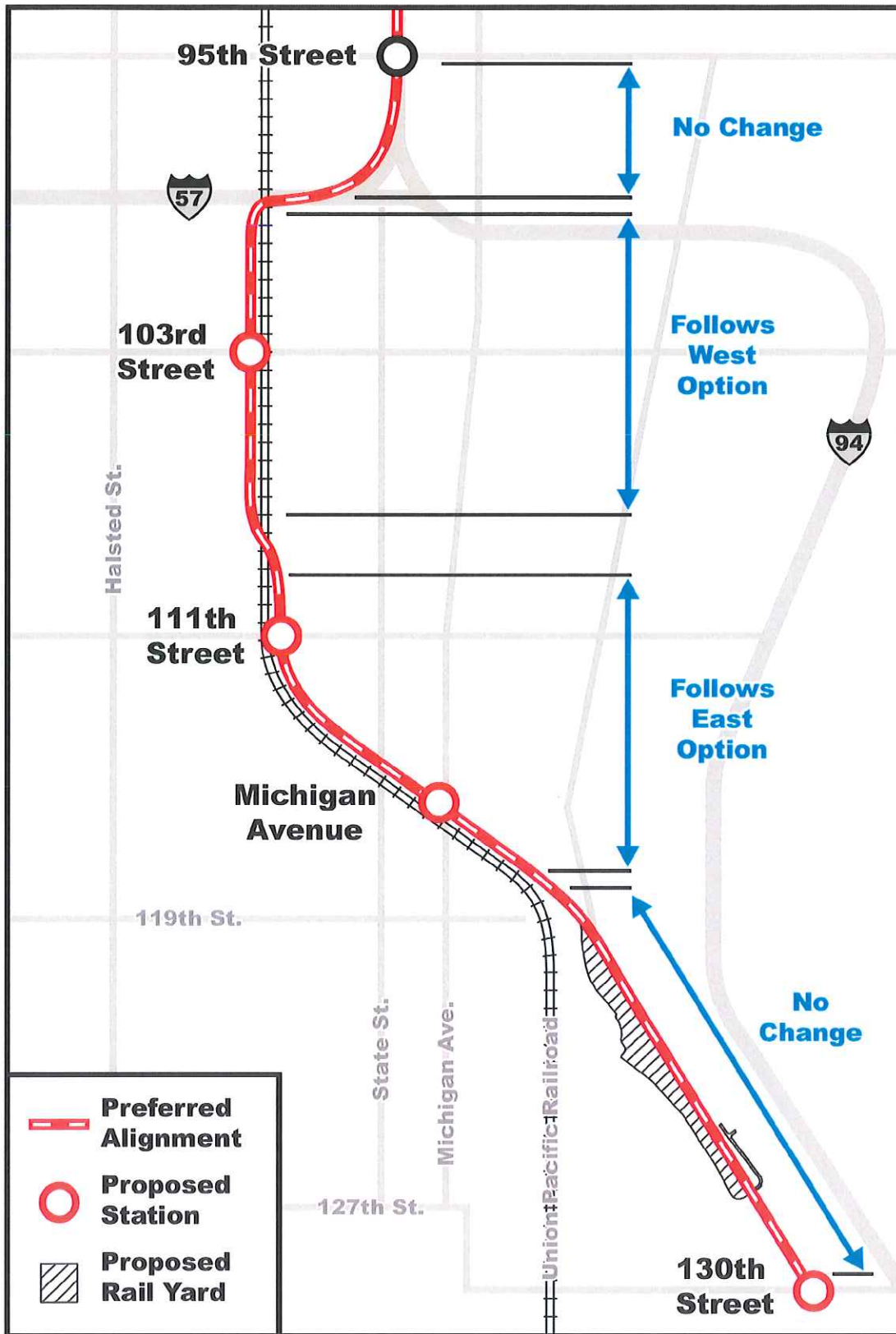
Please contact Sonali Tandon, Senior Project Manager, at (312) 681-4246 or standon@transitchicago.com or myself if you have any questions or would like to meet to discuss further.

Sincerely,



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

cc: Ms. Lynette Ciavarella
Mr. David Kralik



CTA Red Line Extension Project - Preferred Alignment



CHICAGO TRANSIT AUTHORITY

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

January 26, 2018

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

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

Dear Ms. Hill:

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

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

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

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

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

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

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

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

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

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

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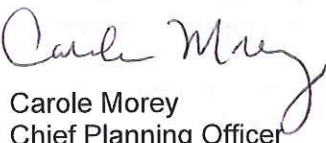
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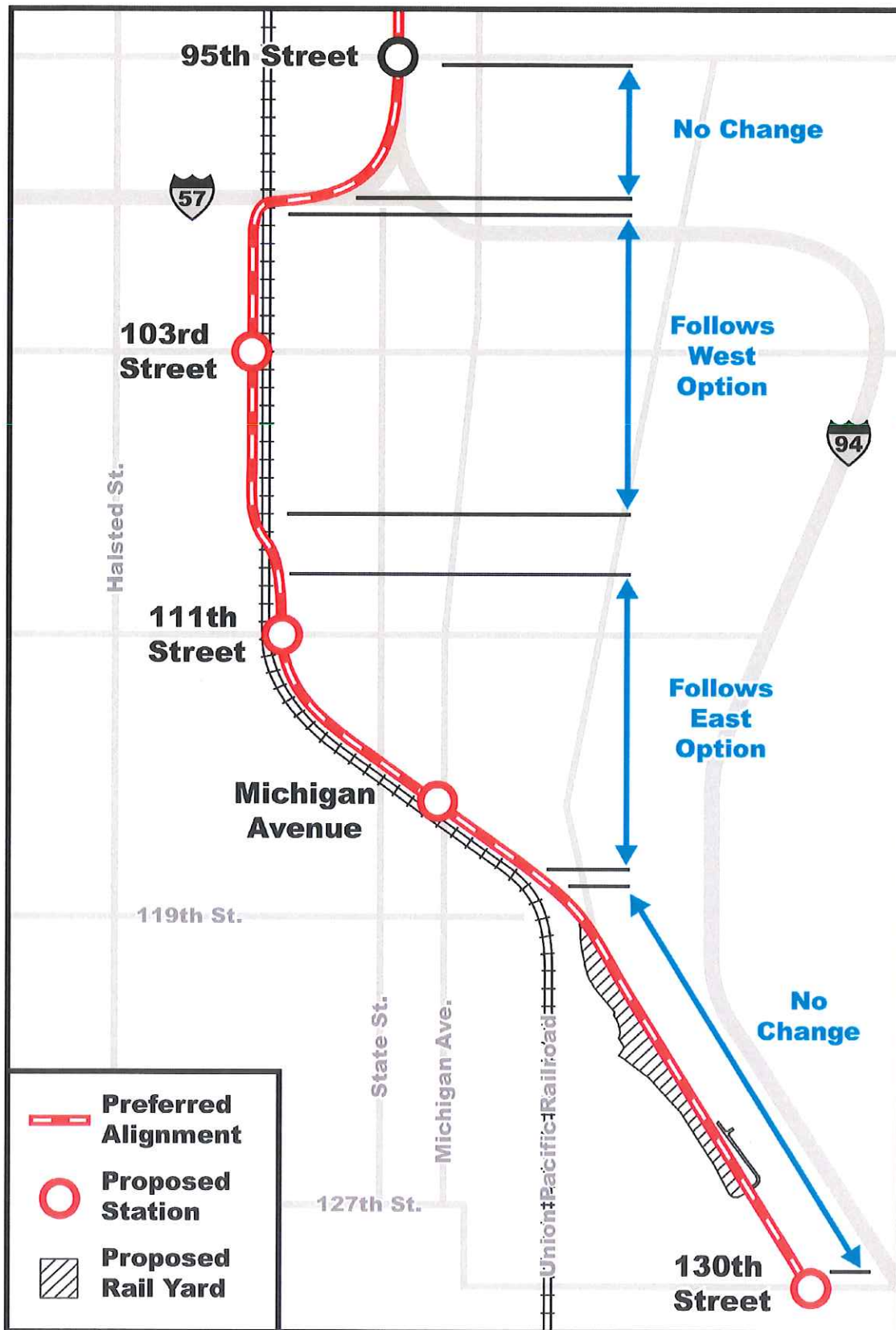
Parking lot entrance via King Drive.

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

Sincerely,



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



CTA Red Line Extension Project - Preferred Alignment



CHICAGO TRANSIT AUTHORITY

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

January 26, 2018

Mr. Jim Kvedaras
CN Railway
17641 S. Ashland Avenue
Homewood, IL 60430

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

Dear Mr. Kvedaras:

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

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

At this stage of project planning, CTA has determined that the Preferred Alignment would cross over two CN parcels on an aerial structure, although the tracks and operations would not be affected. The RLE piers could be located on the first parcel in the table below. **There would be no change in the number of CN-owned parcels that would be affected by the Preferred Alignment as compared to the impacts for the East and West Options as identified by CTA in 2016.** The proposed minimum vertical clearance would meet CN standards. CTA met with Jim Kvedaras, Deanna McCollian, Art Spiros, and Paul Chojenski on June 27, 2017 to discuss potential impacts to CN property.

Property Identification Number	Address
25-22-501-005-0000	360 E. 119th Street
25-22-325-001-0000	370 E. 119th Street

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

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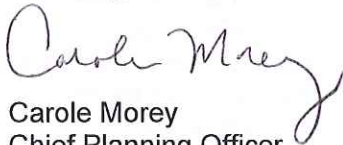
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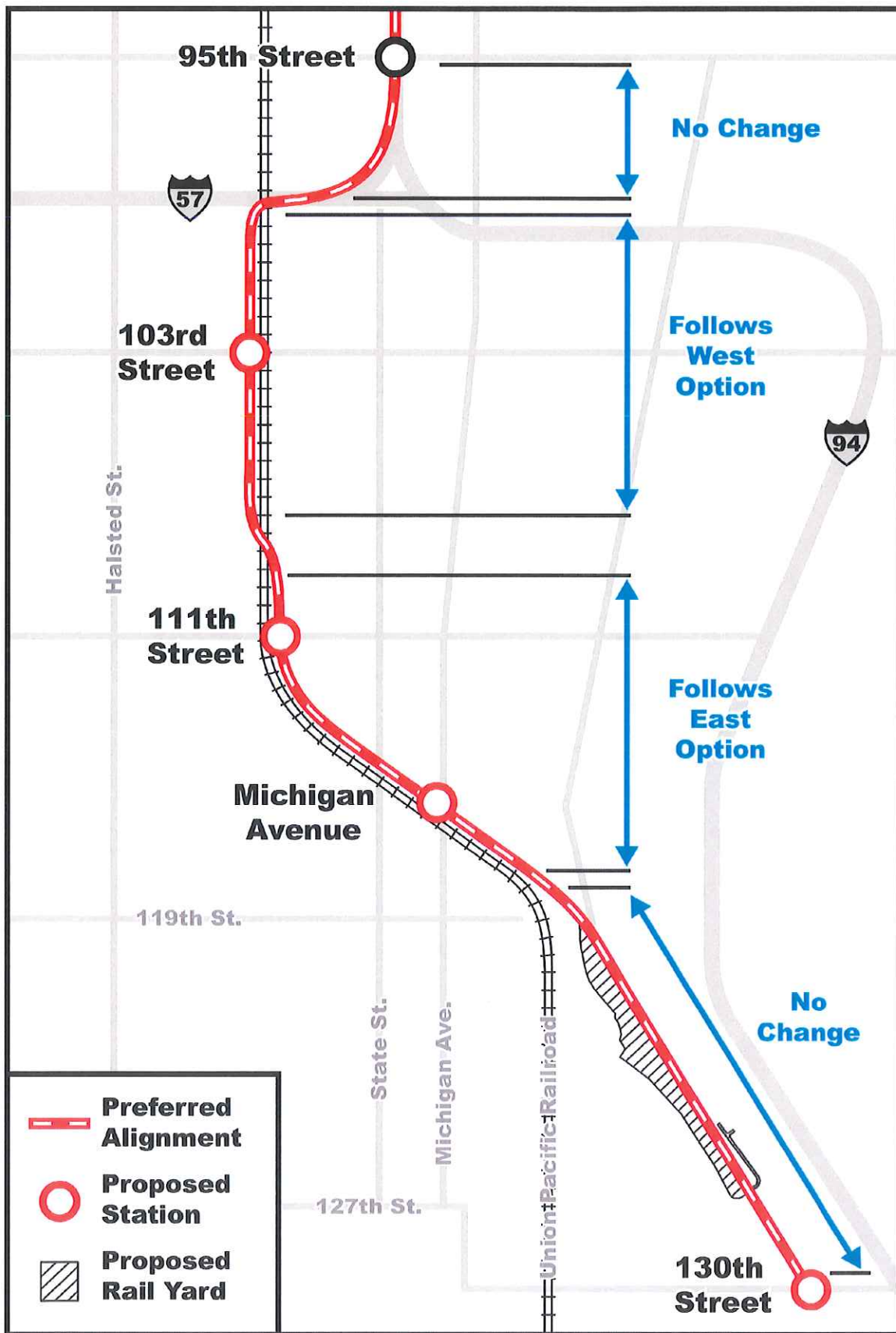
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Sincerely,



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

cc: Mr. Arthur Spiros



CTA Red Line Extension Project - Preferred Alignment



CHICAGO TRANSIT AUTHORITY

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

January 26, 2018

Mr. Jim Kvedaras
CN Railway
17641 S. Ashland Avenue
Homewood, IL 60430

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

Dear Mr. Kvedaras:

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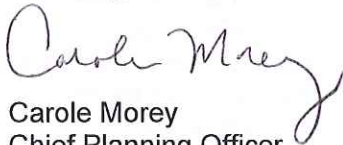
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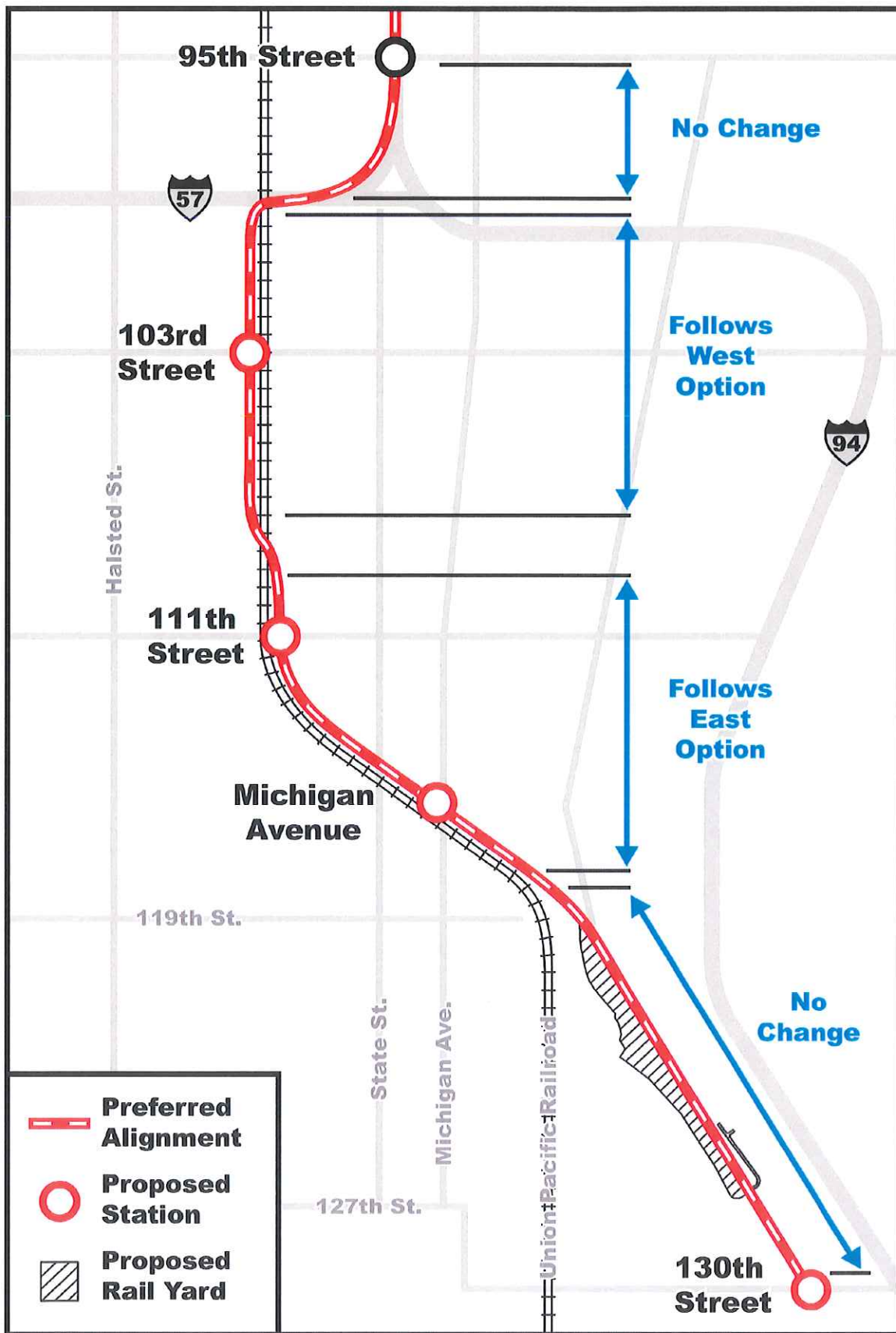
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Sincerely,



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

cc: Mr. Arthur Spiros



CTA Red Line Extension Project - Preferred Alignment



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

January 26, 2018

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

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

Dear Mr. St. Pierre:

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

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

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

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

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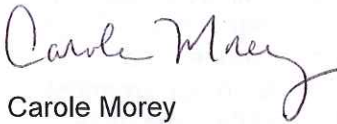
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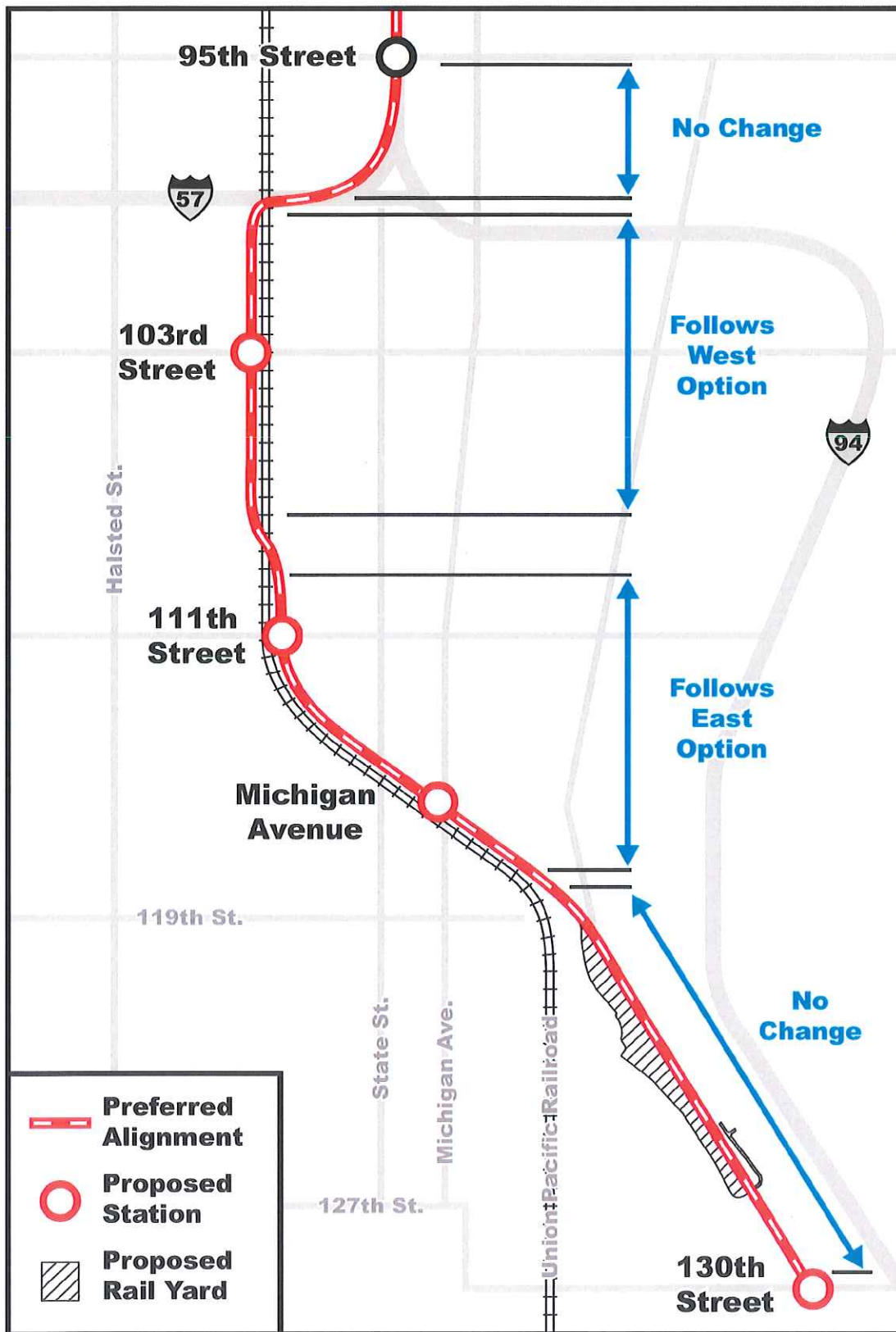
Please contact Sonali Tandon, Senior Project Manager, at (312) 681-4246 or standon@transitchicago.com or myself if you have any questions or would like to meet to discuss further.

Sincerely,



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

cc: Mr. Joseph Schuessler



CTA Red Line Extension Project - Preferred Alignment

MWRD-Owned Parcels Affected by the Preferred Alternative

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



CHICAGO TRANSIT AUTHORITY

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January 26, 2018

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

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

Dear Mr. St. Pierre:

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

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

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

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

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

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

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

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

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

Tuesday, February 13, 2018

6:00 - 8:00 PM

Gwendolyn Brooks College Preparatory Academy

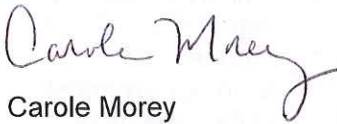
Main Gym (west side of building)

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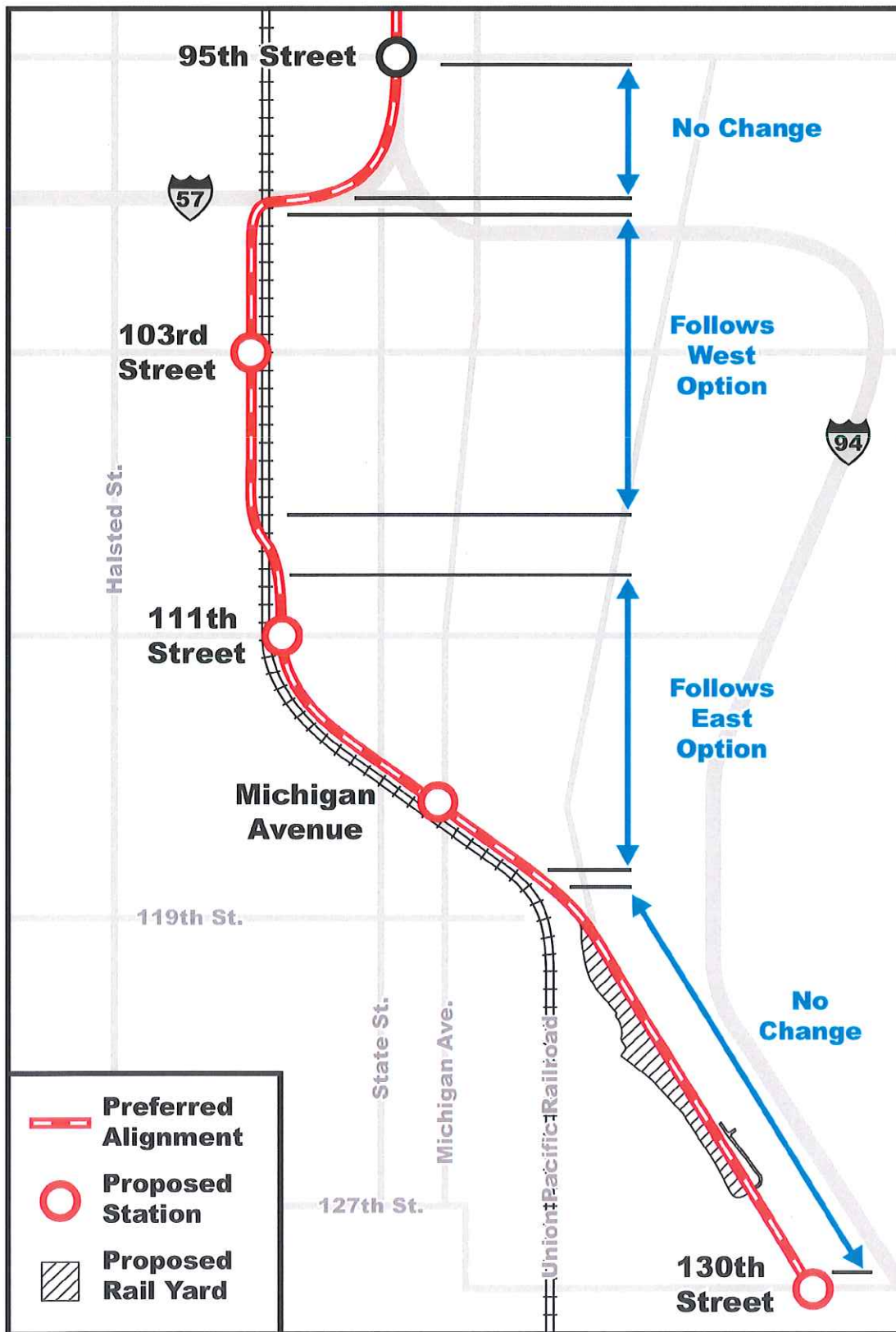
Please contact Sonali Tandon, Senior Project Manager, at (312) 681-4246 or standon@transitchicago.com or myself if you have any questions or would like to meet to discuss further.

Sincerely,



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

cc: Mr. Joseph Schuessler



CTA Red Line Extension Project - Preferred Alignment

MWRD-Owned Parcels Affected by the Preferred Alternative

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



CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
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www.transitchicago.com

January 26, 2018

Ms. Eleanor Esser Gorski
City of Chicago Department of Planning and Development
121 N. LaSalle Street
Room 1101
Chicago, IL 60602

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

Dear Ms. Gorski:

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

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

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

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

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

At this stage of project planning and as detailed in the attached tables, CTA has determined that 39 parcels would be affected by the Preferred Alignment; the Preferred Alignment would affect fewer City-owned parcels than the East Option as presented in 2016, which would have affected 41 City-owned parcels. The West Option would have affected 25 parcels. The Streets and Sanitation building at 11631 S. Indiana Avenue would be displaced to accommodate the aerial structure and piers.

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

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

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

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Gwendolyn Brooks College Preparatory Academy

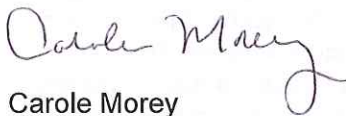
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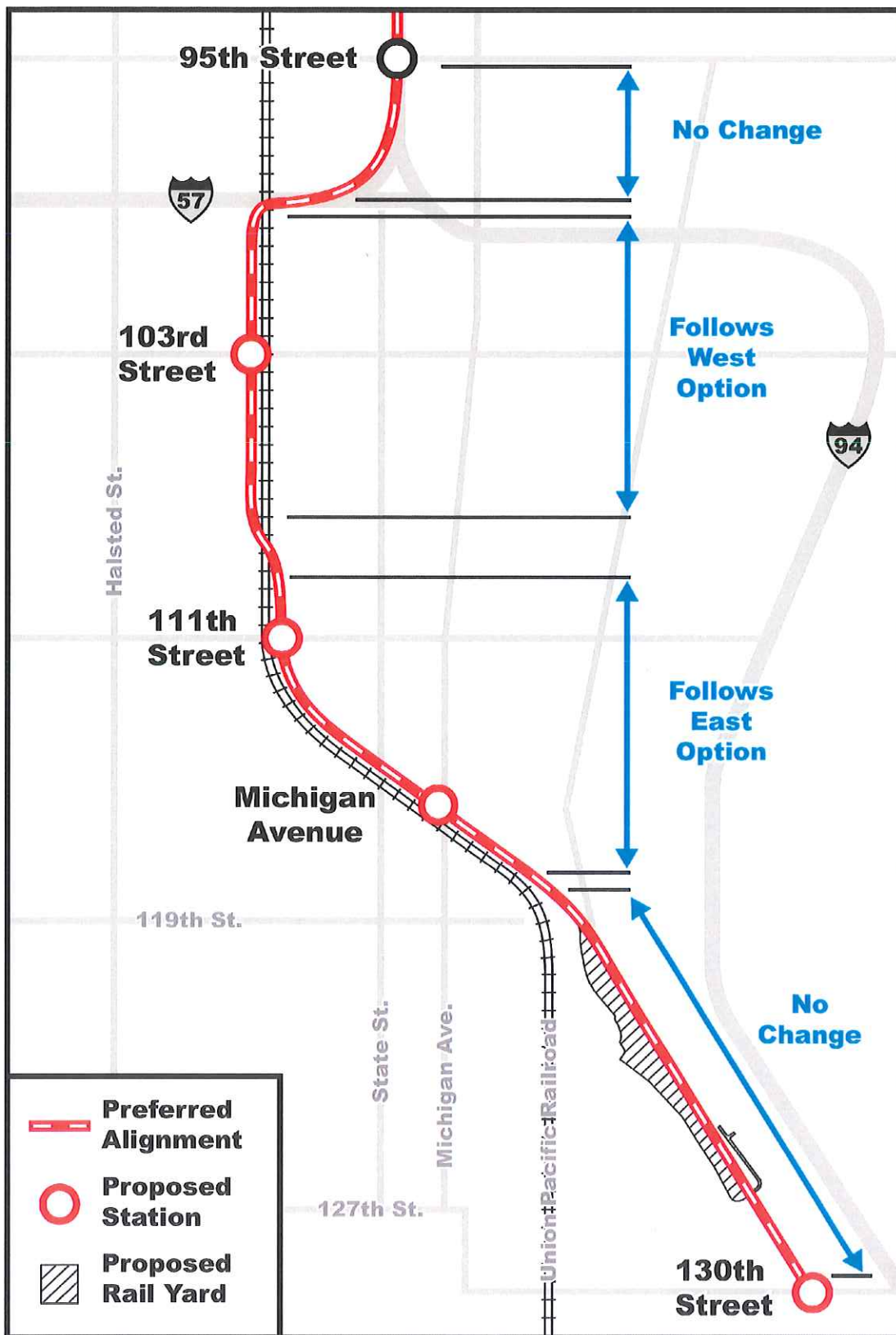
Please contact Sonali Tandon, Senior Project Manager, at (312) 681-4246 or standon@transitchicago.com or myself if you have any questions or would like to meet to discuss further.

Sincerely,



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

cc: Ms. Erika Sellke



CTA Red Line Extension Project - Preferred Alignment

City-Owned Parcels Affected by the Preferred Alternative

Property Identification Number	Address
25-16-105-036-0000	401 W. 103rd Street
25-16-107-030-0000	429 W. 103rd Place
25-16-107-031-0000	428 W. 104th Street
25-16-129-030-0000	10638 S. Stewart Avenue
25-16-210-001-0000	317 W. 105th Street
25-16-210-038-0000	230 W. 105th Place
25-16-210-039-0000	232 W. 105th Place
25-16-210-040-0000	232 W. 105th Street
25-16-329-007-0000	11026 S. Eggleston Avenue
25-16-329-008-0000	11041 S. Eggleston Avenue
25-16-329-009-0000	11037 S. Eggleston Avenue
25-16-423-019-0000	348 W. 110th Place
25-16-423-020-0000	346 W. 110th Place
25-16-423-021-0000	342 W. 110th Place
25-16-423-022-0000	340 W. 110th Place
25-16-423-023-0000	338 W. 110th Place
25-16-423-024-0000	336 W. 110th Place
25-16-427-001-0000	356 W. 111th Street
25-16-500-007-0000	360 W. 105th Street
25-22-300-006-0000	11525 S. State Street
25-22-300-007-0000	11527 S. State Street
25-22-300-019-0000	11562 S. Wabash Avenue
25-22-300-058-0000	11578 S. Michigan Avenue
25-22-300-068-0000	11552 S. Michigan Avenue
25-22-304-008-0000	11579 S. Michigan Avenue
25-22-304-027-0000	120 E. 116th Street
25-22-304-028-0000	122 E. 116th Street
25-22-304-029-0000	124 E. 116th Street
25-22-304-030-0000	128 E. 116th Street
25-22-304-031-0000	130 E. 116th Street
25-22-304-032-0000	132 E. 116th Street
25-22-304-033-0000	134 E. 116th Street
25-22-304-034-0000	136 E. 116th Street
25-22-311-013-0000	11631 S. Indiana Avenue
25-22-316-001-0000	319 E. 117th Street
25-22-317-014-0000	356 E. 118th Street
25-22-317-015-0000	358 E. 118th Street
25-27-200-010-0000	12256 S. Cottage Grove Avenue
25-27-200-012-0000	12534 S. Cottage Grove Avenue

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

Property Identification Number	Address	Former Use
25-09-416-018-0000	348 W. 101st Place	East Option
25-16-105-036-0000	401 W. 103rd Street	East Option
25-16-200-001-0000	329 W. 103rd Street	East Option
25-16-206-095-0000	346 W. 104th Place	East Option
25-16-500-005-0000	360 W. 104th Place	East Option
25-16-500-006-0000	360 W. 105th Street	East Option
25-21-107-025-0000	11114 S. Stewart Avenue	West Option
25-21-107-026-0000	11116 S. Stewart Avenue	West Option
25-21-405-008-0000	103 W. 115th Street	West Option
25-22-308-003-0000	11607 S. Michigan Avenue	West Option
25-22-308-010-0000	115 E. 116th Street	West Option
25-22-308-011-0000	117 E. 116th Street	West Option
25-22-308-012-0000	119 E. 116th Street	West Option
25-27-108-009-0000	11900 S. Cottage Grove Avenue	Both East and West Options
25-27-200-009-0000	12256 S. Cottage Grove Avenue	Both East and West Options



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January 26, 2018

Ms. Eleanor Esser Gorski
City of Chicago Department of Planning and Development
121 N. LaSalle Street
Room 1101
Chicago, IL 60602

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

Dear Ms. Gorski:

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

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

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

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

At this stage of project planning and as detailed in the attached tables, CTA has determined that 39 parcels would be affected by the Preferred Alignment; the Preferred Alignment would affect fewer City-owned parcels than the East Option as presented in 2016, which would have affected 41 City-owned parcels. The West Option would have affected 25 parcels. The Streets and Sanitation building at 11631 S. Indiana Avenue would be displaced to accommodate the aerial structure and piers.

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

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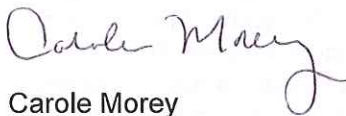
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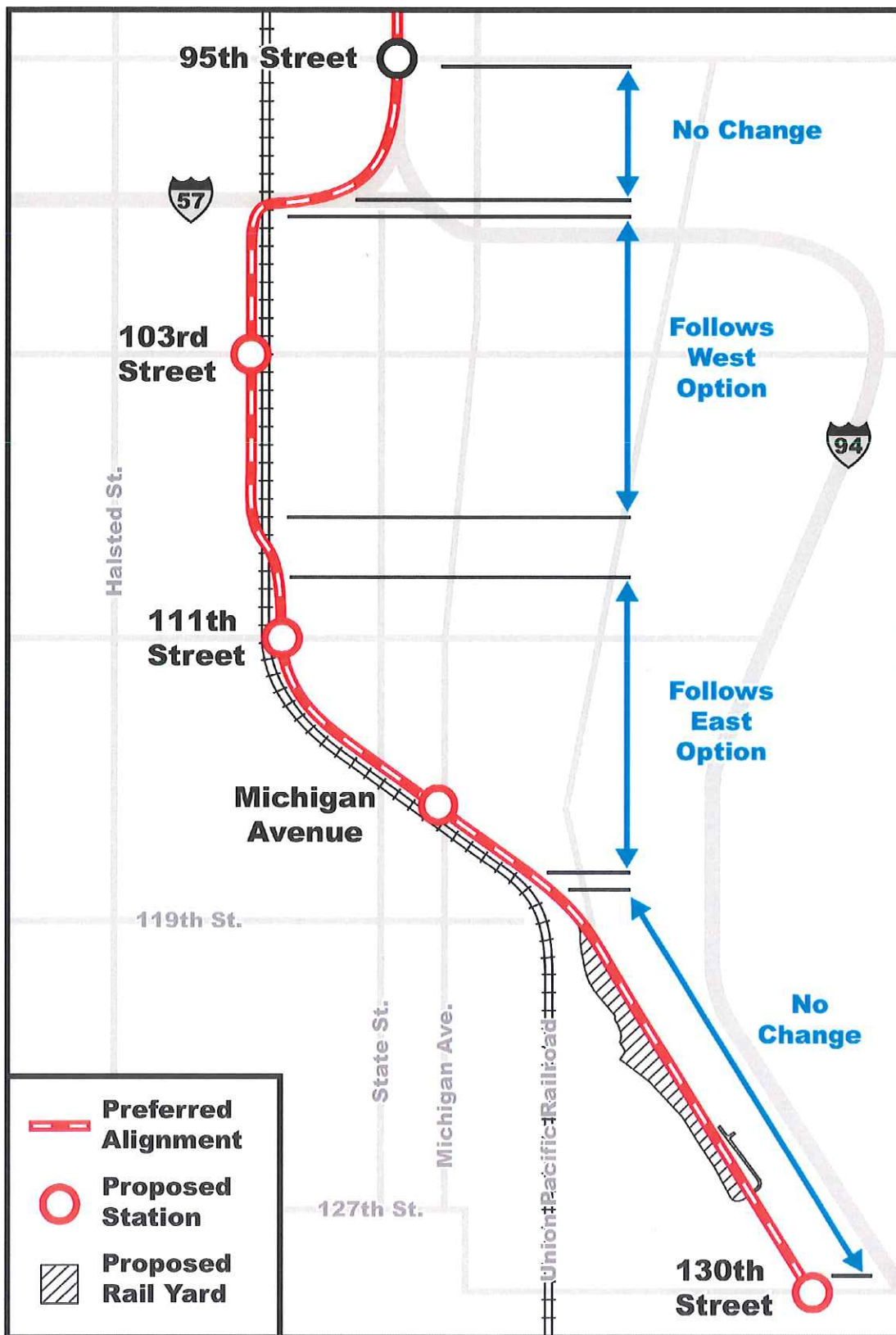
Please contact Sonali Tandon, Senior Project Manager, at (312) 681-4246 or standon@transitchicago.com or myself if you have any questions or would like to meet to discuss further.

Sincerely,



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

cc: Ms. Erika Sellke



CTA Red Line Extension Project - Preferred Alignment

City-Owned Parcels Affected by the Preferred Alternative

Property Identification Number	Address
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25-16-423-022-0000	340 W. 110th Place
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25-22-308-010-0000	115 E. 116th Street	West Option
25-22-308-011-0000	117 E. 116th Street	West Option
25-22-308-012-0000	119 E. 116th Street	West Option
25-27-108-009-0000	11900 S. Cottage Grove Avenue	Both East and West Options
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January 26, 2018

Mr. John Yonan
Cook County
69 W. Washington Street
Suite 2900
Chicago, IL 60602

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

Dear Mr. Yonan:

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

At this stage of planning and as detailed in the attached table, CTA has determined that the Preferred Alignment would affect 22 Cook County parcels within the I-94 and I-57 right-of-way. **There would be no change in the number of County-owned parcels that would be affected by the Preferred Alignment as compared to the impacts for the East and West Options as identified by CTA in 2016.** The RLE aerial structure would be in the median of I-94 immediately south of 95th Street Terminal, then would run along the north side of I-57 until Eggleston Avenue. Piers would be placed within Cook County parcels. CTA has been coordinating with the Illinois Department of Transportation and the Federal Highway Administration regarding the project alignment and traffic impacts, including horizontal and vertical clearances from IDOT's right-of-way.

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

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

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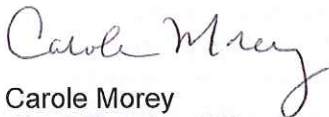
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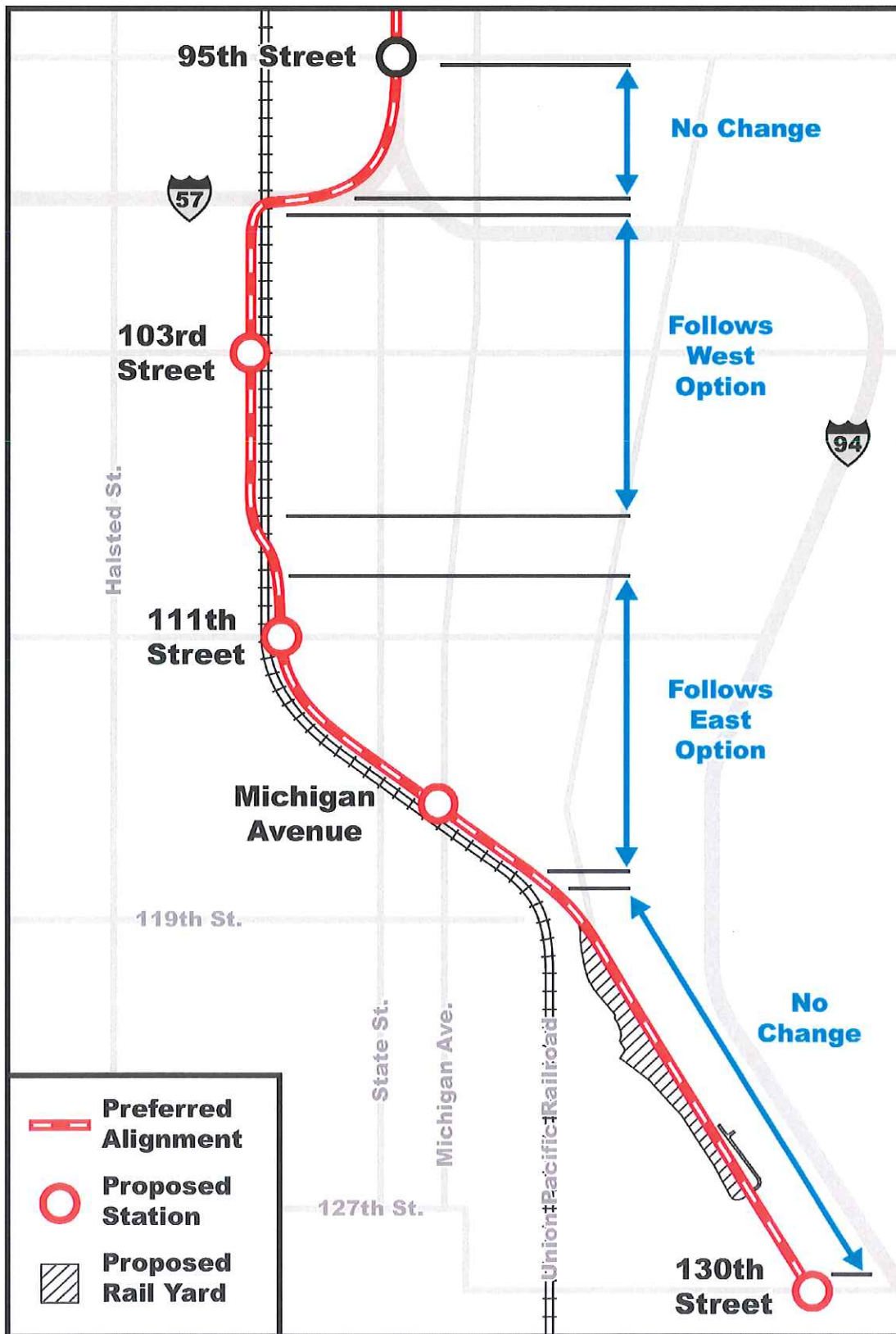
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Sincerely,



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

cc: Ms. Susan Campbell, Cook County
Mr. Rob Rose, Cook County Land Bank Authority



CTA Red Line Extension Project - Preferred Alignment

County-Owned Parcels Affected by the Preferred Alternative

Property Identification Number	Address
25-09-207-050-0000	9512 S. State Street
25-09-207-049-0000	9511 W. 95th Street
25-09-215-001-0000	9600 S. Lafayette Avenue
25-09-223-043-0000	9721 S. Lafayette Avenue
25-09-222-042-0000	9720 S. Lafayette Avenue
25-09-222-041-0000	9701 S. Princeton Avenue
25-09-221-042-0000	9710 S. Perry Avenue
25-09-229-041-0000	9801 S. LaSalle Street
25-09-228-042-0000	9800 S. LaSalle Street
25-09-228-041-0000	9801 S. Wentworth Avenue
25-09-227-041-0000	9807 S. Yale Avenue
25-09-226-045-0000	9808 S. Yale Avenue
25-09-226-041-0000	9817 S. Princeton Avenue
25-09-225-047-0000	9820 S. Princeton Avenue
25-09-225-026-0000	9822 S. Princeton Avenue
25-09-225-043-0000	9824 S. Princeton Avenue
25-09-225-044-0000	9825 S. Harvard Avenue
25-09-224-019-0000	9822 S. Harvard Avenue
25-09-224-011-0000	354 W. 99th Street
25-09-224-010-0000	352 W. 99th Street
25-09-224-009-0000	350 W. 99th Street
25-09-224-020-0000	356 W. 99th Street



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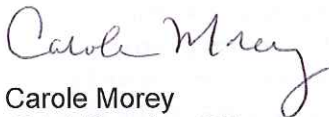
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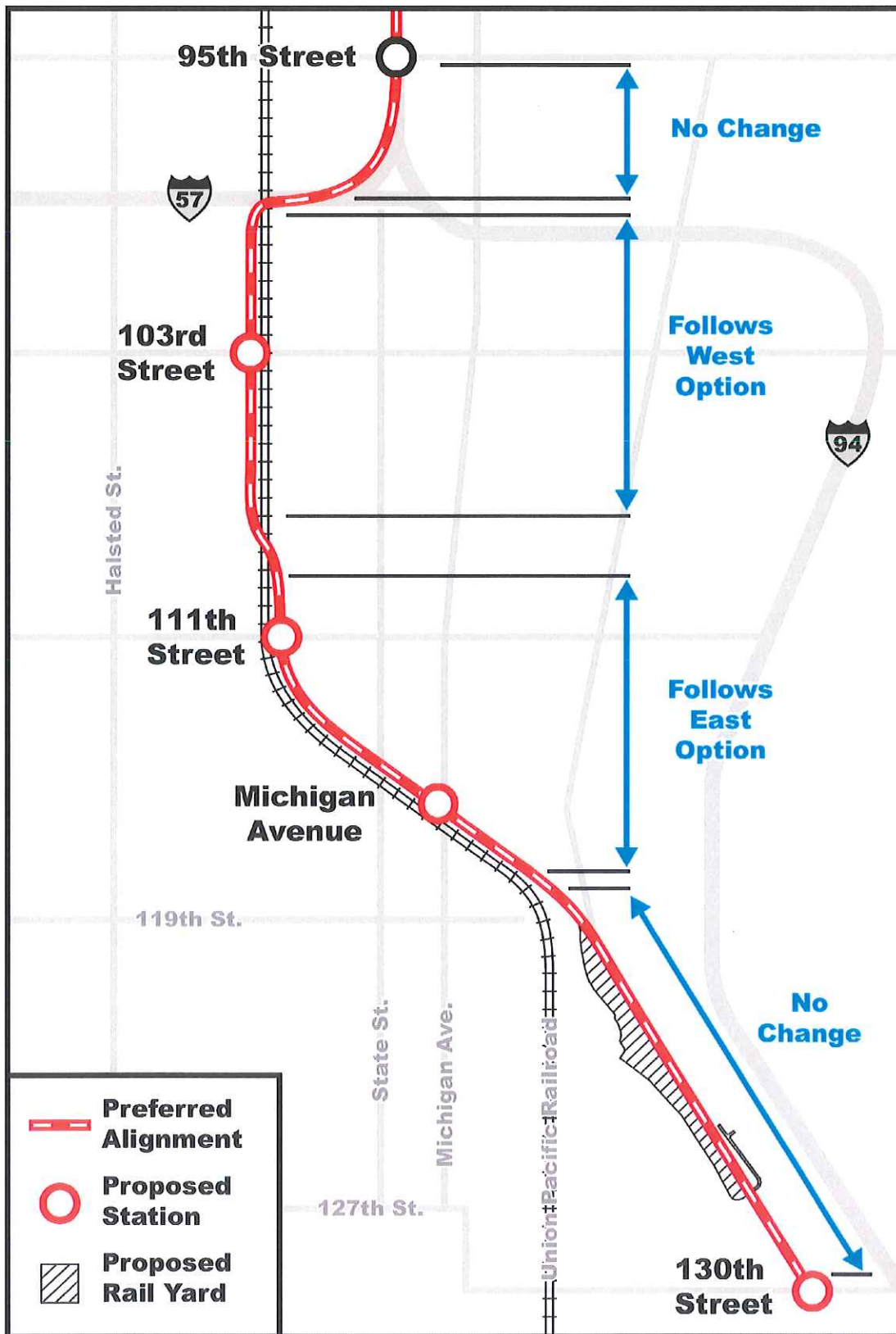
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CTA Red Line Extension Project - Preferred Alignment

County-Owned Parcels Affected by the Preferred Alternative

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25-09-223-043-0000	9721 S. Lafayette Avenue
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25-09-222-041-0000	9701 S. Princeton Avenue
25-09-221-042-0000	9710 S. Perry Avenue
25-09-229-041-0000	9801 S. LaSalle Street
25-09-228-042-0000	9800 S. LaSalle Street
25-09-228-041-0000	9801 S. Wentworth Avenue
25-09-227-041-0000	9807 S. Yale Avenue
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25-09-225-043-0000	9824 S. Princeton Avenue
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25-09-224-011-0000	354 W. 99th Street
25-09-224-010-0000	352 W. 99th Street
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CHICAGO TRANSIT AUTHORITY

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January 26, 2018

Mr. John Yonan
Cook County
69 W. Washington Street
Suite 2900
Chicago, IL 60602

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Selection of Preferred Alignment and Project-Related Impacts to County-Owned
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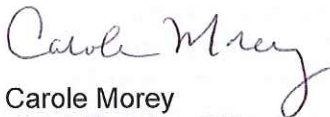
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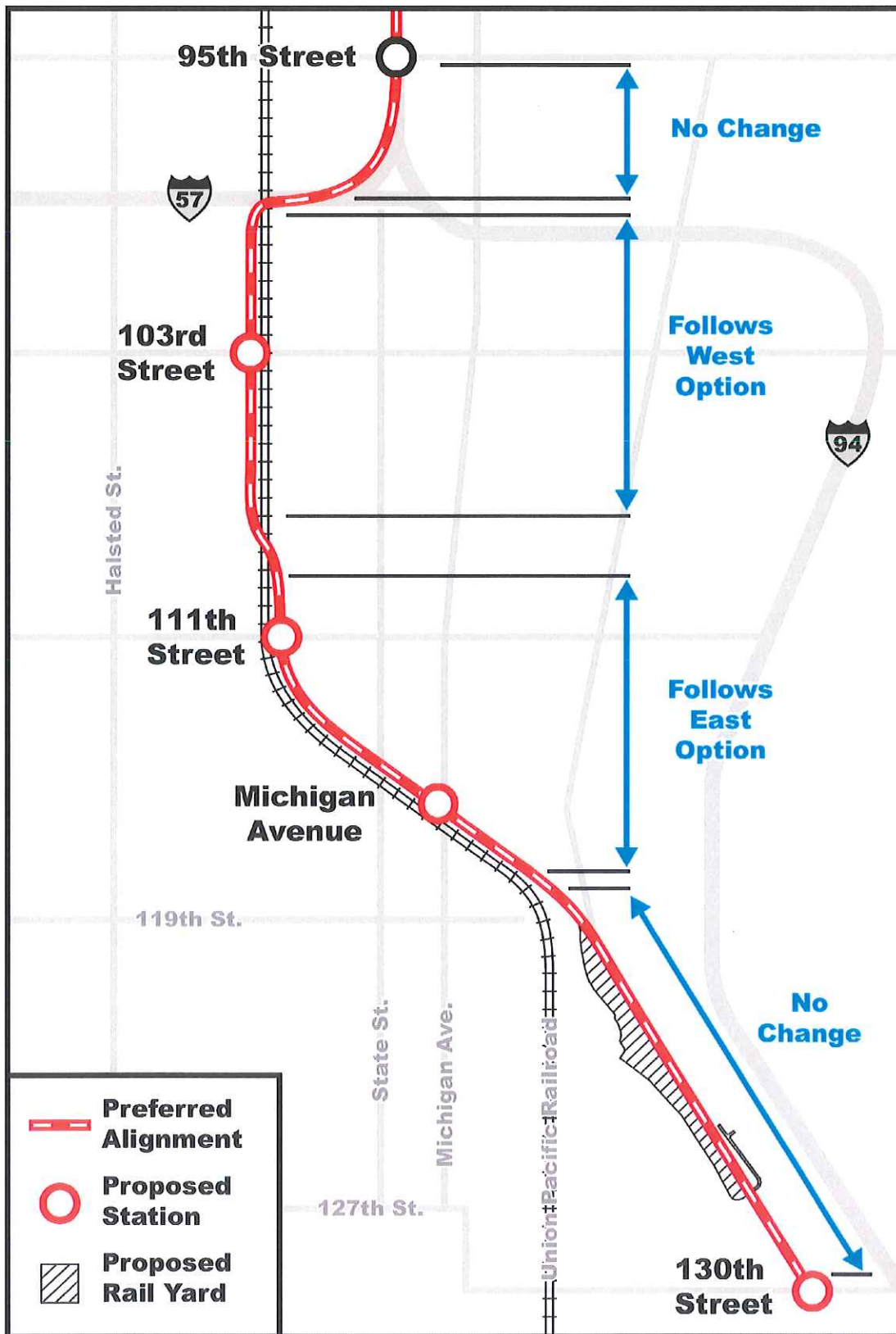
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January 26, 2018

Ms. Sarah White
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541 N. Fairbanks Court
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Owned Properties

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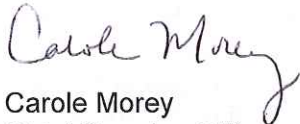
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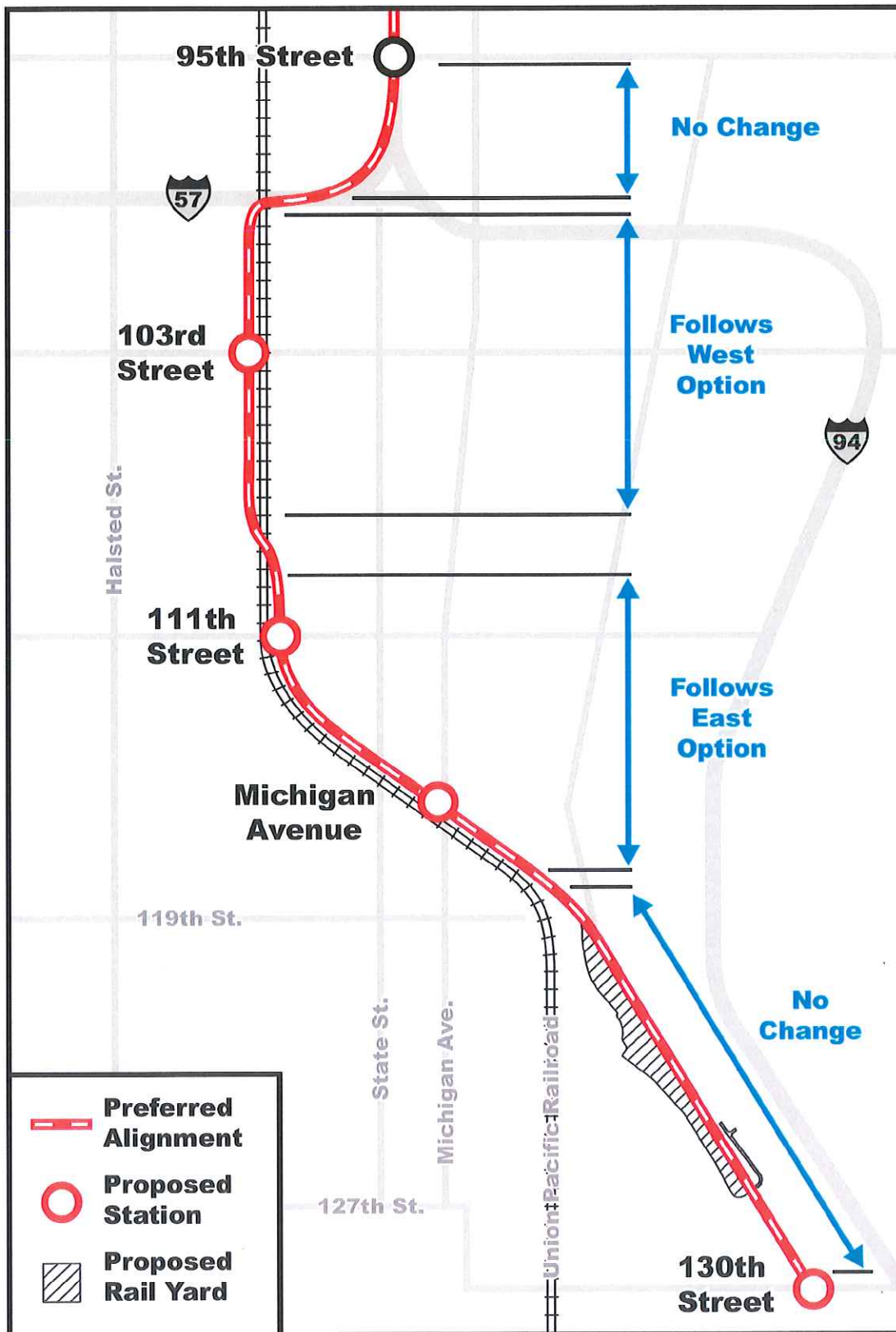
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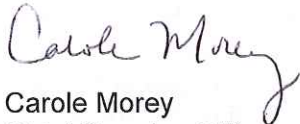
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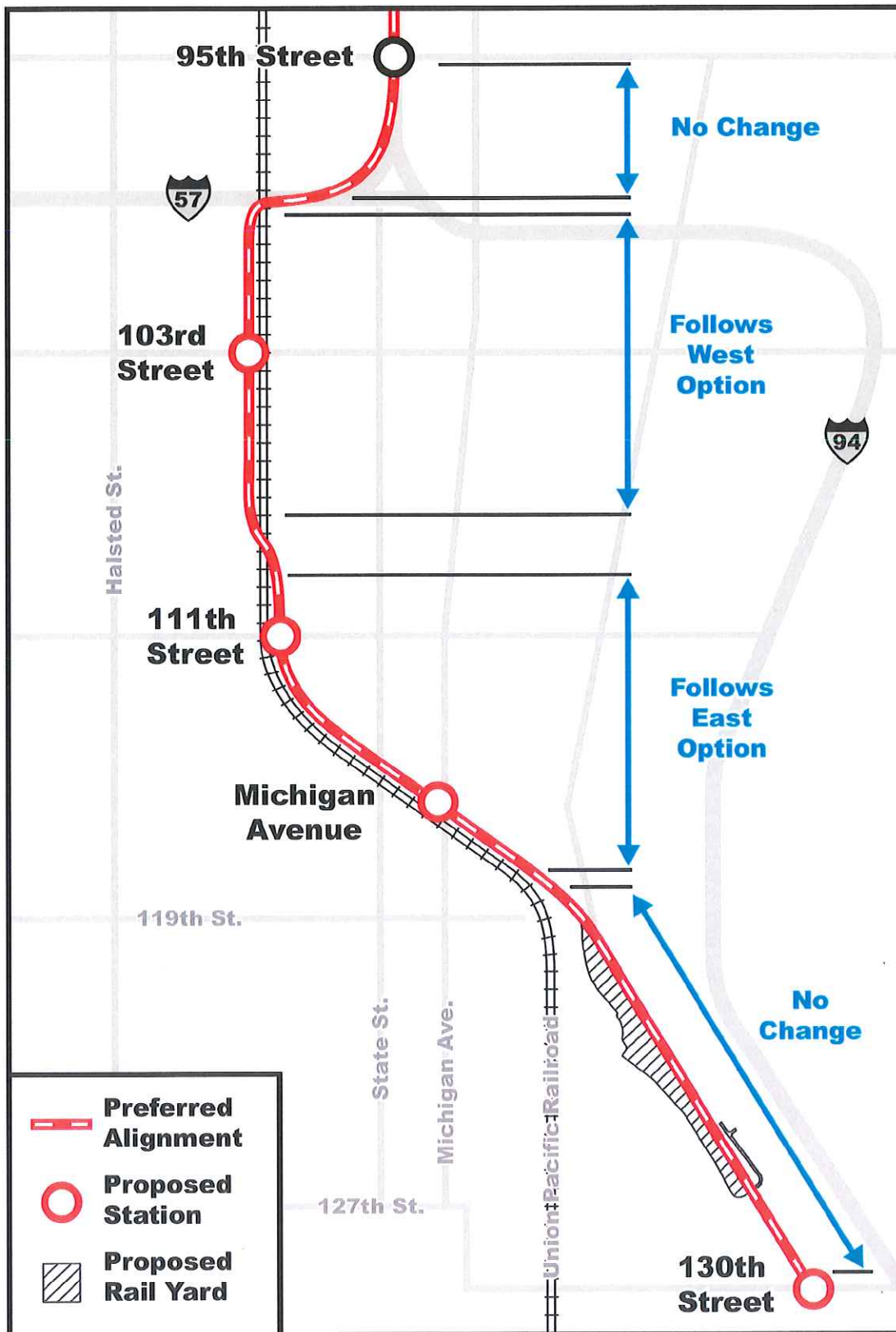
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CTA Red Line Extension Project - Preferred Alignment



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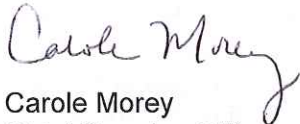
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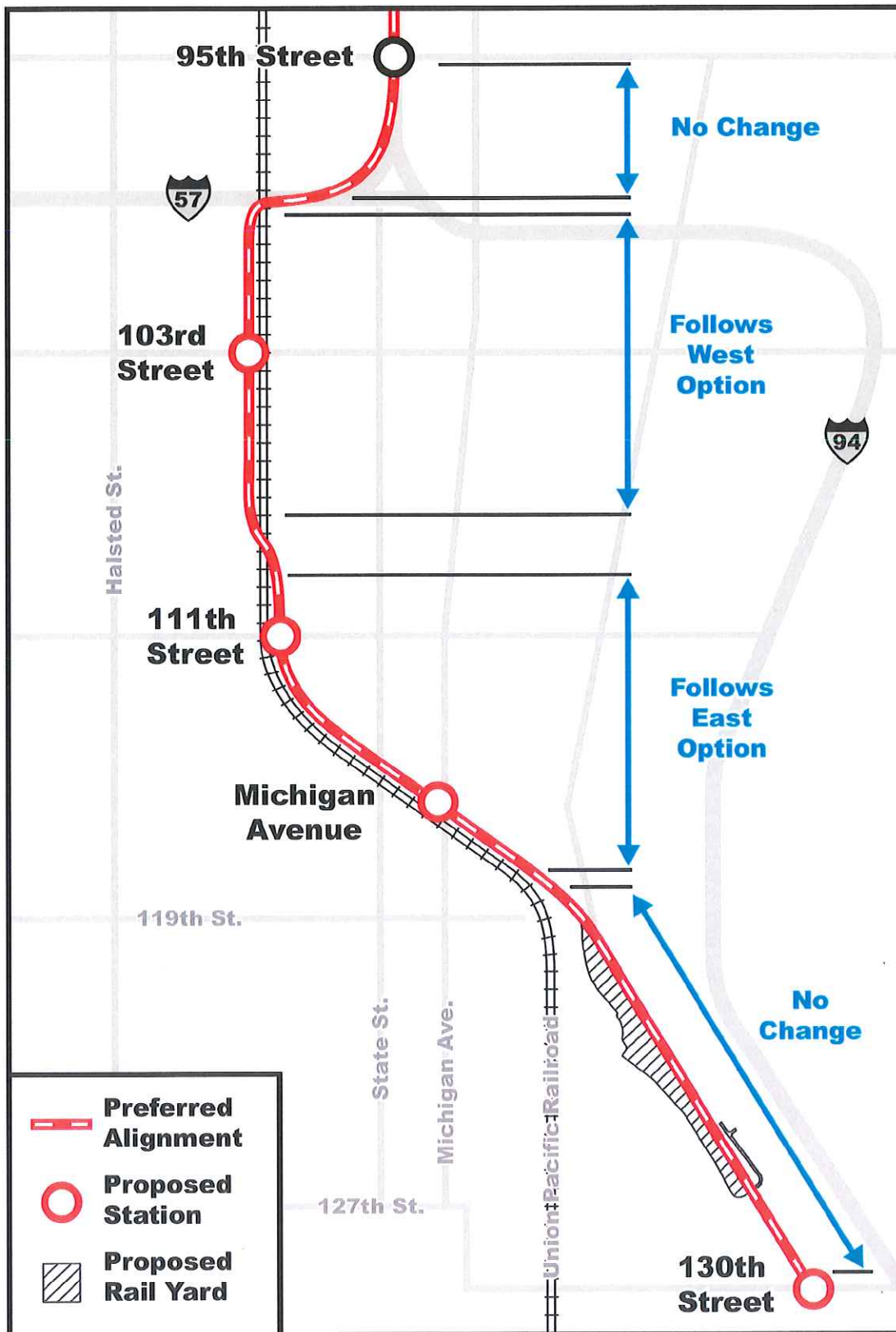
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CTA will hold an open house meeting to present the Preferred Alignment to the public and obtain additional feedback. All interested parties are invited to attend this upcoming public open house. The open house will be held at the time and location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

Tuesday, February 13, 2018

6:00 - 8:00 PM

Gwendolyn Brooks College Preparatory Academy

Main Gym (west side of building)

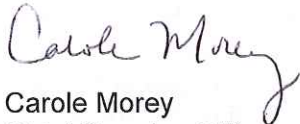
250 E. 111th. Street, Chicago, IL 60628

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

Parking lot entrance via King Drive.

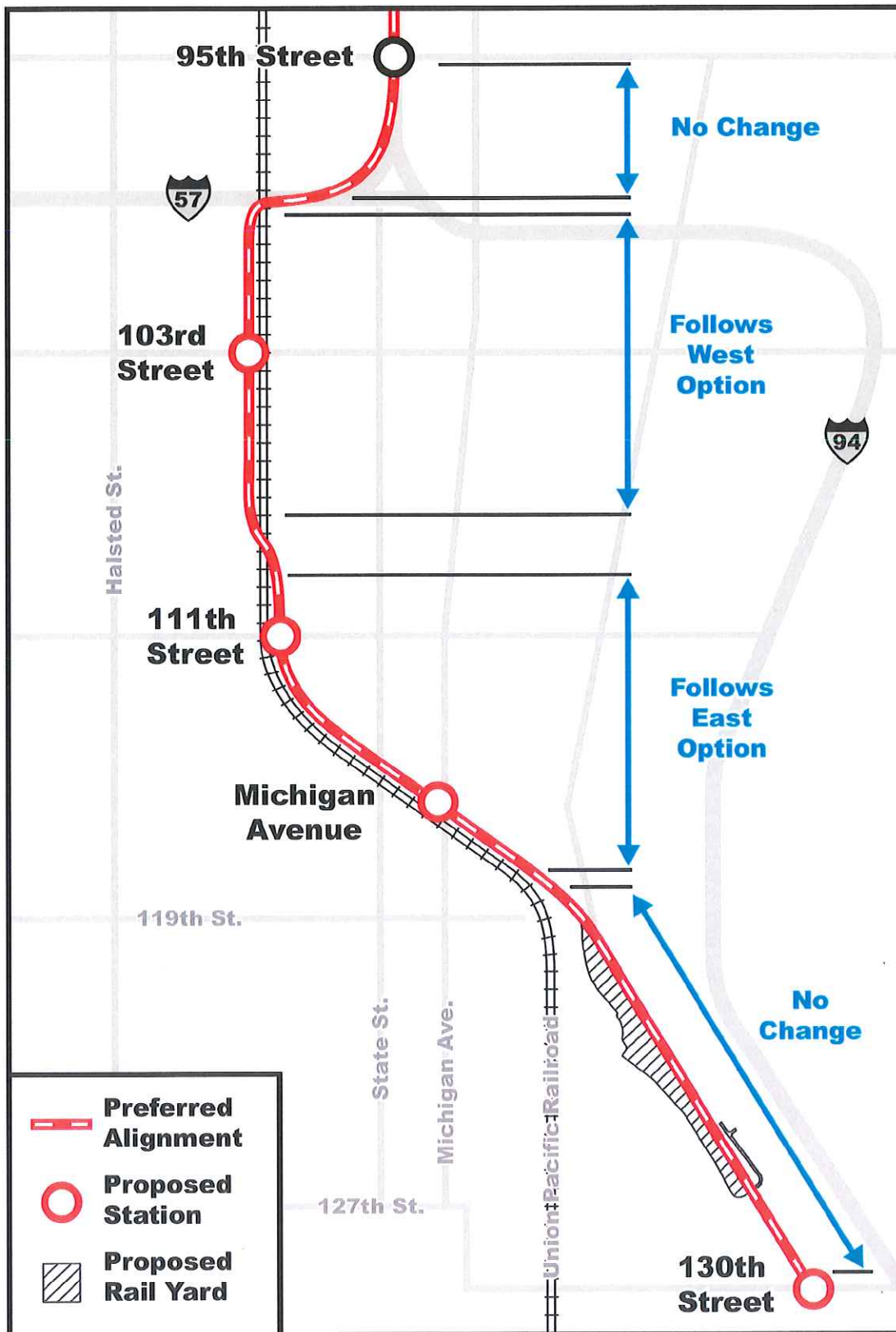
Please contact Sonali Tandon, Senior Project Manager, at (312) 681-4246 or standon@transitchicago.com or myself if you have any questions or would like to meet to discuss further.

Sincerely,



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

cc: Ms. Heather Gleason, Mr. Michael Lange, Ms. Doreen O'Donnell



CTA Red Line Extension Project - Preferred Alignment

Attachment 8 Displacements Meeting Materials

Photos

Sign-In Sheets

Exhibit Boards



Photos





Sign-In Sheets

RED AHEAD
Moving Ahead to a Better Red



**Red Line
Extension**

Fenger Academy High School
Tuesday, February 6, 2018
5:30 - 7:30 PM



PLEASE SIGN IN FOR THE PROPERTY ACQUISITION AND RELOCATION COMMUNITY MEETING (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL	CHECK HERE TO BE CONTACTED TO DISCUSS YOUR PROPERTY	PARCEL ID NUMBER
1	JERRY GRAHAM	1911 AD DR. T.N. PA. 1160477	713-732-2366			295
2	B. EVERETTE EVERETTE	410 W. 109th St. 60628		Please notify via mail (for further info RE: The REL Project)		130
3	GARY DAVIS	349 W. 111th St.	312 307-4396	NONE	✓	161
4	Michael McNabb	11834 S. Yale	708 351-7150	mikeguy1961@gmail.com		218
5	Walter Johnson	310 W 113st	773 3674794			202
6	ELISA GARCIA ESTEBAN GARCIA	165- E 116- St-	1-219-448-3902			347
7	Phillip Dixon (grandson) Cynthia Howard Belinda Dixon	325 W 112th Place	7-815 690 3636	bd1825@yahoo.com phillthedactor@gmail.com		192
8	Cory Buchanan	401 W. 104th St.	1-708-268-5708	coreycpo@yahoo.com		230 77
9	Walter Wilson	ANDERMAN AVE	413-928-6961	m/kay@anderson-oks		
10						
11						
12						

RED AHEAD

Moving Ahead to a Better Red



Palmer Park
Thursday, February 8, 2018
5:30 - 7:30 PM



PLEASE SIGN IN FOR THE PROPERTY ACQUISITION AND RELOCATION COMMUNITY MEETING (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL	CHECK HERE TO BE CONTACTED TO DISCUSS YOUR PROPERTY	PARCEL ID NUMBER
1	ANNA Williams	349 W 99 th Pl	568-2087			28
2	Juan Ratael Calderon	38 E 116 th St.	773-203-0920			321
3	MICHAEL SHERLEY	347 W 99 th Pl	(773)-418-2575			
4	James T. Floyd	355 W. 99 th Pl	872 600-4287			29
5	Elizabeth Calderon	38 E 116 th St	773-203-0920			321
6	Tam Miller	830 W. Streiff ^{In} 60405	312-929-6531	T.Miller5050 N.W.J.		287
7	BOGUSLAN SZAFARSKI	400 W 107 St.	708-369-5029	BOGUSLAN OG @ PALMWOOD.CITY		111
8	Vincent Thomas	128 W 114 th St	773-793-6001			
9	Blanford's Chakl Hannah	344 W. 111 th Pl	773 386-1165	Mijiras.49@gmail.com	✓	169
10	Sukyia Blankenship	11039 S. Edbrooke Ave	(773) 581-6546			
11	Aaron Mallory	350 W 109 th Place	616-203-4368	amallory87@gmail.com		137
12	P Stewart	PO Box 849 Park Forest		NA.		224

RED AHEAD
Moving Ahead to a Better Red



Palmer Park
Thursday, February 8, 2018
5:30 - 7:30 PM



PLEASE SIGN IN FOR THE PROPERTY ACQUISITION AND RELOCATION COMMUNITY MEETING (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL	CHECK HERE TO BE CONTACTED TO DISCUSS YOUR PROPERTY	PARCEL ID NUMBER
1	Porchita Moore	10947 S. King Drive	(312) 607-2053	PorchitaThomas@gmail.com		
2	Rockingham, Helen	11340 S. Princeton Ave	773-350-3954	helen-rockingham@att		217
3						
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Welcome to the Red Line Extension Project

Property Acquisition and Relocation Community Meeting

The purpose of this open house is to:

- Provide information about potential property displacements and what it means for your property
- Facilitate information about the property acquisition and relocation process
- Offer resources outlining the rights of property owners and tenants
- Share information on the Red Line Extension (RLE) Project

*Please participate by discussing your questions or concerns with the representatives stationed around the boards and at the workstations.
There will be no formal presentation.*

If you would like to schedule a one-on-one meeting with CTA's relocation liaison, please let us know by noting it on the sign-in sheet or on a comment card.

You may leave your comments with us today, or send a comment card to this address:



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


















Or send us an email: RedExtension@transitchicago.com



Or call us: 1-888-YOUR-CTA (1-888-968-7282)



Based on public feedback, technical analysis, and agency coordination, CTA has selected a route that would run along the west side of the Union Pacific Railroad tracks from I-57 south to approximately 108th Place, then would cross the Union Pacific Railroad tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street.

Project Benefits	East Option	West Option	Preferred Alignment
Minimizes Affected Parcels			
Minimizes Affected Residences			
Minimizes Affected Businesses			
Avoids Impact to Historic Roseland Pumping Station			
Maximizes Economic Development Opportunities			

The Preferred Alignment is a combination of the previously presented East and West Options. It would capture the benefits and minimize the impacts of either option, and it also incorporates feedback received on the Draft Environmental Impact Statement.



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

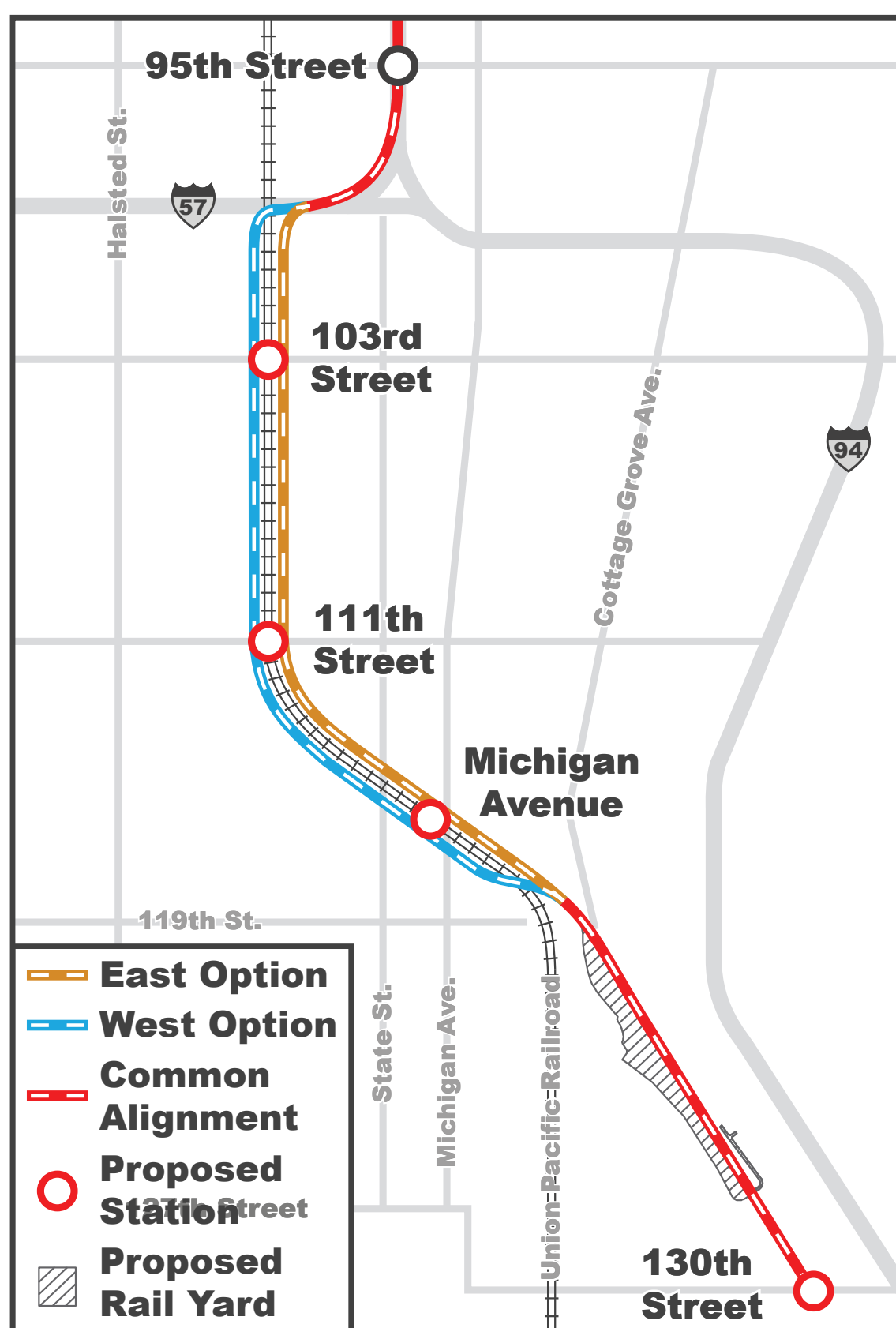


Preferred Alignment

- Same as the **WEST OPTION** north of **108th Place**
- Same as the **EAST OPTION** south of **108th Place**
- Same as the **COMMON ALIGNMENT** north of **99th Street** and south of **119th Street**

Previously Considered Options:

East OR **West**



Combination of Options Selected:

Preferred Alignment





Quick Facts about Acquisition and Relocation

The property acquisition and relocation process is governed by the federal Uniform Relocation Assistance and Real Property Policies Act of 1970 (also known as the “Uniform Act”), which outlines the rights of owners and tenants of business and residential properties.

The process includes two main parts:

Acquisition – The purchase of your real estate. Property owners would not be paid less than fair market value for their land and buildings. In some circumstances, if current appraisals are less than the original purchase price, an owner may be eligible for compensation equal to the original purchase price.

Relocation – Additional benefits offered should you or your business be displaced. CTA will provide a relocation agent to every displaced person to help navigate the benefits that are available. Residential homeowner financial benefits may include:

1. Moving and Related Expenses
2. Replacement Housing Payments
3. Incidental Closing Costs

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.



Next Steps and Timeline

Now that CTA has selected the Preferred Alignment, a Final Environmental Impact Statement will be prepared and preliminary engineering will be conducted. CTA and FTA will complete any additional analyses and respond to public comments on the Draft EIS as part of the Final EIS.

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next 5 years for the RLE Project, which will allow for completion of these next steps.

CTA will apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase of this project to pursue federal funding for construction of the project under the competitive federal “New Starts” program.

Project Development and full funding for the RLE Project under this program is a multiyear, multistep process.

CTA will continue to work with the community to complete this important project.

