RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Red Line Extension Project

Draft Environmental Impact Statement and Section 4(f) Statement Publication, Public Hearing, and Displacements Outreach Summary

July 2018

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Section 1
Introduction

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to extend the existing Red Line heavy rail transit service 5.3 miles south from the existing 95th Street Terminal to 130th Street on Chicago's Far South Side. 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.

The National Environmental Policy Act of 1969 (NEPA) mandates the consideration of environmental impacts before approval of any federally funded project that may have significant impacts on the environment or where impacts have not yet been determined (42 United States Code § 4332). FTA and CTA prepared a Draft Environmental Impact Statement (EIS) in accordance with NEPA and other applicable regulations. The Draft EIS looks at the benefits and impacts of implementing the NEPA Preferred Alternative—the Union Pacific Railroad Rail Alternative—on the physical, human, and natural environments along the corridor and near stations.

This technical memorandum summarizes the public and agency outreach efforts conducted for the RLE Project Draft EIS publication, including general outreach related to the Draft EIS publication and public hearing, as well as displacement-specific outreach efforts conducted to property owners and residents who would potentially be displaced by the project. Public noticing and hearing requirements were met in accordance with NEPA and the federal regulations contained in 40 Code of Federal Regulations (CFR) § 5. Property owner and resident noticing requirements were met in accordance with NEPA and the federal regulations contained in 49 CFR § 24 and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Uniform Act).

CTA notified the public of the availability of the Draft EIS on Tuesday, October 6, 2016. The Draft EIS was available for public comment from October 6, 2016 through November 30, 2016. The U.S. Environmental Protection Agency (EPA) published the Notice of Availability of the Draft EIS in the Federal Register on Friday, October 14, 2016 (see **Attachment 1**), initiating the official public comment period. The official public comment period was 48 days, which was greater than the 45-day requirement per 23 CFR § 771.123.

CTA held a public hearing on Tuesday, November 1, 2016. The document was made available for public review more than 15 days in advance of the hearing, in accordance with 40 CFR § 1506.6. CTA began notifying potentially displaced property owners and residents on October 3, 2016.

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
RLE Project Informational Materials

CTA produced a variety of materials to inform the public about the RLE Project and publication of the Draft EIS. A project overview flyer and Citizens' Guide to the Draft EIS provided summary information about the project and Draft EIS.

Project staff conducted a Limited English Proficiency (LEP) analysis to determine if language support was needed during the public outreach process. The Draft EIS contains additional details about the LEP analysis. The project area consists of predominantly minority populations, with some concentrations of low-income groups. CTA also identified pockets of Spanish-speaking populations, indicating the need for outreach in both English and Spanish languages.

2.1 Project Overview Flyer

The RLE Project Overview Flyer provided details about the project in a compact, one-page format. The following information is included on the flyer:

- Description of the Union Pacific Railroad Alternative—the Locally Preferred Alternative—and the East and West Options
- The primary benefits expected to result from the project, including expanded access and service improvements, reduced commute times, a catalyst for economic growth, and enhanced livability
- Updates to the project since the last major outreach effort in 2014 and a timeline of future steps
- A brief overview of CTA's Red Ahead program, which includes the RLE Project

The Project Overview Flyer was included in all mailings to potentially displaced property owners and tenants, was published on the RLE Project website, and was available at all community meetings and the public hearing. **Attachment 2** contains both English and Spanish language versions of the Project Overview Flyer.

2.2 Citizens' Guide to the Draft EIS

CTA prepared a Citizens' Guide to the Draft EIS (Citizens' Guide) to summarize the Draft EIS, and condense the roughly 270-page document into a 16-page booklet that is easier to understand. The Citizens' Guide included the following sections:

- How to Provide Comments on the Draft EIS
- Introduction and Project Overview
- Project Purpose and Need

- The Environmental Impact Statement Process
- Alternatives Development Process
- Locally Preferred Alternative
- Summary of Benefits and Impacts
- Public Involvement
- Project Costs and Funding
- Next Steps

The Citizens' Guide was delivered along with the Draft EIS to libraries in the project area, as well as to Aldermen's offices and area parks. The Citizens' Guide was also published on the RLE Project website and made available at all community meetings and at the Public Hearing. **Attachment 2** contains both English and Spanish language versions of the Citizens' Guide.

Section 3
Draft EIS Publication and Public Hearing Notification

To provide the greatest opportunity for input on the Draft EIS findings, CTA used a variety of outreach and notification methods to announce the availability of the Draft EIS document for public review and comment and invite interested parties to attend and participate in the public hearing.

CTA issued a press release on Thursday, September 29, 2016 announcing the upcoming availability of the RLE Project Draft EIS and scheduled public hearing. In addition, CTA performed the following on October 6, 2016, as part of the release of the Draft EIS:

- Updated the project website to include the Notice of Availability flyer and Draft EIS document
- Made hard-copy versions of the Draft EIS and Citizens' Guide available at CTA's headquarters, at four elected official's offices, and at six libraries in the project area
- Made copies of the Citizens' Guide and flyers available at six parks in the project area
- Published 11 display ads in 9 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 participating agencies with electronic copies of the Draft EIS
- Sent an eBlast to all email addresses on the project contact list
- Sent postcards to all mailing addresses on the project contact list

3.1 Press Release

On September 29, 2016, CTA Media Relations issued a press release announcing the upcoming availability of the RLE Project Draft EIS and scheduled public hearing. The press release was posted to CTA's website and the RLE Project website on September 29, 2016. The press release is included in **Attachment 3**.

3.2 Notice of Availability of the Draft EIS and Public Hearing

The U.S. EPA published the Notice of Availability of the Draft EIS in the Federal Register on Friday, October 14, 2016 (see **Attachment 3**), initiating the official public comment period.

CTA prepared a notice of availability flyer announcing the availability of the Draft EIS and the public hearing. The one-page flyer was posted on the website on October 6, 2016, provided to aldermen, stakeholders, and participating agencies, and was made available at all community and public meetings related to the project during the comment period. In addition to providing

information on the scheduled public hearing and opportunity for providing public comment and input at that hearing, the notice announced the public comment period and how to submit written comments during the comment period. Written comments were accepted via e-mail to RedExtension@transitchicago.com or by U.S. mail to Chicago Transit Authority, Strategic Planning, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661. The notice also provided information on locations where the Draft EIS could be obtained or reviewed during the comment period. **Attachment 3** contains both English and Spanish language versions of the flyer.

3.3 Display Ads

CTA prepared display ads announcing the publication of the Draft EIS and public hearing. Similar to the flyer, the display ads provided information on the scheduled public hearing and opportunity for providing public comment and input at that hearing, as well as announcing the public comment period and how comments could be accepted during the comment period.

Display ads were published in several local and regional publications (see **Table 1**). **Attachment 3** contains tear sheets for each publication. Publications were chosen based on coverage area and demographics to provide additional notice of the availability of the document and opportunity to attend the public hearing. CTA also advertised in two Spanish publications.

Table 1: Display Ads Announcing Availability of the Draft EIS and Public Hearing

Publication Date	Media Outlet
10/6/2016	Chicago Sun-Times
10/6/2016	Chicago Tribune
10/6/2016	Red Eye
10/6/2016	Southtown Star
10/7/2016	Hoy (Spanish Newspaper)
10/8/2016	Chicago Crusader
10/9/2016	La Raza (Spanish Newspaper)
10/12/2016	Chicago Defender
10/12/2016	Beverly Review
10/27/2016	Chicago Sun-Times
10/27/2016	Chicago Tribune

3.4 Project Website

CTA updated the RLE Project website on October 6, 2016 with up-to-date project information. The webpage provides general information about the RLE Project, including details about the public hearing and public comment period for the Draft EIS. Copies of the Draft EIS and all appendices were posted to the website in both accessible and pdf formats. The website also provided additional project information, including information on project funding and timelines, and frequently asked questions. Project materials, including project summaries and brochures, the Citizens' Guide, and flyers announcing the Notice of Availability of the Draft EIS and public hearing, were posted in

English and Spanish. The project website also contains historical project information. **Attachment 3** contains a printout of the project website.

3.5 Postcard Notifications

On October 6, 2016, CTA mailed postcards with information on the availability of the Draft EIS, the public comment period and ways to submit comments, and inviting community members to the public hearing. The postcards were mailed to 7,210 addresses, including public agencies, business groups, churches, schools, and community/neighborhood groups and associations within or near the project area, properties near the alternatives studied beginning with the Scoping process, as well as attendees of previous Red Ahead project meetings who requested information about other Red Line projects. The postcard provided details about the public hearing, including the closest transit access and contact information to request assistance at the hearing. The postcard also included an offer of additional interpretation services in Spanish with advance notice. **Attachment 3** contains a copy of the postcard.

3.6 eBlast Notifications

On October 6, 2015, CTA sent an email (eBlast) to approximately 924 email addresses on the RLE Project contact list. The eBlast included information on the project, availability of the Draft EIS including locations where the document could be obtained and reviewed, and information about the public hearing with appropriate links to the project website. CTA sent a second eBlast to 923 email addresses on October 27, 2016, reminding recipients of the upcoming public hearing. CTA sent a third and final eBlast to 1,179 email addresses on November 28, 2016, to remind recipients of the end of the public comment period on November 30. The eBlasts included an offer of additional information in Spanish. **Attachment 3** contains copies of the three eBlasts.

3.7 Transit Alert Cards

CTA developed a transit alert card, or "car card," to provide information about the publication of the Draft EIS and public hearing. CTA posted 775 copies of the transit alert cards at the following locations:

- 95th Street Terminal (25 copies)
- On all Red Line rail cars (450 copies)
- On all buses operating out of the 103rd Street garage (300 copies), which serves many of the routes that operate within the project limits

Attachment 3 contains a copy of the transit alert card.

Section 4
Availability of the Draft Environmental Impact Statement for Public Review

The Draft EIS was posted to the CTA website (www.transitchicago.com/RedEIS) in accessible and pdf formats on October 6, 2016. Hard copies were available at CTA headquarters (567 W. Lake Street, 2nd Floor, Chicago, IL 60661) in regular and large print format and on DVD. Hard copies and DVDs were made available at the following local aldermen's offices:

- Alderman Beale, 9th Ward Office, 34 East 112th Place, Chicago IL 60628
- Alderman Austin, 34th Ward Office, 507 W. 111th Street, Chicago, IL 60628
- Alderman Brookins, 21st Ward Office, 9011 S. Ashland Avenue, Unit B, Chicago, IL 60620
- Alderman Harris, 8th Ward Office, 8539 S. Cottage Grove Avenue, Chicago, IL 60619

Hard copies and DVDs of the Draft EIS were also provided to the following libraries during the public comment period:

- Harold Washington Library Center, 400 S. State Street, Chicago, IL 60605
- Pullman Public Library, 11001 S. Indiana Avenue, Chicago, IL 60628
- West Pullman Public Library, 830 W. 119th Street, Chicago, IL 60643
- Altgeld Public Library, 13281 S. Corliss Avenue, Chicago, IL 60827
- Woodson Regional Public Library, 9525 S. Halsted Street, Chicago, IL 60628
- Calumet Park Public Library, 1500 W. 127th Street, Calumet Park, IL 60827

In addition to the Draft EIS itself, CTA provided the aldermen's offices in the project area and the libraries listed above with a copy of the Citizens' Guide and flyers announcing the scheduled public hearing for posting in public noticing areas. Public hearing noticing flyers and approximately 15 copies of the Citizens' Guide were also distributed to six parks in the project area: Fernwood, Palmer, West Pullman, Wendell Smith, Jackie Robinson, and Ada Park.

Section 5
Media Coverage

In response to the CTA announcement on September 29, 2016, news articles about the RLE Project appeared in local media. **Table 2** summarizes the articles about the project that appeared between the date of the press release through the end of the public comment period (November 30, 2015). **Attachment 4** contains a copy of each article.

Table 2: Published News Articles, September 29–November 30, 2016

Date	Media Outlet	Article Title
9/29/2016	Associated Press	Chicago announces new steps in possible Red Line expansion
9/29/2016	Chicago Sun Times	CTA announces proposed routes for South Side Red Line extension
9/29/2016	Chicago Tribune	CTA moves forward on planned Red Line extension to Far South Side
9/29/2016	Chicagoist	CTA Shares Details For Major Red Line Extension To Far South Side
9/29/2016	Crain's	CTA crawls toward longer Red Line
9/29/2016	CTA	Red Line Extension Project to 130th Street Moves Forward
9/29/2016	Curbed	CTA confirms Red Line extension south to 130th Street
9/29/2016	Mass Transit Magazine	CTA Red Line Extension Project to 130th Street Moves Forward
9/29/2016	TimeOut Chicago	The CTA has proposed routes for a Red Line extension to 130th Street
9/30/2016	Construction Dive	Chicago facing major hurdles in proposed $2.3B rail project
9/30/2016	International Railway Journal	CTA consults on plans for Chicago Red Line extension
9/30/2016	Railway Age	CTA Red Line extension moves forward
10/4/2016	Railway-Technology.com	CTA to advance $2.3bn Red Line Extension project
10/5/2016	DNAInfo.com	As Red Line Expansion Is Pondered, CTA Fails Lists 'L' Line's Epic Fails
10/6/2016	NWI Times	CTA to extend Red Line south to 130th Street
10/6/2016	Progressive Railroading	CTA releases environmental study for Red Line extension
10/6/2016	RT&S	CTA publishes Red Line Extension Draft EIS
10/6/2016	Streets Blog Chicago	Is $2 Billion Red Line Extension Best Way to Provide Transit in Far South Side?
10/18/2016	Beverly Review	CTA to host events to promote Red Line extension
10/24/2016	TimeOut Chicago	CTA fares won't be getting any more expensive in 2017
10/25/2016	Chicago Reporter	For Riverdale, Red Line extension may be path to employment
10/25/2016	Crain's	The $100 million dream: MacArthur may fund better Loop, Obama library transit
10/29/2016	The Sixth Ward	Event: Red Line Extension Hearing

Date	Media Outlet	Article Title
10/31/2016	Chicago Reporter	Red Line extension aims to improve transit and development on the Far South Side
10/31/2016	Chicago Tribune	South Side residents look forward to Red Line extension
11/1/2016	Fox 32 Chicago	Public hearing planned for Red Line expansion
11/1/2016	NBC Chicago	Chicago to Hold Public Hearing for Planned CTA Expansion
11/1/2016	Railway-Technology.com	Red Line Extension (RLE) Project, Chicago, United States of America
11/1/2016	Washington Times	Public hearing planned for Chicago's planned train expansion
11/2/2016	Chicago Tribune	With movement on CTA Red Line extension, gentrification questions arise
11/2/2016	DNAInfo.com	Dozens of Homes Would Need To Be Demolished Under Red Line Extension
11/2/2016	Streets Blog Chicago	CTA to Spend Millions on Building Parking Garages for Red Line Extension
11/2/2016	WBEZ	Breaking Down CTA's Only Public Hearing On Red Line Expansion
11/6/2016	US 99	Weekend Journal: Red Line Extension Project, Blackhawks Pose With Adoptable Pooches In New Calendar
11/7/2016	The Columbia Chronicle	Residents, commuters talk Red Line extension
11/8/2016	DNAInfo.com	Red Line Extension Could Run Through Parks Along Route
11/10/2016	Medill Reports	The Far South Side is one step closer to a Red Line extension
11/27/2016	Fox 32 Chicago	CTA approves plan to expand Red Line from 95th Street to 130th Street
11/28/2016	Chicago Business Journal	CTA amends budget to pave way for major south side rail extension
11/28/2016	Chicago Tribune	CTA approves funds for engineering study in Red Line extension project
11/28/2016	Streets Blog Chicago	As CTA Pushes to Pass TIF for RPM, $75M Earmarked for South Red Extension
11/28/2016	The Chicagoist	CTA Approves $75M For Red Line Expansion To Far South Side
11/28/2016	TimeOut Chicago	CTA announces next stops for Red, Blue Line projects
11/28/2016	WGNTV	CTA moving forward with plans to extend Red Line south, completes Blue Line upgrades
11/29/2016	CBS Chicago	Chicago Finishes Upgrades To 5 Blue Line Stops; Oks Funds For Red Line Expansion
11/29/2016	RT&S	CTA amends capital plan for Red Line investment; completes five Blue Line station renovations
11/30/2016	Chicago Reporter	Far South Side homeowners question Red Line extension's impact on property values
11/30/2016	Chicago Sun Times	Red Line transit TIF sets off debate on transportation funding
11/30/2016	Progressive Railroading	CTA OKs extra funds for Red Line extension
11/30/2016	Railway Age	CTA to invest $75 million in Red Line extension

Section 6
Outreach to Elected Officials, Stakeholders, and Agencies

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 to reach and coordinate with the public, including elected officials and community groups, as well as federal, state, and local agencies.

6.1 Elected Officials Briefings

CTA contacted federal, state, and local elected officials to inform them of the Draft EIS, the scheduled public hearing, and to provide additional project information about the RLE Project. On September 29, 2016, CTA met with elected officials to brief them on the project and the anticipated benefits and impacts to their constituencies. CTA met with additional elected officials and/or their representatives on October 4, 2016. **Table 3** summarizes the elected official offices that were briefed. **Attachment 4** contains meeting notes.

Table 3: Federal, State, and Local Official Briefings

Representing	Date of Briefing
Chicago 8th Ward	9/29/2016
Chicago 9th Ward	9/29/2016
Chicago 21st Ward	9/29/2016
Chicago 34th Ward	9/29/2016
Illinois 17th District	10/4/2016
Illinois 34th District	10/4/2016
Office of Illinois State Representative Marcus C. Evans, Jr., 33rd District	10/4/2016
Office of US Senator Dick Durbin	10/4/2016
Office of US Congresswoman Robin Kelly, Illinois 2nd District	10/4/2016
Office of US Congressman Bobby L. Rush, Illinois 1st District	10/4/2016
Cook County 4th District	10/4/2016
Illinois Department of Transportation	10/4/2016

6.2 Community and Environmental Justice Outreach

CTA Government and Community Relations leveraged ongoing relationships with a number of local community groups in the project area to conduct focused outreach to interested groups about the project and to obtain input. These groups included environmental justice groups within the project area. As part of the development of the Draft EIS, project technical staff conducted an

environmental justice (EJ) analysis to identify low-income and minority populations that may be affected by the project. The Draft EIS contains additional details about the EJ analysis and the special outreach process, which satisfies full and fair participation by all potentially affected communities (per USDOT Order 5610.2).

CTA Government and Community Relations staff reached out to community and EJ groups starting October 10, 2016 and offered to meet with each group to discuss the project and its impacts. **Table 4** lists the community and EJ groups that met with CTA. **Attachment 5** contains meeting sign-in sheets and meeting notes.

Table 4: Community Group Meetings

Organization	Date	Attendees
Agape Community Center	10/18/16	5
Rosemoor Community Association	10/18/16	23
St. Anthony of Padua Parish	10/19/16	63
People for Community Recovery	10/20/16	9
Ald. Beale Town Hall	10/25/16	17+
Red Line Extension Coalition	10/26/16	5
Ald. Sawyer's Community Meeting	11/15/16	15
Greater Roseland Chamber of Commerce	11/17/16	5
Friends of the Parks	12/8/16	8

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.

6.3 Agency Outreach

CTA sent letters to contacts at federal, state, and local cooperating and participating agencies. These letters contained information on the availability of the Draft EIS, the public comment period and ways to submit comments, and updates to the RLE project, and invited representatives to attend the public hearing. Along with letters, each participating agency received a notice of availability flyer and a DVD containing the Draft EIS. The agencies that received this notice are listed below. **Attachment 6** 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 Highway Administration
- 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

- 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 Office of the Mayor
- Chicago Park District
- Chicago Police Department

In addition, CTA sent similar letters, notice of availability flyers, and digital copies of the Draft EIS to the following tribal organizations:

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

Section 7
Public Hearing

CTA hosted a public hearing to inform the public about the RLE Project and Draft EIS, and to provide the public with an opportunity to ask questions about the project in an open, conversational setting. The following were the details of the public hearing:

Time: 5:30 to 7:30 p.m.
Date: Tuesday, November 1, 2016
Location: St. John Missionary Baptist Church
211 E. 115th Street
Chicago, IL 60628

The hearing location was accessible per the Americans with Disabilities Act (ADA). The hearing 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 route nearest to the public hearing site were publicized on the public hearing flyer, postcard notice, eBlasts, and on the project website. To provide the greatest opportunity for community participation, the public hearing was scheduled in the early evening on a weekday. Spanish translators, sign language interpreters, and two court reporters were available during the public hearing. A total of 280 people signed in at the public hearing. **Attachment 7** contains photos from the public hearing as well as the sign-in sheets and other meeting materials.

7.1 Public Hearing Format

The public hearing was held in an open house format. The public hearing provided attendees an opportunity to review the proposed project, environmental impacts and mitigation measures proposed, and provide feedback. The open house format also allowed the public to discuss their questions and concerns directly with project staff.

Exhibit boards staffed by project team members provided information on the project purpose and need; the alternatives development process and alternatives considered in the Draft EIS; environmental impacts of the project and proposed mitigation measures; and information on the process of property acquisition and relocation.

Project team members staffed workstations to answer specific questions from the public related to property acquisition and relocation, Section 4(f) (impacts to parks), and project engineering. Each workstation had supporting materials from the Draft EIS.

CTA played a video about the RLE Project on repeat throughout the meeting in a corner of the room. The video was prepared by the Chicago Metropolitan Agency for Planning along with CTA.

Printed video transcripts were provided to attendees as needed. The video is available online: http://www.cmap.illinois.gov/mobility/transit/red-line.

CTA staff gave a brief presentation at two points during the public hearing to explain the public hearing format and provide background about the RLE Project. The presentation was given in both English and Spanish. **Attachment 7** contains both the English and Spanish versions of the presentation.

7.2 Public Hearing Materials

Project team members offered hearing attendees comment cards, Citizens' Guides, and project overview flyers as they entered the hearing. CTA made multiple copies of the Draft EIS itself, including a large-print accessible copy, and all appendices available to attendees to review during the meeting. Based on the LEP analysis (see **Section 2**), a Spanish language interpreter was available at the public hearing. The comment card, Citizens' Guide, and project overview flyer were available in both English and Spanish. Copies of all public hearing materials 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 hearing by mailing or emailing them. Two specific questions were posed on the comment card:

- What are your concerns about the **East Option**?
- What are your concerns about the **West Option**?

Commenters also were asked to share concerns about RLE Project impacts related to the following specific resource areas:

- Transportation
- Land Use and Economic Development
- Property Displacements
- Neighborhoods and Communities
- Visual Impacts
- Noise and Vibration
- Impacts to Historic Resources
- Safety and Security
- Hazardous Materials
- Wetlands
- Parks
- Construction Impacts
- Project Funding

Space was provided on the front and back sides of comment cards for commenters to provide feedback on topics other than those specifically listed.

Attachment 7 contains both English and Spanish language public hearing comment cards.

7.3 Exhibit Boards

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

1. Welcome (Hearing Purpose and Ways to Provide Comments)
2. Red Ahead Program
3. Why is the RLE Project Important?
4. Project Purpose and Need
5. What is an Environmental Impact Statement?
6. Alternatives Development Process
7. Project Alternatives Evaluated
8. Station Visualizations
9. Section 4(f) – Impacts to Parks
10. Mitigations for Impacts to Parks
11. Park Concept Visualizations
12. Property Displacements
13. Quick Facts About Acquisition and Relocation
14. Noise and Vibration Impacts
15. Visual Impacts
16. Temporary Construction Impacts and Minimal Impact Areas
17. Impacts to Wetlands
18. Project Development Process
19. Stay Involved (Included Next Steps)

Attachment 7 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 hearing 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 and Uniform Act experts discussed specific displacement-related questions. CTA also posted the property displacement maps and address listings on the project website (see **Section 8**).

7.4 Section 4(f) Outreach

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

Three parks in the project area would be affected by either the East or West Option: Wendell Smith Park, Block Park, and Fernwood Parkway. These parks were evaluated under Section 4(f), as described in the Draft EIS, and *de minimis* impact findings were proposed for each park.

As part of the public hearing for this Draft EIS, the public was offered the opportunity to comment on FTA's preliminary determinations of the Section 4(f) analysis and on the mitigation measures identified, including potential replacement park options. During the public hearing, the two exhibit boards related to Section 4(f) were placed next to a workstation where attendees could speak to representatives to learn more about the Section 4(f) process and review proposed park replacement options.

In future phases of this project, FTA will make a final Section 4(f) determination based on information in the Draft EIS, further coordination with the Chicago Park District, and public comments received. FTA's Section 4(f) determination will either (1) confirm the preliminary findings within this Draft EIS for inclusion in the Final EIS and ROD for the project, or (2) require additional Section 4(f) analysis, which will be prepared as part of the Final EIS.

As part of the Final EIS, CTA and FTA will confirm a preferred alignment option, and identify a preferred replacement park site. During the Final EIS and based on public feedback on park replacement sites, CTA will conduct outreach to property owners to determine availability of proposed replacement park land and ability to acquire property. As part of the Final EIS, additional coordination with the Chicago Park District will occur as well. The Final EIS will lay out the process to be conducted between CTA and the Chicago Park District to further identify replacement park locations should any of the identified replacement park options not be available at the time of property acquisition. The final park replacement park site will be acquired in coordination with the Chicago Park District after completion of the environmental phase of this project (i.e., after FTA issue a Record of Decision for the Final EIS).

7.5 Comments Received

CTA invited attendees to provide comments verbally to a court reporter or in writing during the public hearing. Meeting attendees were informed that they could also submit their comments after the public hearing until the public comment deadline 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. While the comment period ended on November 30, CTA accepted comments received through December 31, 2016. CTA received a total of 284 comments between the beginning of the comment period on October 6, 2016 and December 31, 2016; **Table 5** summarizes comments received, including comments received from public agencies, tribes, and railroads.

Table 5: Summary of Comments Received

Format	October 6 - November 30	December 1 - December 31	Total
Public Hearing Comment Card	43	1	44
Displacements-Specific Comment Card	26		26
Verbal	14		14
Email	180	8	188
US Mail	1		1
Agency	5	1	6
Tribe	1		1
Railroad	4		4
Total	274	10	**284**

Attachment 8 contains all comments received during the comment period, including the transcript from the November 1, 2016 public hearing. A summary of public comments received and responses to public comments, as well as agency correspondence received will be included in the Final EIS.

Section 8
Displacements Outreach

CTA undertook an extensive outreach process to property owners and lessees potentially affected by the displacements required for the RLE Project Draft EIS. To provide the greatest opportunity for stakeholder questions and input, CTA employed a variety of methods to notify property owners and lessees of potential displacements and educate them about the displacements and relocation process as described in the Uniform Act. CTA reached out to potentially displaced property owners and lessees of both the East and West Options; the Final EIS will document the results of the Draft EIS process and confirm whether the East or West Option is the selected option.

8.1 Informational Materials

8.1.1 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:

- What could happen to my property?
- 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 and when will CTA notify me of their intent to purchase my property?
- 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 was available at all community meetings and the Public Hearing. **Attachment 9** contains a packet of information about displacements that was posted on the RLE Project website; the packet includes a brief overview of the displacements process, the FAQs handout, and maps and tables of affected properties. **Attachment 9** contains both the English and Spanish language versions of the FAQs.

8.1.2 FTA General Acquisition & Relocation Information Brochure

CTA provided FTA's "General Acquisition & Relocation Information" brochure to property owners and lessees as requested. The brochure summarizes the acquisition and relocation process. **Attachment 9** contains the brochure.

8.2 Letters Mailed to Property Owners and Tenants

CTA mailed letters to 344 property owners and tenants at approximately 250 private properties that would be affected by the East Option, West Option, or either option. Letters provided project details, including which option or options would impact the property, and the FAQs. 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 were sent via both regular and certified mail on October 3, 2016. **Attachment 9** contains copies of the letters sent to private property owners, tenants, public agencies, and railroads.

8.3 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 to active residential and business properties from October 3 to October 7, 2016. Outreach specialists spoke with property owners and tenants and provided an explanation of the RLE Project, potential displacements, and provisions under the Uniform Act that would apply to properties acquired for the project. CTA's relocation outreach specialists acted as a continual single point of contact to answer specific questions regarding relocation rights, requirements, and processes and anticipated timelines during development of the Draft EIS and the public comment period.

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 letters at the front door.

8.4 Displacements Community Meetings

CTA invited potentially displaced property owners and tenants to attend one of three informational community meetings on October 11, 12, and 13, 2016 in the project area to learn more about the project and the acquisition and relocation process. Each of the three meetings was targeted to approximately 1/3 of potentially displaced stakeholders, divided geographically, but all who received a letter were welcome to attend any of the meetings. During the meetings, attendees could review exhibit boards that described the project and the acquisition and relocation process.

Each meeting was set up with five workstations where attendees could have a one-on-one conversation with CTA staff and representatives, including relocation outreach specialists and project engineers, in which they learned more about the reasons for potential displacement specific to their property (to accommodate the track structure or a parking facility, for example), the project timeline, their rights under the Uniform Act, and the benefits that would be provided to them. A total of 55 people signed in at the three meetings. **Table 6** shows the ADA-accessible locations,

dates and times, and attendee counts of each meeting. **Attachment 10** contains photos, sign-in sheets, comment cards, and exhibit boards from the displacements meetings.

Table 6: Displacements Community Meeting Information

Meeting Location	Date and Time	Attendees
Palmer Park Gymnasium 201 E. 111th Street Chicago, IL 60628	October 11, 2016 6:00 - 8:00 PM	33
Fenger Academy High School 11220 S. Wallace Street Chicago, IL 60628	October 12, 2016 5:30 - 7:30 PM	11
Pullman Public Library 11001 S. Indiana Avenue Chicago, IL 60628	October 13, 2016 5:30 - 7:30 PM	11

8.4.1 Displacements Meetings Materials

Project team members offered meeting attendees comment cards, Citizens' Guides, displacements FAQs documents, RLE Project overview flyers, and FTA's "General Acquisition & Relocation Information" brochures. CTA had multiple copies of the Draft EIS available, including an accessible copy, for attendees to review during the meetings. Based on the LEP analysis (see **Section 2**), a Spanish language interpreter was available at the displacements meetings. Copies of all meeting materials 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. The comment cards contained a brief overview of the property acquisition and relocation process and the reason for the meetings, and asked commenters to describe their questions or concerns. Attendees were also invited to provide their contact information and check a box to indicate that they would like to be contacted to set up an in-person meeting with a Uniform Act specialist to discuss their property and concerns.

Large-scale maps of the project area with potentially 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 9 and 10** contain the materials made available at the displacements meetings.

8.4.2 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. Project Alternatives Evaluated (Overview of East and West Options)
3. Project Visualizations
4. Quick Facts About Acquisition and Relocation (Including Project 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 directly after the public hearing and remain available on the project website.

8.4.3 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 until the public comment deadline 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 24 written displacement-specific comment cards were submitted during the three displacements meetings. The displacement-specific comment cards are included in **Attachment 8**.

A summary of public comments received and responses to public comments, as well as agency correspondence received will be included in the Final EIS.

8.5 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 was trained to field calls from potentially displaced property owners and residents. CTA extended customer service hours for the week after the publication of the Draft EIS.

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. The customer service hotline received 19 calls related to the project during the public comment period.

8.6 Individual Consultations

In materials and letters, door-to-door outreach, and displacements meetings, potentially displaced property owners and tenants were invited to schedule one-on-one meetings, attend open office hours (see **Section 8.7**), or discuss their concerns via telephone with property acquisition and relocation experts. Stakeholders that scheduled and attended individual consultations were provided with comment cards, Citizens' Guides, displacements FAQs, RLE Project overview flyers, and FTA's "General Acquisition & Relocation Information" brochures, as requested.

8.7 Open Office Hours

Property acquisition and relocation experts also held open office hours at libraries in the project area during the public comment period. Potentially displaced property owners and residents were invited to schedule meetings during these times or to simply drop in to speak one-on-one with acquisition and relocation experts. Attendees were provided with comment cards, Citizens' Guides, displacements FAQs, RLE Project overview flyers, and FTA's "General Acquisition & Relocation Information" brochures, as requested. Large-scale maps of the project area with potentially displaced properties clearly marked and labeled were provided to allow meeting attendees and CTA representatives to easily identify attendees' properties and facilitate discussion about reasons for potential displacement specific to each property. Individual property information sheets with addresses and photos further facilitated discussion. **Table 7** shows the locations, dates, and times of each open office hours session.

Table 7: Locations of Open Office Hours

Office Hours Location	Date and Time
Pullman Public Library 11001 S. Indiana Avenue, Chicago, IL 60628	October 18, 2016 12:30 - 7:30 PM
Woodson Regional Library 9525 S. Halsted Street, Chicago, IL 60628	October 12, 2016 9:30 AM - 5:00 PM

Attachment 1
Federal Register Notice of Availability

sediments, environmental releases of oils and fuels, and sustainable materials management. Proposed agenda items for the meeting include, but are not limited to, the following: Program and Regional Office Overviews of Research Needs, Successful Partnerships, SHC Overviews, Poster Sessions and Partner Panel Discussions for each of three areas under SHC Topic 3. Each individual making an oral presentation at the meeting will be limited to a total of three minutes, and should consider providing written comments to expand upon the points presented orally. For security purposes at the meeting site, all attendees must go through a metal detector, sign in with the security desk, and show REAL ID Act-compliant government-issued photo identification to enter the building. Attendees are encouraged to arrive at least 15 minutes prior to the start of the meeting to allow sufficient time for security screening.

Instructions for Comments: Submit your comments using one of the following methods:

- *www.regulations.gov:* Follow the on-line instructions for submitting comments.
- *Email:* Send comments by electronic mail (email) to: *ORD.Docket@epa.gov,* Attention Docket ID No. EPA–HQ–ORD–2015–0611.
- *Fax:* Fax comments to: (202) 566–0224, Attention Docket ID No. EPA–HQ–ORD–2015–0611.
- *Mail:* Send comments by mail to: Board of Scientific Counselors (BOSC) Sustainable and Healthy Communities Subcommittee Docket, Mail Code: 2822T, 1301 Constitution Ave. NW., Washington, DC 20004, Attention Docket ID No. EPA–HQ–ORD–2015–0611.
- *Hand Delivery or Courier:* Deliver comments to: EPA Docket Center (EPA/DC), Room 3334, William Jefferson Clinton West Building, 1301 Constitution Ave. NW., Washington, DC, Attention Docket ID No. EPA–HQ–ORD–2015–0611. Note: This is not a mailing address. Deliveries are only accepted during the docket's normal hours of operation, and special arrangements should be made for deliveries of boxed information.

The EPA's policy is that all comments received will be included in the public docket without change and may be made available online at *www.regulations.gov,* including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI or otherwise protected through *www.regulations.gov* or email. The *www.regulations.gov* Web site is an ''anonymous access'' system, which means the EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an email comment directly to the EPA without going through *www.regulations.gov,* your email address will be automatically captured and included as part of the comment that is placed in the public docket and made available on the Internet. If you submit an electronic comment, the EPA recommends that you include your name and other contact information in the body of your comment. If the EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, the EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses. For additional information about the EPA's public docket visit the EPA Docket Center homepage at *http://www.epa.gov/dockets/.*

Docket: All documents in the docket are listed in the *www.regulations.gov* index. Although listed in the index, some information is not publicly available, *e.g.,* CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, will be publicly available only in hard copy. Publicly available docket materials are available either electronically in *www.regulations.gov* or in hard copy at the Board of Scientific Counselors (BOSC) Sustainable and Healthy Communities Subcommittee Docket, EPA/DC, William Jefferson Clinton West Building, Room 3334, 1301 Constitution Ave. NW., Washington, DC. The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566–1744, and the telephone number for the ORD Docket is (202) 566–1752.

Information on Services for Individuals With Disabilities: For information on access or services for individuals with disabilities, please contact Jace Cujé at (202) 564–1795 or *cuje.jace@epa.gov.* To request accommodation of a disability, please contact Jace Cujé, preferably at least ten days prior to the meeting, to give the EPA as much time as possible to process your request.

Dated: October 6, 2016.

Fred S. Hauchman,

Director, Office of Science Policy.

[FR Doc. 2016–24913 Filed 10–13–16; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–9029–6]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564–7146 or *http://www.epa.gov/nepa.*

Weekly receipt of Environmental Impact Statements (EISs)
Filed 10/03/2016 Through 10/07/2016
Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: *http://www.epa.gov/compliance/nepa/eisdata.html.*

EIS No. 20160231, Draft, FTA, IL, Chicago Red Line Extension, *Comment Period Ends:* 11/30/2016, *Contact:* Mark Assam 312–353–4070.

EIS No. 20160232, Final, NPS, BR, AZ, Long-Term Experimental and Management Plan (LTEMP) for the Operation of Glen Canyon Dam, *Review Period Ends:* 11/14/2016, *Contact:* Katrina Grantz 801–524–3635.

The U.S. Department of the Interior's Bureau of Reclamation and the Department of the Interior's National Park Service are joint lead agencies for the above project.

EIS No. 20160233, Final, USMC, CA, Santa Margarita River Conjunctive Use Project, *Review Period Ends:* 11/14/2016, *Contact:* Kristin Thomas 760–725–9741.

The U.S. Marine Corps and the U.S. Department of the Interior's Bureau of Reclamation are joint lead agencies of the above project.

EIS No. 20160234, Draft, DOC, PRO, Programmatic—South Region of the Nationwide Public Safety Broadband Network, *Comment Period Ends:* 12/12/2016, *Contact:* Genevieve Walker 571–665–6134.

EIS No. 20160235, Final, NMFS, MA, Amendment 18 to the Northeast Multispecies Fishery Management Plan, *Review Period Ends:* 11/14/2016, *Contact:* John Bullard 978–281–9343.

Amended Notices

EIS No. 20160236, Final, FAA, OR, ADOPTION—Military Readiness Activities at Naval Weapons System Training Facility Boardman, *Contact:* Paula Miller 202–267–7378.

The U.S. Department of Transportation's Federal Aviation Administration (FAA) has adopted the U.S. Navy's FEIS # 20150355, filed with the USEPA 12/28/2015. FAA was a cooperating agency on the project. Recirculation of the document is not necessary under Section 1506.3 of the CEQ Regulations.

Dated: October 11, 2016.

Karin Leff,

Acting Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2016–24902 Filed 10–13–16; 8:45 am]

BILLING CODE 6560–50–P

FEDERAL ELECTION COMMISSION

Sunshine Act Meeting

AGENCY: Federal Election Commission.

DATE & TIME: *Tuesday, October 18, 2016 at 10:00 a.m.*

PLACE: 999 E Street NW., Washington, DC.

STATUS: This meeting will be closed to the public.

ITEMS TO BE DISCUSSED: Compliance matters pursuant to 52 U.S.C. 30109. Matters concerning participation in civil actions or proceeding, or arbitration. Information the premature disclosure of which would be likely to have a considerable adverse effect on the implementation of a proposed Commission action.

* * * * *

PERSON TO CONTACT FOR INFORMATION: Judith Ingram, Press Officer, Telephone: (202) 694–1220.

Shawn Woodhead Werth,

Commission Secretary and Clerk.

[FR Doc. 2016–24969 Filed 10–12–16; 11:15 am]

BILLING CODE 6715–01–P

FEDERAL MARITIME COMMISSION

Sunshine Act Meeting

AGENCY HOLDING THE MEETING: Federal Maritime Commission.

TIME AND DATE: October 19, 2016; 10:00 a.m.

PLACE: 800 N. Capitol Street NW., First Floor Hearing Room, Washington, DC.

STATUS: The first portion of the meeting will be held in Open Session; the second in Closed Session.

MATTERS TO BE CONSIDERED:

Open Session

1. Briefing by Chairman Cordero on TOC 2016 Conference.
2. Briefing on Consultative Shipping Group Meetings.
3. Briefing by Commissioner Maffei on International Maritime Organization and European Maritime Law Organisation.

Closed Session

1. Staff Briefing on Hanjin Shipping Bankruptcy and Shipping Disruptions.
2. Staff Briefing on Pending Third-Party Audit of PIERPass under the West Coast MTO Discussion Agreement (FMC Agreement 201143).

CONTACT PERSON FOR MORE INFORMATION: Rachel E. Dickon, Assistant Secretary, (202) 523–5725.

Rachel E. Dickon,

Assistant Secretary.

[FR Doc. 2016–24975 Filed 10–12–16; 11:15 am]

BILLING CODE 6731–AA–P

FEDERAL MINE SAFETY AND HEALTH REVIEW COMMISSION

Sunshine Act Notice

October 11, 2016.

TIME AND DATE: 10:00 a.m., Friday, October 21, 2016.

PLACE: The Richard V. Backley Hearing Room, Room 511N, 1331 Pennsylvania Avenue NW., Washington, DC 20004 (enter from F Street entrance).

STATUS: Open.

MATTERS TO BE CONSIDERED: The Commission will consider and act upon the following in open session: *Secretary of Labor* v. *Northshore Mining Company*, Docket No. LAKE 2014–219–M (Issues include whether the Judge erred in interpreting a regulation that addresses the reporting of eye injuries.)

Any person attending this meeting who requires special accessibility features and/or auxiliary aids, such as sign language interpreters, must inform the Commission in advance of those needs. Subject to 29 CFR 2706.150(a)(3) and 2706.160(d).

CONTACT PERSON FOR MORE INFO: Emogene Johnson (202) 434–9935/(202) 708–9300 for TDD Relay/1–800–877–8339 for toll free.

Sarah L. Stewart,

Deputy General Counsel.

[FR Doc. 2016–24946 Filed 10–12–16; 11:15 am]

BILLING CODE 6735–01–P

FEDERAL TRADE COMMISSION

[File No. 161 0096]

CentraCare Health System; Analysis To Aid Public Comment

AGENCY: Federal Trade Commission.

ACTION: Proposed consent agreement.

SUMMARY: The consent agreement in this matter settles alleged violations of federal law prohibiting unfair methods of competition. The attached Analysis to Aid Public Comment describes both the allegations in the complaint and the terms of the consent orders—embodied in the consent agreement—that would settle these allegations.

DATES: Comments must be received on or before November 7, 2016.

ADDRESSES: Interested parties may file a comment at *https://ftcpublic.commentworks.com/ftc/centracareconsent* online or on paper, by following the instructions in the Request for Comment part of the **SUPPLEMENTARY INFORMATION** section below. Write ''St. Cloud Medical Group/CentraCare Health, File No. 1610096—Consent Agreement'' on your comment and file your comment online at *https://ftcpublic.commentworks.com/ftc/centracareconsent* by following the instructions on the Web-based form. If you prefer to file your comment on paper, write ''St. Cloud Medical Group/CentraCare Health, File No. 1610096—Consent Agreement'' on your comment and on the envelope, and mail your comment to the following address: Federal Trade Commission, Office of the Secretary, 600 Pennsylvania Avenue NW., Suite CC–5610 (Annex D), Washington, DC 20580, or deliver your comment to the following address: Federal Trade Commission, Office of the Secretary, Constitution Center, 400 7th Street SW., 5th Floor, Suite 5610 (Annex D), Washington, DC 20024.

FOR FURTHER INFORMATION CONTACT: Robert Canterman (202–326–2107), Bureau of Competition, 600 Pennsylvania Avenue NW., Washington, DC 20580.

SUPPLEMENTARY INFORMATION: Pursuant to Section 6(f) of the Federal Trade Commission Act, 15 U.S.C. 46(f), and FTC Rule 2.34, 16 CFR 2.34, notice is hereby given that the above-captioned consent agreement containing consent orders to cease and desist, having been filed with and accepted, subject to final approval, by the Commission, has been placed on the public record for a period of thirty (30) days. The following Analysis to Aid Public Comment describes the terms of the consent agreement, and the allegations in the

Attachment 2
Project Informational Materials

Project Overview Flyer (English and Spanish)

Citizens' Guide to the Draft EIS (English and Spanish)

RED AHEAD

Moving Ahead to a Better Red

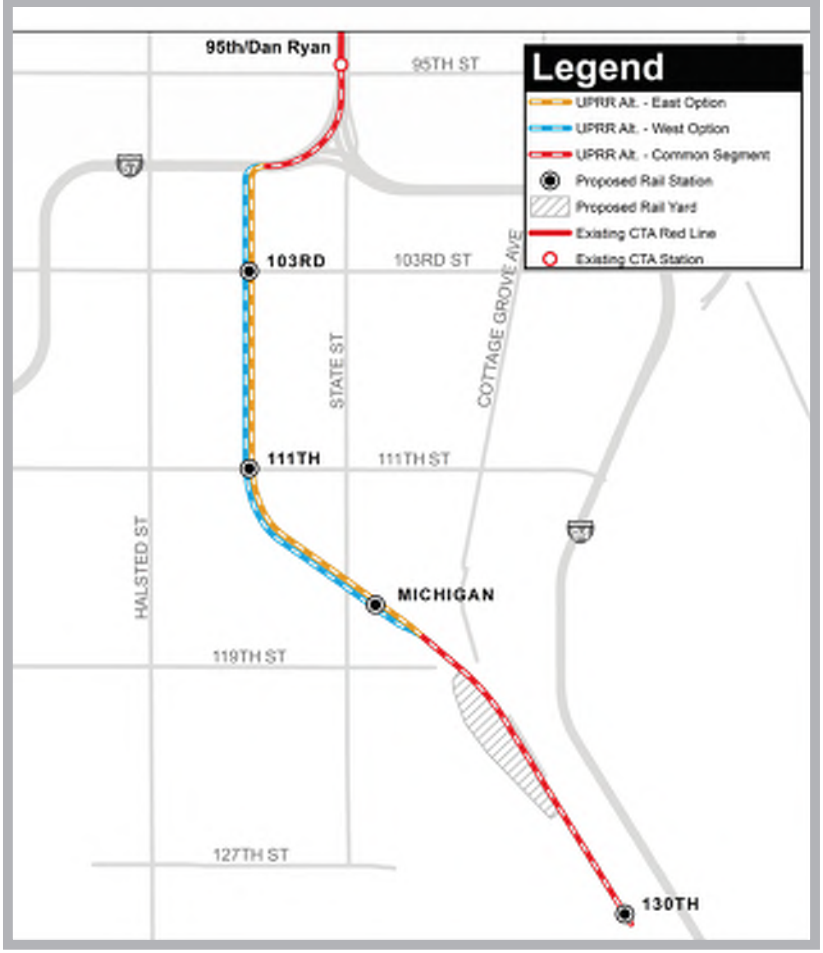
Red Line Extension

Red Line Extension: Expanding Transit Access on Chicago's Far South Side

The RLE Project is a major CTA initiative that would add new transit service to Chicago's Far South Side by extending its busiest rail line, the Red Line, south from 95th Street to 130th Street. The 5.3-mile extension would include four new accessible rail stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street.

CTA is currently considering two options of the UPRR Alternative: the East Option and the West Option. The East Option would run to the east of the Union Pacific Railroad (UPRR) tracks between 99th Street and 118th Street, and the West Option would run to the west of the UPRR tracks in that segment. The alignment would be the same for the two options from 95th Street to 99th Street and from 118th Street to 130th Street.

Red Line Extension Preferred Alternative



Why is the Red Line Extension Project Important?

- ***Expanded access and service improvements*** – The Red Line Extension would improve service and transit accessibility for Far South Side neighborhoods where transit-dependent residents currently lack direct access to rail service.
- ***Reduced commute times*** – Between 2005 and 2010, commute times were, on average, 20 percent longer for those that currently live in the area that would be served by the Red Line Extension, than for other commuters in the Chicago region. The Red Line Extension would save the average commuter in the communities affected by this project 87 hours per year.
- ***Catalyst for economic growth*** – CTA estimates that 29,900 direct, indirect, and induced jobs would be created with investment in the Red Line Extension Project. In addition, new stations could serve as catalysts for neighborhood revitalization.
- ***Enhanced livability*** – The improvements would also provide better transit access to affordable housing, jobs, services, and educational opportunities – enhancing livability and neighborhood vitality.

RED AHEAD

Moving Ahead to a Better Red

Red Line Extension

Red Line Extension: Project Update

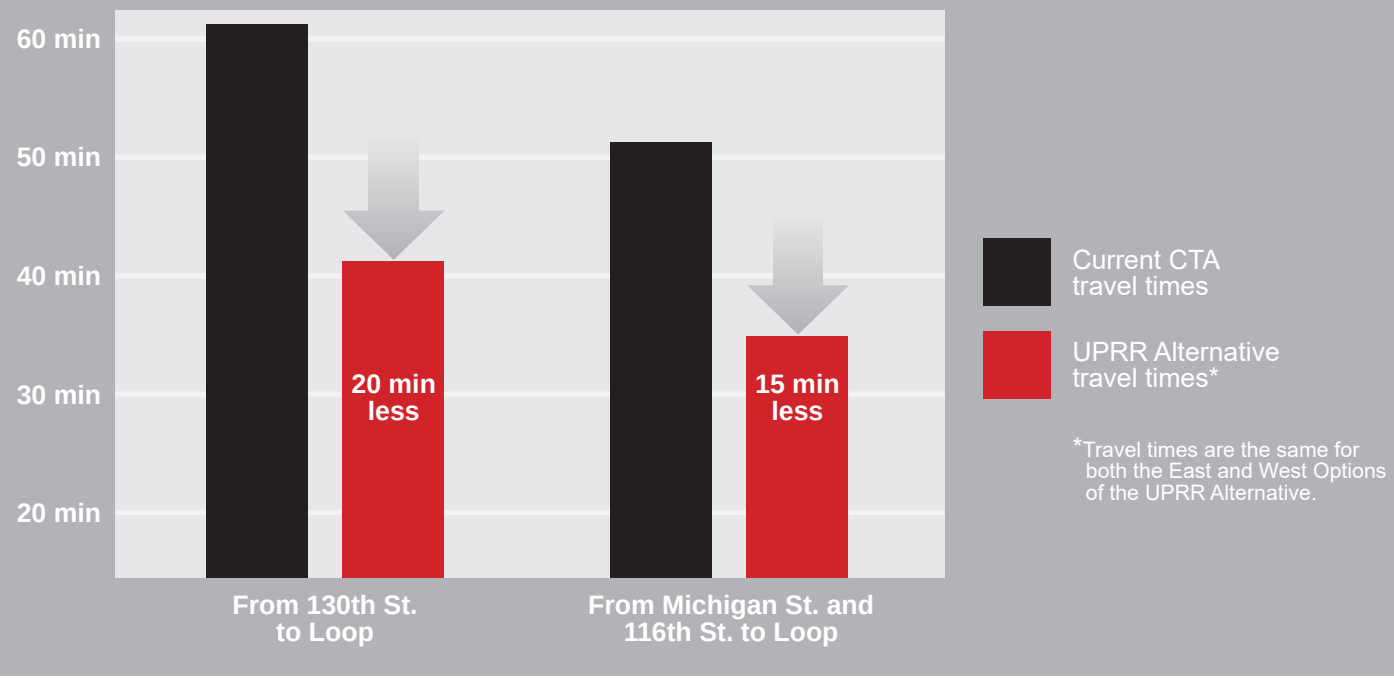
CTA is progressing on a multistep federal process to secure project approval and funding. CTA has prepared a Draft Environmental Impact Statement (EIS) that evaluates the environmental impacts of the two options of the Union Pacific Railroad (UPRR) Alternative as well as the No Build Alternative. CTA is seeking public feedback on the two options under consideration.

After publishing the Draft EIS, CTA will review and address public comments to the Draft EIS, and based on public feedback and the environmental review, CTA will announce the selected option (either the East Option or the West Option). CTA will formalize the selected option, its impacts, and mitigation measures in the Final EIS. During preparation of the Final EIS, CTA plans to 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. There will be future opportunities for public input as this process progresses.

Red Ahead

The Red Line Extension is part of the CTA's Red Ahead program, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line. The Red Ahead program also includes the Red Line South Reconstruction Project (completed 2013), the 95th Street Terminal Project (in construction), the Wilson Station Reconstruction Project (in construction), and the Red and Purple Modernization Program (currently in engineering and design).

Estimated Travel Time Savings



RedExtension@transitchicago.com
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BUILDING A NEW CHICAGO

cta

RED AHEAD
Moving Ahead to a Better Red

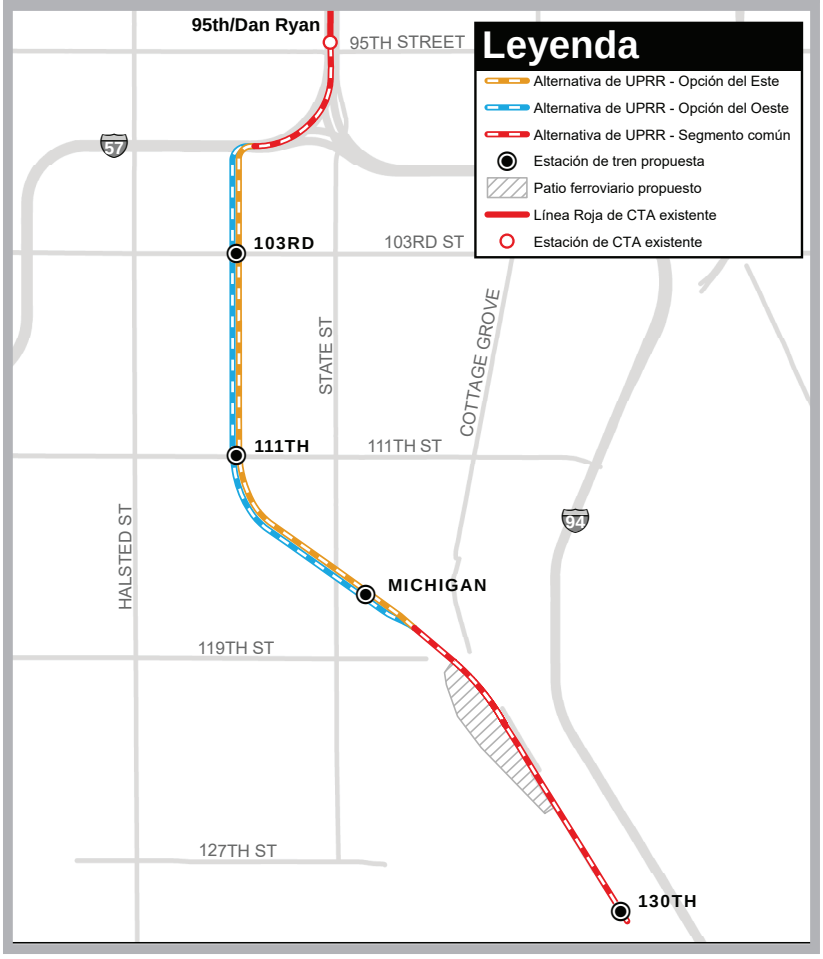
Red Line Extension

Expansión de la línea roja [RLE]: Expansión del acceso al transporte en el extremo sur de Chicago

El proyecto de RLE es una iniciativa importante de CTA que añadiría un nuevo servicio de transporte al extremo sur de Chicago mediante la extensión de la línea de tren más activa, la Línea Roja, al sur de 95th Street hasta 130th Street. La expansión de 5.3 millas incluiría cuatro nuevas estaciones de tren accesibles cerca de 103rd Street, 111th Street, Michigan Avenue y 130th Street.

CTA actualmente está considerando dos opciones de la Alternativa de UPRR: la opción del este y la opción del oeste. La opción del este correría al este de los rieles de Union Pacific Railroad (UPRR) entre 99th Street y 118th Street, y la opción del oeste correría al oeste de los rieles de UPRR en dicho segmento. El alineamiento sería el mismo para las dos opciones desde 95th Street a 99th Street y desde 118th Street a 130th Street.

Alternativa preferida para la expansión de la Línea Roja



¿Por qué es el proyecto de expansión de la línea roja importante?

- ***Expansión de acceso y mejoras al servicio*** – La expansión de la línea roja mejoraría el servicio y el acceso al transporte en los vecindarios en el extremo sur donde los residentes que dependen del transporte público actualmente no tienen acceso directo al servicio de tren.
- ***Reducción en el tiempo que tarda ir y venir del trabajo*** – Entre el 2005 y el 2010, el tiempo que tarda ir y venir del trabajo era, en promedio, 20 porciento más largo para aquellas personas que viven actualmente en el área donde la expansión de la línea roja prestaría el servicio, en comparación con otras personas que van y vienen del trabajo en la región de Chicago. La expansión de la línea roja ahorraría a una persona que va y viene del trabajo promedio en las comunidades afectadas por este proyecto 87 horas anuales.
- ***Catalizador de crecimiento económico*** – CTA estima que se crearían 29,900 trabajos directos, indirectos e inducidos mediante la inversión en el proyecto de expansión de la línea roja. Además, las estaciones nuevas podrían desempeñar una función catalizadora para la revitalización del vecindario.
- ***Habitabilidad mejorada*** – Las mejoras también proporcionarán mejor acceso del transporte público a vivienda económica, trabajos, servicios y oportunidades educativas. Esto mejora la habitabilidad y la vitalidad del vecindario.

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Expansión de la línea roja: Información actualizada sobre el proyecto

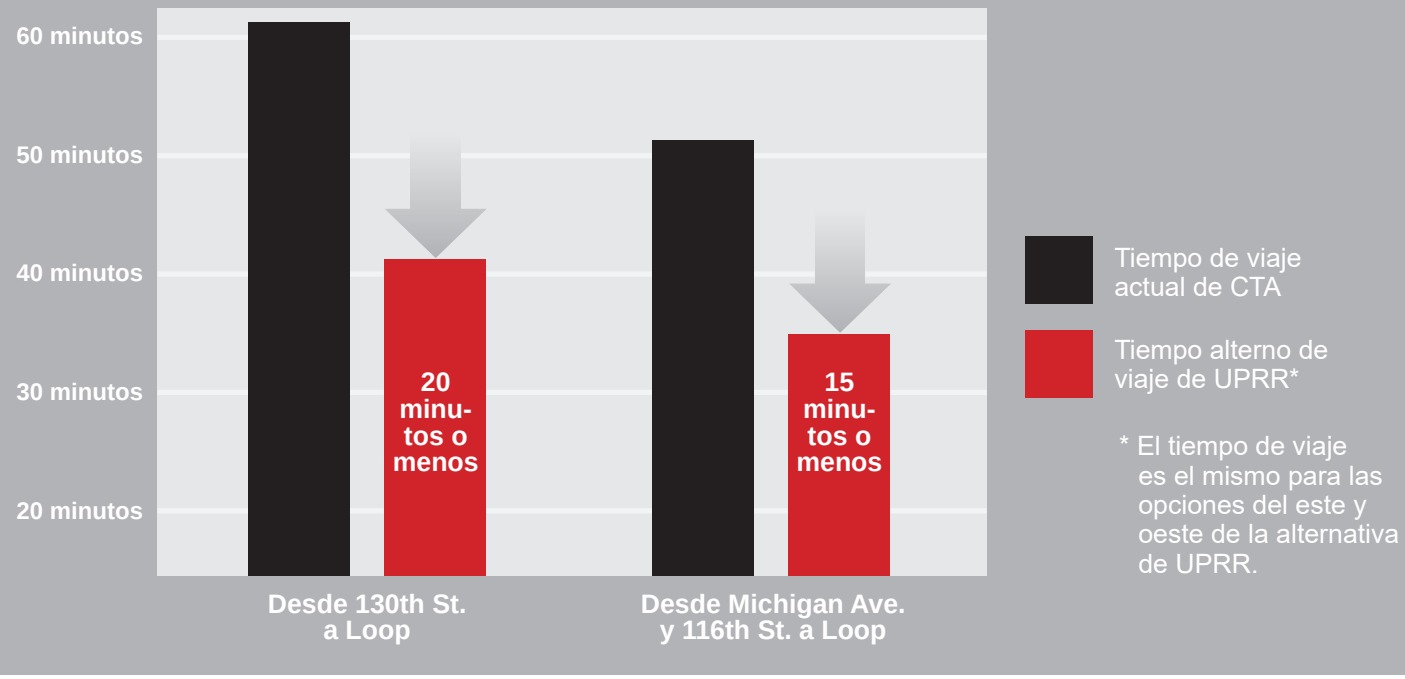
CTA está progresando en un proceso federal de varias etapas para obtener la aprobación y los fondos para el proyecto. CTA preparó un borrador de declaración de impacto ambiental (DIA) que evalúa el impacto ambiental de las dos opciones de la alternativa de Union Pacific Railroad (UPRR), así como la alternativa de no construcción (No Build). CTA está solicitando las opiniones del público sobre las dos opciones objeto de consideración.

Después de publicar el borrador de DIA, CTA examinará y atenderá los comentarios del público sobre el borrador de DIA, y anunciará la opción seleccionada (opción este u opción oeste) con base en las opiniones del público y la evaluación ambiental. CTA formalizará la opción seleccionada, su impacto y las medidas de mitigación en la DIA final. Durante la fase de preparación de la DIA final, CTA tiene previsto solicitar a la Administración Federal de Transporte (FTA) la entrada a la fase de desarrollo de este proyecto para obtener fondos federales para la construcción del proyecto conforme al programa federal competitivo "New Starts." Habrá oportunidades en el futuro para recibir aportaciones del público a medida que avanza este proceso.

Red Ahead

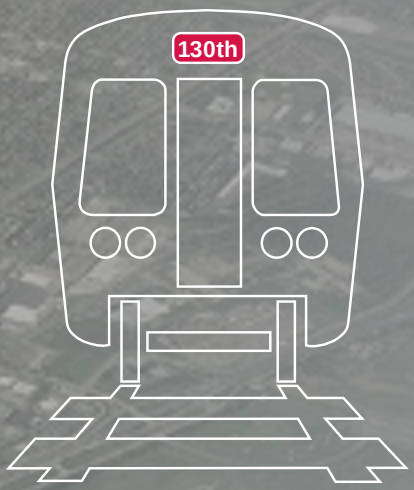
La expansión de la línea roja es parte del programa Red Ahead (Rojo a la vista) de CTA, una iniciativa amplia para mantener, modernizar y expandir la línea de tren más transitada de Chicago. El programa Red Ahead también incluye el proyecto de reconstrucción de la línea roja al sur (completado en el 2013), el proyecto de terminal de 95th Street (construcción en curso), el proyecto de reconstrucción de estación Wilson (construcción en curso) y el programa de modernización de la línea roja y púrpura (actualmente en la etapa de ingeniería y diseño).

Ahorros estimados en el tiempo que tarda el viaje



RED AHEAD

Red Line Extension



RED LINE EXTENSION
CITIZENS' GUIDE

TO THE

DRAFT ENVIRONMENTAL IMPACT STATEMENT

October 2016

cta

Contents

The Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) have prepared a Draft Environmental Impact Statement (EIS) for the Red Line Extension (RLE) Project. The Draft EIS is a federally mandated document that evaluates impacts of a proposed transportation project and allows CTA to pursue federal funding. This Citizens' Guide provides an overview of the content and process used to prepare the Draft EIS. Contents of this guide include the following:

- Introduction and Project Overview 1
- Project Purpose and Need 2
- Alternatives Development Process 3
- Locally Preferred Alternative 4-5
- Summary of Benefits and Impacts 6-11
- Public Involvement 12
- Project Costs and Funding 13
- Next Steps 13

How to Provide Comments on the Draft EIS

The Draft EIS serves as the primary document to facilitate public and agency review of the proposed project. Comments on the Draft EIS will be accepted from October 6 to November 30, 2016. The Draft EIS is available on the CTA website (transitchicago.com/RedEIS), and hard copies of the Draft EIS are available at the following locations during the public review period:

- CTA Headquarters
  567 W. Lake Street, 2nd Floor,
  Chicago, IL 60661
- Pullman Public Library
  11001 S. Indiana Avenue,
  Chicago, IL 60628
- West Pullman Public Library
  830 W. 119th Street,
  Chicago, IL 60643
- Altgeld Public Library
  13281 S. Corliss Avenue,
  Chicago, IL 60827
- Woodson Regional Public Library
  9525 S. Halsted Street, Chicago,
  IL 60628
- Calumet Park Public Library
  1500 W. 127th Street,
  Calumet Park, IL 60827
- Harold Washington Library Center
  400 S. State Street,
  Chicago, IL 60605

CTA will hold a public hearing on November 1, 2016 from 5:30 to 7:30 PM at St. John Missionary Baptist Church (211 E. 111th Street, Chicago, IL 60628) to solicit comments from the community about findings presented in the Draft EIS. Comments received during the public comment period will be entered into the public record and addressed by CTA and FTA in the Final EIS. Public comments must address the contents of the Draft EIS and not the contents of this guide.

Written comments will also be accepted at any time during the public comment period via e-mail to: RedExtension@transitchicago.com and U.S. mail to: Chicago Transit Authority, Strategic Planning, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661.

Introduction and Project Overview

The Chicago Transit Authority (CTA) is proposing to extend the Red Line from the existing 95th Street Terminal to 130th Street, subject to the availability of funding. The proposed 5.3-mile extension would include 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.

The RLE Project would reduce commute times for residents, improve mobility and accessibility, and provide connections to other transportation modes. The RLE Project could also foster economic development, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in the project area. The RLE Project would also provide a modern, efficient rail car storage yard and shop facility.

By 2030,

42,000 riders

are expected to take the Red Line Extension every weekday.

Between 2005 and 2010, commute times were, on average, 20 percent longer for those that currently live in the area that would be served by the Red Line Extension, than for other commuters in the Chicago region.

The Red Line Extension would save the average commuter in the communities affected by this project

87 hours per year.

Project Purpose and Need

The purpose of the RLE Project is as follows:

- Reduce commute times for residents both within and south of the project area.
- Improve mobility and accessibility for transit-dependent residents in the project area.
- Improve rapid transit rail service to isolated areas and provide viable linkages between affordable housing (e.g., the Altgeld Gardens public housing project), jobs, services, and educational opportunities, thereby enhancing livability and neighborhood vitality.
- Provide an opportunity for potential connections and linkages to other public transportation modes including regional commuter rail in the project area.
- Foster 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.
- Provide a modern, efficient rail car storage yard and shop facility to provide storage and cost-effective preventive maintenance for rail cars associated with the RLE Project, rail cars currently stored in the existing 98th Street Yard and Shop, and rail cars supporting additional Red Line expansion of service.

The need for the RLE Project is demonstrated by the following existing conditions:

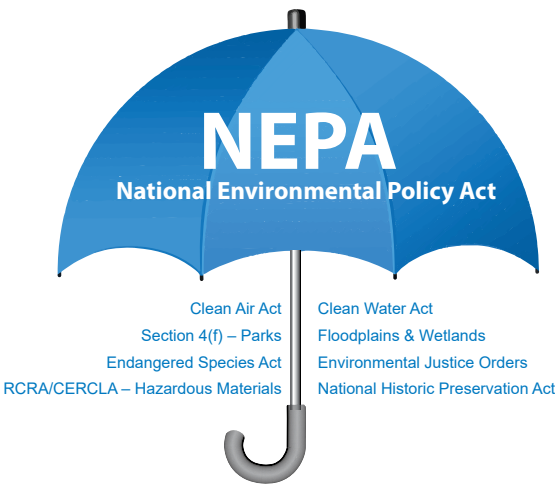
- Transit trips to jobs are longer for Far South Side residents than they are for passengers in the Chicago seven-county region as a whole.
- Transit-dependent populations in the project area have limited direct access to rapid transit rail service.
- The project area is geographically isolated from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

The Environmental Impact Statement (EIS) Process

The National Environmental Policy Act of 1969 (NEPA) is a federal law that mandates the consideration of environmental impacts before approval of any federally funded project that may have significant impacts on the environment or where impacts have not yet been determined.

The purpose of the Draft 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 analysis evaluates the extent to which the proposed project would affect these resource areas. Measures to avoid, minimize, and mitigate potential adverse impacts are also identified.

After public review of the Draft EIS, CTA and FTA will complete additional engineering and analyses, and will prepare the Final EIS. The Final EIS will include and address all of the comments received during the Draft EIS public comment period. The Final EIS and Record of Decision will document the results of the Draft EIS process, confirm whether the East or West Option is the selected option, and include a list of committed final mitigation measures.



Alternatives Development Process

CTA began developing the alternatives that are being studied in Draft EIS during the Alternatives Analysis which took place from 2006–2009. 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.

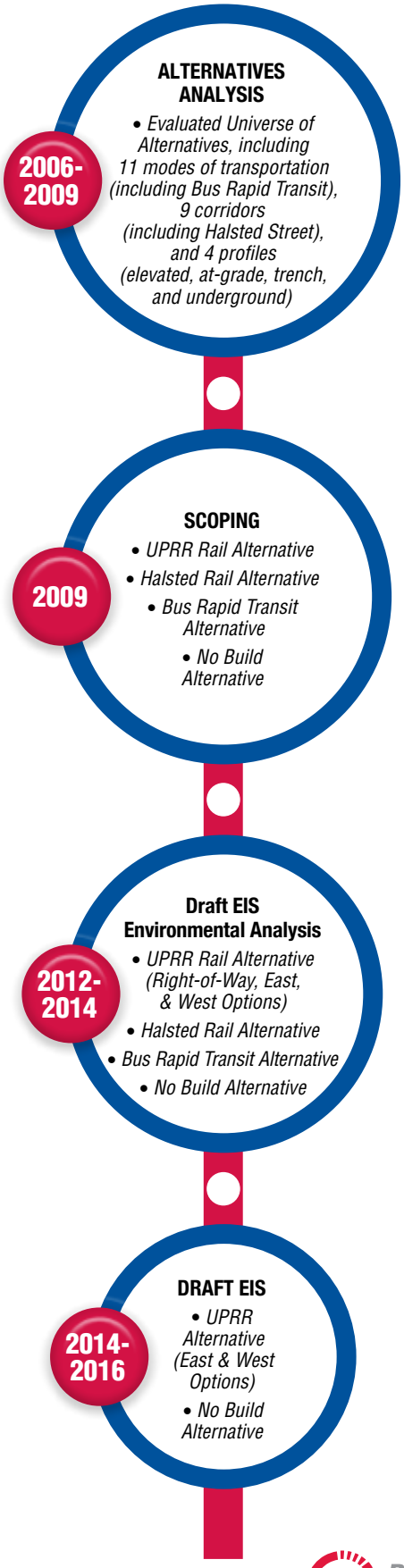
In preparation for the Draft EIS and based on the outcomes of the Alternatives Analysis, CTA evaluated the following alternatives and options between 2012 and 2014:

- No Build Alternative
- Bus Rapid Transit Alternative
- Union Pacific Railroad Rail (UPRR) 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 evaluates 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.

No Build Alternative

The No Build Alternative is a required alternative as part of the NEPA environmental analysis and is used for comparison purposes to assess the relative benefits and impacts of implementing the UPRR Alternative. The No Build Alternative represents future conditions if the UPRR Alternative were not implemented. No new infrastructure would be built as part of the RLE Project.

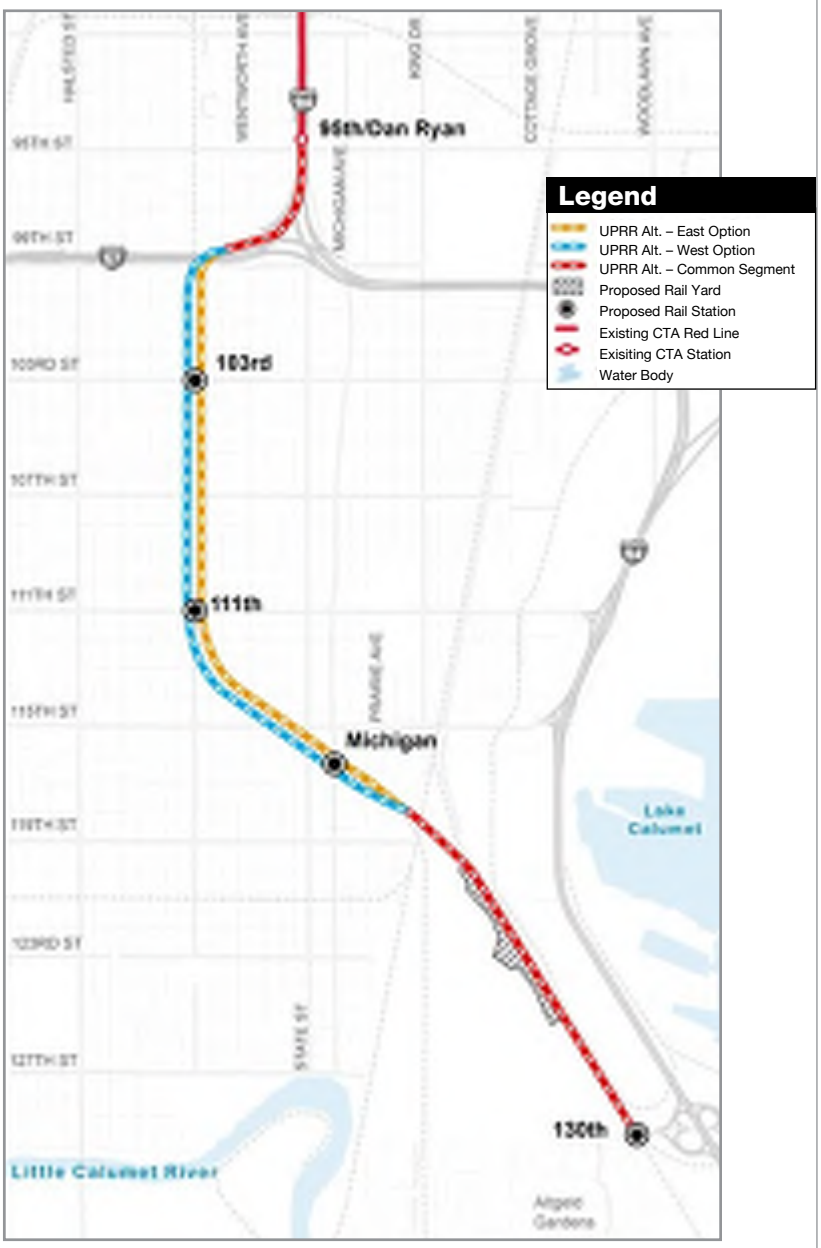


Locally Preferred Alternative
Union Pacific Railroad Alternative

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

The Locally Preferred Alternative 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 terminal facilities at each station
- Bus transit service to the new stations for faster travel to downtown Chicago
- New yard and shop at 120th Street



Two alignment options are being studied in the Draft EIS:

East Option

Under this option, the CTA elevated structure would be placed immediately east of the Union Pacific Railroad right-of-way from 99th Street to 118th Street.

West Option

Under this option, the CTA elevated structure would be placed immediately west of Union Pacific Railroad right-of-way from 99th Street to north of 118th Street.

The proposed alignment of the rapid transit line would be the same for the two East and West options from 95th Street to 99th Street and from 118th Street to 130th Street.

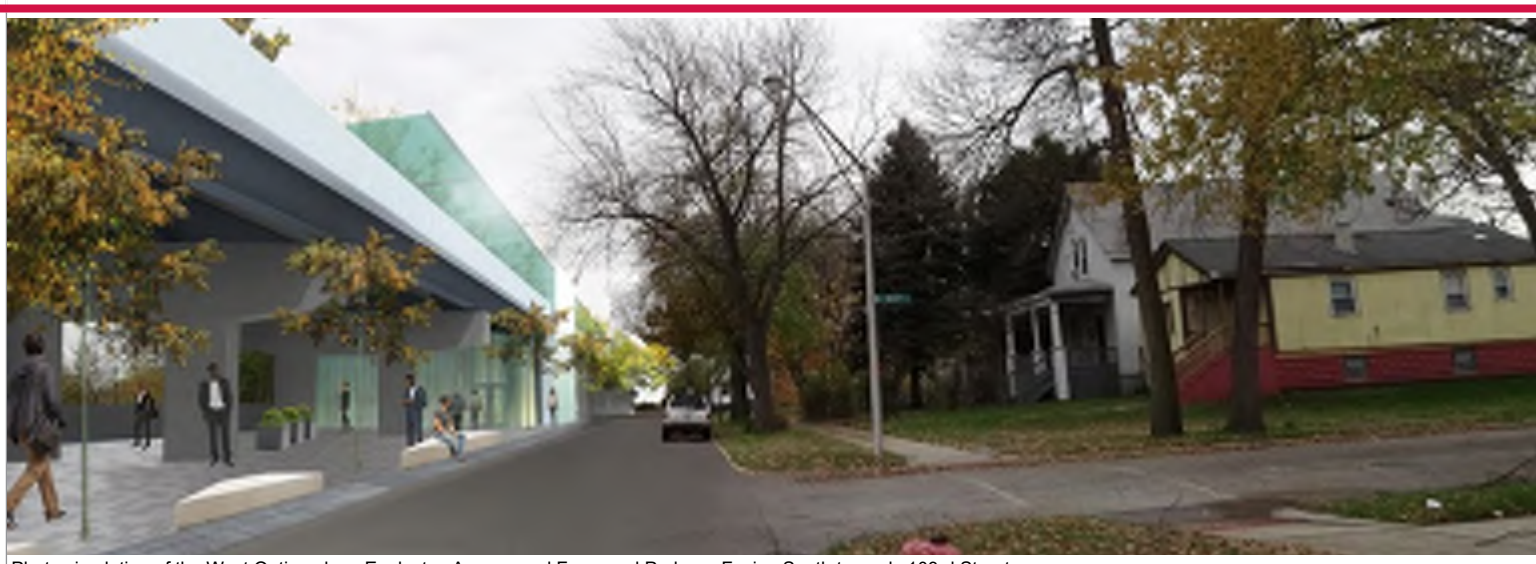


Photo simulation of the West Option along Eggleston Avenue and Fernwood Parkway Facing South towards 103rd Street

Photo simulation of East Option at 103rd Street Facing Northwest

Photo simulation of East Option at 111th Street Facing West

Summary of Benefits and Impacts

Potential environmental benefits and impacts are detailed in Chapters 3–8 of the Draft EIS and are summarized below.

Transportation (Chapter 3)

Both the East and West Options would have no adverse impacts on transportation after mitigation. Transit passengers would benefit from increased access to transit, faster travel times, reduced congestion at 95th Street Terminal, direct rail service, and potential connections to regional commuter rail. Under both the East and West Options, adverse vehicular traffic impacts would occur at fifteen intersections in the project area before mitigation. Potential mitigation measures include adjusting traffic signal timing and installation of traffic detection technology to provide green signal phases in responses to traffic presence and volume. Impacts would not be adverse after mitigation. Pedestrians would benefit from upgraded intersections adjacent to stations with ADA-accessible curb ramps and

replacement of deteriorated sidewalks. The East Option would result in pedestrian safety impacts at the 103rd Street, 111th Street, and Michigan Avenue stations because passengers would need to cross active UPRR tracks to access the station's parking facility. Potential mitigation measure include traffic signals (if warranted), surveillance cameras, alarms notification (flashing blue lights), sidewalk lighting in the immediate vicinity, pedestrian crossing treatments (refuge medians with appropriate signage), and police patrols.

In 2014 and 2015, CTA refined the project alignment along I-57 by shifting a portion of the alignment to the shoulder of the expressway, which would reduce impacts to traffic; however, construction within the I-94 and I-57 right-of-way would require temporary lane closures. Because UPRR freight operations would still be active in the UPRR right-of-way during construction of either option, CTA would need to move signal devices or install temporary signals to replace existing signals during construction of viaducts. Because the West Option would cross the freight tracks in two locations, construction at crossing would be phased to minimize impacts to freight operations.

Land Use and Economic Development (Section 4.1)

The proposed park & ride facilities at the 103rd Street, 111th Street, and Michigan Avenue stations, as well as the substation just north of Michigan Avenue for both the East and West Options would be inconsistent with adjacent land uses, but would not create an adverse impact after mitigation. The proposed Michigan Avenue station parking structure would have ground-floor retail and community facility space, which could help offset the land use and economic impacts of displacements. The East and West Options 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.

Displacements (Section 4.2)

The East Option would affect 260 parcels (106 buildings) and the West Option would affect 205 parcels (46 buildings). The East Option would displace primarily single-family residences. The West Option would displace more commercial and industrial properties but overall fewer properties than the East Option.

The Red Line Extension Project would provide

better transit access

to affordable housing, jobs, services, and educational opportunities enhancing livability and neighborhood vitality.

Summary of Benefits and Impacts

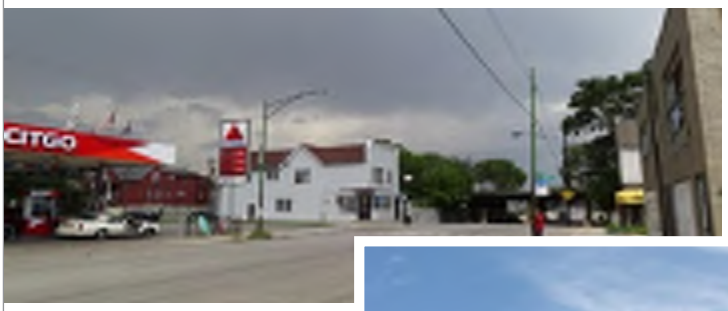
Because all construction activities would occur within the street right-of-way or on land acquired for the permanent right-of-way, yard and shop, and park & ride facilities, there would be no temporary construction-related displacement or relocation impacts for either option. Permanently displaced owners and tenants would be compensated and relocated per the Uniform Act and FTA guidelines. The Uniform Act mandates that relocation services and payments be made available to eligible residents, businesses, and non-profit organizations displaced as a direct result of any project undertaken by a federal agency or with federal financial assistance.

Neighborhoods and Communities (Section 4.3)

Both the East and West Options would have permanent adverse impacts on community character and cohesion in Roseland and West Pullman because of the adverse visual impacts created by the track structure and stations. Passengers would benefit from improved mobility with reduced travel times and from increased access to community resources in the project area. The new rail extension would facilitate access to community resources near the station locations. The East Option would affect three community resources, and the West Option would also affect three community resources; impacts to these community resources would not be adverse after mitigation. Construction would introduce temporary, intermittent visual, noise, and dust impacts; would cause increased truck traffic; and would require temporary street closures and detours. Access to businesses could be temporarily limited on an intermittent basis. Construction impacts would not be adverse after mitigation.

Visual Impacts (Section 4.4)

Both the East and West Options would introduce permanent adverse visual impacts and new visual elements to areas within view of the track structure and stations. The East Option would create an adverse visual impact north of I-57 and at the intersection of 117th Street and Prairie Avenue because of the change in the visual setting due to the height of the elevated track structure. The West Option would create an adverse visual impact north of I-57, between 99th Street and 103rd Street, near the 103rd Street Station, and at the Michigan Avenue station park & ride facility because of the change in the visual setting due to the height of the elevated track structure, stations, and park & ride. These impacts would remain adverse despite mitigation. Mitigation measures would include landscaping (such as planting larger trees near structures to break the sight lines, with smaller scale landscaping near the streets to mimic landscaping on the opposite side of the streets), and creating pedestrian-friendly surroundings. Construction would create temporary adverse impacts due to the construction work zone.



Existing Conditions

West Option Michigan Avenue Station and Parking Structure Facing Northwest along Michigan Avenue

Photo Simulation

Summary of Benefits and Impacts

Noise and Vibration (Section 4.5)

	Noise-sensitive receivers within moderate impact contour	Noise-sensitive receivers within severe impact contour
East Option	574	82
West Option	738	48

The noise analysis established impact boundaries, within which sensitive receivers (such as residences) would be affected by the noise created by the proposed project. To reduce noise impacts below FTA noise impact criteria, CTA would construct a noise barrier approximately 4 feet in height, which would provide a 10-dBA reduction in noise along both sides of the elevated track structure from the 95th Street Terminal to 119th Street. No moderate or severe noise impacts would remain after mitigation. Construction noise levels are not expected to exceed the FTA-recommended construction noise limits. The construction contractor would employ noise-reducing construction best management practices.

Noise Barriers

The elevated track structures would result in vibration levels that would be below the FTA impact criterion and no mitigation measures would be required.

Safety and Security (Section 4.6)

Safety refers to freedom from harm resulting from unintentional acts or circumstances. Unintentional acts or circumstances include all incidents within the CTA right-of-way, such as collisions, derailments, fires, property damage, injuries, and fatalities. A large number of pedestrians would likely cross the major streets near the 103rd and 111th Street stations without positive traffic control (marked crosswalks or signalized intersections with pedestrian countdowns) to reach the proposed stations, which would be an adverse impact on pedestrian safety. Permanent safety impacts would not be adverse after mitigation. Mitigation measures would include installing traffic signals (if warranted), surveillance cameras, alarm notifications (flashing blue lights), pedestrian crossing treatments, or installing additional passive or active safety devices to enhance the safety devices already in place at existing grade crossings.

Security refers to freedom from harm resulting from intentional acts or circumstances, including crime. Based on data from transit stations in Chicago and across the United States, the new stations would be unlikely to have much, if any, impact on neighborhood crime; however, research indicates that some risk would remain, particularly in low-income neighborhoods. There would be no permanent security impacts. There would be no

Existing Conditions

East Option Elevated Track Structure adjacent to the Roseland Pumping Station, Facing South on Harvard Avenue

Photo Simulation

Summary of Benefits and Impacts

construction-related safety or security impacts after the implementation of safety and construction best management practices.

Historic and Cultural Resources (Section 4.7)

An adverse effect on a historic resource is found when a project would alter (directly or indirectly) any of the characteristics of a historic property that qualify the property for inclusion in the National Register of Historic Places in a manner that would diminish the integrity of the resource's location, design, setting, materials, workmanship, feeling, or association. The East Option would have "no adverse effects" on one resource (the Roseland Pumping Station), and "no effects" on other resources. The East Option would have "no adverse effects" (and not "no effect") on Roseland Pumping Station because the new aerial track structure would be located within 9 feet of the Roseland Pumping Station at its nearest point; the building would not have to be removed. The West Option would have no effect on any historic resources.

Since 2012, FTA and CTA have coordinated with the State Historic Preservation Office and consulting parties to discuss properties and districts in the area of potential effect that were eligible for listing on the National Register of Historic Places as well as potential project effects.

Hazardous Materials (Section 4.8)

CTA identified six High Concern sites within the permanent envelope of the East Option and six High Concern sites within the permanent envelope of the West Option. Implementation of the UPRR Alternative could result in benefits through the cleanup and/or removal of contaminated material during construction. Daily operations or maintenance activities that require earthmoving in contaminated areas would have the potential to result in permanent hazardous material impacts from accidental spills or hazardous material releases. Permanent and construction-related impacts would not be adverse after the implementation of standard practices and best management practices.

Wetlands (Section 4.9)

CTA identified 15 wetland areas totaling 15.34 acres of potentially affected wetlands at the site of the 130th Street station and the 120th Street yard and shop. The precise quantity of wetlands affected would be confirmed based on the actual footprint to be determined in final design. If there are jurisdictional wetlands (wetlands that are regulated by the U.S. Army Corps of Engineers) and they cannot be avoided, CTA would provide compensatory mitigation. Impacts on wetlands would be mitigated through compensatory mitigation, if required. Construction staging areas would be sited outside of wetlands as much as possible, but if there were any temporary impacts, those wetlands would be restored after construction.

Indirect and Cumulative Impacts (Chapter 5)

The RLE Project takes into account and is being coordinated with other projects being conducted in the past, present, and reasonably foreseeable future in the project area. Implementation of the East or West Option could result in potential redevelopment because of increased accessibility to jobs, attraction of new development near RLE stations, and overall livability improvements. The surrounding communities would benefit from the cumulative impacts of other planned and programmed projects in the project area because they would improve access to jobs, places of interest, and residences, and would result in a reduction of air emissions.

Resources with Limited or No Adverse Impacts (Chapter 6)

The No Build Alternative and the UPRR Alternative East and West Options would have limited or no impacts on the following resource areas: air quality, water quality, floodplains, vegetation and wildlife habitat, threatened and endangered species, geology and soils, and energy. Based on the nature of these resource areas, impacts would be similar for both the East and West Options.

Environmental Justice (Chapter 7)

Environmental Justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income. CTA and FTA considered the potential for disproportionately high and adverse impacts on low-income and minority populations that could result from the UPRR Alternative. The project area consists entirely of predominantly minority populations, some of which are also low-income. All of the benefits and impacts of the project would occur within these minority and

Summary of Benefits and Impacts

low-income areas (EJ populations). Few benefits would occur outside of the minority and low-income areas. As such, both the East and West Options would have impacts on EJ populations; however, none of the impacts would be disproportionately high and adverse. FTA and CTA have undertaken outreach and ongoing coordination with affected communities to identify EJ populations, discussed project impacts and benefits, and mitigation measures where relevant.

Parks – Section 4(f) (Chapter 8)

East Option

Under the East Option, the northwest corner of Wendell Smith Park and the western parcel of Block Park would be permanently affected. Both Wendell Smith Park and Block Park would continue to provide park space after implementation of the RLE Project, but park space would be reduced. Both parks would remain active during construction with the exception of the overlapped portion of the parks.

West Option

Under the West Option, a portion of Fernwood Parkway from 99th Street to 103rd Street between the existing UPRR tracks and Eggleston Avenue would be affected. Temporary closure of the overlapped section of Fernway Parkway would be necessary during construction. There would be a short-term closure of Wendell Smith Park during construction, but no permanent impacts.

Parks affected by the East and West Options

Addressing Impacts to Parks

CTA has worked with the Chicago Park District to identify a number of ways to minimize park impacts and, where possible, enhance community access to parks.

Mitigation Measures for both the East and West Options

- Provide new replacement parks in or near affected community areas
- Restore/landscape any disturbed areas on impacted parkland
- Incorporate context sensitive design features at impacted parks

Additional Mitigation Measures for the East Option at Wendell Smith Park

- Provide one larger baseball field in Wendell Smith Park
- Relocate junior-sized baseball field in replacement park
- Relocate walking path and replace benches and other amenities in Wendell Smith Park

Additional Mitigation Measures for the West Option at Fernwood Parkway

- Potential to install new bike path beneath elevated structure in unused greenspace in Fernwood Parkway

Summary of Benefits and Impacts

Criteria	No Build Alternative	Union Pacific Railroad Alternative East Option	Union Pacific Railroad Alternative West Option
Goal 1 - Reduce Transit Times			
Travel Times Between Stations[1,2]			
130th Street to 95th Street Terminal	28 minutes	14 minutes	14 minutes
130th Street to Jackson Station (Loop)	58 minutes	39 minutes	39 minutes
Would the proposed stations serve transit-dependent communities?	No	Yes	Yes
Would there be new direct service to Altgeld Gardens?	No	Yes	Yes
Goal 2 - Increase Travel Choices			
Would there be better access to regional employment centers and local commercial areas?	No	Yes	Yes
Would potential connections to other public transportation modes within the project area be possible?	No	Yes	Yes
Would geographic isolation be reduced?	No	Yes	Yes
How many stations would have Park & Ride Facilities?	0	4 of 4	4 of 4
Total Park & Ride Spaces	0	3,700	3,700
Goal 3 - Increase Economic Competitiveness			
Would nearby development be encouraged?	No	Yes	Yes
Goal 4 - Minimize Environmental Impacts			
Displacements and Relocations			
Properties	0	260	205
Buildings	0	106	46
Noise Impacts After Mitigation	No change	Not adverse	Not adverse
Receivers with Moderate Impacts (before mitigation/after mitigation)	0	574 / 0	738 / 0
Receivers with Severe Impacts (before mitigation/after mitigation)	0	83 / 0	49 / 0
Park Impacts (Not Adverse After Mitigation)[3]			
Construction Phase	0 parks	2 parks	2 parks
Permanent	0 parks	2 parks	1 park
Permanent (acres)	0 acres	1.6 acres	1.9 acres
Would there be community character impacts after mitigation?	No	Yes	Yes
Would there be visual and aesthetic impacts after mitigation?	No	Yes	Yes
Goal 5 - Provide the Best Value			
Projected Ridership (per weekday)	0	42,000	42,000
Capital Costs[4]	$0	$2.26 Billion	$2.30 Billion
Annual Change in O&M Costs[5]	No Change	+$17.4 Million	+$17.4 Million

N/A = Not Applicable
1 Source: CTA 2009
2 Travel time between stations does not include wait time at 130th Street.
3 Based on the Section 4(f) analysis. Findings contingent on continued coordination process.
4 Year of expenditure dollars
5 O&M = Operations and maintenance. Difference from No Build Alternativeshown in year 2015 dollars

Public Involvement

Community outreach for the RLE Project started with the Alternatives Analysis in 2006, continued with NEPA scoping in 2009, and will continue through the Draft EIS and Final EIS phases of the project.

To date, CTA has held 10 public meetings for this project with more than 800 community members in attendance. CTA has met with many community organizations and public agencies as part of the planning process, including coordination related to historic resources (Section 106). Additional details about the public outreach process is described in Chapter 10 of the Draft EIS. CTA will continue to involve and consult with the community as the project proceeds through design and into construction.

CTA will host a public hearing to solicit comments from the community about findings presented in the Draft EIS. Comments received during the public comment period, including the public hearing, will be reviewed by FTA and CTA, and will be entered into public record. Written comments will also be accepted at any time during the public comment period via e-mail to: RedExtension@transitchicago.com and U.S. mail to: Chicago Transit Authority, Strategic Planning, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661. A summary of the public hearing and responses to comments received will be included in the Final EIS.

Project Costs and Funding

CTA is pursuing a wide range of local, state, and federal funding sources, including federal New Starts funds, with the help and support of the community. New Starts projects expand rail service into an area that is not within the current transit footprint, and therefore entail a relatively longer environmental and planning process. The New Starts process is very competitive; CTA must compete with other New Starts projects from across the country that are already in line for funding.

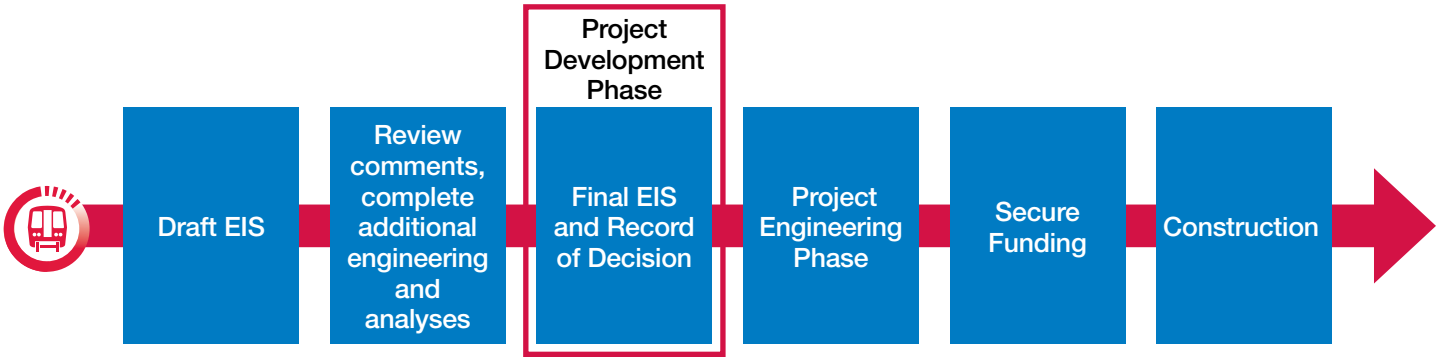
	No Build	East Option	West Option
Capital Costs[1]	$0	$2.26 Billion	$2.30 Billion
Annual Change in O&M Costs[2]	No Change	+$17.4 Million	+$17.4 Million

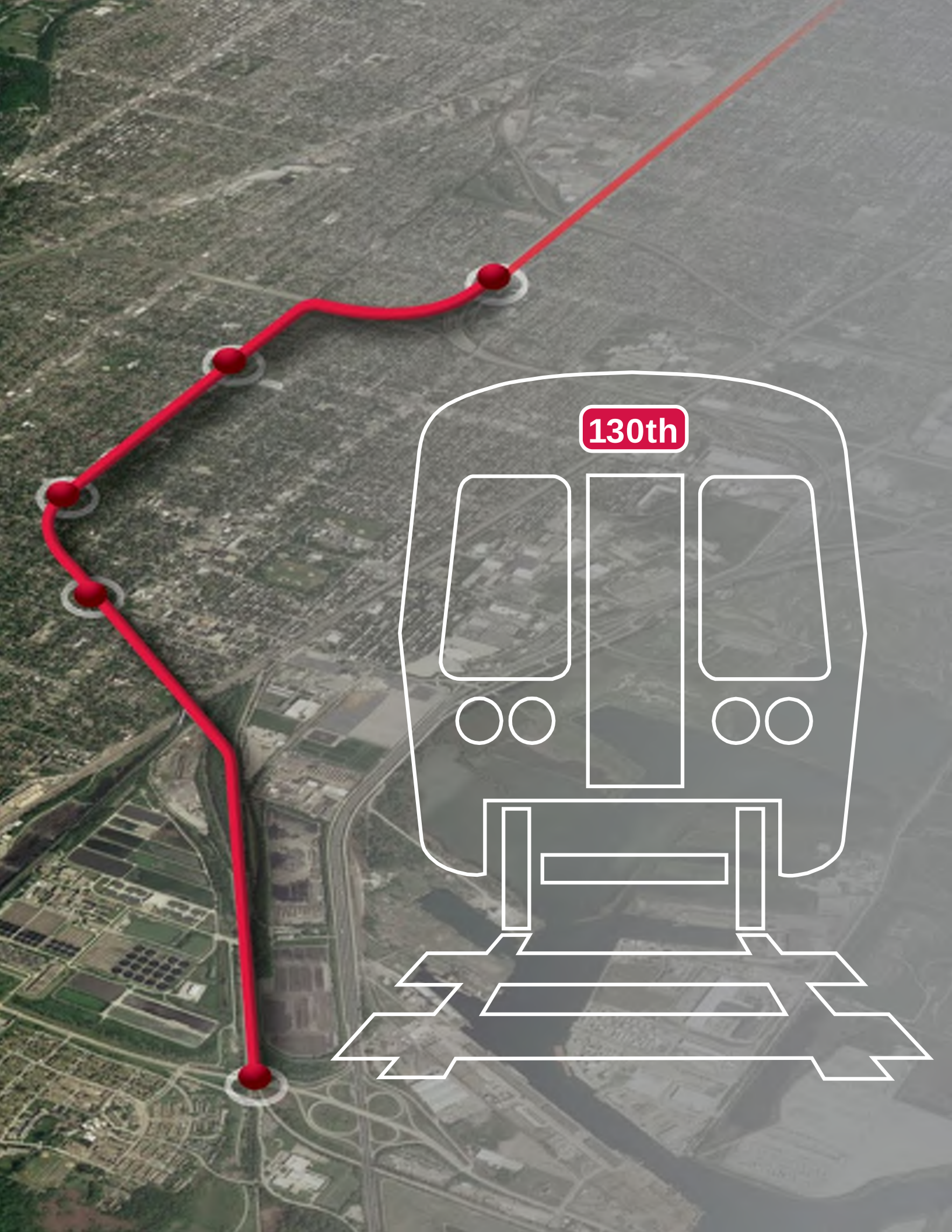
1 Year of expenditure dollars
2 O&M = Operations and maintenance. Difference from No Build Alternative shown in year 2015 dollars.

Next Steps

FTA and CTA will review the comments received during the public comment period, complete additional engineering and analyses required, and prepare the Final EIS. Concurrently, CTA will also request entry into the FTA New Starts Project Development phase. The Final EIS will include and address all of the comments received during the Draft EIS public comment period. The Final EIS will document the results of the Draft EIS process, confirm whether the East or West Option is the selected option, and include a list of committed final mitigation measures. FTA intends to issue a single document that consists of the Final EIS and Record of Decision, unless it is determined that circumstances, such as changes to the proposed action, anticipated impacts, or other new information, preclude issuance of such a combined document.

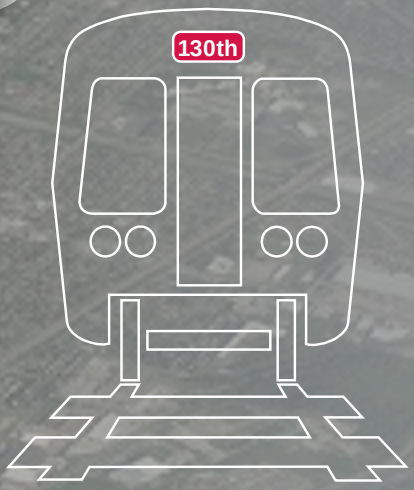
After completion of the Final EIS and FTA New Starts Project Development phase, CTA intends to apply to the Project Engineering phase, which will include design and engineering. Upon receiving a full funding grant agreement from FTA, the project will move into construction, which is expected to last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




130th

RED AHEAD

Red Line Extension



GUÍA DE LOS CIUDADANOS

DE LA EXPANSIÓN DE LA LÍNEA ROJA

AL

BORRADOR DE DECLARACIÓN DE IMPACTO AMBIENTAL

Octubre 2016

cta

Contenidos

Federal Transit Administration (FTA) y Chicago Transit Authority (CTA) han preparado un borrador de Declaración de Impacto Ambiental (DIA) para el proyecto de expansión de la Línea Roja (RLE). El borrador de la DIA es un documento que el gobierno federal exige para evaluar el impacto del proyecto de transporte propuesto y permite a CTA buscar fondos federales. Esta Guía de los Ciudadanos proporciona una visión general del contenido y proceso usado para preparar el borrador de la DIA. El contenido de esta guía incluye lo siguiente:

- **Introducción y visión general del proyecto** 1
- **Propósito y necesidad del proyecto** 2
- **Proceso de desarrollo de alternativas** 3
- **Alternativa preferida local** 4-5
- **Resumen de beneficios e impacto** 6-11
- **Participación del público** 12
- **Costos y fondos del proyecto** 13
- **Pasos siguientes** 13

Comentarios sobre el borrador de la DIA

El borrador de la DIA es el documento principal para facilitar la revisión por el público y la agencia del proyecto propuesto. Los comentarios sobre el borrador de la DIA serán aceptados desde el 6 de octubre hasta el 30 de noviembre de 2016. El borrador de la DIA está disponible en el sitio web de CTA (transitchicago.com/RedEIS), y copias impresas del borrador de la DIA están disponibles en las siguientes ubicaciones durante el plazo de revisión pública:

- Sede de la CTA
  567 W. Lake Street, 2nd Floor,
  Chicago, IL 60661
- Pullman Public Library
  11001 S. Indiana Avenue,
  Chicago, IL 60628
- West Pullman Public Library
  830 W. 119th Street,
  Chicago, IL 60643
- Altgeld Public Library
  13281 S. Corliss Avenue,
  Chicago, IL 60827
- Woodson Regional Public Library
  9525 S. Halsted Street, Chicago,
  IL 60628
- Calumet Park Public Library
  1500 W. 127th Street,
  Calumet Park, IL 60827
- Harold Washington Library Center
  400 S. State Street,
  Chicago, IL 60605

CTA llevará a cabo una audiencia pública el 1 de noviembre de 2016 de 5:30 a 7:30 p.m. en St. John Missionary Baptist Church (211 E. 111th Street, Chicago, IL 60628) para solicitar comentarios de la comunidad sobre los hallazgos presentados en el borrador de la DIA. Los comentarios que se reciban durante el plazo de comentarios públicos serán ingresados al registro público y serán atendidos por CTA y FTA en la DIA final. Los comentarios públicos tienen que atender el contenido del borrador de la DIA y no el contenido de esta guía.

También se aceptarán comentarios por escrito en cualquier momento durante el plazo de comentarios públicos por correo electrónico: RedExtension@transitchicago.com y correo de EE. UU. a: Chicago Transit Authority, Strategic Planning, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661.

Introducción y visión general del proyecto

Chicago Transit Authority (CTA) está proponiendo expandir la Línea Roja desde la terminal de 95th Street hasta 130th Street, sujeto a la disponibilidad de fondos. La expansión de 5.3 millas propuesta incluiría nuevas estaciones cerca de 103rd Street, 111th Street, Michigan Avenue y 130th Street. Cada estación nueva incluiría instalaciones de autobuses y estacionamiento. Este proyecto es parte del Programa Rojo a la Vista para expandir y mejorar la Línea Roja completa.

El proyecto de RLE reduciría el tiempo que tarda ir y venir del trabajo para los residentes, mejoraría la movilidad y accesibilidad y proporcionaría conexiones a otros métodos de transporte. El proyecto de RLE también podría fomentar el desarrollo económico. Además, las estaciones nuevas podrían desempeñar una función catalizadora para la revitalización del vecindario y ayudar a revertir décadas de falta de inversión en el área del proyecto. El proyecto de RLE también proporcionaría un patio moderno eficiente para el almacenamiento de trenes y taller de reparaciones.

Para el año 2030,

se espera que 42,000 viajeros

tomen la expansión de la Línea Roja todos los días de semana.

Entre el 2005 y el 2010, el tiempo que tarda ir y venir del trabajo era, en promedio, 20 porciento más largo para aquellas personas que viven actualmente en el área donde la expansión de la Línea Roja prestaría el servicio, en comparación con otras personas que van y vienen del trabajo en la región de Chicago.

La expansión de la Línea Roja

ahorraría a la persona promedio que va y viene del trabajo en las comunidades afectadas por este proyecto

87 horas por año.

Propósito y necesidad del proyecto

El propósito del proyecto de RLE es el siguiente:

- Reducir el tiempo que tarda ir y venir del trabajo para los residentes en el área del proyecto y al sur del proyecto.
- Mejorar la movilidad y la accesibilidad para los residentes que dependen del transporte público en el área del proyecto.
- Mejorar el servicio de transporte en tren rápido a áreas aisladas y proporcionar enlaces viables entre viviendas económicas (por ejemplo, el proyecto de vivienda pública Altgeld Gardens), empleos, servicios y oportunidades educativas, todo lo cual mejora la habitabilidad y la vitalidad del vecindario.
- Proporcionar una oportunidad para conexiones potenciales y enlaces con otros métodos de transporte público, entre otros, el servicio de tren regional para ir y venir del trabajo en el área del proyecto.
- Fomentar el desarrollo económico en el área del proyecto donde estaciones nuevas podrían desempeñar una función catalizadora para revitalizar el vecindario y ayudar a revertir décadas de falta de inversión en los distritos de negocios locales.
- Proporcionar un patio de almacenamiento moderno y eficiente y un taller de reparación de trenes que proporcionen almacenamiento y prevención y mantenimiento costo-efectivo para los trenes relacionados con el proyecto de RLE, los trenes que actualmente están almacenados en el patio y taller de reparaciones de 98th Street existentes y los trenes que apoyan el servicio adicional de la expansión de la Línea Roja.

Las condiciones existentes a continuación demuestran la necesidad del proyecto de RLE:

- Los viajes en transporte público a los lugares de empleo son más largos para los residentes del área del extremo sur que aquellos para los pasajeros en la región de siete condados de Chicago en su conjunto.
- Las poblaciones que dependen del transporte público en el área del proyecto tienen acceso directo limitado al servicio de tren rápido.
- El área del proyecto está aislada geográficamente de los centros principales de actividad y proporciona a los residentes opciones de transporte viables limitadas, lo cual limita el acceso entre las viviendas económicas (por ejemplo, el proyecto de vivienda pública de Altgeld Gardens) y centros de empleo fuera del área del proyecto.
- Los mercados de transporte público existentes están marginados y la conectividad con el transporte público es un desafío en el área del proyecto.
- La falta de inversión y el desarrollo económico limitado en el área del proyecto han afectado negativamente las comunidades en el área del extremo sur.
- El patio de 98th Street existente no tiene la capacidad para almacenar trenes para ningún aumento sustancial en la capacidad de la Línea Roja que acompañe la expansión de la Línea Roja en el futuro.

Proceso de Declaración de Impacto Ambiental (DIA)

La Ley de Política Ambiental Nacional de 1969 (National Environmental Policy Act, NEPA) es una ley federal que exige que se considere el impacto ambiental antes de aprobar cualquier proyecto financiado con fondos federales que pueda tener un impacto significativo sobre el ambiente o donde todavía no se haya determinado el impacto.

El propósito del borrador de la DIA es estudiar, en un entorno público, el efecto del proyecto propuesto y sus alternativas de calidad del ambiente físico, humano y del ambiente natural. El análisis evalúa la medida en que el proyecto propuesto afectaría estas áreas de recursos. También se identificarán las medidas que deben evitarse, minimizarse y mitigarse, y el impacto adverso potencial.

Después de la revisión pública del borrador de la DIA, CTA y FTA realizarán actividades de ingeniería y análisis adicionales, y prepararán la DIA final. La DIA final incluirá y atenderá todos los comentarios recibidos durante el periodo de comentarios del público sobre el borrador de la DIA. La DIA final y el registro de la decisión documentarán los resultados del proceso de borrador de la DIA, confirmarán si se seleccionará la opción del este o del oeste e incluirán una lista de las medidas de mitigación finales comprometidas.

Proceso de desarrollo de alternativas

CTA comenzó a desarrollar las alternativas que se están estudiando en el borrador de la DIA durante el análisis alterno que se llevó a cabo del 2006 al 2009. Comenzando con múltiples métodos y opciones de corredores, CTA desarrolló y evaluó alternativas mediante una combinación de ingeniería conceptual, insumo público (casas abiertas y reuniones con las partes interesadas) y el análisis preliminar de impactos y costos potenciales. La Junta de Transporte Público de Chicago designó la alternativa UPRR como la alternativa preferida local el 12 de agosto de 2009.

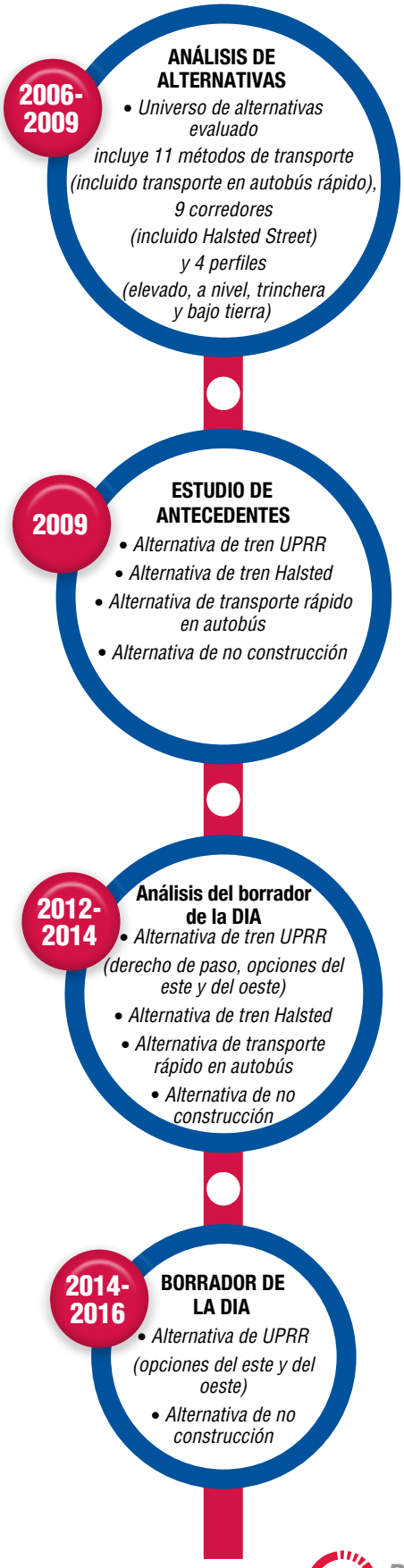
Como parte de los preparativos para el borrador de la DIA y según los resultados del análisis de alternativas, CTA evaluó las alternativas y opciones a continuación entre el 2012 y el 2014:

- Alternativa de no construcción
- Alternativa de transporte rápido en autobús
- Alternativa de transporte en tren de Union Pacific Railroad Rail (UPRR)
  - Opción de derecho de paso
  - Opción del este
  - Opción del oeste
- Alternativa de tren Halsted

En agosto de 2014, con base en el análisis técnico y el insumo del público hasta ese momento, CTA anunció la alternativa preferida de NEPA, es decir, la alternativa de UPRR. Debido a que la opción de derecho de paso no es viable, el borrador de la DIA evalúa solo las opciones del este y del oeste para la alternativa de UPRR. El borrador de la DIA resume los beneficios ambientales e impacto de la alternativa de no construcción y las otras dos opciones de alternativas de UPRR.

Alternativa de no construcción

La alternativa de no construcción es una alternativa requerida como parte del análisis ambiental de NEPA y se usa con fines de comparación para evaluar los beneficios relativos e impacto de la implementación de la alternativa de UPRR. La alternativa de no construcción representa las condiciones futuras si no se implementa la alternativa de UPRR. No se construiría ninguna infraestructura nueva como parte del proyecto de RLE.



Alternativa preferida local
Alternativa de Union Pacific Railroad

La alternativa de UPRR propuesta expandiría la línea pesada de transporte en tren desde la terminal existente en la Línea Roja en 95th Street hasta 130th Street. La alternativa de UPRR operaría en una estructura elevada en dirección sur desde 95th Street a lo largo del expreso I-57 por casi media milla hasta llegar al corredor de UPRR cerca de Eggleston Avenue. La alineación luego viraría hacia el sur a lo largo del corredor de UPRR hasta aproximadamente 111th Street donde viraría hacia el sudeste. Al este del sur de Prairie Avenue, la alineación cruzaría sobre los rieles de Canadian National/Metra Electric cerca de 119th Street, donde haría una transición a un perfil a nivel y luego continuaría hacia el sudeste a lo largo del derecho de paso de Northern Indiana Commuter Transportation District Chicago South Shore & South Bend Railroad (NICTD/CSS & SBRR) usando parte de la red ferroviaria de Norfolk Southern y los derechos al paso de Consolidated Rail Corporation terminan en 130th Street.

La alternativa preferida local incluiría las siguientes características:

- Expansión de la línea de transporte pesado de 5.3 millas desde la terminal en 95th Street hasta 130th Street.
- Cuatro estaciones nuevas en 103rd Street, 111th Street, Michigan Avenue y 130th Street.
- Nuevas instalaciones de estacionamiento (park & ride) y terminal de autobuses en cada estación.
- El servicio de transporte en autobús a las estaciones nuevas para viajes más rápidos al centro de la ciudad Chicago.
- Nuevo patio y taller de reparaciones en 120th Street.

El borrador de la DIA estudiará dos opciones de alineación:

Opción este

Conforme a esta opción, la estructura elevada de CTA se colocaría justo al este del derecho de paso de la vía ferroviaria de Union Pacific desde 99th Street hasta 118th Street.

Opción oeste

Conforme a esta opción, la estructura elevada de CTA se colocaría justo al oeste del derecho de paso de la vía ferroviaria de Union Pacific desde 99th Street hasta el norte de 118th Street.

El alineamiento propuesto de la línea de transporte rápido sería el mismo para las dos opciones, este y oeste, desde 95th Street a 99th Street y desde 118th Street a 130th Street.

Simulación en fotografía de la opción del oeste a lo largo de Eggleston Avenue y Fernwood Parkway en dirección sur hacia 103rd Street

Simulación en fotografía de la opción del este en 103rd Street en dirección noroeste

Simulación en fotografía de la opción del este en 111th Street en dirección oeste

Resumen de beneficios e impacto

Los posibles beneficios e impactos ambientales se describen en los Capítulos 3 - 8 del borrador de la DIA y se resumen a continuación.

Transporte (Capítulo 3)

Tanto las opciones del este y del oeste no tendrían impactos adversos sobre el transporte después de la mitigación. Los pasajeros del transporte público se beneficiarían del acceso mayor al transporte público, tiempos de viajes más rápidos, menor congestión en la terminal de 95th Street y el servicio de tren directo, y las posibles conexiones con el tren interurbano regional. De acuerdo con las opciones del este y del oeste, el impacto adverso sobre el tráfico sería en quince intersecciones en el área del proyecto antes de la mitigación. Las posibles medidas de mitigación incluyen ajustar el momento en que cambie la señal de tránsito y la instalación de tecnología de detección de tránsito para proporcionar fases de señales verdes en las respuestas a la presencia y volumen del tránsito. Los impactos no serían adversos después de la mitigación. Los peatones se beneficiarían de

intersecciones mejoradas adyacentes a las estaciones con rampas accesibles en cumplimiento con la ADA y el reemplazo de aceras deterioradas. La opción del este resultaría en impactos de seguridad sobre los peatones en las estaciones de 103rd Street, 111th Street y Michigan Avenue porque los pasajeros necesitarían cruzar los rieles activos de UPRR para obtener acceso a las instalaciones de estacionamiento en la estación. Las posibles medidas de mitigación incluyen señales de tránsito (de ameritarse), cámaras de vigilancia, notificación de alarmas (luces azules parpadeantes), iluminación de aceras en las áreas aledañas, tratamientos para el cruce de peatones (divisiones de refugio con señales adecuadas) y patrullaje de la policía.

En el 2014 y el 2015, CTA refinó la alineación del proyecto a lo largo de I-57 al mover una porción de la alineación al paseo del expreso, lo cual reduciría los impactos al tránsito. Sin embargo, la construcción en el derecho de paso de I-94 e I-57 requeriría el cierre temporal de carriles. Debido a que las operaciones de carga de UPRR todavía estarían activas en el derecho de paso de UPRR durante la construcción de cualquiera de las operaciones, CTA necesitaría mover los dispositivos de señales o instalar señales temporales para reemplazar las señales existentes durante la construcción de los viaductos. Debido a que la opción del oeste cruzaría los rieles de carga en dos lugares, la construcción en el cruce se haría por etapas para minimizar el impacto sobre las operaciones de carga.

Uso de terreno y desarrollo económico (Sección 4.1)

Las instalaciones de estacionamiento y viaje propuestas en las estaciones de 103rd Street, 111th Street y Michigan Avenue, así como la subestación justo al norte de Michigan Avenue, tanto para la opción del este como la del oeste, no serían constantes con el uso de los terrenos adyacentes, pero no crearía un impacto adverso después de la mitigación. La estructura de estacionamiento propuesta en la estación Michigan Avenue tendría tiendas en el primer nivel y espacio para instalaciones comunitarias, lo cual ayudaría a compensar el uso del terreno y el impacto económico de los desplazamientos. Las opciones del este y del oeste podrían impulsar la revitalización económica y el desarrollo de comunidades más habitables que apoyen el transporte público cerca de las estaciones propuestas. La Agencia Metropolitana de Planificación de Chicago declara que el proyecto de RLE aumentaría el acceso a empleos; el acceso a empleos a 1 hora o menos de la estación 111th Street propuesta aumentaría en un 56%.

El proyecto de expansión de la Línea Roja proporcionaría

mejor acceso del transporte público

a viviendas económicas, trabajos, servicios y oportunidades educativas.

Esto mejora la habitabilidad y la vitalidad del vecindario.

Resumen de beneficios e impacto

Desplazamientos (Sección 4.2)

La opción del este afectaría 260 parcelas (106 edificios) y la opción del oeste afectaría 205 parcelas (46 edificios). La opción del este desplazaría principalmente residencias unifamiliares (no apartamentos). La opción del oeste desplazaría más propiedades comerciales e industriales, pero, en general, menos opciones que la opción del este.

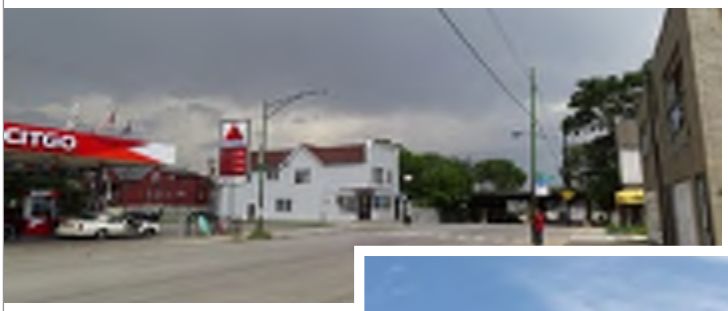
Como todas las actividades de construcción ocurrirían dentro del derecho de paso de la carretera o en terrenos adquiridos para el derecho de paso permanente, taller de reparaciones en el patio e instalaciones de estacionamiento (park & ride), no habría ningún desplazamiento o impacto de reubicación temporal relacionado con la construcción para ninguna de las opciones. Los dueños y arrendatarios desplazados permanentemente serían compensados y reubicados conforme a la Ley Uniforme y las guías de FTA. La Ley Uniforme exige que los servicios de reubicación y los pagos estén disponibles para residentes, negocios y organizaciones sin fines de lucro desplazados como resultado directo de cualquier proyecto administrado por una agencia federal o con ayuda financiera federal que califiquen.

Vecindarios y comunidades (Sección 4.3)

Tanto las opciones del este como las del oeste tendrían impactos adversos permanentes sobre el carácter y cohesión de la comunidad en Roseland y West Pullman debido a los impactos visuales adversos creados por la estructura de los rieles y las estaciones. Los pasajeros se beneficiarían de la movilidad mejorada con tiempos de viaje más cortos y acceso mayor a los recursos de la comunidad en el área del proyecto. La nueva expansión de rieles facilitaría el acceso a los recursos de la comunidad cerca de las ubicaciones de las estaciones. La opción del este afectaría tres recursos de la comunidad y la opción del oeste también afectaría tres recursos de la comunidad. Los impactos sobre estos recursos de la comunidad no serían adversos después de la mitigación. La construcción introduciría los impactos visuales, de ruido y polvo temporales e intermitentes, los cuales causarían mayor tránsito de camiones y requerirían cierres y desvíos temporales en las calles. El acceso a los negocios podría limitarse temporalmente de manera intermitente. Los impactos de la construcción no serían adversos después de la mitigación.

Impactos visuales (Sección 4.4)

Tanto las opciones del este como las del oeste introducirían impactos visuales adversos permanentes y nuevos elementos visuales a áreas a la vista de la estructura de los rieles y de las estaciones. La opción del este crearía un impacto visual adverso al norte de I-57 y en la intersección de 117th Street y Prairie Avenue debido al cambio en el entorno visual como resultado de la altura de la estructura de rieles elevada. La opción del oeste crearía un impacto visual adverso al norte de la I-57, entre 99th Street y 103rd Street, cerca de la estación de 103rd Street, y en las instalaciones de estacionamiento (park &



Condiciones existentes

Opción del oeste Estación y estructura de estacionamiento de Michigan Avenue mirando hacia el noroeste a lo largo de Michigan Avenue

Simulación en fotografía

Resumen de beneficios e impacto

ride) de la estación de Michigan Avenue debido al cambio en el entorno visual como resultado de la altura de la estructura de rieles elevada, estaciones y estacionamiento. Estos impactos seguirían siendo adversos aun después de la mitigación. Las medidas de mitigación podrían incluir el diseño de jardines (por ejemplo, sembrar árboles más grandes cerca de las estructuras para interrumpir la línea de visión, diseño de jardines de menor escala cerca de las calles para imitar el diseño de los jardines al lado opuesto de la calle) y crear alrededores respetuosos con los peatones. La construcción crearía impactos adversos temporales debido a la zona de trabajo de la construcción.

Ruido y vibraciones (Sección 4.5)

	Receptores sensibles al ruido dentro de un contorno de impacto moderado	Receptores sensibles al ruido dentro de un contorno de impacto severo
Opción del este	574	82
Opción del oeste	738	48

El análisis de ruido estableció fronteras de impacto dentro de las cuales los receptores sensibles (como las residencias) serían afectados por el ruido creado por el proyecto propuesto. Para reducir los impactos de ruido a niveles por debajo de los criterios de impacto del ruido de FTA, CTA construiría una barrera de ruido de aproximadamente 4 pies de altura que proporcionaría una reducción de 10-dBA en el ruido en ambos lados de la estructura de rieles elevada desde la terminal de 95th Street hasta 119th Street. Ningún impacto de ruido moderado o severo se mantendría después de la mitigación. No se espera que los niveles de ruido de la construcción superen los límites de ruido de construcción recomendados por FTA. El contratista de la construcción usaría las mejores prácticas de gestión de reducción del ruido en la construcción.

Barreras de sonido

Las estructuras de rieles elevadas resultarían en niveles de vibración que estarían por debajo de los criterios de impacto de FTA y no se requeriría ninguna medida de mitigación.

Seguridad (Sección 4.6)

La seguridad se refiere a no sufrir daños que podrían resultar de actos o circunstancias no intencionales. Los actos o circunstancias no intencionales incluirían todos los incidentes dentro del derecho de paso de CTA, como los choques, descarrilamientos, incendios, daños a la propiedad, lesiones y muertes. Un gran número de peatones probablemente cruzará las calles principales cerca de las estaciones de 103rd y 111th Street sin control de tránsito positivo (cruces peatonales marcados o intersecciones señalizadas con conteo para peatones) para llegar a las estaciones propuestas. Esto representaría un impacto adverso sobre la seguridad de los peatones. Los impactos de seguridad permanentes no serían adversos después de la mitigación. Las medidas de mitigación incluirían la instalación de señales de tránsito (si se amerita), cámaras de vigilancia, notificaciones de alarma

Condiciones existentes

Opción del este Estructura de rieles elevada adyacente a la estación de bombeo de Roseland, mirando hacia el sur en Harvard Avenue

Simulación en fotografía

Resumen de beneficios e impacto

(luces azules parpadeantes), tratamientos en los cruces peatonales o la instalación de dispositivos de seguridad pasivos o activos adicionales para mejorar los dispositivos de seguridad existentes en los cruces de grado.

La seguridad también se refiere a no sufrir daños que podrían resultar de actos o circunstancias intencionales, como la criminalidad. Según los datos de las estaciones de tránsito en Chicago y en todo Estados Unidos, con muy poca probabilidad, si alguna, las estaciones nuevas tendrían un impacto sobre la criminalidad en el vecindario. Sin embargo, los estudios de investigación indican que permanecería algún riesgo, particularmente en los vecindarios de bajos ingresos. No habría impactos sobre la seguridad permanentes. No habría impactos sobre la seguridad relacionados con la construcción después de la implementación de las mejores prácticas de gestión de seguridad y construcción.

Recursos históricos y culturales (Sección 4.7)

Se identificaría un efecto adverso sobre un recurso histórico cuando un proyecto alteraría (directa o indirectamente) cualquiera de las características de una propiedad histórica que cumpla con los requisitos para incluirse en el Registro Nacional de Lugares Históricos de una manera que disminuiría la integridad de la ubicación, diseño, entorno, materiales, mano de obra, sentimiento o asociación del recurso. La opción del este tendría “ningún efecto adverso” sobre un recurso (la estación de bombeo de Roseland) y “ningún efecto” sobre otros recursos. La opción del este tendría “ningún efecto adverso” (y no “ningún efecto”) sobre la estación de bombeo de Roseland porque la nueva estructura de rieles aérea estaría ubicada a una distancia de 9 pies de la estación de bombeo de Roseland en el punto más cercano. No sería necesario eliminar el edificio. La opción del oeste no tendría ningún efecto sobre ningún recurso histórico.

Desde el 2012, FTA y CTA han coordinado con la Oficina Estatal de Preservación Histórica y partes consultivas para hablar sobre las propiedades y distritos en el área de efecto potencial que cumplían con los requisitos para añadirse al Registro Nacional de Lugares Históricos, así como posibles efectos del proyecto.

Materiales peligrosos (Sección 4.8)

CTA identificó seis lugares de Gran Preocupación en el envoltorio permanente de la opción del este y seis lugares de Gran Preocupación en el envoltorio permanente de la opción del oeste. La implementación de la alternativa de UPRR podría redundar en beneficios a través de la limpieza o eliminación de materiales contaminados durante la construcción. Las operaciones diarias o actividades de mantenimiento que requieren la remoción de tierra en las áreas contaminadas tendrían el potencial de impacto de materiales peligrosos permanente de derrames accidentales o descargas de materiales peligrosos. Los impactos permanentes y relacionados con la construcción no serían adversos después de la implementación de prácticas estándar y mejores prácticas de gestión.

Humedales (Sección 4.9)

CTA identificó 15 áreas de humedales que suman 15.34 acres de humedales potencialmente afectados en la ubicación de la estación de 130th Street y el patio y taller de reparaciones de 120th Street. La cantidad precisa de humedales afectados se confirmará según el impacto real que se determinará en el diseño final. Si existen humedales jurisdiccionales (humedales reglamentados por el Cuerpo de Ingenieros del Ejército de los Estados Unidos) y no pueden evitarse, CTA proporcionaría mitigación compensatoria. Los impactos en los humedales serían mitigados a través de mitigación compensatoria, de ser necesario. Las áreas de construcción estarían ubicadas fuera de los humedales en la mayor medida posible, pero si hubiera algún impacto temporal, esos humedales serían restaurados después de la construcción.

Impactos indirectos y acumulados (Capítulo 5)

El proyecto de RLE toma en consideración otros proyectos realizados en el pasado, presente y el futuro razonablemente previsible, y será coordinado junto a estos, en el área del proyecto. La implementación de la opción del este o del oeste podría tener como resultado una rehabilitación potencial debido al acceso mayor a empleos, la atracción de nuevos desarrollos cerca de las estaciones de RLE y mejoras generales a la habitabilidad. Las comunidades adyacentes se beneficiarían de los impactos acumulados de otros proyectos planificados y programados en el área del proyecto porque mejorarían el acceso a empleos, lugares de interés y residencias y tendrían como resultado la reducción en las emisiones al aire.

Recursos con impactos limitados o no adversos (Capítulo 6)

La Alternativa de No Construcción y la Alternativa de UPRR, opciones del este y del oeste, tendrían impactos limitados, o ninguno, sobre las siguientes áreas de recursos: calidad del aire, calidad del agua, llanuras inundables, vegetación y hábitat de la vida silvestre, especies amenazadas o en peligro de

Resumen de beneficios e impacto

extinción, geología, suelos y energía. Con base en la naturaleza de estas áreas de recursos, los impactos serían similares para las opciones del este y del oeste.

Justicia ambiental (Capitulo 7)

Justicia ambiental (JA) es el trato justo y la participación significativa de todas las personas independientemente de su raza, color, origen nacional o ingresos. CTA y FTA consideraron el potencial de impactos desproporcionadamente altos y adversos sobre las poblaciones de bajos ingresos y minorías que podrían ser causados por la alternativa de UPRR. El área del proyecto consta en su totalidad de poblaciones predominantemente minoritarias, algunas de las cuales también son de bajo ingresos. Todos los beneficios e impactos del proyecto ocurrirían en estas áreas de minorías y bajos ingresos (poblaciones de JA). Pocos beneficios ocurrirían fuera de las áreas de minorías y bajos ingresos. Por ende, las opciones del este y del oeste tendrían impactos sobre las poblaciones de JA. Sin embargo, ninguno de los impactos sería desproporcionadamente alto y adverso. FTA y CTA han llevado a cabo actividades de difusión y coordinación continua con las comunidades afectadas para identificar las poblaciones de JA, hablar sobre los impactos y beneficios del proyecto y las medidas de mitigación, cuando correspondan.

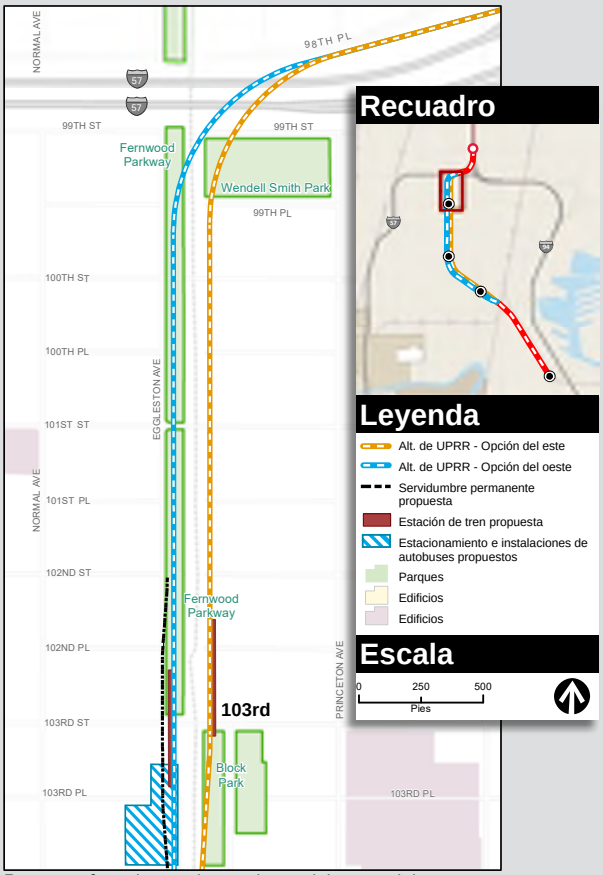
Parques – Sección 4(f) (Capítulo 8)

Opción del este

Conforme a la opción del este, la esquina noroeste del Parque Wendell Smith y la parcela occidental del Parque Block serían afectados permanentemente. Tanto el Parque Wendell Smith como el Parque Block seguirían ofreciendo espacio del parque después de la implementación del proyecto de RLE, pero el espacio del parque sería reducido. Ambos parques se mantendrían activos durante la construcción con la excepción de la parte superpuesta de los parques.

Opción del oeste

Conforme a la opción el oeste, parte de Fernwood Parkway, desde 99th Street hasta 103rd Street, entre los rieles existentes de UPRR y Eggleston Avenue, sería afectada. Sería necesario cerrar temporalmente la sección superpuesta de Fernway Parkway durante la construcción. Se cerraría a corto plazo el Parque Wendell Smith durante la construcción, pero no habría ningún impacto permanente.



Parques afectados por las opciones del este y del oeste

Cómo atender el impacto sobre los parques

CTA ha trabajado con el Distrito de Parques de Chicago para identificar maneras para minimizar los impactos sobre los parques y, donde sea posible, mejorar el acceso de la comunidad a los parques.

Medidas de mitigación para las opciones del este y del oeste

- Proporcionar nuevos parques de reemplazo en las áreas de la comunidad afectadas o cerca de estas
- Restaurar/diseñar áreas perturbadas en los terrenos de parques afectados
- Incorporar características de diseño que sean consonantes con el contexto en los parques afectados

Medidas de mitigación adicionales para la opción del este en el Parque Wendell Smith

- Proporcionar un campo de béisbol más grande en el Parque Wendell Smith
- Reubicar el campo de béisbol de tamaño menor en el parque de reemplazo
- Reubicar vereda y reemplazar bancos y otros servicios en el Parque Wendell Smith

Medidas de mitigación adicionales para la opción del oeste en el Parque Fernwood Parkway

- Potencial para instalar un nuevo camino para bicicletas debajo de la estructura elevada en los espacios verdes sin usar en Fernwood Parkway

Resumen de beneficios e impacto

Criterios	Alternativa de no construcción	Ferrocarril Union Pacific Opción de alternativa del este	Ferrocarril Union Pacific Opción de alternativa del oeste
Meta 1 - Reducir el tiempo de los viajes			
Duración de viajes entre estaciones[1,2]			
Terminal de 130th Street a 95th Street	28 minutos	14 minutos	14 minutos
130th Street hacia la Estación Jackson (Loop)	58 minutos	39 minutos	39 minutos
¿Servirán las estaciones propuestas comunidades que dependen del transporte público?	No	Sí	Sí
¿Habrá un servicio directo nuevo a Altgeld Gardens?	No	Sí	Sí
Meta 2 - Aumentar las opciones de viajes			
¿Habrá mejor acceso a los centros regionales de empleo y áreas comerciales locales?	No	Sí	Sí
¿Será posible tener conexiones potenciales con otros métodos de transporte público en el área del proyecto?	No	Sí	Sí
¿Se reducirá el aislamiento geográfico?	No	Sí	Sí
¿Cuántas estaciones tendrán instalaciones de estacionamiento (Park & Ride)?	0	4 de 4	4 de 4
Total de espacios de estacionamiento (Park & Ride)	0	3,700	3,700
Meta 3 - Aumentar la competitividad económica			
¿Se alentará el desarrollo en áreas aledañas?	No	Sí	Sí
Meta 4 - Minimizar los impactos ambientales			
Desplazamientos y reubicaciones			
Propiedades	0	260	205
Edificios	0	106	46
Impactos sobre el ruido después de la mitigación	Sin cambio	No adverso	No adverso
Receptores con impactos moderados (antes de la mitigación/después de la mitigación)	0	574 / 0	738 / 0
Receptores con impactos severos (antes de la mitigación/después de la mitigación)	0	83 / 0	49 / 0
Impactos sobre los parques (no adversos después de la mitigación)[3]			
Fase de construcción	0 parques	2 parques	2 parque
Permanente	0 parques	2 parques	1 parque
Permanente (acres)	0 acres	1.6 acres	1.9 acres
¿Habrá impactos sobre el carácter de la comunidad después de la mitigación?	No	Sí	Sí
¿Habrá impactos visuales y estéticos después de la mitigación?	No	Sí	Sí
Meta 5 - Proporcionar el mejor valor			
Viajeros previstos (por cada día de semana)	0	42,000	42,000
Costos capitales[4]	$0	$2.26 mil millones	$2.30 mil millones
Cambio anual en costos de O&M[5]	Sin cambio	+$17.4 millones	+$17.4 millones

N/A = No aplica
1 Fuente: CTA 2009
2 El tiempo que toma viajar entre las estaciones no incluye el tiempo de espera en 130th Street.
3 Basado en el análisis de la Sección 4(f). Los hallazgos están supeditados a un proceso continuo de coordinación.
4 Año de gastos en dólares
5 O&M = Operaciones y mantenimiento. La diferencia de la Alternativa de No Construcción se muestra en dólares para el año 2015.

Participación del público

Las actividades de difusión a la comunidad para el proyecto de RLE comenzaron con el Análisis de Alternativas de 2006, continuaron con el estudio de antecedentes de NEPA en el 2009, y continuarán por medio del borrador de la DIA y las fases finales de la DIA del proyecto. **A la fecha, CTA ha llevado a cabo 10 reuniones públicas para este proyecto. Más de 800 miembros de la comunidad han asistido.** CTA se ha reunido con muchas organizaciones comunitarias y agencias públicas como parte del proceso de planificación, incluida la coordinación relacionada con los recursos históricos (Sección 106). Se proporcionan más detalles sobre el proceso de difusión al público en el Capítulo 10 del borrador de la DIA. CTA seguirá haciendo partícipe y consultando con la comunidad a medida que el proyecto continúe con el diseño y la construcción.

CTA auspiciará una audiencia pública para solicitar comentarios de la comunidad sobre los hallazgos presentados en el borrador de la DIA. Los comentarios recibidos durante el periodo de comentarios del público, incluida la audiencia pública, serán revisados por FTA y CTA, y serán ingresados al registro público. También se aceptarán comentarios escritos en cualquier momento durante el periodo de comentarios públicos mediante correo electrónico a: RedExtension@transitchicago.com y correo de EE. UU. a: Chicago Transit Authority, Strategic Planning, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661. Se incluirá en la DIA final un resumen de la audiencia pública y las respuestas a los comentarios recibidos.

Costos y fondos del proyecto

CTA está buscando fondos de una amplia gama de fuentes locales, estatales y federales, incluidos los fondos federales de New Starts, con la ayuda y el apoyo de la comunidad. Los proyectos de New Starts amplían el servicio de tren a áreas que no se encuentran en el radio actual del transporte público y, por ende, conllevan un proceso relativamente más largo de ambiente y planificación. El proceso de New Starts es muy competitivo. CTA tiene que competir contra otros proyectos de New Starts de todo el país que ya están en espera para recibir fondos.

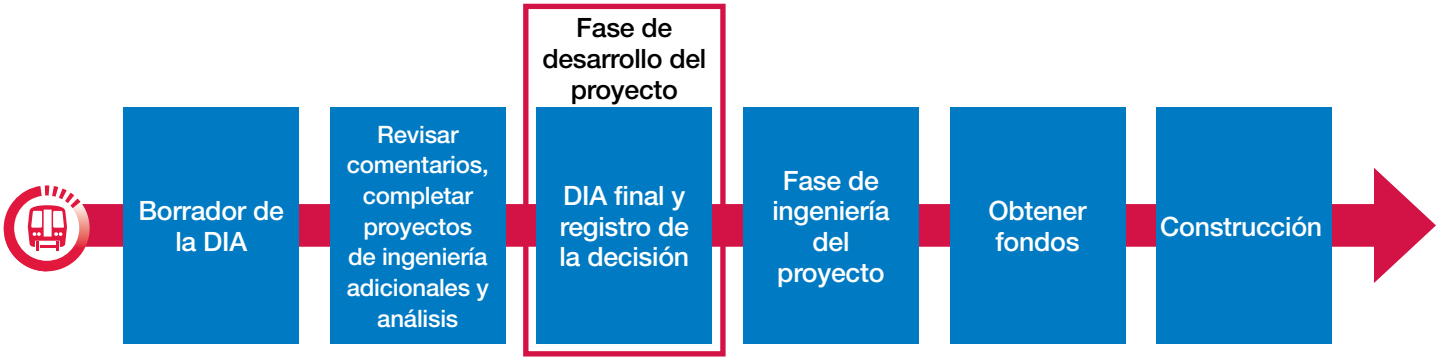
	No construcción	Opción del este	Opción del oeste
Costos capitales[1]	$0	$2.26 mil millones	$2.30 mil millones
Cambio anual en costos de O&M[2]	Sin cambio	+$17.4 millones	+$17.4 millones

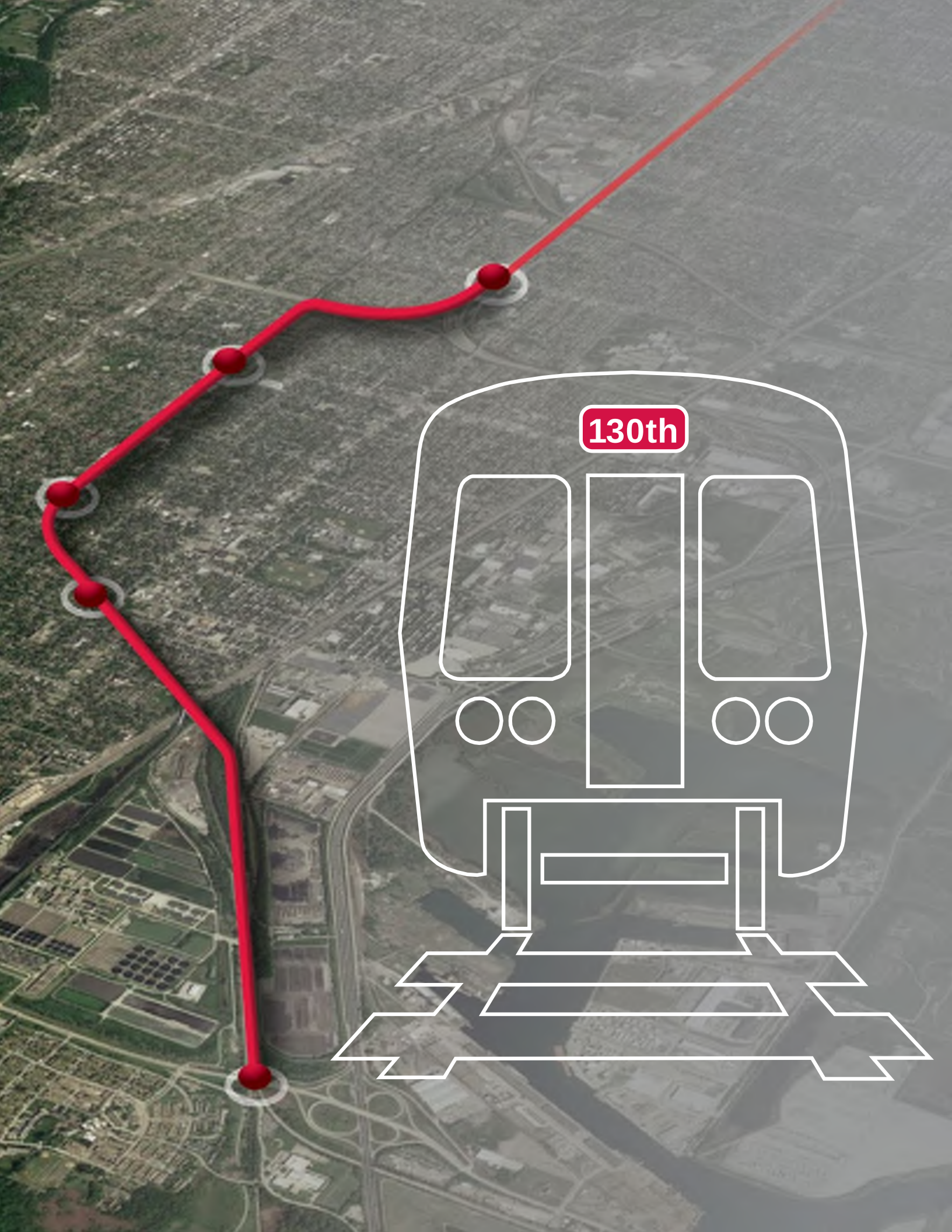
1 Año de gastos en dólares
2 O&M = Operaciones y mantenimiento. La diferencia de la Alternativa de No Construcción se muestra en dólares para el año 2015

Pasos siguientes

FTA y CTA revisarán los comentarios recibidos durante el periodo de comentarios del público, realizarán las actividades de ingeniería y análisis requeridos y prepararán la DIA final. A la vez, CTA también solicitará el ingreso a la fase de desarrollo del proyecto de New Starts de FTA. La DIA final incluirá y atenderá todos los comentarios recibidos durante el periodo de comentarios del público sobre el borrador de la DIA. La DIA final documentará los resultados del proceso de borrador de la DIA, confirmará si se seleccionará la opción del este o del oeste e incluirá una lista de las medidas de mitigación finales comprometidas. FTA tiene previsto emitir un solo documento que consistirá de la DIA Final y el Registro de la Decisión, a menos que se determine que las circunstancias, como cambios a la acción propuesta, impactos previstos u otra información nueva, impiden que se emita un documento conjunto.

Luego de terminar la DIA Final y la fase de desarrollo del proyecto de New Starts de FTA, CTA tiene previsto solicitar la fase de ingeniería del proyecto, la cual incluirá el diseño y la ingeniería. Cuando reciba un acuerdo de financiación completa de FTA, el proyecto pasará a la fase de construcción, la cual se espera que dure unos 5 años.




130th

Attachment 3
Draft EIS Publication and Public Hearing Notification Materials

Press Release

Public Hearing Noticing Flyer (English and Spanish)

Display Ad Tear Sheets

Website

Postcard

eBlasts

Transit Alert Card

Search News

- Anti-Harassment Campaign
- Charter a Train
- Courtesy
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- Going Green
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- Reports & Notices
- System Improvement Projects
- Videos
- Winter Preparedness

Red Line Extension Project to 130th Street Moves Forward; CTA Announces Next Steps in Historic Project as Part of Mayor Emanuel's 'Red Ahead' Transit Investment

9/29/2016

CTA to seek public comment on comprehensive plan to extend rail service to 130th Street and improve transit service on the Far South Side

The Chicago Transit Authority today announced a series of upcoming events that will advance the Red Line Extension Project, a plan to extend Red Line rail service to 130th Street from 95th Street including building four new rail stations that will provide rail access to the Far South Side.

The Red Line Extension Project is a key part of Mayor Emanuel and CTA's "Red Ahead" investment in its busiest rail line. Other projects improving the Red Line on the South Side include the $425 million reconstruction of the Red Line South in 2013 and the ongoing $280 million construction of a new 95th Street Terminal, which will be completed in 2018. The project is expected to create 29,000 new direct, indirect and induced jobs.

"We are pleased to make progress on this transformational Red Line project, which will expand transit for the Far South Side and create faster access to jobs, education and opportunity," said CTA President Dorval R. Carter, Jr. "As we move forward in the comprehensive federally required planning process for this project, we continue to make significant investment in the South Side that include the new 95th Terminal, improved Red and Green Line service and expanded bus service on multiple routes to better serve our customers."

The CTA two years ago narrowed the potential Red Line Extension Project alternatives to one "preferred alternative" with two possible options – one east and one west of the Union Pacific Railroad tracks on the South Side -- and announced $5 million of funding to continue planning work for the project.

Today, the CTA announced the following developments related to the Red Line Extension Project:

- The CTA will publish a comprehensive Draft Environmental Impact Study (EIS), a requirement for obtaining federal funding for this historic project, on October 6, 2016. The Draft EIS is an extensive document that details the potential benefits and impacts of both proposed options for the project.
- The CTA will accept formal comments from the public as part of the federal Draft EIS between October 6 and November 30 (more than 45 days), encouraging feedback from the community about any aspect of the project. The feedback will be used to assist the CTA in future planning decisions, including selecting one of the two alignment options for the project.
- The CTA will also hold a public hearing on Tuesday, Nov. 1 at a location to be determined, inviting the public to learn more about the project, including asking questions and providing comments to CTA staff.
- The CTA will also begin to notify property owners whose property may be necessary to acquire for the project. The CTA is not yet acquiring properties for the Red Line Extension Project because it has not yet selected a final alignment, nor has it secured federal funding for the project.

Quick Links

Schedules | Maps | Alerts | Transit Tracker | Ventra | Fare Info

System Status

Trains:

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

Buses:

Routes with Current Alerts (View All):

1 2 3 4 6 7 12 28 36 37 43 49 X49 49B 50 53 54B 60 67 70 71 78 79 85 91 94 121 126 151 156 157 192

More:

See all Alerts | Accessibility

Plan a trip

Start (e.g. O'Hare Airport)

End (e.g. 1 N State St, Chicago, IL)

Leave Now | More

Get directions with: Google Maps | RTA Trip Planner

About trip planners (and more options)..

The RLE project is Mayor Rahm Emanuel and CTA President Dorval Carter's plan to extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. The 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street, each of which would include bus and parking facilities. The current estimated cost of the project is $2.3 billion.

Proposed alignment options for Red Line extension

In August 2014, the CTA narrowed the list of extension alternatives to one "preferred alternative" with two variations:

- Union Pacific Railroad Rail (UPRR) Alternative, East Option - Under this option, the CTA elevated structure would be placed immediately east of the Union Pacific Railroad right-of-way from 99th Street to 118th Street.
- Union Pacific Railroad Rail (UPRR) Alternative, West Option - Under this option, CTA elevated structure would be placed immediately west of Union Pacific Railroad right-of-way from 99th Street to north of 118th Street.

The proposed alignment of the rapid transit line would be the same for the two East and West options from 95th Street to 99th Street and from 118th Street to 130th Street. The Red Line Extension would run along elevated track from 95th Street to approximately 119th Street, where it would transition to at-grade tracks.

The CTA arrived at these options based on environmental analysis and comments received at the public open house meeting and public comments submitted in 2014.

Draft EIS and public comment

The public can review the Draft EIS online at transitchicago.com/redeis starting October 6th. Hard copies will be available at local libraries and CTA headquarters. The Draft EIS provides information about the project, its impacts and mitigations. The public is invited to provide feedback and ask questions.

Hard copies of the Draft EIS will be available at the following locations:

- CTA headquarters, 567 W. Lake Street, 2nd Floor, Chicago, IL 60661
- Pullman Public Library, 11001 S. Indiana Avenue, Chicago, IL 60628
- West Pullman Public Library, 830 W. 119th Street, Chicago, IL 60643
- Altgeld Public Library, 13281 S. Corliss Avenue, Chicago, IL 60827
- Woodson Regional Public Library, 9525 S. Halsted Street, Chicago, IL 60628
- Calumet Park Public Library, 1500 W. 127th Street, Calumet Park, IL 60827
- Harold Washington Library Center, 400 S. State Street, Chicago, IL 60605

Once the formal review period is complete on November 30, 2016, CTA will review and respond to all the comments received.

Responses to comments will be provided in the Final EIS, which will include the CTA's analysis of the final proposed project alignment.

Outreach to property owners

The CTA will communicate with all potentially impacted property owners via a number of channels:

- Letters will be mailed to every property owner that could be potentially displaced by the project (either the East or West Option). Those letters will also communicate that the CTA is not yet able to make a final determination on which properties will be required to be acquired for the project.
- CTA staff will visit every potentially displaced building.
- Property owners can submit project feedback on the Draft EIS, which will provide addresses of potentially displaced properties, via email, regular mail and at the public hearing.
- CTA will attend meetings as requested by community members and elected officials to share information.
- CTA's web site, transitchicago.com/redeis, will continue to provide project information and updates. The public can also sign up for project update emails by contacting us at RedExtension@transitchicago.com.

Red Line Extension Project: Next steps

- Based on public feedback, environmental review and funding availability to conduct additional engineering work, CTA anticipates announcing the preferred option for the location of the extension of the project in 2017.
- Depending on funding availability and federal regulatory approvals, CTA anticipates publishing a Final EIS by the end of 2018, which will provide a comprehensive analysis of the project's impacts.
- Once CTA has completed the Final EIS process, as required by the federal government before it would provide federal funding for the project, CTA could then begin the process of securing funding, which is expected to include a mix of federal and local funds. That could include the creation of a special transit-only tax-increment financing district, authorized by the General Assembly in June 2016, which could provide local funding for the Red Line Extension Project.

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Phone: 1-888-YOUR-CTA

TTY: 1-888-CTA-TTY1

E-mail: feedback@transitchicago.com

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

You are invited to a Public Hearing on the

Red Line Extension Project

Draft Environmental Impact Statement (EIS) and Section 4(f) Evaluation

CTA and Federal Transit Administration (FTA) are proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street.

When and Where?

Tuesday, November 1, 2016
5:30 – 7:30 PM

St. John Missionary Baptist Church
211 E. 115th Street
Chicago, IL 60628

This location served by CTA Bus #34, #115, #119, and Metra Electric Kensington Station.

This facility is accessible to people with disabilities.

This meeting will be conducted in an open house format. Comments on the Draft EIS may be made verbally to a court reporter or in writing during the public hearing.

Draft EIS Available for Public Review

CTA and FTA have prepared a Draft EIS based on the technical analysis of impacts of the proposed project. The Draft EIS documents the benefits and impacts of the alternatives being considered, which include impacts to parks and wetlands.

The Draft EIS is available for public review and comment from **October 6 to November 30, 2016**. The Draft EIS is available on the RLE Project website **(transitchicago.com/RedEIS)**. Hard copies of the Draft EIS are available at the following locations during the public review period:

- **CTA Headquarters**
  567 W. Lake Street, 2nd Floor, Chicago, IL 60661
- **Pullman Public Library**
  11001 S. Indiana Avenue, Chicago, IL 60628
- **West Pullman Public Library**
  830 W. 119th Street, Chicago, IL 60643
- **Altgeld Public Library**
  13281 S. Corliss Avenue, Chicago, IL 60827
- **Woodson Regional Public Library**
  9525 S. Halsted Street, Chicago, IL 60628
- **Calumet Park Public Library**
  1500 W. 127th Street, Calumet Park, IL 60827
- **Harold Washington Library Center**
  400 S. State Street, Chicago, IL 60605

Comments on the Draft EIS are being accepted from October 6 to November 30, 2016.

Comments on the Draft EIS may be made verbally to a court reporter or in writing during the public hearing. You can also submit comments via email to RedExtension@transitchicago.com or by mail to **Chicago Transit Authority, Strategic Planning, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661.**

Do you require assistance?

If you require an interpreter, including sign language services, or other accommodations at this public hearing, contact **Gerald Nichols**, **CTA Government and Community Relations**, at least 5 days before the pubic hearing at **312-681-2710** or GNichols@transitchicago.com. Para más información en Español, llame al **312-681-2710**.

RED AHEAD
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Red Line Extension

Está invitado a una audiencia pública sobre el

Proyecto de expansión de la Línea Roja

Borrador de Declaración de Impacto Ambiental (DIA) y Evaluación de la Sección 4(f)

CTA y Federal Transit Administration (FTA) proponen expandir la Línea Roja 5.3 millas de 95th Street a 130th Street.

Fecha y lugar

Martes, 1 de noviembre de 2016
5:30 – 7:30 PM

St. John Missionary Baptist Church
211 E. 115th Street
Chicago, IL 60628

Este local dispone del servicio de autobuses de CTA #34, #115, #119 y Metra Electric Kensington.

El local es accesible a las personas con discapacidades.

Esta reunión se llevará a cabo en un formato abierto al público. Los comentarios sobre el borrador de la Declaración de Impacto Ambiental (DIA) pueden hacerse verbalmente a un taquígrafo del tribunal o por escrito durante la audiencia pública.

El borrador de la DIA estará disponible para revisión pública

CTA y FTA prepararon un borrador de declaración de impacto ambiental (DIA) con base en un análisis técnico del impacto del proyecto propuesto. El borrador de DIA documenta los beneficios y el impacto de las alternativas objeto de consideración. Esto incluye el impacto a los parques y humedales.

El borrador de la DIA estará disponible para revisión y comentarios públicos del **6 de octubre al 30 de noviembre de 2016.** El borrador de la DIA estará disponible en el sitio web del Proyecto de Expansión de la Línea Roja **(transitchicago.com/RedEIS)**. Copias impresas del borrador de la DIA estarán disponibles en los siguientes lugares durante el plazo de revisión pública:

- **Sede de la CTA**
  567 W. Lake Street, 2nd Floor, Chicago, IL 60661
- **Pullman Public Library**
  11001 S. Indiana Avenue, Chicago, IL 60628
- **West Pullman Public Library**
  830 W. 119th Street, Chicago, IL 60643
- **Altgeld Public Library**
  13281 S. Corliss Avenue, Chicago, IL 60827
- **Woodson Regional Public Library**
  9525 S. Halsted Street, Chicago, IL 60628
- **Calumet Park Public Library**
  1500 W. 127th Street, Calumet Park, IL 60827
- **Harold Washington Library Center**
  400 S. State Street, Chicago, IL 60605

Se aceptarán comentarios sobre el borrador de la DIA desde el 6 de octubre hasta el 30 de noviembre de 2016.

Los comentarios sobre el borrador de la Declaración de Impacto Ambiental (DIA) pueden hacerse verbalmente a un taquígrafo del tribunal o por escrito durante la audiencia pública. También puede enviar comentarios por correo electrónico a RedExtension@transitchicago.com o por correo postal a **Chicago Transit Authority, Strategic Planning, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661.**

¿Necesita ayuda?

Si necesita un intérprete, incluidos los servicios de lenguaje de señas, u otras adaptaciones durante esta audiencia pública, comuníquese con **Gerald Nichols, Relaciones entre el Gobierno y la Comunidad de CTA,** por lo menos 5 días antes de la audiencia pública al 312-681-2710 o GNichols@transitchicago.com. Para más información en español, llame al 312-681-2710.

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cta

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

All comments must be submitted by 4:30 p.m. on Wednesday, November 30, 2016.

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ANTHONY SOUFFLE/CHICAGO TRIBUNE

An individual called 911 after seeing a boy in a diaper running near this South Side high-rise.

Charges: Mom locked up son, repeatedly beat him

Boy, 7, found with multiple injuries, prosecutors say

By Steve Schmadeke
Chicago Tribune

The mother of a 7-year-old boy often kept him locked in a closet, beat him repeatedly over a two-year period and fed him only sporadically, Cook County prosecutors allege.

Prosecutors said a good Samaritan called police after spotting the boy wearing a soiled diaper as he ran Sunday morning outside his family's home in a high-rise condominium near South Lake Shore Drive. The boy was bleeding from a cut over his left eye, authorities said.

A doctor who examined the boy said the child had more physical injuries on his body than the doctor had ever seen on one person, prosecutors said.

The boy's mother, Caroline Woods, 24, was ordered held without bail during a hearing Tuesday at the Leighton Criminal Court Building. The aggravated battery charges alleged she had beaten the boy numerous times over two years with an extension cord, baseball bat and pole.

The state Department of Children and Family Services has launched an investigation into allegations of abuse and neglect involving the mother and boyfriend, according to a DCFS spokeswoman. The child welfare agency did not have prior contact with the family, she said.

Woods

DCFS took protective custody of the 7-year-old boy and his 2-year-old sister on Sunday, the spokeswoman said.

The boy told police he was kept in a closet for prolonged periods, left alone at the residence and "not let out" of the family apartment in the 4800 block of South Chicago Beach Drive, according to court records.

He also reported being held down atop a hot stove and his genitals being burned with a curling iron.

The boy had marks and injuries of varied ages, prosecutors said.

An officer who talked to the boy reported the child appeared malnourished.

He told police he wasn't fed every day and missed many meals. Prosecutors said the boy was fed only protein shakes and cans of okra.

His parents used video cameras installed in the apartment to monitor the boy's movements on their cellphones, the child told police.

Prosecutors said Woods was arrested when she returned home looking for her son after officers were already at the condominium complex.

Attempts to reach Woods' family and neighbors Wednesday were unsuccessful.

When Woods was a teen, her mother died at 46 of natural causes in 2007, court records show, and her maternal grandmother in Country Club Hills was appointed the teen's guardian.

Chicago Tribune's Duaa Eldeib contributed.

sschmadeke@chicagotribune.com

RED AHEAD
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rx Red Line Extension

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Classy commodes

2 Chicago restaurants named Best Restroom finalists

By Morgan Olsen | REDEYE

What makes a trip to the bathroom memorable? Perhaps it's the expensive candles or linen hand towels. Or maybe it's that selfie-approved lighting and patterned-wallpaper backdrop. Regardless of what does it for you in the lavatory department, rest assured that you're not the only one paying attention. Cintas Corp. just announced the 10 finalists for its 15th annual (yes, this is very real and very legit) America's Best Bathroom contest.

Chicago newbies Leña Brava and Swift & Sons, both located in the West Loop, made the list of 10 potty finalists from across the country. Other contenders include Safe House restaurant in Milwaukee, Coca-Cola Park in Allentown, Penn., and Minneapolis-St. Paul International Airport in Minnesota. The finalists were evaluated on cleanliness, visual appeal, innovation, functionality and unique design elements.

Rick Bayless' lauded Leña Brava offers guests a washroom draped in colorful agave-printed wallpaper, while Swift & Sons' restroom channels retro vibes with vault-like brass doors and fixtures, marble sinks and sophisticated tiling.

The winner will receive $2,500 in Cintas products and services to keep their bathroom is tip-top shape, and the public can vote for their favorite restroom at **www.bestrestroom.com/us/** through Nov. 1. Until then, you too can worship at these Chicago ivory thrones.

@MORGANCOLSEN | MCOLSEN@REDEYECHICAGO.COM

MANDEL NGAN/GETTY-AFP

The justices on the Supreme Court is weighing the exact scope of U.S. insider trading laws.

Court seems wary on insider-trade case

Justices appear unlikely to reverse man's conviction

By Sam Hananel
Associated Press

WASHINGTON — The Supreme Court on Wednesday seemed likely to preserve the government's broad power to crack down on insider trading.

Most of the justices suggested during arguments in a closely watched case that insider trading violates the law even if the person supplying corporate secrets to a friend or relative doesn't receive anything of value in return.

The high court is expected to resolve a conflict among lower courts that has raised doubts about the scope of insider trading laws. A 2014 ruling from the federal appeals court in Manhattan threw out the conviction of two hedge fund managers and forced prosecutors to drop charges against several others.

In the current case, the high court is deciding whether to overturn the conviction of Bassam Yacoub Salman, an Illinois man convicted of making investments based on inside information he received from a member of his extended family.

Officials say the free sharing of corporate secrets with friends or relatives is just as damaging to the nation's securities markets as trading inside information for a cash benefit.

Critics say the government has been overzealous and that prosecutions should be limited to insiders who make secret profits from revealing confidential data. But nearly all the justices asking questions Wednesday appeared to agree with the government that passing inside information as a gift to a family member still gives benefits to the person giving the tip.

"You certainly benefit from giving to your family," said Justice Anthony Kennedy. "It ennobles you and, in a sense, it helps you financially because you make them more secure."

Salman earned more than $1.5 million in profits from trading on nonpublic information he received about future health care deals. The source was Maher Kara, Salman's brother-in-law and an investment banker at Citigroup Global Markets.

Kara did not share the information directly with Salman. Rather, he offered it to his own brother, Michael, who then gave it to Salman. But Salman was aware that Kara was the source. Kara pleaded guilty to conspiracy and securities fraud charges.

At issue is how to interpret a 1983 Supreme Court case that said insider trading violates the law when the insider "personally will benefit" from sharing the information. The benefit can be financial — such as a cash reward — but it also applies when an insider offers secrets for free to a relative or friend.

That would seem to apply directly to Salman's case. But the landscape of insider trading law changed two years ago, when the federal appeals court in Manhattan overturned the conviction of hedge fund managers Todd Newman and Anthony Chiasson after finding they were too far removed from inside information to be prosecuted.

The Manhattan court said Newman and Chiasson got their information through a chain of people who didn't have a close personal relationship with them.

The Supreme Court last year declined to take up the government's appeal of the New York case. But Justice Stephen Breyer on Wednesday expressed doubts about the ruling, saying it "is really more likely to change the law that people have come to rely upon."

BUSINESS BRIEFING

From news services

Survey: Jobs report shows fewer hires

U.S. businesses added 154,000 jobs in September, the slowest pace of hiring since April, a private survey found.

Payroll processor ADP said Wednesday that manufacturers cut jobs for the eighth straight month and professional and business services, which includes high-paying jobs such as accountants and engineers, added the fewest jobs in five months.

The modest job gain adds to other recent evidence that hiring is slowing after several years of strong increases. Businesses added 175,000 jobs in August, ADP's report said, and 196,000 in July.

Recent economic data have painted a mixed picture of the economy. Consumer spending slipped in August to its lowest level since March, yet consumer confidence has jumped to a nine-year high.

U.S. manufacturing expanded in September, after contracting in August, according to a survey by the Institute for Supply Management, a trade group. New orders and production jumped, but that survey also found that manufacturers are still cutting jobs.

The ADP data cover only private businesses and often diverge from the official figures. Economists forecast that the government's jobs report, to be released Friday, will show a gain.

ANTONIO PEREZ/CHICAGO TRIBUNE

In its latest menu move, McDonald's plans to buy all of its coffee from sustainable sources by 2020.

McD's to serve sustainable coffee

McDonald's plans to buy all of its coffee from sustainable sources by 2020, the latest salvo in a restaurant-industry battle for consumers who are increasingly concerned about the origins of their food.

The world's largest restaurant company is partnering with Conservation International, joining the environmental group's challenge to transform the coffee industry, which has recently been threatened by climate change and fungal disease.

Last year, just 37 percent of McDonald's coffee was purchased from certified sustainable sources.

Switching its coffee sourcing is part of the burger giant's attempt to spruce up its menu with better ingredients.

Yahoo calls story 'misleading'

Yahoo responded again Wednesday to a report that it scanned incoming email to hundreds of millions of accounts for the U.S. government.

In a carefully worded statement that stops short of a denial, the company said that a Tuesday report by Reuters is "misleading," saying that "the mail scanning described in the article does not exist on our systems."

Reuters reported that Yahoo built custom software for the scans.

Yahoo's latest statement does not say whether it has conducted such email scans in the past, or whether that software might exist outside its systems.

THE BOTTOM LINE

112.58 That's the number of points the Dow Jones industrial average climbed, reaching 18,281.03, Wednesday, on a day when the stock market broke two days of losses. Stocks jumped from the start on a rise in the price of crude oil, with banks joining the rally after a report on the service sector suggested the Federal Reserve may raise interest rates soon. The Standard & Poor's 500 index gained 9.24 points; the Nasdaq composite rose 26.36 points.

AMAZING DIABETES STUDY

Encouraging Study on TYPE II DIABETES Shows the disease CAN BEGIN TO BE REVERSED in as little as 1 WEEK!

A free guide has just been made available to Type II Diabetics detailing an approach that appears to be more powerful than any drug known to modern science. The free diabetic guide explains in plain English how many diabetics have been able to reduce and eliminate their drugs and insulin injections, lose weight without exercise, reduce and eliminate the risk for diabetic complications, restore pancreatic function, and even become non-diabetic. The free guide also reveals rarely used diagnostic testing that is helping doctors understand potential causes of diabetes beyond weight gain, genetics and lack of exercise.

To receive your free report (available while supplies last) call toll free 1-800-775-9467 or go to wwwFoxValleyDiabetes.com

Dr.Joshua Bletzinger, D.C.

RED AHEAD Moving Ahead to a Better Red

Red Line Extension

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La reunión se llevará a cabo en un formato abierto al público. Los comentarios sobre el borrador de DIA pueden hacerse verbalmente a un taquígrafo del tribunal o por escrito durante la audiencia pública.

cta

Fecha y lugar

Martes, 1 de noviembre de 2016
5:30 – 7:30 PM

St. John Missionary Baptist Church
211 E. 115th Street, Chicago, IL 60628

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Las instalaciones son accesibles a las personas con discapacidades.

¿Cómo puedo aportar comentarios sobre el borrador de DIA?

Puede aportar comentarios sobre el borrador de DIA en la audiencia pública o enviarlos a más tardar el 30 de noviembre de 2016:

- Por correo electrónico: RedExtension@transitchicago.com
- Por correo postal de EE. UU.: Chicago Transit Authority, Strategic Planning, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661

Todos los comentarios tienen que recibirse a más tardar el miércoles, 30 de noviembre de 2016 a las 4:30 p.m.

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Boykin says solution to end violence lies in our hands

State police warns of 'killing cycle'

By Chinta Strausberg

Cook County Comm. Richard Boykin said the key to ending this violence in Chicago literally lies in our hands but that government must step up to the plate and provide the resources needed to save these "endangered communities" where violence erupts almost on a daily basis.

"If you put two lions in a cage, eventually one will eat the other," Boykin said. Poverty is the root cause of this violence. He held his fourth "Endangered Communities listening tour" Tuesday at the Cosmopolitan Community Church, 5249 S. Wabash St., in the Washington Park area.

At Boykin's last Tuesday's listening tour held at the Hope Church, 1354 W. 61st St., headed by Rev. Leslie Sanders, Illinois State Police Captain David Byrd, a district commander, warned about Chicago's "killing cycle."

"You have rival gangs or if one kills another and in retaliation they kill somebody, the cycle goes back and forth until somebody decides to not do it again. You need a break in the cycle. It takes somebody to say, 'I'm not going to do that' then let the police do their job," said Byrd.

"That is our job to make those arrests, but if you don't let us do our job, then the cycle goes back and forth between the killings. That is how that number starts to escalate…

Raised in Chicago, Byrd said he has been a police officer since 1989. "I started when I was 21-years-old. I have seen a lot of things go on in this time period, but I've never seen it to this point where you have this retaliation going back and forth between rival gangs, killing from block-to-block…. It's gotten to a point where it is utterly ridiculous."

Byrd said this violence "is not just gangs" pointing to high unemployment, parenting issues. "There are so many things we have to tackle…. It's going to have to be a team effort. We won't be able to do this alone…. We cannot arrest our way out of this situation nor should we want to."

The forum's Masters of Ceremonies were Sonya Blakey, program director and morning show host for Inspiration 1390, and Darryl Dennard, news anchor/producer for WVAZ/-WGCI/WGRB iHeart Media.

Others on the panel were: Rev. Janette Wilson, national senior advisor to Rev. Jesse L. Jackson, Sr., Cook County Comm. Robert Steele, Byrd, Attorney Sodiqa R. Williams, associate vice president, Policy & Strategy for Safer Foundation, Mark Dietzen, outreach coordinator for Senator Mark Kirk, Cherita Logan, district manager for Rep. Danny K. Davis (D-7th), and others.

Saturday, while speaking at the Rainbow PUSH Coalition, Boykin referred to his first listening tour in West Garfield Park. Boykin said over the weekend "a bus carrying a group of 32 kids…a bus driver was caught in gang violence crossfire. He got shot in the face. The bullets grazed his face, but he was successful in pulling the bus over and not allowing any of the children to be injured.

"That is what happens in these communities that are endangered," Boykin said. West Garfield Park he said, has a per capital income rate of less than $12,000 a year, a poverty rate of 40 percent, an unemployment rate of 25.2 percent. "That must not continue. We must lift these communities up."

"When we embarked upon this tour, 2800 people had been shot in the city. Right now the numbers are 3,245 people have been shot in Chicago, 540 people killed already this year alone. That is unacceptable," Boykin said.

When you are traveling on our expressways, you are at risk of being shot in many instances and that is not right."

COOK COUNTY COMMISSIONER Richard Boykin makes a point at the listening tour.

DR. JANETTE WILSON of Rainbow/PUSH was one of the participants at the third listening tour on September 27th in Englewood.

He said this year alone there have been more than 41 shootings on expressways. "We must make our communities safe. The government has an affirmative obligation to make sure the people are safe in their neighborhoods and safe on the streets… that children can walk down the streets …play in the parks without fear of being shot."

Referring to the upcoming November 8th election, Boykin said, "We've got an important choice in this election. We got one candidate who offers up an urban agenda. We have another candidate who says stop and frisk is a way to get us out of this violence."

Boykin objects to the latter solution that is being pushed by Republican presidential candidate Donald Trump. Without mentioning Trump's name, Boykin said, "That's the wrong choice. The ACLU says that is the wrong choice.

"We have to make sure that we invest in these neighborhoods…in these schools…and our young people. We can no longer afford to disinvest in certain communities and that is how we've gotten to the point where we are today," he said.

"Nobody's going to save us but us. We've got to stop this gun violence. Down with the violence. Nobody can stop this but us. Let's do it," bellowed Boykin.

He also urged the public to attend his next listening tour being held on Thursday, October 13th, 6 p.m. to 8 p.m., at Saint Sabina Church, 1210 W. 78th Place, in the Auburn Gresham community.

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When and where?

Tuesday, November 1, 2016
5:30 – 7:30 PM

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211 E. 115th Street
Chicago, IL 60628

This location served by CTA Bus #34, #115, #119, and Metra Electric Kensington Station.

Facility accessible to people with disabilities.

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

All comments must be submitted by 4:30 p.m. on Wednesday, November 30, 2016.

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Está invitado a una audiencia pública sobre el

Proyecto de expansión de la Línea Roja

CTA y Federal Transit Administration (FTA) proponen expandir la Línea Roja 5.3 millas de 95th Street a 130th Street.

CTA y FTA prepararon un borrador de declaración de impacto ambiental (DIA) con base en un análisis técnico del impacto del proyecto propuesto. El borrador de DIA documenta los beneficios y el impacto de las alternativas objeto de consideración. Esto incluye el impacto a los parques y humedales.

La reunión se llevará a cabo en un formato abierto al público. Los comentarios sobre el borrador de DIA pueden hacerse verbalmente a un taquígrafo del tribunal o por escrito durante la audiencia pública.

cta

Fecha y lugar

Martes, 1 de noviembre de 2016
5:30 – 7:30 PM

St. John Missionary Baptist Church
211 E. 115th Street, Chicago, IL 60628

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

Las instalaciones son accesibles a las personas con discapacidades.

¿Cómo puedo aportar comentarios sobre el borrador de DIA?

Puede aportar comentarios sobre el borrador de DIA en la audiencia pública o enviarlos a más tardar el 30 de noviembre de 2016:

- Por correo electrónico: RedExtension@transitchicago.com
- Por correo postal de EE. UU.: Chicago Transit Authority, Strategic Planning, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661

Todos los comentarios tienen que recibirse a más tardar el miércoles, 30 de noviembre de 2016 a las 4:30 p.m.

708-4777731

AUTORIDAD REGIONAL DE TRANSPORTE
INVITACIÓN PARA LICITACIÓN
NO. 3720R
COMPRA SIN INVENTARIO DE SUMINISTROS DE OFICINA

La Autoridad Regional de Transporte (RTA, por sus siglas en inglés) le invita a presentar una licitación para suministros de oficina. Este contrato será otorgado al licitador receptivo y responsable más bajo.

La RTA ha establecido un Programa de Empresas de Negocios en Desventaja ("DBE", por sus siglas en inglés) de conformidad con las regulaciones del Título 49 de CFR Parte 26 del Departamento de Transporte de los EE. UU., aplicable a todos sus contratos, independientemente de la fuente de financiamiento. La RTA alienta encarecidamente a los proveedores para hacer esfuerzos de buena fe para utilizar DBEs como sub-consultores, subcontratistas, proveedores o socios de empresas conjuntas en este proyecto. Un listado de DBEs certificados que proporcionan servicios o mercancía pertinente puede ser accedido en el sitio web del Departamento de Transporte de Illinois www.dot.state.il.us/ucp/html.

Las preguntas deben presentarse al 7 de octubre de 2016, antes de las 5:00 p.m., y pueden ser enviadas por correo electrónico a Maria Biszewski al correo electrónico biszewskim@rtachicago.org.

Una (1) copia original de su licitación debe ser presentada a la RTA antes de las 11:00 a.m. hora local del 17 de octubre de 2016. Las propuestas presentadas después de la hora y fecha designada serán rechazadas.

La Invitación para licitación está disponible en las oficinas de RTA, ubicadas en 175 W. Jackson Blvd., Suite 1650, Chicago, Illinois 60604-2705, o puede ser descargada en el sitio web de RTA en www.rtachicago.com.

AUTORIDAD REGIONAL DE TRANSPORTE
INVITACIÓN PARA LICITACIÓN
No. 3832
PORTAL DE TRANSPARENCIA CHI-TAP

La Autoridad Regional de Transporte (RTA, por sus siglas en inglés) le invita a presentar una licitación para el Portal de Transparencia Chi-Tap. Este contrato será otorgado al licitador receptivo y responsable más bajo.

La RTA ha establecido un Programa de Empresas de Negocios en Desventaja ("DBE", por sus siglas en inglés) de conformidad con las regulaciones del Título 49 de CFR Parte 26 del Departamento de Transporte de los EE. UU., aplicable a todos sus contratos, independientemente de la fuente de financiamiento. La RTA alienta encarecidamente a los proveedores para hacer esfuerzos de buena fe para utilizar DBEs como sub-consultores, subcontratistas, proveedores o socios de empresas conjuntas en este proyecto. Un listado de DBEs certificados que proporcionan servicios o mercancía pertinente puede ser accedido en el sitio web del Departamento de Transporte de Illinois www.dot.state.il.us/ucp/html.

Las preguntas deben presentarse antes del 14 de Octubre de 2016 antes de las 5:00 p.m., y pueden ser enviadas por correo electrónico a Karen Y. Thurmon a thurmonk@rtachicago.org.

Una copia original de su licitación debe ser presentada a la RTA antes de las 11:00 a.m. hora local del 24 de octubre de 2016. Las propuestas presentadas después de la hora y fecha designada serán rechazadas.

La Invitación para Licitación está disponible en las oficinas de RTA, ubicadas en 175 W. Jackson Blvd., Suite 1650, Chicago, Illinois 60604-2705, o pueden ser descargadas del sitio web de RTA en www.rtachicago.com.

Rafferty

(Continued from page 1)

"I never saw Bob get mad. He was too even-keeled," said close friend Carl Matzelle, of Naperville, who worked with Rafferty for 35 years at 3M, which is most known for products such as Post-It notes and Scotch tape. "I think before he would react to things, he would step back for a moment and just think about what he was going to say or what he was going to do. I've never seen him mad."

Matzelle and Rafferty's wife, Peg, described him as someone who "flew under the radar." However, his community involvement made it difficult for him to not be noticed, and he earned public praise for his efforts.

In the fledgling years of the South Side Irish St. Patrick's Day Parade, Rafferty joined the parade committee, his wife said, and helped organize the event's grand marshals and later served as chairman.

The "high point" of parade day, Peg said, was celebrating Mass at St. Cajetan Roman Catholic Church, the parish where he grew up and remained a member while he and Peg raised four children.

"He loved the parade day," Peg said. "It was a day for our whole family to celebrate the pride in our heritage and the community. It was very, very important to all of us."

As a customer service manager for 3M, Rafferty managed several employees, Matzelle said, and provided valuable advice for Matzelle during tense moments at the office. According to Matzelle, Rafferty saved his job twice by providing a calming influence when Matzelle had reached a boiling point with issues at the company.

The two were great friends, fishing and playing cards together, Matzelle said, and admiration for Rafferty was prevalent throughout 3M, where Rafferty spent his entire professional career before retiring 10 years ago.

"His employees loved him," Matzelle said. "He always tried to do things to benefit his employees. He did things that the company wanted, but he also thought about his employees all the time."

While Rafferty "worked inside for 40 years," his wife said, he developed hobbies that took him outside—and he fell in love with gardening 45 years ago.

He started with flowers and tomatoes, Peg said, and his passion "just blossomed." Beautiful landscaping surrounds the house, with flowers arranged on the family's front porch.

Peg recalled that once, when a new neighbor moved in, the neighbor remarked to a family member that she loved her new home because it provided such a nice view of Rafferty's landscaping.

Peg said such skills made her husband many new friends.

"Walkers from the neighborhood were like regulars," Peg said, "and they would talk gardening as they came through. … He had this little community of gardeners that talked on a daily basis."

Rafferty's home decorating was on display year round, his wife said. Besides summer flowers, in the fall, he arranged hay and corn stalks, and around Christmas, the front of the house became a winter wonderland, with lights and decorations adorning the home, from the second-floor windows to the front yard.

Bob Rafferty's passion for gardening turned the front yard of his Morgan Park home into a gem that earned praise from neighbors and passers-by. An active member of the community, Rafferty was known for his giving spirit and wise, composed personality. He died Sept. 27 at age 71. (photo courtesy of Peg Rafferty)

Last winter, Peg said, a passer-by walked by the home, noticed the Christmas display, then returned with a camera to snap professional photos.

Rafferty's skills were evident throughout the year.

"He was like a man of all seasons," Peg said.

Peg said she met her husband met in 1964 at Red's, a popular Morgan Park restaurant that is now the site of the Beverly Arts Center, when their two groups of friends first met. They remain close today. Many of Rafferty's fellow St. Cajetan Class of 1959 members served as his pallbearers, and many of those friends from that meeting at Red's married each other.

"It was just uncanny," said Peg, who married her husband in 1967. "Everybody is still together."

Rafferty, who was a Br. Rice High School and Loyola University-Chicago alum, also assisted Peg when she worked for former 19th Ward Ald. Ginger Rugai. He became known as the "sign man," Peg recalled, because he was always hammering campaign signs into front yards, no matter if it was so cold that he had to quickly defrost frozen grass to put in the signage.

Rafferty also coached his sons' Little League teams at Kennedy Park, Peg said, and served as a league official.

If there were a need in the community, Peg said, it went to the top of her husband's priority list.

"Anything that he could do, anything that he was asked," Peg said, "he would just be there in a heartbeat."

Funeral services were held Oct. 3 from Donnellan Funeral Home to St. Cajetan Roman Catholic Church. Interment followed at Holy Sepulchre Cemetery.

Rafferty is survived by his wife, Margaret "Peg" (nee Murphy); his children, Colleen (Tim) Nitsche, Matt (Jenny), Bob and Patrick Rafferty; his grandchildren, Kaitlin, PJ, Maggie, Cara, Ryan and Molly; his sister, Joyce, and many nieces and nephews.

The Rafferty Family expressed their appreciation to the ICU staff of Little Company of Mary Hospital.

In lieu of flowers, memorials may be made to Misericordia Heart of Mercy, 6300 N. Ridge Ave., Chicago, IL 60660.

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The meeting will be conducted in an open house format. Comments on the Draft EIS may be made verbally to a court reporter or in writing during the public hearing.

When and where?

Tuesday, November 1, 2016 | 5:30 – 7:30 PM

St. John Missionary Baptist Church
211 E. 115th Street, Chicago, IL 60628

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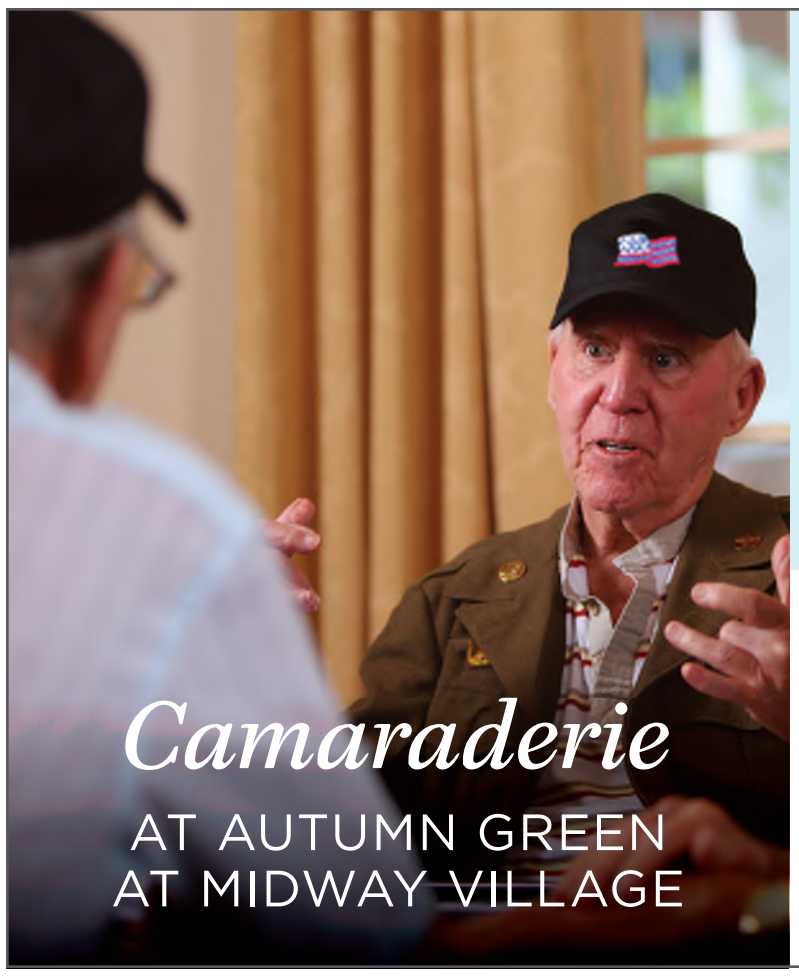

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COMMENTARY

Republicans Willing to Dance with the Devil to Win the White House

Julianne Malveaux

"The attack on Obamacare is especially problematic. While the president's Affordable Care Act is clearly flawed, it expanded health insurance for more than 20 million people."

By Julianne Malveaux
NNPA Newswire Columnist

House Speaker Paul Ryan (R-Wis.) is anticipating a Trump win in November. Or at least, he is preparing for it. He says that if Republicans hold sway in the White House, the House and the Senate, he plans to use budget reconciliation to repeal the Patient Protection and Affordable Care Act (also known as Obamacare) and give tax cuts to the wealthy. Ryan says he will not even attempt any bipartisanship, as he shoves his regressive agenda down the throats of our people. Instead, he says that he can make it work, especially if he has a Trump White House.

This is, perhaps, why Republicans who appear to have at least a little bit of good sense are going for Trump's nonsense. They know that Trump, with his head in the clouds and his rhetoric in the gutter, will let them get away with anything they want. He will agree to their tax cuts, because they coincide with his agenda to reward the wealthy. Trump will go along with cuts to Obamacare, because he wasn't loving it in the first place. He will let conservative Republicans hold sway, especially if they reward him with their votes in November.

Paul Ryan calls his plan a "Better Way" policy agenda. It is an aggressive move that assumes that Republicans will control both the House and the Senate. They might not – if people vote, and vote down ballot, there is a real chance that Democrats can control the Senate. The House is a much bigger challenge, and it is likely that Republicans will continue to hold sway in the House. But there are too many folks who say they won't vote, and their votes could make a real difference. In Ohio, Wisconsin, Michigan and Florida (among other states), those who choose to refrain from voting are really voting for a Trump-Ryan agenda.

The attack on Obamacare is especially problematic. While the president's Affordable Care Act is clearly flawed, it expanded health insurance for more than 20 million people. It isn't the desired single-payer care, but it provides opportunity and takes the first step in expanding the social contract since the Roosevelt years. The Affordable Care Act can be used as a foundation to expand health insurance coverage and, in my mind, get us closer to the ultimate goal of a single-payer system. But legislators rejected the single-payer plan that Sen. Edward Kennedy (D-Mass.) proposed for decades. The Affordable Care Act is a compromise. We need to move forward in improving the ACA, not backward in repealing it. Trump and Ryan would restrict access to health care instead of expanding it.

Embracing a Racist

According to Politico, Paul Ryan thinks that a divided government contributes to gridlock. He'd be happy if the presidency, the House of Representatives and the United States Senate were all controlled by Republicans. What about the rest of us? Does he see our voice in this? Not according to Ryan. He tells Politico, "I'm tired of divided government. It doesn't work very well." He seems to ignore the fact that there are legitimate differences among legislators and that these differences need to be worked out. He is uninterested in compromise. Instead, he wants to shove his position down the throats of other people.

Paul Ryan has explicitly called Donald Trump a racist. He has eschewed many of his policies. Other Republicans have been openly repulsed by their bellicose standard-bearer and disturbed by his racist bluster and his wacky rhetoric, but they have thrown their discernment to the wind, embracing the man they have described as a rabid racist, because they prefer him to an embrace of integrity.

As we count down to the Nov. 8 election, people are coming forward to say they are either undecided, conflicted, or would rather vote for a third-party candidate, because they can't tolerate Clinton or Trump. The bottom line is that either Clinton or Trump will win the presidency. Really. Those Republicans who support Trump are openly supporting evil. They will dance with the devil to their detriment.

African-Americans, especially, need to look at what Trump has promised. He has promised discrimination. He has described our lives as hell. He has been a bully and a documented discriminator. He has been too much. He should be enough to repel us. Paul Ryan has called Trump a racist, but he is willing to dance with the devil because it serves his purposes. What about you?

Julianne Malveaux is an author and economist. Her latest book "Are We Better Off? Race, Obama and Public Policy" is available via www.amazon.com for booking, wholesale inquiries or for more info visitwww.juliannemalveaux.com

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$13 minimum wage puts $15 within sight

MARK BROWN

I have a very clear recollection of scoffing at a local community organizer a few years ago soon after she'd helped launch a campaign to increase the minimum wage to $15 an hour.

"Never gonna happen," I told her, or something to that effect, failing to appreciate that the audacity of the demand was actually its strength.

That episode has haunted me several times in the years since, as it did again Wednesday when the Cook County Board voted to increase the county's minimum wage to $13 an hour by 2020.

The ordinance will gradually bring suburban Cook County's minimum wage in line with the city of Chicago, which moved two years ago to get to $13 an hour.

That $15 minimum wage no longer seems so far out of reach, not even for those workers still stuck at the Illinois state minimum of $8.25 an hour.

At some point in the not-so-distant future, it will happen.

That will be thanks to a confluence of many factors, but most of all, because of ordinary people who got organized and forced oftentimes reluctant public officials to face the issue of jobs that don't pay enough to live on.

Some of those grass-roots types came from The People's Lobby, which took the bows Wednesday for the county wage hike.

The People's Lobby, which used to be known as IIRON, is a small organization with a mailing list of 5,500 supporters and maybe 500 dues-paying members.

Yet this group spent the past year pressuring county commissioners to approve a far more ambitious proposal called the Responsible Business Act.

The Responsible Business Act would have required any employer or franchisor with more than 750 workers to either pay a minimum wage of $15 or pony up a hefty fee to Cook County, in theory as compensation for the social services that their underpaid workers require from county government.

In other words, it was some real lefty stuff, too far out even for me.

To put its proposal on the county political radar, The People's Lobby became a constant presence at County Board meetings.

Low-paid private sector workers from around the county testified in public and met with individual commissioners in private to enlist their support.

To put pressure on holdout commissioners, the organization arranged for volunteer phone banks to call voters in their district, in turn asking them to contact their commissioners.

Commissioner Robert Steele agreed to sponsor the Responsible Business Act.

But it wasn't getting anywhere until finally somebody proposed a compromise — a minimum wage increase patterned after the city's without any other complications.

Commissioner Lawrence Suffredin sponsored the minimum wage proposal, explaining he couldn't justify why constituents in the southern end of his district in Chicago were making $10.50 an hour while those north of the city border were still at $8.25.

Suffredin nodded to the grass-roots groups such as The People's Lobby and One Northside for putting the issue in front of the County Board and making it happen.

> ***Ordinary people got organized and forced oftentimes reluctant public officials to face the issue of jobs that don't pay enough to live on.***

"Settling for $13 is still a large win," said Jessica Cummins, 26, a divinity school graduate student in Evanston. Cummins got involved with The People's Lobby campaign after struggling to pay the bills with a pair of $9-an-hour part-time jobs.

I don't want to oversimplify this. After putting the $15 minimum wage in their national party platform this year, Democrats are under pressure to follow through.

In some ways, the biggest surprise is why it took the county so long to follow suit behind the city.

But the county's higher minimum wage also has echoes of the Occupy movement and the Fight for $15 for fast food workers and all the others who reopened the important conversation about income inequality in America.

It's nothing to scoff at.

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Red Line Extension Project

CTA and Federal Transit Administration (FTA) are proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street.

CTA and FTA have prepared a Draft Environmental Impact Statement (EIS) based on the technical analysis of impacts of the proposed project. The Draft EIS documents the benefits and impacts of the alternatives being considered, which include impacts to parks and wetlands.

The meeting will be conducted in an open house format. Comments on the Draft EIS may be made verbally to a court reporter or in writing during the public hearing.

When and where?

Tuesday, November 1, 2016
5:30 – 7:30 PM

St. John Missionary Baptist Church
211 E. 115th Street
Chicago, IL 60628

This location served by CTA Bus #34, #115, #119, and Metra Electric Kensington Station.

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How can I provide comments on the Draft EIS?

Comments on the Draft EIS may be made at the public hearing or submitted through November 30, 2016:

- Via email: RedExtension@transitchicago.com
- Via US mail: Chicago Transit Authority, Strategic Planning, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661

All comments must be submitted by 4:30 p.m. on Wednesday, November 30, 2016.

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All comments must be submitted by 4:30 p.m. on Wednesday, November 30, 2016.

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Area firm to partner with Matteson on mall remake

By Mike Nolan
Daily Southtown

A Tinley Park real estate developer will work with the village of Matteson on a plan to redevelop the shuttered Lincoln Mall in that suburb.

The village, in a news release, said Mack Developers Inc. will work with the village to develop a master plan for redevelopment of the property, southeast of the intersection of Cicero Avenue and U.S. 30.

Mack Developers is part of Mack Cos., a residential and commercial real estate firm.

Opened in 1973, the mall closed in January 2015. Its remaining anchor, Carson Pirie Scott, owns its store and remains open for business.

Mack Developers will have up to six months to prepare a redevelopment plan, which would be subject to approval by Matteson's Village Board, said Village Administrator Brian Mitchell.

Ownership of the mall is still in the hands of New York real estate developer Michael Kohan, who bought it for $150,000 at a property tax auction in 2012, Mitchell said. Matteson is still involved in a lawsuit against Kohan regarding the mall's upkeep.

Should Mack Developers' proposal be approved, ownership of the 48-acre site would be transferred from Kohan to the village, which in turn would hand it over to the new developer, Mitchell said.

Matteson would pay Kohan for giving up ownership of the mall, but a dollar amount for the transfer has not yet been set, Mitchell said.

Also, he said the village recently completed the purchase, for $525,000, of Sears Holdings' property at the mall, which includes the retailer's vacant anchor store space and adjacent parking areas. That is southeast of Carson's property.

Not having ownership of Sears' 10-acre piece would create "a pretty big hurdle for a developer" tackling a redevelopment of the overall site, Mitchell said.

In July, a Chicago firm, Hunden Strategic Partners, prepared a market analysis of the property for Matteson. Potential uses suggested in the study include multifamily housing, specifically apartments, and town homes, along with other components, such as a water park or youth sports complex, restaurants, retail and office space.

The village said that any master plan for the property will incorporate the recommendations made in that report, but the percentage of space occupied by any particular use will be refined based on the findings of Mack Developers.

In its study, Hunden estimated the total development budget for the project would be $79 million, and public incentives to induce redevelopment of the property would be about $20 million.

Mitchell said a combination of residential and retail uses would likely be part of any plan ultimately approved by village officials.

How much space is set aside for residential uses and what percentage will be occupied by retail will be determined by what the market can support, he said.

The Hunden analysis noted a dearth of available apartment space in Matteson, which, in part, is keeping millennials from returning to live in the village after college. The firm suggested the site could support up to 125 apartment units and 50 town homes.

Any apartments that would be built "would be market-rate rentals" and a "good product for the community," Mitchell said, adding it was "way too early to say what those price points (rental rates) would be."

Before any redevelopment plan for the property is approved by the Village Board, it will get a full vetting before village residents and other stakeholders in what will be an "inclusive process" to map out the mall's next chapter, Mitchell said.

"We're going to be transparent," he said.

While Mack Developers will have as long as six months to come back with a proposal, Mitchell said it might happen sooner than that. He said a number of developers were interested in partnering with Matteson on the redevelopment project but Mack's local expertise in commercial real estate was a deciding factor.

In an April 2015 news release, Jim McClelland, Mack Cos.' CEO, cited Lincoln Mall as an example of how a mixed-use development could be tailored to fit a community's demographics in redeveloping a moribund mall.

Rather than simply "trying to replace a failed model with more of the same," meaning relying on a retail-heavy reuse of the site, a "community within a community" could be built, noting how other towns have incorporated things such as senior care facilities and youth activity centers in redeveloping failed enclosed malls.

A redevelopment of Lincoln Mall will involve demolishing, with the exception of the Carson store, the remaining empty space of the nearly 1-million-square-foot property. How that happens and who'll pay for it will be questions answered once Matteson settles on a redevelopment plan, Mitchell said.

The mall property is in a tax increment financing district, and TIF funds can be used for things such as demolition and infrastructure work.

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RED AHEAD

Red Line Extension

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 .

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 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
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What's New?

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

Draft EIS

CTA and FTA have 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 being considered, which includes impacts to parks and wetlands.

The Draft EIS is available here. Comments on the Draft EIS were accepted from October 6 to November 30, 2016. Hard copies of the Draft EIS were available at the following locations during the public comment period:

- CTA Headquarters, 567 W. Lake Street, 2nd Floor, Chicago, IL 60661
- Pullman Public Library, 11001 S. Indiana Avenue, Chicago, IL 60628
- West Pullman Public Library, 830 W. 119th Street, Chicago, IL 60643
- Altgeld Public Library, 13281 S. Corliss Avenue, Chicago, IL 60827
- Woodson Regional Public Library, 9525 S. Halsted Street, Chicago, IL 60628
- Calumet Park Public Library, 1500 W. 127th Street, Calumet Park, IL 60827
- Harold Washington Library Center, 400 S. State Street, Chicago, IL 60605

Draft EIS public hearing and comments

CTA hosted a public hearing to provide information about the Draft EIS and solicit comments from the public at the following time and location:

Tuesday, November 1, 2016
5:30 - 7:30 PM
St. John Missionary Baptist Church
211 E. 115th Street
Chicago, IL 60628

Exhibit boards

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This meeting was conducted in an open house format. The meeting location was ADA compliant and accessible by public transit. Spanish and sign language interpreters were available 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. Comments on the Draft EIS could be made verbally to a court reporter or submitted in writing during the public hearing. Comments on the Draft EIS could also be submitted to CTA via email or US mail at any time during the public comment period. 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.

Related

- 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) have prepared a Draft Environmental Impact Statement (EIS) that evaluates the environmental impacts of constructing and operating the proposed project.

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 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)
  - Appendix D: Purpose and Need Report (Accessible version)
  - Appendix E: Description of Alternatives (Accessible version)
  - Appendix F: Plans and Profiles (Accessible version)

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- 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

How to provide public comments

Comments on the Draft EIS are being accepted from October 6 to November 30, 2016. Comments on the Draft EIS may be made verbally to a court reporter or in writing during the public hearing. You can also submit comments on the Draft EIS via email or US mail at any time during the public comment period.

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 is hosting a public hearing to provide information about the Draft EIS and solicit comments from the public. This meeting will be conducted in an open house format. Comments on the Draft EIS may be made verbally to a court reporter or in writing during the public hearing.

Tuesday, November 1, 2016
5:30 - 7:30 PM
St. John Missionary Baptist Church
211 E. 115th Street
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Exhibit boards

This location is served by CTA Buses #34, #115 and #119, and Metra Electric District Kensington Station.

The location of the public hearing is ADA-compliant and accessible by public transit.

If you require an interpreter, including sign language services, or other accommodations at this public hearing, contact Gerald Nichols, CTA Government and Community Relations, at least 5 days prior to the public hearing at 312-681-2710 or GNichols@transitchicago.com. Para más información en Español, llame al 312-681-2710.

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Frequently Asked Questions

- Alternatives
- The UPRR Alternative and Proposed Service
- The NEPA Process
- The Draft EIS: Benefits and Impacts of the RLE Project
- Next Steps

Alternatives

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 on 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.

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

Q: When will CTA make a decision about the UPRR Alternative East or West Option?
A: CTA and FTA prepared a Draft EIS that evaluates the impacts of the East

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and West Options as well as the No Build Alterative. CTA accepted public comments from October 6 to November 30, 2016, which will be considered as each option is further evaluated. Based on public feedback, environmental review, and funding availability to conduct additional engineering, CTA expects to announce the selected option (either the East Option or the West Option) in 2017. The Final EIS will be prepared on this single selected option. Depending on funding availability and federal approvals, FTA and CTA expect to publish the Final EIS and Record of Decision by the end of 2018.

The UPRR Alternative 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 RLE Project 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 UPRR Alternative 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 either the East or West Option stations by car, park & ride facilities would be constructed near each station. A total of 3,700 parking spaces would be available along the corridor. The Draft EIS summarizes the proposed park & ride facilities by station and includes potential impacts and mitigations for both the Options.

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 after public input on the Draft EIS 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 in the vicinity of 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 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 noise impacts would be mitigated by including welded rail, closed deck structures, and noise barriers as part of the final design of the project.

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 East and West Options 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. CTA estimates that 29,900 direct, indirect, and induced 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 to ensure 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: 95th Street Terminal Improvement Project

Next Steps

Q: What are the next steps for the project now that the Draft EIS has been published?
A: FTA and CTA will review the comments received during the public review period for the Draft EIS, complete additional engineering and analyses required, and prepare the Final EIS. The Final EIS will include and address all of the comments received during the public review period. The Final EIS will document the results of the Draft EIS process, confirm whether the East or West Option is the selected option, 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 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 which helps to fund major transit capital investment projects. CTA must compete with other New Starts projects from across the country that are already in line for

funding. 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.

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. Information about the RLE Project is also 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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Trains:

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

Buses:

Routes with Current Alerts (View All):

1 2 3 4 6 7 12 28 36 37 43 49 X49 49B 52 70 73 76 78 85 91 121 126 151 156 157 192

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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)

Locally Preferred Alternative Report

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RED AHEAD

Red Line Extension

Preferred Alternative

Locally Preferred Alternative - Union Pacific Railroad (UPRR) Alternative

The proposed UPRR Alternative would extend the heavy rail Red Line from the existing 95th Street Terminal to 130th Street. The UPRR Alternative 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 in the vicinity of Eggleston Avenue. The alignment would turn south to follow the UPRR corridor.

Two options are being considered for the alignment along the UPRR corridor: the East Option and West Option. The CTA elevated structure would be located either east or west of the existing UPRR corridor. The alignment would follow the UPRR corridor to Prairie Avenue, where it would cross over the Canadian National/Metra Electric District (CN/ME) tracks near 119th Street.

South of this point, the East and West Options would follow the same alignment southeast along the Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad (NICTD/CSS & SBRR) right-of-way using a portion of the Norfolk Southern Railway and Consolidated Rail Corporation rights-of-way to the terminus (end) of the RLE at 130th Street.

The UPRR Alternative 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, for both the East and West Options:

	East Option 103rd Street Station (facing northwest)
West Option 103rd Street Station (facing south)	

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Trains:

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

Buses:

Routes with Current Alerts (View All):

1 2 3 4 6 7 12 28 36 37 43 49 X49 49B 52 70 73 76 78 85 91 121 126 151 156 157 192

More:

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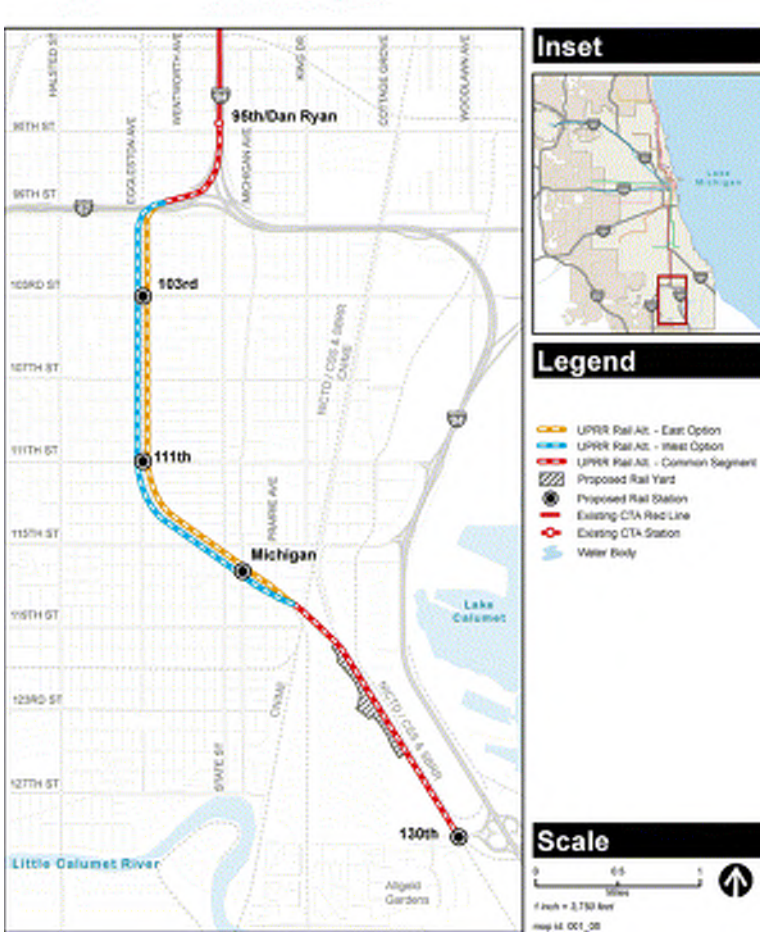
	East Option 111th Street Station (facing west)
West Option Michigan Avenue Station (facing northwest)	



Alternatives development history

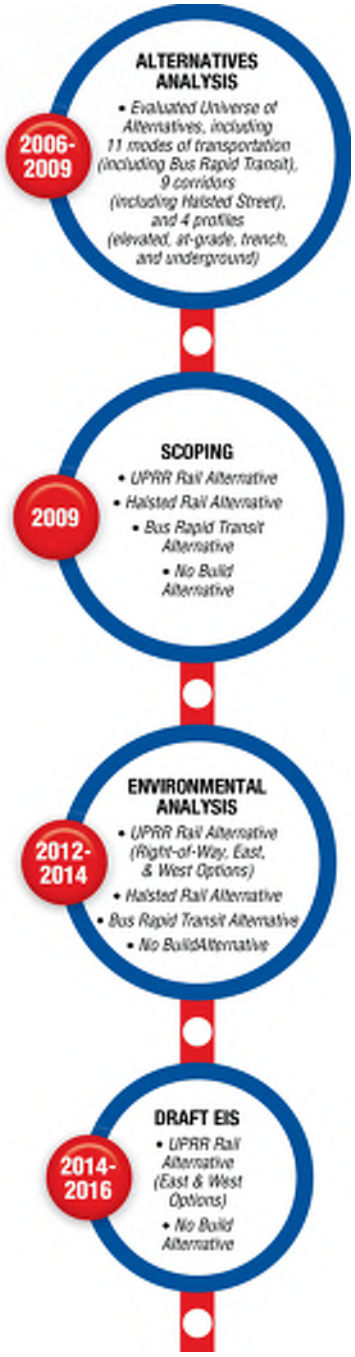
CTA undertook an extensive Alternatives Analysis process from 2006–2009 that considered multiple modes and corridor options for the RLE Project.

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 evaluates 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.



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- Potential Property Displacements

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. CTA is still evaluating two potential options for the preferred alignment: the East Option and the West Option. The property impacts will be different depending upon which option is selected.

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. 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 (known simply as the "Uniform Act"), along with state regulations.

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

What could happen to my property?

As part of its extensive planning for the RLE Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. Because the project is still in the planning stage and CTA is still evaluating both the East and West Options, it is not known at this time whether acquisition of your property may be required. In some cases, your property may need to be acquired whether the East or West Option is selected. CTA will provide additional communication when the preferred option has been decided. As the project moves forward, 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. If your property is needed for the project, it could be redeveloped and used for tracks, stations, parking, or ancillary facilities.

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. What this means is that CTA will treat property owners fairly and will seek cooperative settlements of property acquisitions.

You can read more about your rights as a property owner under applicable federal laws here:

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Yellow Line	Normal Service

Buses:

Routes with Current Alerts (View All):

1 2 3 4 6 7 12 28 36 37 43 49 X49 49B 52 70 73 76 78 85 91 121 126 151 156 157 192

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

What type of compensation will I receive?

In the event that CTA ultimately determines it is necessary to purchase private property for the RLE Project, it 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 rules, 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 to ensure 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?

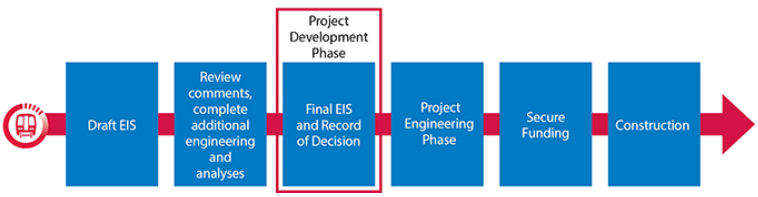
If you are required to move, a relocation agent will contact you, answer your questions, and provide additional information about relocation assistance advisory services and relocation payments eligibility. The goal of the relocation agents is to facilitate a smooth transition to the replacement housing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

What will happen next with the RLE Project? How will the decision be made between the East and West Option?

CTA published the environmental study, called the Draft Environmental Impact Statement (EIS), on October 6, 2016. CTA then held a public hearing in the project area on November 1 to provide more information and collect feedback about the project, its impacts, and potential mitigation measures. Based on public feedback, environmental review, and funding availability to conduct additional engineering, CTA expects to announce the selected option (either the East Option or the West Option) in 2017. CTA will address public comments to the Draft EIS in the Final EIS, which will also formalize the selected option, its impacts, and mitigation measures. Depending on funding availability and federal approvals, the Final EIS is expected to be published by the end of 2018. During preparation of the Final EIS, CTA plans to 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.

When will CTA notify me of their intent to purchase my property?

At this time, CTA does not plan to pursue acquisition of private property for the RLE Project until the environmental review is complete (expected to be complete by the end of 2018) and project funding is secured. CTA would then notify owners of affected properties of their intent to purchase.



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 here. To join the project contact list and get updates about the RLE Project, public hearings, and the status of environmental reviews, email RedExtension@transitchicago.com.

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E-mail: feedback@transitchicago.com

Red Line Extension

You are invited to a Public Hearing on the

Red Line Extension Project

CTA and Federal Transit Administration (FTA) are proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street.

CTA and FTA have prepared a Draft Environmental Impact Statement (EIS) based on the technical analysis of impacts of the proposed project. The Draft EIS documents the benefits and impacts of the alternatives being considered, which include impacts to parks and wetlands.

This meeting will be conducted in an open house format. Comments on the Draft EIS may be made verbally to a court reporter or in writing during the public hearing.

RedExtension@transitchicago.com transitchicago.com/RedEIS facebook/thecta @cta

When and Where?

Tuesday, November 1, 2016 – 5:30 - 7:30PM

St. John Missionary Baptist Church
211 E. 115th Street
Chicago, IL 60628

This location served by CTA Bus #34, #115, #119, and Metra Electric Kensington Station.
Facility accessible to people with disabilities.

How can I provide comments on the Draft EIS?

Comments may be made at the public hearing or submitted directly to CTA:

- Via email: RedExtension@transitchicago.com
- Via US mail: Chicago Transit Authority
  Strategic Planning, 10th Floor
  Attn: Red Line Extension Project
  567 W. Lake Street
  Chicago, IL 60661

All comments must be submitted by 4:30PM on Wednesday, November 30, 2016.

(888) YOUR-CTA (888-968-7282). Para más información en Español, llame al **312-681-2710**.

Red Line Extension

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

The Draft EIS is available on the CTA website at transitchicago.com/RedEIS. Hard copies are available at libraries in the project area; locations are listed on the project website.

Do you require assistance?
If you require an interpreter, including sign language services, or other accommodations at this public hearing contact **Gerald Nichols**, **CTA Government and Community Relations**, at least 5 days before the public hearing at **312-681-2710** or GNichols@transitchicago.com.

From: CTA Red Line Extension Project <RedExtension=transitchicago.com@mail157.atl171.mcdlv.net> on behalf of CTA Red Line Extension Project <RedExtension@transitchicago.com>

Sent: Thursday, October 06, 2016 9:55 AM

To:

Subject: CTA Red Line Extension Draft Environmental Document and Public Hearing

You're invited to a Public Hearing on the

Red Line Extension Project

Draft Environmental Impact Statement and Section 4(f) Evaluation Available for Public Review

CTA and Federal Transit Administration (FTA) are proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street. **Click here to learn more about the project.**

Tuesday, November 1, 2016

5:30 to 7:30 PM

St. John Missionary Baptist Church
211 E. 115th Street, Chicago, IL 60628
This location is served by:
CTA Bus #34, #115, #119, and Metra Electric Kensington Station

This facility is accessible to people with disabilities.
This meeting will be conducted in an open house format.

CTA and FTA have prepared a Draft Environmental Impact Statement (EIS) based on the technical analysis of impacts of the proposed project. The Draft EIS documents the benefits and impacts of the alternatives being considered, which include impacts to parks and wetlands. **Click here to review the Draft EIS** on the RLE Project website. Hard copies of the Draft EIS also are available for review through November 30, 2016. **Click here to learn more about reviewing the Draft EIS.**

Comments on the Draft EIS are being accepted until November 30, 2016 at 4:30 PM.

Comments on the Draft EIS may be made verbally to a court reporter or in writing during the hearing. You also can submit comments via e-mail to RedExtension@transitchicago.com or by mail to Chicago Transit Authority, Strategic Planning, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661.

Do you require assistance?
If you require an interpreter, including sign language services, or other accommodations at this public hearing, contact Gerald Nichols, CTA Government and Community Relations, at least 5 days before the public hearing at 312-681-2710 or GNichols@transitchicago.com.

Para más informacion en Español, llame al 312-681-2710
Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

Thank you for your continued interest.

RLE Project Team
Chicago Transit Authority

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From: CTA Red Line Extension Project <RedExtension=transitchicago.com@mail119.atl111.rsgsv.net> on behalf of CTA Red Line Extension Project <RedExtension@transitchicago.com>

Sent: Thursday, October 27, 2016 9:25 AM

To:

Subject: CTA Red Line Extension Public Hearing Reminder

You're invited to a Public Hearing on the

Red Line Extension Project

Draft Environmental Impact Statement and Section 4(f) Evaluation Available for Public Review

CTA and Federal Transit Administration (FTA) are proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street. **Click here to learn more about the project.**

Tuesday, November 1, 2016

5:30 to 7:30 PM

St. John Missionary Baptist Church
211 E. 115th Street, Chicago, IL 60628
This location is served by:
CTA Bus #34, #115, #119, and Metra Electric Kensington Station

This facility is accessible to people with disabilities.
This meeting will be conducted in an open house format.

CTA and FTA have prepared a Draft Environmental Impact Statement (EIS) based on the technical analysis of impacts of the proposed project. The Draft EIS documents the benefits and impacts of the alternatives being considered, which include impacts to parks and wetlands. **Click here to review the Draft EIS** on the RLE Project website. Hard copies of the Draft EIS also are available for review through November 30, 2016. **Click here to learn more about reviewing the Draft EIS.**

Comments on the Draft EIS are being accepted until November 30, 2016 at 4:30 PM.

Comments on the Draft EIS may be made verbally to a court reporter or in writing during the hearing. You also can submit comments via e-mail to RedExtension@transitchicago.com or by mail to Chicago Transit Authority, Strategic Planning, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661.

Do you require assistance?
If you require an interpreter, including sign language services, or other accommodations at this public hearing, contact Gerald Nichols, CTA Government and Community Relations, at least 5 days before the public hearing at 312-681-2710 or GNichols@transitchicago.com.

Para más informacion en Español, llame al 312-681-2710
Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

Thank you for your continued interest.

RLE Project Team
Chicago Transit Authority

This email was sent to leack@cdmsmith.com

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Chicago Transit Authority · Strategic Planning, 10th Floor · 567 W. Lake Street · Chicago, IL 60661 · USA

From: CTA Red Line Extension Project <RedExtension=transitchicago.com@mail37.suw13.rsgsv.net> on behalf of CTA Red Line Extension Project <RedExtension@transitchicago.com>

Sent: Monday, November 28, 2016 9:02 AM

To:

Subject: CTA Red Line Extension Public Comment Period Ending

Public Comment Period Ends

November 30

Red Line Extension Project

Draft Environmental Impact Statement and Section 4(f) Evaluation

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Chicago Transit Authority

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Notice of Public Hearing

Red Line Extension Project – Draft Environmental Impact Statement

CTA is hosting a public hearing to obtain public comment on the Red Line Extension Project Draft Environmental Impact Statement (EIS). CTA and the Federal Transit Administration (FTA) are proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street. The Draft EIS documents the benefits and impacts of the alternatives being considered for the project, which include impacts to parks and wetlands.

Tuesday, November 1, 2016
5:30pm to 7:30pm
St. John Missionary Baptist Church*
211 E. 115th Street, Chicago

The Draft EIS is available on the CTA website at transitchicago.com/RedEIS. Hard copies are available at libraries in the project area; locations are listed on the project website.

Comments on the Draft EIS may be made verbally to a court reporter at the public hearing and may also be submitted via email to RedExtension@transitchicago.com, or via U.S. mail to: CTA, Strategic Planning, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661. All comments must be submitted by 4:30pm, Wednesday, November 30, 2016.

If you require an interpreter or other accommodations at this public hearing, please contact Gerald Nichols, CTA Government and Community Relations, at least five days prior to the public hearing at 312-681-2710 or GNichols@transitchicago.com.

*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

Remove November 2, 2016
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Attachment 4
Media Articles

http://www.beloitdailynews.com/illinois----chicago-announces-new-steps-in-possible/article_5841a7ba-8703-11e6-8332-ebadcb096878.html

ILLINOIS -- Chicago announces new steps in possible Red Line expansion

Posted: Friday, September 30, 2016 6:45 am

CHICAGO (AP) — Chicago is announcing new steps toward a possible major expansion of the rail transit system's Red Line to the city's southernmost neighborhoods.

The Chicago Transit Authority said Thursday it will release a draft environmental impact study on Oct. 6. It's a requirement for obtaining federal funding.

The estimated $2.3 billion project would extend the Red Line from 95th Street to 130th Street, an area with few public transportation options.

An extension has been talked about for decades. The city has yet to secure federal funding or decide on a precise route for this latest plan.

The transit agency also announced it will begin accepting formal comments from the public next month. It will also start notifying owners whose property might have to be acquired.

Associated Press news release also published in:

9/29/2016	*97.1 FM News Talk*	http://www.971talk.com/news/illinois/latest-illinois-news-sports-business-and-entertainment-1220-am-cdt
9/29/2016	*The Clay Center Dispatch*	http://www.ccenterdispatch.com/news/state/article_33d3351b-56e6-5c0a-94e7-7ebd49888fed.html
9/29/2016	*Daily Herald*	http://www.dailyherald.com/article/20160929/news/309299705/
9/29/2016	*Fox 28*	http://www.fox28.com/story/33284667/chicago-announces-new-steps-in-possible-red-line-expansion
9/29/2016	*KWQC*	http://kwqc.com/ap/chicago-announces-new-steps-in-possible-red-line-expansion/
9/29/2016	*SF Gate*	http://www.sfgate.com/news/article/Chicago-announces-new-steps-in-possible-Red-Line-9468668.php
9/29/2016	*St-Louis Post Dispatch*	http://www.stltoday.com/news/state-and-regional/chicago-announces-new-steps-in-possible-red-line-expansion/article_82cf60c8-9932-5912-a842-988e77b19973.html
9/29/2016	*The Washington Times*	http://www.washingtontimes.com/news/2016/sep/29/chicago-announces-new-steps-in-possible-red-line-e/
9/30/2016	*NBC Chicago*	http://www.nbcchicago.com/news/local/Chicago-Announces-New-Steps-in-Possible-Red-Line-Expansion-395428691.html

10/1/2016	*Daily-Journal*	http://www.daily-journal.com/news/illinois/new-steps-in-possible-red-line-expansion/article_7ed40c5f-147b-520e-864c-77f7afd9f464.html
10/4/2016	*The News-Gazette*	http://www.news-gazette.com/news/state/2016-09-30/chicago-announces-steps-possible-red-line-expansion.html

CHICAGO SUN-TIMES
http://chicago.suntimes.com/chicago/cta-announces-proposed-routes-for-south-side-red-line-extension/

CHICAGO 09/29/2016, 01:30pm

CTA announces proposed routes for South Side Red Line extension

The CTA released this rendering of a proposed 103rd Street station on an extended Red Line. The line currently ends at 95th Street. | Chicago Transit Authority

Andy Grimm

@agrimm34 | email

Transit officials Thursday released the latest details of a $2.3 billion plans to extend CTA's Red Line south from 95th Street to 130th Street, fixing on two route options near existing railroad tracks.

The extended Red Line would veer west from the Dan Ryan Expressway at the current southernmost stop at 95th Street, following the right-of-way of Union Pacific tracks threading through West Pullman and Roseland, according to maps released Thursday. The transit agency plans to settle on one route or the other by next year.

CTA officials are seeking input from residents on two proposed courses, one following along the west side of the railroad tracks, the other, to the east. CTA officials in 2014 ditched another route that would have run elevated tracks along South Halsted.

Both options call for elevated tracks to be built from 99th Street to 118th Street, either just east or just west of the Union Pacific right-of-way. The routes are the same from the 95th Street stop to 99th Street, and both also call for the extended Red Line to run on at-grade tracks from 119th to 135th Street.

The east option would require the CTA to acquire 175 homes and businesses along the route, while the west course would impact 113 privately-owned properties, spokesman Jeffrey Tolman said Thursday.

The 5.3-mile extension would add four stations to the Red Line South spur — near 103rd Street, 111th Street, Michigan Avenue and 130th Street.

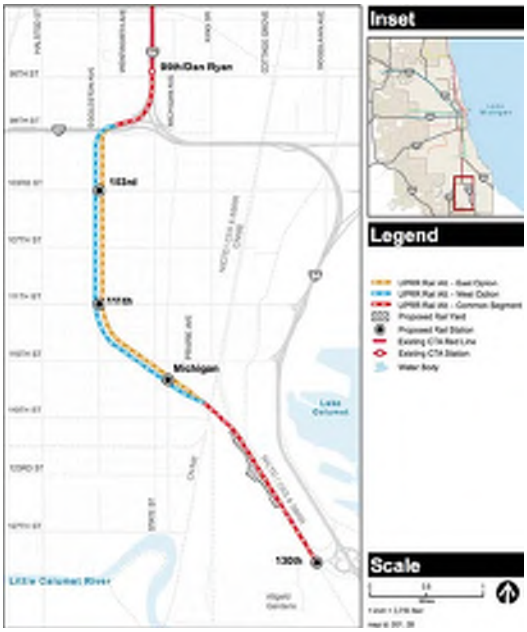
CTA next week will release a draft of an environmental impact report listing the costs and benefits of each proposed route, and CTA staffers will begin going door-to-door in neighborhoods in the path of the extension,

Tolman said. Copies of the report will be posted online at http://www.transitchicago.com/redeis, and hard copies are available at a half-dozen city library branches and CTA headquarters, 567 W. Lake Street.

Transportation activists and South Side leaders have called for extending the Red Line's southern spur roughly from the time construction of the 95th Street terminal was completed in 1969, though a proposed route along Halsted unveiled in 2014 was met with criticism.

Whatever the route, the first tracks won't be laid this decade, Tolman said. It will take until 2018 to submit final plans and studies to federal transportation agencies, and assembling the land in the footprint of the new tracks will take more years still. The earliest construction might begin is 2022, Tolman said.

At least some funding for the extension will likely come from federal grants for new mass transit construction, and the city also might consider a tax-increment financing district, or TIF, to pay for the construction, CTA spokeswoman Tammy Chase said.



The CTA on Thursday released two possible routes for an extended Red Line. | Chicago Transit Authority

Chicago Tribune

http://www.chicagotribune.com/news/local/breaking/ct-cta-red-line-extension-20160929-story.html

CTA moves forward on planned Red Line extension to Far South Side

A rendering shows the proposed 103rd Street Station of the CTA Red Line. (Chicago Transit Authority)

By Mary Wisniewski - Contact Reporter- Chicago Tribune

September 29, 2016 1:48 pm

The CTA is moving forward on plans for the long-discussed extension of the Red Line to 130th Street, which will include a two-month period of public comment.

The next steps are part of a series of requirements before funding can be sought for the project and construction could begin.

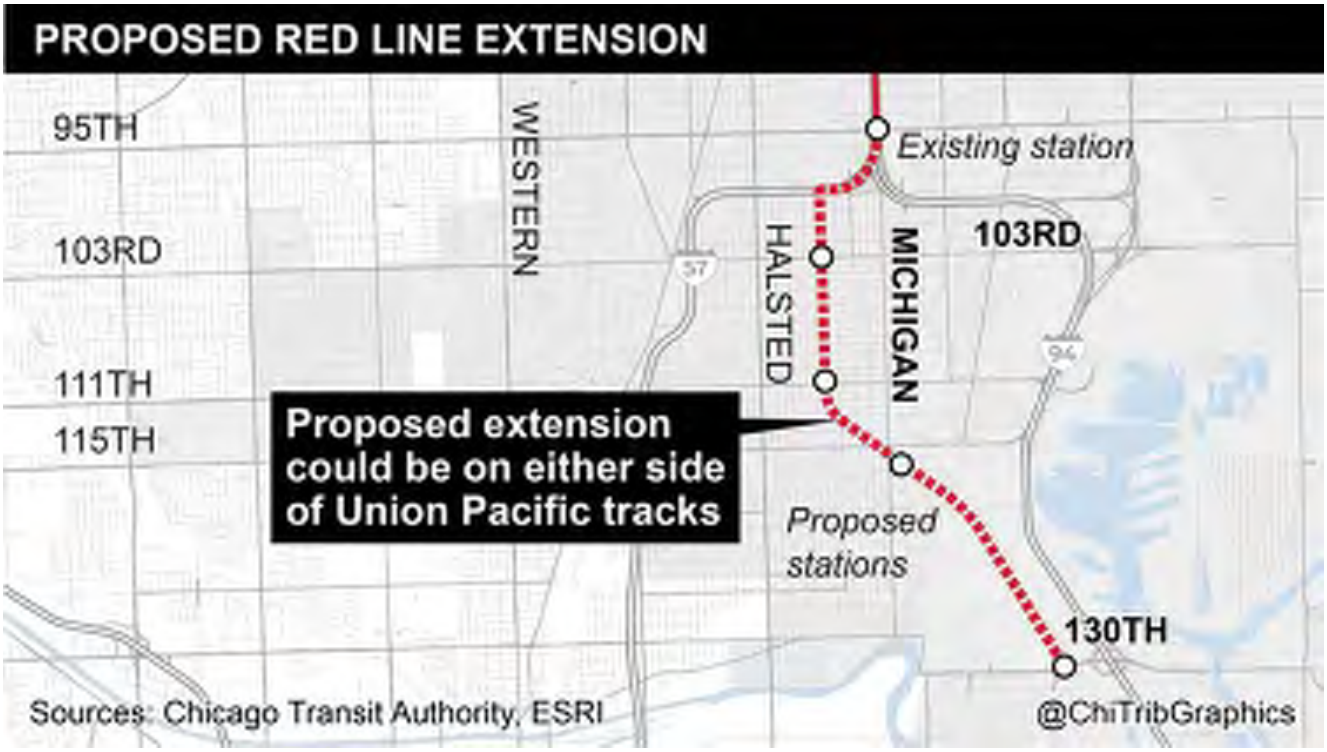
But if all goes as the transit agency hopes, the Red Line could run from Howard to 130th as early as 2026, with construction beginning in 2022, according to CTA spokeswoman Tammy Chase. The $2.3 billion project would fill in what activists have called a "transit desert" on the city's Far South Side, as well as suburban Riverdale.

"This is a great opportunity that should have happened 50 years ago, but I'm glad to see it's going to happen now," said Cheryl Johnson, executive director of People for Community Recovery, a nonprofit environmental organization. "Transportation is a major hurdle for people who have to go far north to work and school."

The city has not extended an "L" line since the Orange Line opened in 1993. The proposed 5.3-mile Red Line extension would have four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street, and would include bus and parking facilities.

"This will be a transformational project," Chase said.

The CTA plans to publish a draft environmental impact study next Thursday, and then begin a period of public comments through Nov. 30, including a public hearing Nov. 1 at a yet-to-be determined location. The agency also is notifying owners of 248 properties, with 101 residential and 28 commercial buildings, which the CTA may need to acquire for the project, Chase said.



Chicago Tribune

The actual number of properties needed depends on where the CTA will lay the rails. Two years ago, the CTA narrowed the potential Red Line alternatives to one. This proposal would continue the line along I-57 to 99th Street, then run either to the east or

the west of the Union Pacific rail tracks to about 118th Street, and then to 130th west of the South Shore line.

The extension is part of the CTA's "Red Ahead" planning for the system's busiest line, which has included the $425 million reconstruction of the Red Line South in 2013, the ongoing construction of the new 95th Street terminal and the Wilson Station renovation.

Based on public feedback, environmental review and funding availability for additional engineering, the CTA plans to announce the preferred option for the extension next year and publish a final environmental impact study in 2018.

The agency could then go after federal and local funds. New legislation passed this summer allows a special taxing district to be created to help pay for the extension, as well as for other major transit projects such as the Red-Purple Line modernization project on the North Side.

The South Side extension was part of the "Go to 2040" plan released in 2010 by the Chicago Metropolitan Agency for Planning, which is responsible for land-use and transportation planning in the seven-county Chicago area.

Kyle Whitehead of the Active Transportation Alliance, which supports safe walking, biking and transit, said that the extension could save Far South Side residents more than 20 minutes going downtown.

"Altgeld Gardens and the Riverdale area are really isolated in terms of public transportation," said Whitehead, the alliance's government relations director. "It boosts job access and access to things around the city for a community that desperately needs access, and there's also great economic development potential around these stations."

Chase said that the option for the Red Line extension that runs on the east side of the Union Pacific tracks would affect more residential buildings, while the west side option would affect commercial buildings. "You have to look at what the community wants," Chase said.

Johnson said she realizes there will be some "mixed feelings" about the project because of the loss of buildings along the route. But she said the development is "greatly needed," and she hopes the displacement will be fair and equitable.

"We have to look forward to the future, for economic opportunity," Johnson said.

Andrea Reed of the Greater Roseland Chamber of Commerce said she is "glad and forlorn at the same time" at hearing that the project was proceeding — but may not be finished for another 10 years.

"We had hoped for 2016 back when we started talking about this in 2009," said Reed, whose organization also favors turning the Metra Electric District Line into a rapid - transit line, with more frequent stops.

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Twitter @marywizchicago

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chicagoist

http://chicagoist.com/2016/09/29/far_south_side_extension.php

CTA Shares Details For Major Red Line Extension To Far South Side

BY STEPHEN GOSSETT IN NEWS ON SEP 29, 2016 3:44 PM

103rd Street Station rendering / CTA

he CTA has unveiled new details about a major project to extend the Red Line from 95th Street to the Far South Side, at 130th Street.

The proposal calls for four new stations along the future track: near 103rd Street (rendering pictured above), 111th Street, Michigan Avenue, and 130th Street. (Map pictured below.)

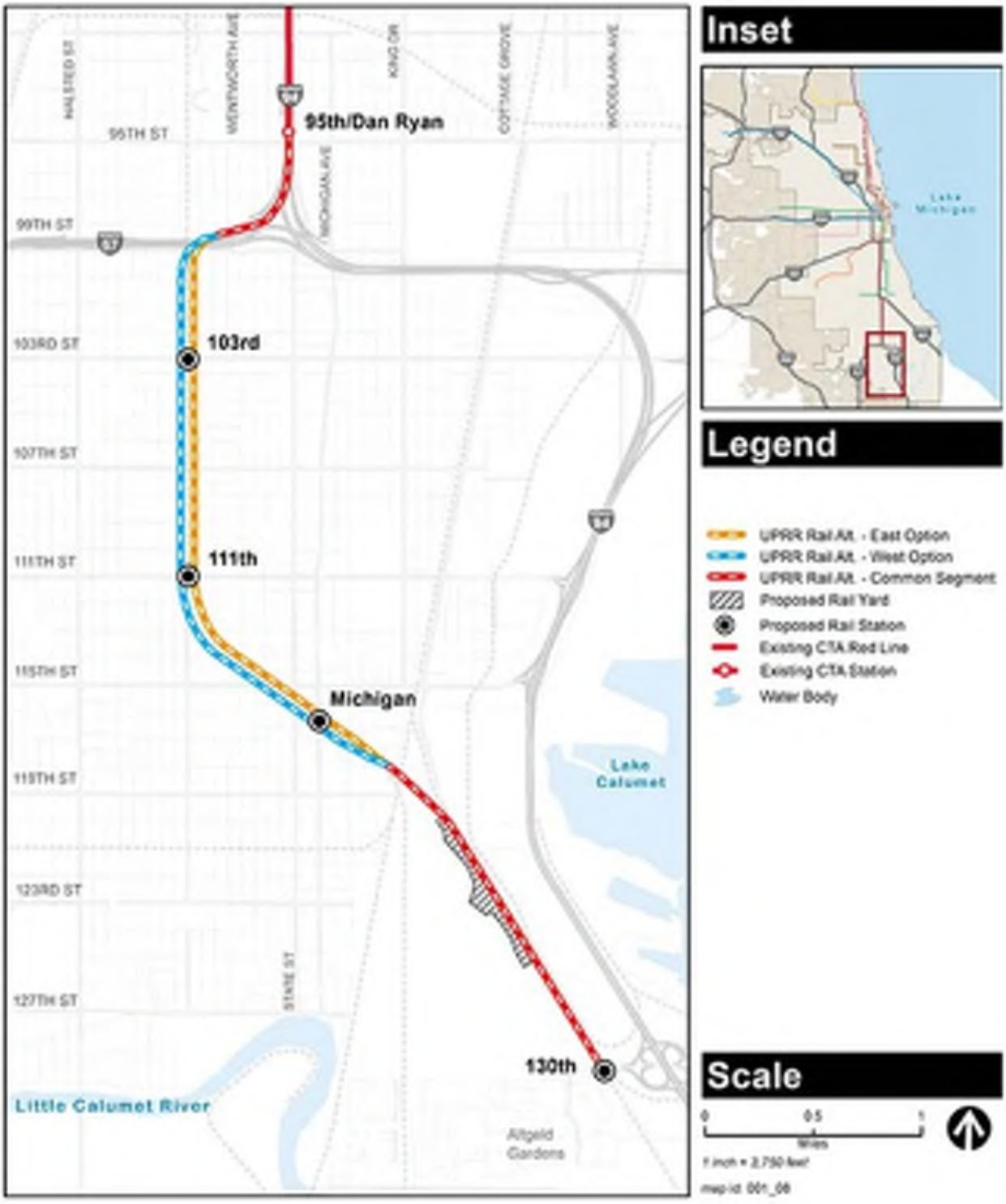
The agency further outlined the project's remaining key question—whether the extension would run east or west of the Union Pacific Railroad between 99th St. and 118th St.—and offered up several dates on which the public can offer feedback, about either directional option and on the project as a whole.

The CTA said it will publish details about potential impacts of both options on Oct. 6 (the report to be available here), at which time public could express “formal comments” through Nov. 30. A public hearing will also be held (location TBD) at which residents will be able to ask questions and offer thoughts. The agency also said in a press release that the CTA has not yet begun obtaining properties necessary for the extension (since the exact pathway is not finalized) but some property acquisition “may be necessary.”

“We are pleased to make progress on this transformational Red Line project, which will expand transit for the Far South Side and create faster access to jobs, education and opportunity,” CTA President Dorval R. Carter, Jr. said in a press release. “As we move forward in the comprehensive federally required planning process for this project, we continue to make significant investment in the South Side that include the new 95th Terminal, improved Red and Green Line service and expanded bus service on multiple routes to better serve our customers.”

Regardless of which side of the Union Pacific the final alignment takes, the extension look to be big improvement for Far South Side commuters, as far south as Altgeld Gardens and Riverdale.

The $2.3 billion dollar extension is part of Mayor Rahm Emanuel's "Red Ahead" initiative, which also includes a much-needed (and pretty cool-looking) upgrade of the 95th St. Station. The CTA hopes to have the extension completed by 2026, CTA spokesperson Tammy Chase said.


Inset
Legend
UPRR Rail Alt. - East Option
UPRR Rail Alt. - West Option
UPRR Rail Alt. - Common Segment
Proposed Rail Yard
Proposed Rail Station
Existing CTA Red Line
Existing CTA Station
Water Body
Scale
0
0.5
1
Miles
1 inch = 2,750 feet
map id: 001_06
95th/Dan Ryan
103rd
111th
Michigan
130th
95TH ST
99TH ST
103RD ST
107TH ST
111TH ST
115TH ST
119TH ST
123RD ST
127TH ST
WENTWORTH AVE
KING DR
COTTAGE GROVE
WOODLAWN AVE
MICHIGAN AVE
STATE ST
Lake Calumet
Little Calumet River
Altgeld Gardens
Lake Michigan

CTA

CTA crawls toward longer Red Line

By Greg Hinz September 29, 2016

Chicago Transit Authority officials today announced the next steps going forward in the long-proposed extension of the Red Line south to the city limits, saying they're about to file a needed federal environmental study and release a list of property the agency would have to acquire.

But while it's moving forward, the agency's pace makes a bus in rush hour look fast.

The CTA has not identified a source for the estimated $2.3 billion it needs, and concedes that the 5.3-mile line from 95th Street to 130th Street will not open until 2026 at "the earliest."

Here's the news:

The **CTA a while back announced** its line will follow Union Pacific Railroad tracks from the existing 95th Street terminal, either on the west or east side of the freight tracks. Also planned are four stations: at 103rd; 111th; Michigan and 116th, and 130th. None of that has changed.

What is new is that the agency on Oct. 6 will release a draft Environmental Impact Statement, a crucial step if the project is ever going to get the big infusion of federal cash likely needed.

According to CTA spokeswoman Tammy Chase, the EIS also will identify 248 pieces of property that it may need to acquire. More land would be needed for the west-side-of-the-tracks option, 215 vs. 153.

Included are 101 houses, 28 commercial properties and 79 vacant lots. Several dozen properties held by the Chicago Park District and other public agencies also may be needed, the CTA said.

The public will have 45 days to file written comments, or people can testify at a Nov. 1 hearing at a location yet to be determined.

'TRANSFORMATIONAL' PROJECT

In a statement, CTA President Dorval Carter termed the project "transformational" and said it will "create faster access to jobs (and) education." He noted that, since Rahm Emanuel became mayor, the city found money for a $425 million reconstruction of the current Red Line and a $280 million new 95th Street terminal.

But, so far, there's just been talk about the money for the extension—though Chase mentioned the possibility of federal "new start" funding, a state capital bill and/or a transit tax increment financing district like the TIF being used to rebuild the Red Line north.

I understand why the CTA has chosen to focus on rebuilding its existing system rather than this project, which amounts to adding a new train line—the first since the Orange Line opened a quarter-century ago. But if there's a section of the metropolitan area that desperately needs better access to transit and jobs it's the Far South Side and suburbs, where people without cars effectively have had no options since most of the factories went away.

The Orange Line was built largely because of the influence of then-U.S. Rep. Bill Lipinski, D-Chicago. It could have had a champion in former Rep. Jesse Jackson Jr., but he chose to focus on the proposed third airport at Peotone before he was forced out of office and jailed amid a financial scandal.

Anyhow, for the CTA, this is progress. But very, very, very, very slow progress.

http://www.transitchicago.com/news/default.aspx?Month=&Year=&Category=2&about=1&ArticleId=3588

Red Line Extension Project to 130th Street Moves Forward; CTA Announces Next Steps in Historic Project as Part of Mayor Emanuel's 'Red Ahead' Transit Investment

9/29/2016

CTA to seek public comment on comprehensive plan to extend rail service to 130th Street and improve transit service on the Far South Side

The Chicago Transit Authority today announced a series of upcoming events that will advance the Red Line Extension Project, a plan to extend Red Line rail service to 130th Street from 95th Street including building four new rail stations that will provide rail access to the Far South Side.

The Red Line Extension Project is a key part of Mayor Emanuel and CTA's "Red Ahead" investment in its busiest rail line. Other projects improving the Red Line on the South Side include the $425 million reconstruction of the Red Line South in 2013 and the ongoing $280 million construction of a new 95th Street Terminal, which will be completed in 2018. The project is expected to create 29,000 new direct, indirect and induced jobs.

"We are pleased to make progress on this transformational Red Line project, which will expand transit for the Far South Side and create faster access to jobs, education and opportunity," said CTA President Dorval R. Carter, Jr. "As we move forward in the comprehensive federally required planning process for this project, we continue to make significant investment in the South Side that include the new 95th Terminal, improved Red and Green Line service and expanded bus service on multiple routes to better serve our customers."

The CTA two years ago narrowed the potential Red Line Extension Project alternatives to one "preferred alternative" with two possible options – one east and one west of the Union Pacific Railroad tracks on the South Side -- and announced $5 million of funding to continue planning work for the project.

Today, the CTA announced the following developments related to the Red Line Extension Project:

- The CTA will publish a comprehensive Draft Environmental Impact Study (EIS), a requirement for obtaining federal funding for this historic project, on October 6, 2016. The Draft EIS is an extensive document that details the potential benefits and impacts of both proposed options for the project.
- The CTA will accept formal comments from the public as part of the federal Draft EIS between October 6 and November 30 (more than 45 days), encouraging feedback from the community about any aspect of the project. The feedback will be used to assist the CTA in future planning decisions, including selecting one of the two alignment options for the project.

- The CTA will also hold a public hearing on Tuesday, Nov. 1 at a location to be determined, inviting the public to learn more about the project, including asking questions and providing comments to CTA staff.

- The CTA will also begin to notify property owners whose property may be necessary to acquire for the project. The CTA is not yet acquiring properties for the Red Line Extension Project because it has not yet selected a final alignment, nor has it secured federal funding for the project.

The RLE project is Mayor Rahm Emanuel and CTA President Dorval Carter's plan to extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. The 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street, each of which would include bus and parking facilities. The current estimated cost of the project is $2.3 billion.

Proposed alignment options for Red Line extension

In August 2014, the CTA narrowed the list of extension alternatives to one "preferred alternative" with two variations:

- Union Pacific Railroad Rail (UPRR) Alternative, East Option - Under this option, the CTA elevated structure would be placed immediately east of the Union Pacific Railroad right-of-way from 99th Street to 118th Street.

- Union Pacific Railroad Rail (UPRR) Alternative, West Option - Under this option, CTA elevated structure would be placed immediately west of Union Pacific Railroad right-of-way from 99th Street to north of 118th Street.

The proposed alignment of the rapid transit line would be the same for the two East and West options from 95th Street to 99th Street and from 118th Street to 130th Street. The Red Line Extension would run along elevated track from 95th Street to approximately 119th Street, where it would transition to at-grade tracks.

The CTA arrived at these options based on environmental analysis and comments received at the public open house meeting and public comments submitted in 2014.

Draft EIS and public comment

The public can review the Draft EIS online at transitchicago.com/redeis starting October 6th. Hard copies will be available at local libraries and CTA headquarters. The Draft EIS provides information about the project, its impacts and mitigations. The public is invited to provide feedback and ask questions.

Hard copies of the Draft EIS will be available at the following locations:

- CTA headquarters, 567 W. Lake Street, 2nd Floor, Chicago, IL 60661

- Pullman Public Library, 11001 S. Indiana Avenue, Chicago, IL 60628

- West Pullman Public Library, 830 W. 119th Street, Chicago, IL 60643

- Altgeld Public Library, 13281 S. Corliss Avenue, Chicago, IL 60827

- Woodson Regional Public Library, 9525 S. Halsted Street, Chicago, IL 60628

- Calumet Park Public Library, 1500 W. 127th Street, Calumet Park, IL 60827
- Harold Washington Library Center, 400 S. State Street, Chicago, IL 60605

Once the formal review period is complete on November 30, 2016, CTA will review and respond to all the comments received.

Responses to comments will be provided in the Final EIS, which will include the CTA's analysis of the final proposed project alignment.

Outreach to property owners

The CTA will communicate with all potentially impacted property owners via a number of channels:

- Letters will be mailed to every property owner that could be potentially displaced by the project (either the East or West Option). Those letters will also communicate that the CTA is not yet able to make a final determination on which properties will be required to be acquired for the project.
- CTA staff will visit every potentially displaced building.
- Property owners can submit project feedback on the Draft EIS, which will provide addresses of potentially displaced properties, via email, regular mail and at the public hearing.
- CTA will attend meetings as requested by community members and elected officials to share information.
- CTA's web site, transitchicago.com/redeis, will continue to provide project information and updates. The public can also sign up for project update emails by contacting us at RedExtension@transitchicago.com.

Red Line Extension Project: Next steps

- Based on public feedback, environmental review and funding availability to conduct additional engineering work, CTA anticipates announcing the preferred option for the location of the extension of the project in 2017.
- Depending on funding availability and federal regulatory approvals, CTA anticipates publishing a Final EIS by the end of 2018, which will provide a comprehensive analysis of the project's impacts.
- Once CTA has completed the Final EIS process, as required by the federal government before it would provide federal funding for the project, CTA could then begin the process of securing funding, which is expected to include a mix of federal and local funds. That could include the creation of a special transit-only tax-increment financing district, authorized by the General Assembly in June 2016, which could provide local funding for the Red Line Extension Project.

http://chicago.curbed.com/2016/9/29/13111692/red-line-extension-cta-chicago-south-side

CTA confirms Red Line extension south to 130th Street

The project will create four new stations on the city's Far South Side

BY AJ LATRACE @AJLATRACE SEP 29, 2016, 2:32P

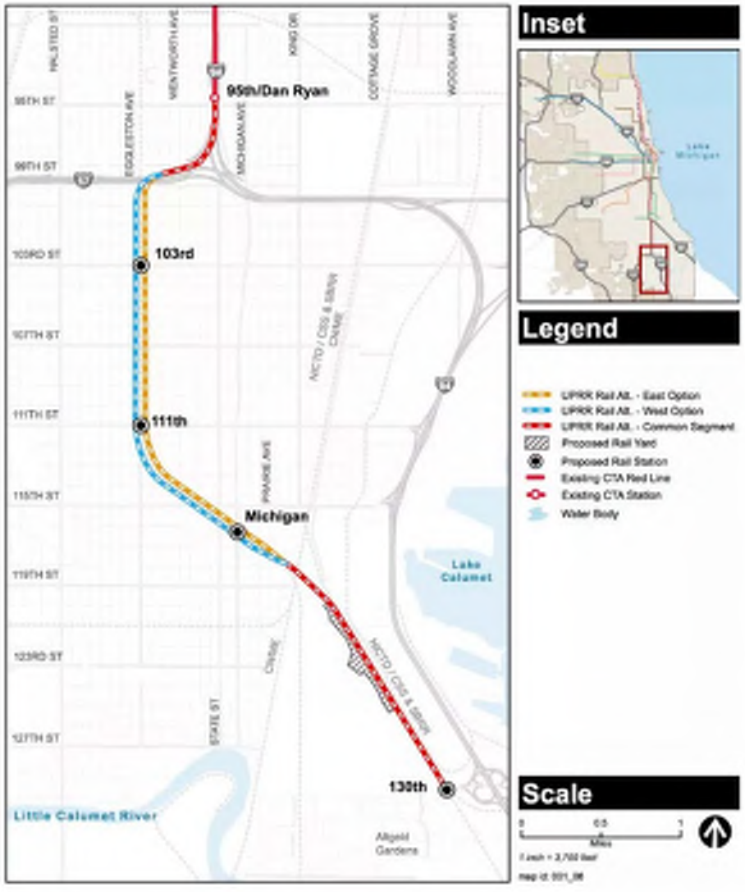
A rendering of the future 103rd Street station *CTA*

Today the CTA presented some good news for residents on the city's Far South Side: the Red Line extension project to 130th Street is moving forward. The plan, which the CTA says will help to create 29,000 new "direct, indirect and induced jobs," will add four new stations to the Red Line. Those stations will

be at 103rd Street and Eggleston Avenue, 111th Street and Eggleston Avenue, Michigan Avenue and 116th Street, and finally one at 130th near the Bishop Ford Freeway interchange.

According to the CTA, there are two different ways this extension can be one. One is building light rail on the west side of the existing Union Pacific Railroad line, and the other is to construct the rail on the east side of the tracks. And to help make the final decision, the CTA is asking for feedback from residents. The public transit agency will accept comments from the public from October 6 to November 30, and then on Tuesday, November 1, the CTA will host a public meeting (location and exact time to be announced).

The CTA says that it will be notifying any property owners that may be affected by the extension, but also suggests that they will not start acquiring properties until a decision has been made regarding the two options for the final track alignment. The preferred alignment is not expected to be announced until sometime early next year.



- Red Line Extension [CTA]
- Chicago Transit Authority Shows Latest Design for New 95th Street Station [Curbed Chicago]

MASS TRANSIT

http://www.masstransitmag.com/press_release/12263874/red-line-extension-project-to-130th-street-moves-forward-cta-announces-next-steps-in-historic-project-as-part-of-mayor-emanuels-red-ahead-transit-investment

CTA Red Line Extension Project to 130th Street Moves Forward

SOURCE: CHICAGO TRANSIT AUTHORITY (CTA) SEP 29, 2016

The Chicago Transit Authority recently announced a series of upcoming events that will advance the Red Line Extension Project, a plan to extend Red Line rail service to 130th Street from 95th Street including building four new rail stations that will provide rail access to the Far South Side.

The Red Line Extension Project is a key part of Mayor Emanuel and CTA's "Red Ahead" investment in its busiest rail line. Other projects improving the Red Line on the South Side include the $425 million reconstruction of the Red Line South in 2013 and the ongoing $280 million construction of a new 95th Street Terminal, which will be completed in 2018. The project is expected to create 29,000 new direct, indirect and induced jobs.

"We are pleased to make progress on this transformational Red Line project, which will expand transit for the Far South Side and create faster access to jobs, education and opportunity," said CTA President Dorval R. Carter, Jr. "As we move forward in the comprehensive federally required planning process for this project, we continue to make significant investment in the South Side that include the new 95th Terminal, improved Red and Green Line service and expanded bus service on multiple routes to better serve our customers."

The CTA two years ago narrowed the potential Red Line Extension Project alternatives to one "preferred alternative" with two possible options – one east and one west of the Union Pacific Railroad tracks on the South Side -- and announced $5 million of funding to continue planning work for the project.

The CTA announced the following developments related to the Red Line Extension Project:

- The CTA will publish a comprehensive Draft Environmental Impact Study (EIS), a requirement for obtaining federal funding for this historic project, on October 6, 2016. The Draft EIS is an extensive document that details the potential benefits and impacts of both proposed options for the project.
- The CTA will accept formal comments from the public as part of the federal Draft EIS between October 6 and November 30 (more than 45 days), encouraging feedback from the community about any aspect of the project. The feedback will be used to assist the CTA in future planning decisions, including selecting one of the two alignment options for the project.
- The CTA will also hold a public hearing on Tuesday, Nov. 1 at a location to be determined, inviting the public to learn more about the project, including asking questions and providing comments to CTA staff.
- The CTA will also begin to notify property owners whose property may be necessary to acquire for the project. The CTA is not yet acquiring properties for the Red Line Extension Project

because it has not yet selected a final alignment, nor has it secured federal funding for the project.

The RLE project is Mayor Rahm Emanuel and CTA President Dorval Carter's plan to extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. The 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street, each of which would include bus and parking facilities. The current estimated cost of the project is $2.3 billion.

Proposed alignment options for Red Line extension

In August 2014, the CTA narrowed the list of extension alternatives to one "preferred alternative" with two variations:

- Union Pacific Railroad Rail (UPRR) Alternative, East Option - Under this option, the CTA elevated structure would be placed immediately east of the Union Pacific Railroad right-of-way from 99th Street to 118th Street.

- Union Pacific Railroad Rail (UPRR) Alternative, West Option - Under this option, CTA elevated structure would be placed immediately west of Union Pacific Railroad right-of-way from 99th Street to north of 118th Street.

The proposed alignment of the rapid transit line would be the same for the two East and West options from 95th Street to 99th Street and from 118th Street to 130th Street. The Red Line Extension would run along elevated track from 95th Street to approximately 119th Street, where it would transition to at-grade tracks.

The CTA arrived at these options based on environmental analysis and comments received at the public open house meeting and public comments submitted in 2014.

Draft EIS and public comment

The public can review the Draft EIS online at transitchicago.com/redeisstarting October 6th. Hard copies will be available at local libraries and CTA headquarters. The Draft EIS provides information about the project, its impacts and mitigations. The public is invited to provide feedback and ask questions.

Hard copies of the Draft EIS will be available at the following locations:

- CTA headquarters, 567 W. Lake Street, 2nd Floor, Chicago, IL 60661
- Pullman Public Library, 11001 S. Indiana Avenue, Chicago, IL 60628
- West Pullman Public Library, 830 W. 119th Street, Chicago, IL 60643
- Altgeld Public Library, 13281 S. Corliss Avenue, Chicago, IL 60827
- Woodson Regional Public Library, 9525 S. Halsted Street, Chicago, IL 60628
- Calumet Park Public Library, 1500 W. 127th Street, Calumet Park, IL 60827
- Harold Washington Library Center, 400 S. State Street, Chicago, IL 60605

Once the formal review period is complete on November 30, 2016, CTA will review and respond to all the comments received.

Responses to comments will be provided in the Final EIS, which will include the CTA's analysis of the final proposed project alignment.

Outreach to property owners

The CTA will communicate with all potentially impacted property owners via a number of channels:

- Letters will be mailed to every property owner that could be potentially displaced by the project (either the East or West Option). Those letters will also communicate that the CTA is not yet able to make a final determination on which properties will be required to be acquired for the project.
- CTA staff will visit every potentially displaced building.
- Property owners can submit project feedback on the Draft EIS, which will provide addresses of potentially displaced properties, via email, regular mail and at the public hearing.
- CTA will attend meetings as requested by community members and elected officials to share information.
- CTA's web site, transitchicago.com/redeis, will continue to provide project information and updates. The public can also sign up for project update emails by contacting CTA at RedExtension@transitchicago.com.

Red Line Extension Project: Next steps

- Based on public feedback, environmental review and funding availability to conduct additional engineering work, CTA anticipates announcing the preferred option for the location of the extension of the project in 2017.
- Depending on funding availability and federal regulatory approvals, CTA anticipates publishing a Final EIS by the end of 2018, which will provide a comprehensive analysis of the project's impacts.
- Once CTA has completed the Final EIS process, as required by the federal government before it would provide federal funding for the project, CTA could then begin the process of securing funding, which is expected to include a mix of federal and local funds. That could include the creation of a special transit-only tax-increment financing district, authorized by the General Assembly in June 2016, which could provide local funding for the Red Line Extension Project.

https://www.timeout.com/chicago/blog/the-cta-has-proposed-routes-for-a-red-line-extension-to-130th-street-092916

The CTA has proposed routes for a Red Line extension to 130th Street

By Zach Long
Posted: Thursday September 29 2016, 3:25pm

First proposed as part of the Red Ahead program in 2014, the Chicago Transit Authority is moving forward with its plan to extend the Red Line south from 95th Street, building four new rail stations that will provide service as far south as 130th Street. Today, the CTA revealed proposed routes for the extension, which will follow Eggleston Avenue before veering southeast at 111th Street, terminating near the Altgeld Gardens public housing project. The four new stations will be located at 103rd Street and Eggleston Avenue, 111th Street and Eggleston Avenue, Michigan Avenue and 116th Street and 130th Street and the Bishop Ford Freeway interchange.

The CTA will also hold a public hearing on Tuesday, November 1 at a location to be determined, where the public will be able to learn more about the project. No property has been acquired for the project yet, but the CTA will begin contacting owners of property that may be necessary to complete the extension. The final alignment of the route is expected to be announced sometime next year, with construction beginning once the necessary property has been acquired.

The Red Line extension will cost an estimated $2.3 billion, providing rail access to communities that have previously had to rely on buses. The project will join the ongoing $280 million construction of a new 95th Street CTA station and is expected to "create 29,000 new direct,

indirect and induced jobs," according to a press release. The construction of the extension probably won't begin until several years from now, but it marks another ambitious project for the CTA that should increase ridership and could help justify extensions to other existing lines.

ConstructionDIVE

http://www.constructiondive.com/news/chicago-facing-major-hurdles-in-proposed-23b-rail-project/427383/

Chicago facing major hurdles in proposed $2.3B rail project

By Kim Slowey | September 30, 2016

Dive Brief:

- The Chicago Transit Authority gave an update Thursday on its plans for a $2.3 billion Red Line rail extension, but said the project still faces significant hurdles, including a funding source, according to Crain's Chicago Business.
- The CTA still needs to file the required environmental impact studies and finalize a lengthy list of private and public-land purchases needed for the project. An environmental study is necessary if the CTA plans on requesting federal dollars to help finance the extension. In the best-case scenario, the CTA estimated that the extension would not be complete until 2026.
- CTA President Dorval Carter called the extension "transformational," citing the potential for increased access to employment and educational opportunities. He also suggested that state funding or an incremental-tax scheme could help finance the project, according to Crain's.

Dive Insight:

The CTA, however, is not the only transportation authority facing significant challenges when it comes to rail projects. The scramble for enough money to achieve even a small percentage of the necessary

repairs and upgrades needed to fix crumbling roads and bridges can sometimes lead to serious controversy among officials. Last month, Minneapolis transit officials, denied state funding for the $1.86 billion light rail extension, did an "end run" around those opposed to financing the project by moving forward with its own plan to make up their $145 million shortfall.

In addition, Maryland's Bethesda-area $5.6 billion Purple Line project ground to a halt recently when a U.S. District judge ordered additional environmental reviews on the project in response to a lawsuit filed by an environmental group and nearby residents. The ruling came right before officials expected a $900 million government check toward construction and development. Opponents cited safety issues and reduced ridership as reasons to not go forward with the project. The Purple Line team said continued delays could threaten the project from going forward, as there are time factors associated with its financing arrangements.

In addition, the Boston Green Line rail extension is still on hold after schedule delays and $1 billion in cost overruns nearly derailed the project altogether. In December 2015, the Massachusetts Bay Transportation Authority fired all of its lead contractors and blamed the contract type and procurement process on what was considered the most expensive MBTA project ever — at $642 million per mile. In the run up to restart construction, the MBTA has scaled down the scope of work significantly but is still waiting on the Federal Transit Administration to approve a $1 billion spend. The FTA said in August that it is encouraged by the changes that the MBTA has made to its Green Line plans but is waiting for "clarifying information" before it can make its final decision to fund the project.

Recommended Reading

Crain's Chicago Business: CTA crawls toward longer Red Line

http://www.railjournal.com/index.php/metros/cta-consults-on-plans-for-chicago-red-line-extension.html?channel=525

Friday, September 30, 2016

CTA consults on plans for Chicago Red Line extension

Written by Keith Barrow

CHICAGO Transit Authority (CTA) announced on September 9 that it will publish a draft environmental impact study (EIS) on October 6 for the proposed southern extension of the Red Line from 95th Street to 130th Street on the city's Far South Side.

The 8.5km extension will significantly improve access to the rail network in the south of Chicago, with new stations at 103rd street, 111th Street, Michigan Avenue, and 130th Street. All four stations will include bus and car parking facilities.

In 2014 CTA narrowed down the route for the extension to one "preferred alternative," with two alignment options east and west of the Union Pacific line through the South Side, and allocated $US 5m to continue planning work on

the project, which has an estimated capital cost of $US 2.3bn.

CTA will seek public feedback on the draft EIS between October 6 and November 30. This will feed into the selection of a final alignment, which is due to be announced next year. Subject to funding and federal regulatory approval, CTA is aiming to publish a final EIS for the project by the end of 2018, which would enable the authority to begin the process of securing funding. Construction could begin in 2022 and is expected to take around four years to complete.

The extension is part of the Red Ahead programme to modernise Chicago's busiest rail corridor. CTA invested $US 425m in the reconstruction of the southern section of the Red Line in 2013 and a construction is underway on a $US 280m project to rebuild 95th Street station, which is due to be completed in 2018.

Railway Age

Friday, September 30, 2016

CTA Red Line extension moves forward

The Chicago Transit Authority announced on Sept. 29 a series of upcoming events that will advance the Red Line Extension Project, a plan to extend Red Line rail service to 130th Street from 95th Street including building four new rail stations that will provide rail access to the Far South Side.

The Red Line Extension Project is a key part of CTA's "Red Ahead" investment in its busiest rail line. Other projects improving the Red Line on the South Side include the $425 million reconstruction of the Red Line South in 2013 and the ongoing $280 million construction of a new 95th Street Terminal, which will be completed in 2018. CTA says the project is expected to create 29,000 new direct, indirect and induced jobs.

"We are pleased to make progress on this transformational Red Line project, which will expand transit for the Far South Side and create faster access to jobs, education and opportunity," said CTA President Dorval R. Carter, Jr. "As we move forward in the comprehensive federally required planning process for this project, we continue to make significant investment in the South Side that include the new 95th Terminal, improved Red and Green Line service and expanded bus service on multiple routes to better serve our customers."

The CTA two years ago narrowed the potential Red Line Extension Project alternatives to one "preferred alternative" with two possible options – one east and one west of the Union Pacific Railroad tracks on the South Side -- and announced $5 million of funding to continue planning work for the project.

railway-technology.com

http://www.railway-technology.com/news/newschicago-transit-authority-to-advance-23bn-red-line-extension-project-5022147

Chicago Transit Authority to advance $2.3bn Red Line Extension project

4 October 2016

The Chicago Transit Authority (CTA) in the US is set to publish a draft environmental impact study (EIS) to obtain federal funding to advance the $2.3bn Red Line Extension (RLE) Project.

The project involves a 5.3-mile extension for the Red Line rail service to stretch from 130th Street to 95th Street, as well as the building of four new rail stations. These new stops are intended for near 103rd Street, 111th Street, Michigan Avenue, and 130th Street.

The EIS gives detail on potential benefits and impacts of both proposed options for the project.

"We continue to make significant investment in the South Side."

Later on, the CTA will seek public comments as part of the federal Draft EIS between 6 October and 30 November, using feedback to assist with future planning decisions.

The authority has not yet acquired properties for the Red Line Extension Project as a final alignment has not been selected so far, nor has federal funding been secured.

RLE is a vital part of Chicago Mayor Rahm Emanuel's and CTA's 'Red Ahead' investment plan, and is expected to create 29,000 new jobs.

Other projects improving Red Line on the South Side include the $425m reconstruction of Red Line South in 2013, as well as the $280m ongoing construction of a new 95th Street Terminal due for completion in 2018.

CTA president Dorval Carter Jr said: "We are pleased to make progress on this transformational Red Line Project, which will expand transit for the Far South Side and create faster access to jobs, education and opportunity.

"As we move forward in the comprehensive federally required planning process for this project, we continue to make significant investment in the South Side that include the new 95th Terminal, improved Red and Green Line service and expanded bus service on multiple routes to better serve our customers."

THE BLOCK CLUB
a blog about Chicago neighborhoods
(https://www.dnainfo.com/chicago/features/block-club-blog)

As Red Line Expansion Is Pondered, CTA Fails Lists 'L' Line's Epic Fails

By Justin Breen (//www.dnainfo.com/chicago/about-us/our-team/editorial-team/justin-breen) | October 5, 2016 5:47am
@dnainfo_breen (http://twitter.com/dnainfo_breen)

CHICAGO — With the Red Line potentially expanding (https://www.dnainfo.com/chicago/20160929/loop/red-line-expanding-130th-street) as far south as 130th Street, DNAinfo decided to round up some of the shenanigans on the current Red Line.

The city's busiest train line, running from Howard Street south to 95th Street, is known for its characters and unpleasant smells.

In honor of the possible Red Line expansion, DNAinfo asked Ryan Smith (https://www.dnainfo.com/chicago/20151109/north-center/ctafails-where-cta-riders-vent-on-twitter-adds-instagram-account), founder of the popular social media account CTA Fails, to round up a few of his favorite tweets and Instagram posts from Red Line incidents in the last year.

As you can see, there's already been lots of questionable activity on the Red Line in 2016.

RELATED: CTA Fails, Where CTA Riders Vent on Twitter, Adds Instagram Account (https://www.dnainfo.com/chicago/20151109/north-center/ctafails-where-cta-riders-vent-on-twitter-adds-instagram-account)

train.

9:01 AM - 25 Aug 2016 · Chicago, IL, United States

CTA Fails
@CTAFails
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Yes, too much to ask. #CTAFail twitter.com/thatsamesong/s…

7:09 AM - 25 Apr 2016

2 7

CTA Fails
@CTAFails
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RT @jmarquar: This red line car smells like someone peed in a dirty gym bag and then microwaved it. @CTAFails

4:13 PM - 19 Feb 2016

5

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twitter.com/rskybetter/sta…

9:04 AM - 16 Aug 2016

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5:56 PM - 12 Aug 2016

1 6

ctafail • 4 months ago

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#Repost @bonjourjamie • • • The absolute last thing I would ever want to do would be to bring home any part of the CTA. #ctafail @ctafail

42 likes 5 comments Instagram

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RT @Twittepher: @CTAFails #happytuesday #chicago #cta #redline #chicagolife #Olympics2016

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twitter.com/ParisofAmerica…

5:33 PM - 21 Mar 2016

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RT @davychuck: Dude singing and getting wasted on the Red Line car 5210 @CTAFails @cta

8:01 AM - 17 Aug 2016

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twitter.com/jbontrager78/s…

6:26 PM - 9 Sep 2016

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Erin Robertson
@erob213

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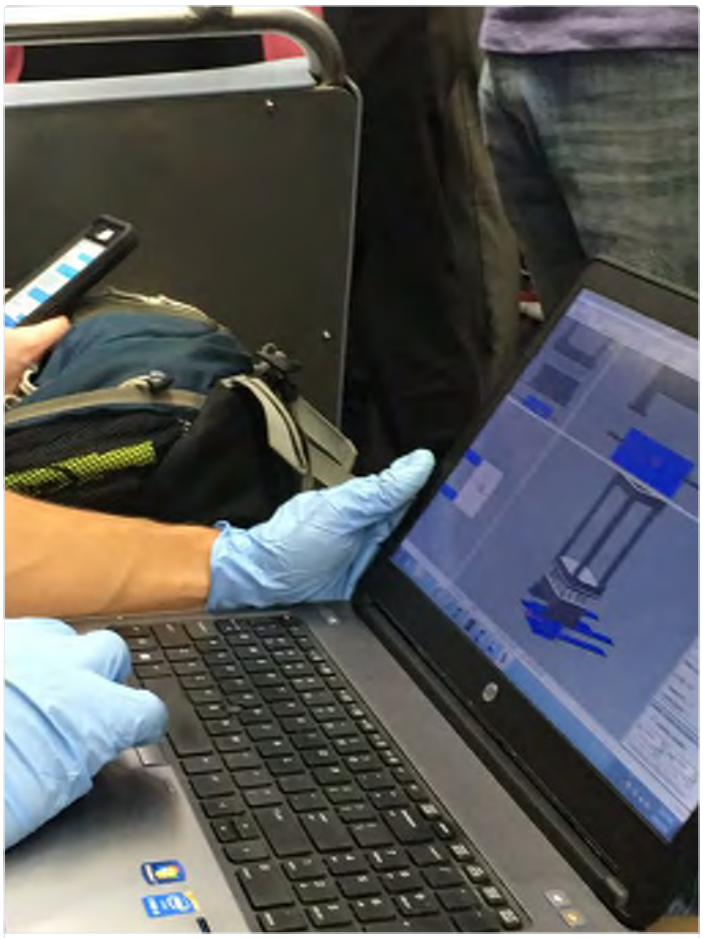
How long till the Sheridan red line platform just collapses? @CTAFails

8:05 AM - 27 Jul 2016

1 5



CTA Fails
@CTAFails

Follow

RT @CIGS41: Is this guy worried about leaving fingerprints? Scary evening on the Red Line.@CTAFails

6:01 PM - 19 Sep 2016

4 8

ctafail • 5 months ago

+ Follow

#Repost @thelaurenoneil • • • A thick coat of urine to start your morning... #pungent #ctafail

53 likes 5 comments Instagram

Justin Breen · DNAinfo Reporter
What was your worst CTA experience?
44

VOICE YOUR OPINION ON NHSQ →

+24

(https://neighborhoodsquare.com/n/item/4fLM?utm_campaign=North+Center&utm_medium=integration_partner&utm_source=dnainfo&utm_content=jbreen%40dnainfo.com&prompt=top)

For more neighborhood news, listen to DNAinfo Radio here (https://www.mixcloud.com/DNAinfo/old-town-jewel-cleans-up-quickly-after-dna-comes-calling/).

http://www.nwitimes.com/business/transportation/cta-to-extend-red-line-south-to-th-street/article_4a6874c0-7cbe-5465-a5b9-f1761a6ee0ae.html

CTA to extend Red Line south to 130th Street

Andrew Steele andrew.steele@nwi.com, (219) 933-3241

M. Spencer Green

In this June 18, 2013, photo, construction workers head home at the end of the day after reconstruction project on Chicago's South Side.

The Chicago Transit Authority is moving forward with a $2.3 billion project to extend Red Line rail service south to 130th Street.

The project would take the Red Line from its current terminus at 95th Street near the Dan Ryan Expressway south along the Union Pacific freight rail, curving southeast to a new terminus at 130th Street, near that road's interchange with the Bishop Ford Expressway.

The extended Red Line would run parallel to the South Shore Line for a short stretch as it approaches 130th Street, terminating about three miles from the South Shore's Hegewisch station.

The Chicago Transit Authority intends to extend its Red Line more than 5 miles south to 130th Street. The new line will parallel the Union Pacific Railroad for much of its path. The CTA has yet to decide whether it will run along the west or east side of those tracks.

The CTA published a draft Environmental Impact Statement detailing the project Thursday. Publication of the EIS opened a public comment period that will last through Nov. 30.

The Red Line is the CTA's main north-south line, running through the Loop to the city's northern edge. The extension project is part of the city's Red Ahead program that has included reconstruction of the southern part of the Red Line and construction of a new terminal at 95th Street.

Red Ahead is intended to increase access to jobs for south side residents, and encourage development along transit lines. Chicago Transit Authority President Dorval Carter said the Red Line project "will expand transit for the Far South Side and create faster access to jobs, education and opportunity."

The 5.3 mile Red Line extension would include four new stations, with parking facilities, including one at 130th Street.

The earliest the CTA expects to begin construction is 2022, in which case the rail line would begin operations in 2025.

The draft EIS is available at the project website atwww.transitchicago.com/redeis/.

Progressive RAILROADING

http://www.progressiverailroading.com/passenger_rail/news/CTA-releases-environmental-study-for-Red-Line-extension--49696

CTA releases environmental study for Red Line extension

10/6/10

Rendering of the 103rd Street StationPhoto – CTA

The Chicago Transit Authority (CTA) today published a draft environmental impact statement for its proposed 5.3-mile Red Line extension project.

The agency will accept public comment on the document through Nov. 30. CTA will use the feedback in deciding one of the two alignments for the project, agency officials said in a press release.

The $2.3 billion project would extend the route south of the line's terminus at the 95th Street/Dan Ryan Station. Four new stations would be installed on the city's far south side near 103rd street, 111th Street, Michigan Avenue and 130th Street.

The CTA is mulling two options: one calls for building elevated track east of Union Pacific Railroad's right-of-way from 99th Street to 118th; the other involves constructing elevated track west of the same UP segment.

The proposed alignment would be the same for the two options from 95th Street to 99th Street and from 118th Street to 130th Street. The Red Line would run along elevated track from 95th Street to 119th Street, where it would transition to at-grade tracks, according to CTA.

The agency has scheduled a Nov. 1 public hearing on the plan.

The Red Line extension is a key part of CTA's "Red Ahead" investment on the agency's busiest line. Other projects include the $425 million reconstruction of the Red Line South in 2013 and the ongoing $280 million construction of a new 95th Street Terminal, which is scheduled for completion in 2018.

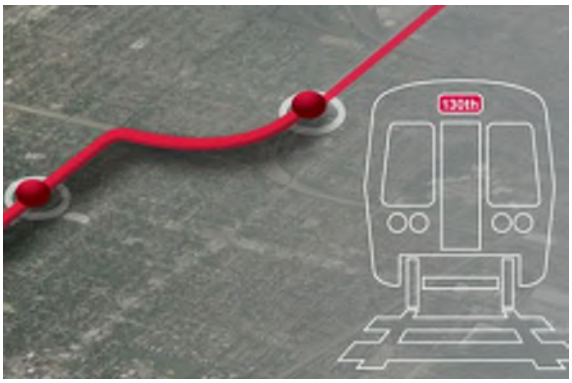
A map depicts the two options for the Red Line Extension
(Click to view larger.)
Source: CTA

http://www.rtands.com/index.php/passenger/rapid-transit-light-rail/cta-publishes-red-line-extension-draft-eis.html

Thursday, October 06, 2016

CTA publishes Red Line extension Draft EIS

Written by Mischa Wanek-Libman, editor



The Chicago Transit Authority published the Draft Environmental Impact Statement (EIS) for its proposed Red Line Extension (RLE) to 130th Street.

The RLE project is Chicago Mayor Rahm Emanuel and CTA President Dorval Carter's plan to extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. The 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street, each of which would include bus and parking facilities. The current estimated cost of the project is $2.3 billion.

There are two options being considered for the extension. The Union Pacific Railroad Rail Alternative, East Option, would build an elevated structure immediately east of the UP right-of-way from 99th Street to 118th Street. The capital costs for this option are estimated to be $2.26 billion. This variation would require 106 displacements, the majority of them (90) being residential.

The second option, Union Pacific Railroad Rail Alternative, West Option, would build an elevated structure immediately west of UP's right-of-way from 99th Street to north of 118th Street. The capital costs for this option are estimated to be $2.3 billion. This variation would require 46 displacements made up of a mix of residential (26), commercial and industrial properties.

The proposed alignment of the rapid transit line would be the same for the two East and West options from 95th Street to 99th Street and from 118th Street to 130th Street. The Red Line Extension would run along elevated tracks from 95th Street to approximately 119th Street, where it would transition to at-grade tracks.

CTA will accept comments on the Draft EIS between Oct. 6 and Nov 30. The transit agency will also hold a public hearing on Nov. 1 and has begun to notify property owners who may be affected by acquisition along both route variations.

Based on public feedback, environmental review and funding availability to conduct additional engineering work, CTA anticipates announcing the preferred option for the location of the extension of the project in 2017 and publication of the Final EIS by the end of 2018.

STREETSBLOG CHICAGO

http://chi.streetsblog.org/2016/10/06/is-2-billion-red-line-extension-best-way-to-provide-transit-in-far-south-side/

Thursday, October 6, 2016

Is $2 Billion Red Line Extension Best Way to Provide Transit in Far South Side?

by Steven Vance

Architect's rendering of a proposed CTA Red Line station at 103rd Street and Eggleston Avenue. The Union Pacific railroad tracks are left of the station.

The Chicago Transit Authority released a major study today, the next step in the developing project to extend the Red Line southward from the 95th Street terminal to 130th Street in the Altgeld Gardens neighborhood. The Environmental Impact Study is required by the federal government before the CTA can ask for funding from the U.S. Department of Transportation.

The CTA has been studying the Red Line extension for decades. Former mayor Richard J. Daley promised it to residents of Roseland and Pullman when the Red Line's Dan Ryan branch opened in 1969. In 2009 the CTA finished a required "Alternatives Analysis" wherein they studied different routes and modes to provide transit service in the area that the extension would serve.

The CTA determined it would be in their and residents' best interest to extend the Red Line, using the same kinds of tracks and vehicles as the existing rail service, from 95th Street, west to Eggleston Avenue (400 West), and then south along an existing Union Pacific-owned freight railroad right of way.

Four new stations would be built at 103rd Street, 111th Street, Michigan Ave at 116th Street, and on 130th Street, at approximately 950 East.

The CTA said the project would cost about $2.3 billion. The Chicago Tribune reported last week that the extension could be up and running in ten years, with construction starting in 2022. That's an optimistic timeline, and it presumes that funding can be secured from many sources, primarily the federal government. Required matching local funds could be provided by an existing TIF district and, in theory, the state of Illinois, although it's been a long time since state lawmakers have been able to pass a budget.

The Chicago City Council is currently debating whether or not to approve "transit TIF" districts. A new state law would allow the city to draw a transit TIF district around the Red Line starting at Madison Street and going all the way to 130th Street along the existing and proposed tracks. The transit TIF would allow the city to take out a federal loan to help pay for the extension.

Transit increases property values, and a portion of the increase in property tax revenues after establishing the district would pay off the loan. After the Chicago Public Schools a portion of the new money that's proportionate to its share without a TIF district, 20 percent of the remaining funds would go to other taxing bodies, and the other 80 percent would be used to pay back the loan.

For the first time, the CTA also released a citizens' guide to the Environmental Impact Statement that summarizes and describes the content of the full document, and is a welcome addition to the discussion about the need for rapid transit service in Roseland, Pullman, and Altgeld Gardens.

Since the Red Line extension would cost $2.3 billion, it's necessary to consider whether this would be the smartest way to provide rapid transit service to Roseland, Pullman, and Altgeld Gardens. A recent article in The Chicago Dispatch points out there's existing rail transit infrastructure in those neighborhoods in the form of Metra's Electric District lines.

A map shows the proposed Red Line extension in yellow, and nearby existing Metra Electric lines in blue.

The Metra Electric already has stations on 103rd, 107th, 111th, 115th, and 121st and State Streets, all within one to one-and-a-half miles of the proposed CTA stations. Both the Metra Electric (solid blue line) and the South Shore Line to Indiana (dashed blue line) currently run close to the Altgeld Gardens housing project, but neither line stops there.

Planners at the Chicago Department of Transportation, CTA, Metra, and the Regional Transportation Authority, haven't shown interested in restoring rapid transit service to Metra Electric stations. Sandy Johnston, who studies railroads and rail transit in Chicagoland told The Chicago Dispatch that CDOT's South Lakeshore transit study in 2012 "totally sandbagged the option of restoring frequent service on the Metra Electric."

But the Coalition for a Modern Metra Electric, a collaboration between transportation organizations and South Side community groups, as well as citizen advocate Mike Payne, who has long proposed turning the Electric line into a rapid "Gray Line," have pushed strongly for this service restoration.

On the other hand, it's likely that many residents of the areas that would be directly served by the Red Line extension wouldn't be satisfied solely by the creation of rapid transit service on the Electric line. They've been waiting for decades for the Red Line to be extended further south. Moreover the fact that the backbone of the 'L' system runs all the way to the city's northern border but stops several miles short of the southern border has long been a symbol of transit inequality in Chicago.

The relevant problem with CTA's Environmental Impact Study, and the Alternatives Analysis that preceded it, is that the CTA isn't required to coordinate with other agencies. The fundamental issue is that the studies didn't figure out the best way to provide transit service in the underserved neighborhoods – provided by any and all transit operators. The studies are instead a recommendation on how *the CTA* can provide transit service.

The CTA will host an open house and public hearing in West Pullman on Tuesday, November 1, 2016, from 5:30 to 7:30 p.m. at St. John Missionary Baptist Church, 211 E. 115th St. You can submit a comment for the record at the event, or via email.

CTA to host events to promote Red Line extension

Posted: Tuesday**, October 18, 2016 11:22 am**

The Chicago Transit Authority (CTA) recently announced a series of events that will advance the Red Line Extension Project, a plan to extend rail service to 130th Street from 95th Street including four new rail stations to provide rail access to the far south side.

The Red Line Extension Project is a key part of Mayor Emanuel and CTA's "Red Ahead" investment in its busiest rail line.

The CTA two years ago narrowed the potential Red Line Extension Project alternatives to one "preferred alternative" with two possible options and announced $5 million of funding to continue planning work for the project.

CTA Red Line extension

An artist's rendering of the proposed new 103rd Street CTA station.

The CTA announced, on Sept. 29, the following developments related to the Red Line Extension Project:

•The CTA published a comprehensive Draft Environmental Impact Study (EIS), a requirement for obtaining federal funding for this historic project, on Oct. 6. The Draft EIS details the potential benefits and impacts of both proposed options.

•The CTA will accept formal comments from the public as part of the federal Draft EIS through Nov. 30. The feedback will be used to assist the CTA in future planning decisions.

•The CTA will also hold a public hearing on Tuesday, Nov. 1, at a location to be determined.

•The CTA will also begin to notify property owners whose property may be necessary to acquire for the project. The CTA is not yet acquiring properties because it has not yet selected a final alignment, nor has it secured federal funding.

The 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street. The estimated cost is $2.3 billion.

In August 2014, the CTA narrowed the list of extension alternatives to one "preferred alternative" with two variations:

•Union Pacific Railroad (UPRR) Alternative, East Option:

The CTA elevated structure would be placed east of the Union Pacific Railroad right-of-way from 99th Street to 118th Street.

•Union Pacific Railroad Rail (UPPR) Alternative, West Option:

CTA elevated structure would be placed west of Union Pacific Railroad right-of-way from 99th Street to north of 118th St.

The proposed alignment of the rapid transit line would be the same for the East and West options from 95th Street to 99th Street and from 118th Street to 130th Street. The Red Line Extension would run along elevated track from 95th Street to approximately 119th Street, where it would transition to at-grade tracks.

The public can review the Draft EIS online at transitchicago.com/redeis. Hard copies will be available at local libraries, including Woodson Regional Library, 9525 S. Halsted St., and CTA headquarters, 567 W. Lake Street. The public is invited to provide feedback and ask questions.

Once the formal review period is completed on Nov. 30, CTA will review and respond to all the comments received.

Responses to comments will be provided in the Final EIS, which will include the CTA's analysis of the final proposed project alignment.

The CTA will communicate with all potentially impacted property owners via a number of channels:

•Letters will be mailed to every property owner that could be potentially displaced by the project.

•Property owners can submit project feedback on the Draft EIS via e-mail, regular mail and at the public hearing.

•CTA will attend meetings as requested to share information.

•CTA's Web site, transitchicago.com/redeis, will continue to provide project information and updates. The public can also sign up for project update e-mails by contacting redextension@transitchicago.com.

The next steps on the Red Line Extension Project:

•Based on public feedback, environmental review and funding availability to conduct additional engineering work, CTA anticipates announcing the preferred option for the location of the extension of the project in 2017.

•Depending on funding availability and federal regulatory approvals, CTA anticipates publishing a Final EIS by the end of 2018.

•Once CTA has completed the Final EIS process, as required by the federal government before it would provide federal funding for the project, CTA could then begin the process of securing funding, which is expected to include a mix of federal and local funds. That could include the

creation of a special transit-only tax-increment financing district, authorized by the General Assembly in June 2016, which could provide local funding for the Red Line Extension Project.

CTA fares won't be getting any more expensive in 2017

By **Zach Long** Posted: Monday October 24 2016, 11:10am

https://www.timeout.com/chicago/blog/cta-fares-wont-be-getting-any-more-expensive-in-2017-102416

Photograph: CC/Flickr/H. Michael Miley

When you tap your Ventra card in 2017, you'll be charged the same train and bus fares you've grown accustomed to over the past seven years. This morning, the Chicago Transit Authority presented its proposed budget for 2017 and it's keeping bus fares at $2 and train fares at $2.25. Prices for daily, monthly and weekly passes—all of which were raised in 2013—will also remain the same.

The CTA's proposed 2017 budget totals $1.524 billion, up from $1.475 billion in 2016. According to the CTA's report, the organization was able to balance its budget through operational cost savings, including pre-purchasing fuel and electricity. Even though proposed spending is on the rise, overall CTA ridership is expected to drop again in 2017. Projections show that CTA bus ridership will continue to drop while CTA train ridership will rise, likely buoyed by the recent spate of transit-oriented development projects along the Blue and Red Lines.

The CTA also announced a five-year, $3.5 billion capital improvement plan which will fund a variety of ongoing improvements to the system's facilities. This includes the completion of Washington-Wabash station in 2017, reconstruction of the Red Line's 95th Street Terminal, continued work on the "Belmont Flyover," continued planning of the Red Line extension from 95th Street to 130th Street and new stations at the Belmont Blue Line and Garfield Green Line stops.

By Zach Long 461 Posts Zach is the deputy editor of *Time Out Chicago*. He can write faster than George R.R. Martin. Follow him on Twitter @z_lon

For Riverdale, Red Line extension may be path to employment

By Kevin Stark | October 25, 2016

Photo by Kerri Pang

Cheryl Johnson's family has been advocating for improvements in the Riverdale community for decades. Her mother, Hazel, worked with a young Barack Obama on an asbestos removal campaign at the Altgeld Gardens housing project in the 1980s.

Cheryl Johnson ticks off a few scenarios for how long it might take to get from her neighborhood to a nearby assembling facility for Ford Motor Co. If she drives, it's five minutes to the plant on South Torrence Avenue near the Calumet River. If she bikes, it's 22 minutes. If she walks, it's a half hour.

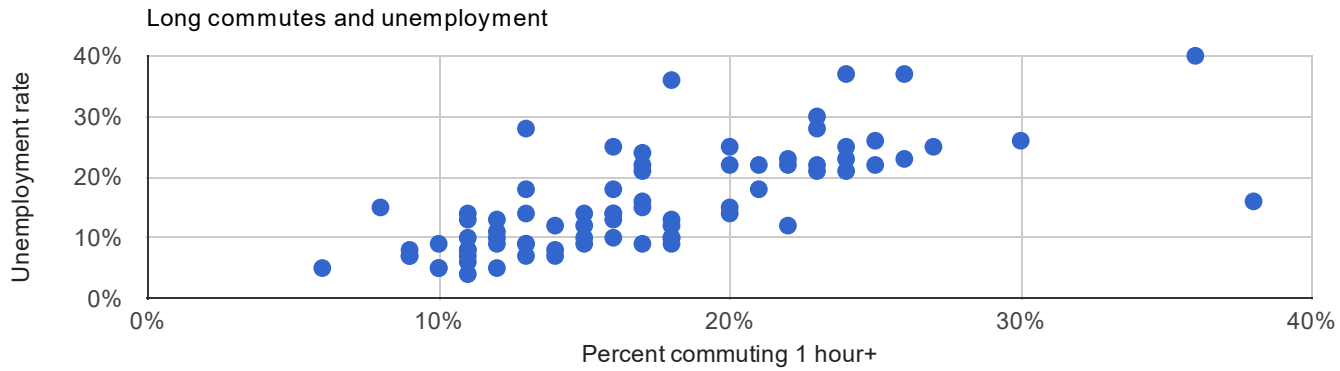
"But if I have to use public transportation, I'll have to catch three buses and walk six blocks just to get to the plant," said Johnson, who lives in Riverdale, one of Chicago's poorest and most isolated communities – and still haunted by its industrial legacy.

Cut off from major transit lines, Riverdale is 16 miles south and east of the Loop. It's bound by the Illinois Central Railroad on the west, the city limits on the south, the Bishop Ford Expressway on the east and 115th street on the north.

Only a few bus lines go near Riverdale — the Number 34 South Michigan being the most direct**.**

In the geography of opportunity – a term that seeks to capture the impact of housing segregation and sprawling development on racial and class mobility – commute time is a significant factor for residents trying to escape poverty. The longer the average travel time for an area, the harder it is for people to escape poverty.

Riverdale has the highest unemployment rate in the city at 41 percent – nearly five times the citywide average, according to 2014 statistics. Of Riverdale's working population, 37 percent spend more than an hour commuting to work, the second-highest percentage of any neighborhood in Chicago (surpassed only by the nearby Burnside neighborhood).



A correlation exists between high unemployment and long commute times, according to a Reporter analysis of Chicago community areas.
Source: U.S. Census Bureau

In this remote city pocket where President Barack Obama cut his teeth as a young organizer in the 1980s, the proposed extension of the Chicago Transit Authority's Red Line from 95th Street to 130th Street in Riverdale could change fortunes. The $2.3 billion transit project could bring thousands of construction jobs, and when it's constructed, train service could make it easier for residents to get to work.

This month, the CTA released its preliminary environmental impact study, a major step toward securing federal funding for the project.

"If the city moves on the Red Line extension, what a great benefit it would be for this area," Johnson said earlier this year. "We could go all the way from the Riverdale community area all the way to Loyola, to Howard, to Rogers Park. One stop. Straight.
How convenient would that be? For opportunities and accessibility to other opportunities. That's a huge issue for this area."

Riverdale's changing fortunes

Riverdale's population reached its peak population of 15,018 in 1970 after the construction of Eden Green, one of the nation's first majority black-owned and -operated townhouse and apartment developments in 1968.

Since then, Riverdale has lost residents and jobs, and many of these homes are now vacant, according to the 2010 Census (http://chicagoreporter.com/not-just-gary-vacant-houses-plague-some-chicago-neighborhoods-too/). Riverdale had the highest vacancy rate—45 percent of any Chicago community.

Today, Riverdale has a population of 7,190 residents and a median income of $14,000. Almost 70 percent of residents report living in poverty — which is defined by the federal government as below $24,000 for a family with two adults and two children.

Forty-six percent of the 201 local businesses that remain in the neighborhood are retail, food or other service companies. Manufacturing businesses make up just 6 percent of local companies and construction less than 5 percent.

Historically, Riverdale has been supported by industrial manufacturing, where products are produced and shipped to other places. Over the years, the economy has shifted to the service and technology sectors, hurting the community and others like it.

University of Chicago's Carmelo Barbaro said access to transportation is a "critical factor" for low-income workers who are trying to adapt to a new economic landscape absent stable manufacturing jobs. It is very easy to end up in a situation where you lose your job through the course of several instances where you failed to balance your childcare needs, transportation needs and your work schedule, said Barbaro, the executive director of the Poverty Lab, a local research institute.

Attracting new companies to an area like Riverdale is difficult. Businesses locate in thriving markets, and the high poverty rate in Riverdale is a deterrent, exacerbating efforts to bring jobs the community.

Then there is the legacy of bygone industries, which have left the land contaminated. Riverdale is home to six active Superfund sites, areas where local pollution poses a health risk, according to the federal government. Any new business would likely have to spend money to clean up lead and other heavy metals in the soil.

In 1945, Chicago and the federal government built Altgeld Gardens — a housing development where Johnson's family has lived for decades. The development rapidly transformed Riverdale into a residential area.

Altgeld, a maze of red brick homes along the nearby Little Calumet River, a forest preserve and a water treatment plant, is surrounded by many former factories, landfills, dumps and polluted rivers and creeks. The area has been plagued by a range of pollutants — lead, PCBs, DDT, DDE, DDD.

In the 1980s a young Barack Obama worked with Johnson's mother, Hazel, on a campaign to exorcise asbestos insulation from the development. The elder Johnson helped pressure President Bill Clinton to sign an executive order in the early 1990s requiring that the U.S. Environmental Protection Agency consider the impact of pollution on low-income and minority communities – a key moment in the environmental justice movement.

Cheryl Johnson has continued her mother's legacy of fighting for equality in Riverdale. Johnson, who runs the social justice advocacy organization People for Community Recovery, looks around her neighborhood and sees people who want to work – and available land.

(http://chicagoreporter.wpengine.netdna-cdn.com/files/2016/10/web_Landfill_4.jpg)

File Photo by Tyler Stabile

River Bend Prairie Landfill sits across the river from Altgeld Gardens on the border between Chicago and Dolton.

But, she said, it is challenging to get Chicago's leadership to see the value in Riverdale.

"Both sides have to compromise," she said. "Industry may have to spend more, and we might have to give something up, but damn, let's have these conversations."

Breaking the cycle of poverty and unemployment

"When you look at Lincoln Park, Wrigleyville and other neighborhoods, there is a quality of life that exists there that does not exist in our area," said Andrea Reed, executive director of the Greater Roseland Chamber of Commerce in the nearby Roseland neighborhood. "People have nice stores and boutiques and coffee shops and people are getting out on the weekend to the businesses in the area. We want to be able to improve the area so that we have that, so people want to live, work and play in that area."

Some experts envision a similar future for Riverdale. Margaret Simms, director of the Low-Income Working Families initiative at the Urban Institute think tank in Washington, D.C., said Chicago can undertake an assessment of the workforce within the area to identify what businesses would generate jobs there. That would be "part of a strategy that promotes businesses that people are qualified for," she said.

Chicago must be "more aggressive" with its vocational training and redevelopment policies, she said, adding that too often politicians are trapped in short term thinking, looking for results within an election cycle. She said a true solution would take longer. "This is an issue for public policy. This is not easy and quick — it requires a sustained strategy over time and it may not be in sync with political strategy and leadership," Simms said.

For Reed, creating jobs in a community goes a long way to solving other problems that plague areas like Roseland and Riverdale — problems like violence and drugs.

"When you have a job, it changes the trajectory of your life," Reed said. "When you have your own keys to your own apartment, to your own car, it changes the perspective of your life. The more people that are in that position, it creates change. The one way we know of to do this is through economic development."

Johnson said the Red Line could do that for Riverdale.

"Whenever there is transit, there are businesses," she said. "We have the most developable land in the city of Chicago, so why not?"

This post has been updated since publishing.

This story is part of a series about how the proposed Red Line extension will affect residents on Chicago's Far South Side. Sign up to get these stories in your inbox (http://salsa3.salsalabs.com/o/50480/p/salsa/web/common/public/signup?signup_page_KEY=8841) .

CRAIN'S CHICAGO BUSINESS.

Print Story Printed from ChicagoBusiness.com

The $100 million dream: MacArthur may fund better Loop, Obama library transit

By Greg Hinz October 25, 2016

Lured by a $100 million carrot, a Chicago civic group is ramping up its effort to revive plans for expanded transit service in the bustling and increasingly congested Loop area with a new element: better transit to the Barack Obama library site, too, combined with new investment in housing and jobs on the South Side.

The new proposal comes from the Chicago Central Area Committee, a 60-year-old organization focused on growing and making downtown work better. It's being disclosed now because CCAC is bidding for **an innovative $100 million grant** that Chicago-based MacArthur Foundation is offering for the best big idea worldwide. Those applications were due early this month, and the foundation is expected to release its short list of finalists soon.

Though CCAC's plan is expansive, even wild in its ambition, it puts together in one spot two obvious concerns: downtown's need for added capacity on Chicago Transit Authority lines from the north and west, which now are near capacity in peak hours, and the South Side's need for both new service and massive redevelopment help.

The catalyst is the Obama library, which would be at the east end of the Hyde Park neighborhood in Jackson Park, roughly between 60th and 63rd streets. Right now, the location has only occasional service nearby on Metra's lakefront Electric Line.

"Chicago today is two cities," says **a CCAC video** submitted as part of the MacArthur application. "One buzzing with life and attracting the world's best and brightest. . . .The other is in need of investment."

A narrator in the video is Jacky Grimshaw, a major figure in the city's African-American political establishment who served as Mayor Harold Washington's intergovernmental relations chief and, until recently, was Obama's next-door neighbor in Kenwood. She's now vice president of policy at the Center for Neighborhood Technology.

"We need to expand our transit system. And we need to bring in people who have been left out," Grimshaw said in an interview. "It's a vision. I can't put a guarantee on it. But (Obama) could help get us where we need to go."

***READ THE REPORT:** A PDF of the CCAC's proposal*

Much of the idea comes from Ed Zotti, a transit consultant and researcher. **I wrote a couple of years ago**about how he was working with CCAC to try to revive the old Central Area Circulator or

connector plan, starting with a transit line from Union Station to Streeterville, mostly using existing right-of-way under the Merchandise Mart, Trump Tower and Tribune Tower on the north bank of the river.

The new element calls for the creation of a Chicago Transit Redevelopment Trust.

The trust would help generate support, planning and some funding for both the riverbank line and new service along Metra right-of-way as far as 79th Street, either a new line run by the CTA or much more frequent Metra service.

The trust also would be authorized to buy and invest in property near transit lines. As development and land values grow, the property would be sold and proceeds invested in South Side developments, CCAC says.

"The idea is to deal with both problems and do something for everybody," Zotti told me. "We don't want to get in an adversarial role with anyone, but we want to ask: How do we make the best use of limited federal money" available for new transit projects?

The trust, which would be organized as an independent 501(c)(3) nonprofit, likely would need billions for the transit work itself. That could come from federal grants, creation of a special service area that would levy a small property tax downtown, or perhaps a transit tax-increment financing district like the one being formed to rehab the CTA's Red Line north.

But once the transit work is underway, the trust would focus on leveraging its real estate holdings to promote South Side development.

CCAC Chairman Greg Hummel said he's had preliminary conversations with Obama library officials and aides to Mayor Rahm Emanuel. "What I've heard back is they're interested."

Though CCAC was involved in the development of the **Dearborn Park project** in the 1970s, which was the spark that led to a rebirth of the Near South Side as a residential neighborhood, it has only begun to vet its plans with the many local groups that would be affected.

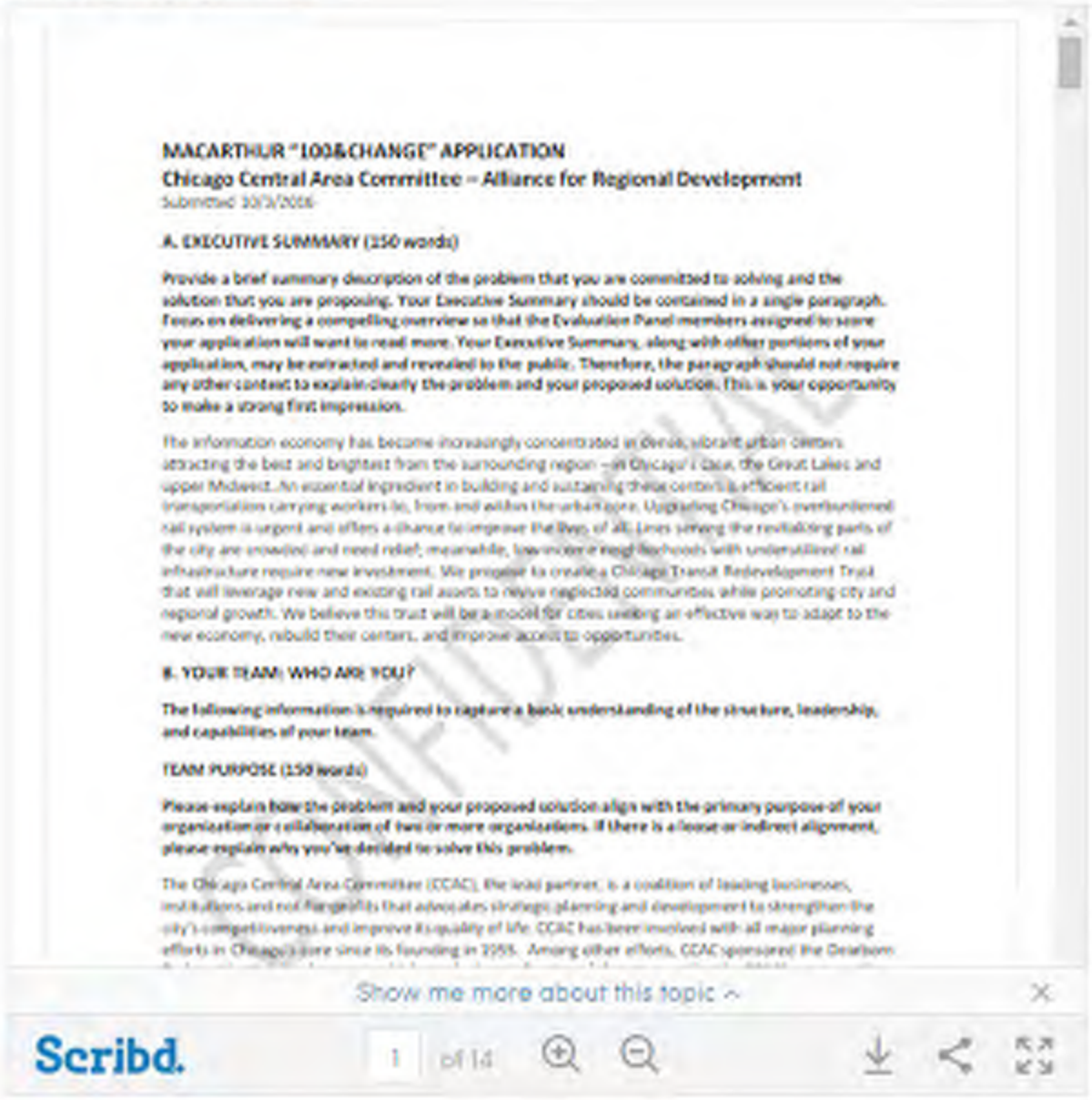
Beyond that, CCAC could end up competing for some of the same pots of money that the CTA is eyeing to extend the Red Line south from 95th to the city limits.

But the group's idea surely fits Daniel Burnham's "make no little plans" mold. And, frankly, it gets into a level of big-think city planning that has almost disappeared in the past couple of decades.

So it's trial balloon time. We'll see how far it floats. There certainly is a problem out there in need of a good innovative solution.

THE MACARTHUR GRANT APPLICATION

MacArthur 100 Application



MACARTHUR "100&CHANGE" APPLICATION

Chicago Central Area Committee – Alliance for Regional Development

Submitted 10/3/2016

A. EXECUTIVE SUMMARY (150 words)

Provide a brief summary description of the problem that you are committed to solving and the solution that you are proposing. Your Executive Summary should be contained in a single paragraph. Focus on delivering a compelling overview so that the Evaluation Panel members assigned to score your application will want to read more. Your Executive Summary, along with other portions of your application, may be extracted and revealed to the public. Therefore, the paragraph should not require any other context to explain clearly the problem and your proposed solution. This is your opportunity to make a strong first impression.

The information economy has become increasingly concentrated in dense, vibrant urban centers attracting the best and brightest from the surrounding region – in Chicago's case, the Great Lakes and upper Midwest. An essential ingredient in building and sustaining these centers is efficient rail transportation carrying workers to, from and within the urban core. Upgrading Chicago's overburdened rail system is urgent and offers a chance to improve the lives of all. Lines serving the revitalizing parts of the city are crowded and need relief; meanwhile, low-income neighborhoods with underutilized rail infrastructure require new investment. We propose to create a Chicago Transit Redevelopment Trust that will leverage new and existing rail assets to revive neglected communities while promoting city and regional growth. We believe this trust will be a model for cities seeking an effective way to adapt to the new economy, rebuild their centers, and improve access to opportunities.

B. YOUR TEAM: WHO ARE YOU?

The following information is required to capture a basic understanding of the structure, leadership, and capabilities of your team.

TEAM PURPOSE (150 words)

Please explain how the problem and your proposed solution align with the primary purpose of your organization or collaboration of two or more organizations. If there is a loose or indirect alignment, please explain why you've decided to solve this problem.

The Chicago Central Area Committee (CCAC), the lead partner, is a coalition of leading businesses, institutions and not-for-profits that advocates strategic planning and development to strengthen the city's competitiveness and improve its quality of life. CCAC has been involved with all major planning efforts in Chicago's core since its founding in 1955. Among other efforts, CCAC sponsored the Dearborn

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http://www.chicagobusiness.com/article/20161025/BLOGS02/161029932/macarthur-foundation-may-fund-better-loop-obama-library-transit

SATURDAY, OCTOBER 29, 2016

EVENT: Red line extension hearing

A public hearing for the red line extension project's draft environmental impact statement (EIS) to take place at the St. John MB Church at 211 E. 115th Street on Tuesday, Nov. 1, 2016 from 5:30 - 7:30 PM. For more information please refer to the flyer below.

As an aside at the 9th Ward meeting this past Tuesday, there was a nice presentation to update us on this project which is moving along at this time. We saw a presention on how this project would affect the parks along the right of way. Also we learned that through a state supreme court ruling, the CTA can't use eminent domain to purchase the right of way from the Union Pacific Railroad. Also there were handouts available including the flyer you see above and a citizen's guide pamphlet for the extension project. It would interesting to see what will be said at this hearing this coming Tuesday.

ALSO, click this link for other documents that are downloadable and printable for this project.

Like 5 Share Tweet Share

Posted by Levois at 12:24 PM G+1 Recommend this on Google

Labels: 9th ward, chicago transit authority, events, flyers, hearings, neighborhoods, policy, projects, public transportation, red line, south side

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QUESTIONS, TIPS, PICS, ETC!

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This is NOT the e-mail to the Alderman, but rather for this blog. E-mails are subject to publication unless sender requests message not be published

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Red Line extension aims to improve transit and development on the Far South Side

By La Risa Lynch | October 31, 2016

For years, talk of extending the Red Line to Chicago's southern-most limits was an urban legend. Longtime African-American residents of the South Side discussed it, but nothing has happened since the public train line, which runs along the city's north-south racial divide, began operating in 1969.

Until now.

This month, the Chicago Transit Authority took a major step toward securing federal funds for the Red Line extension when it completed a preliminary environmental impact study proposing two options for placement of the line and identifying the properties that may have to be acquired for the project.

On Nov. 1, the public will comment on the study for one of the most costly and potentially transformative public infrastructure projects in decades on the predominantly black South Side. At an estimated $2.3 billion and affecting 128,000 people, from middle-class homeowners to public housing residents, the extension could mitigate the effect of transportation policies that experts say historically have supported racial segregation and economic disenfranchisement.

The project could create more than 6,000 construction jobs and dozens of businesses at four new proposed train stations along the extended route from 95th Street to 130th Street by the time it is completed in 2026, according to the transit authority. And it promises easy access to public transportation for residents of the isolated and impoverished pockets (/for-riverdale-red-line-extension-may-be-path-to-employment/) on Chicago's southern border.

CTA Public Hearing
Tuesday, Nov. 1, 2016
5:30-7:30 p.m.
St. John Missionary Baptist Church
211 E. 115th St.
Chicago, IL 60628If you can't attend the hearing, comments can be made online at: RedExtension@transitchicago.com (mailto:RedExtension@transitchicago.com) or mailed to:
Chicago Transit Authority
Strategic Planning & Policy, 10th Floor
Attn: Red Line Extension Project
567 W. Lake Street
Chicago, IL 60661-1465

Public comments are accepted through Nov. 30, 2016.You can read a hard copy of the environmental impact study at local libraries.

Click here (http://www.transitchicago.com/news_initiatives/planning/rlx/whatsnew.aspx) for a list of libraries.

"If the City of Chicago and the region are serious about equity, equity for all of its citizens, then the Red Line extension is the major project to bring that about," says Lou Turner, who helped lead a grass-roots effort years ago to revive a dormant plan to extend the Red Line, the city's busiest "L" with 79 million riders in 2015.

The Red Line was born of transportation policies that enforced the color lines between black and white neighborhoods, says Turner, who worked with the defunct Developing Communities Project, where President Barack Obama got his start as a community organizer in the 1980s.

The line ends abruptly five miles from the city's southern limits, choking off thousands of poor black Chicagoans on the Far South Side from jobs in the city by limiting their access to steady public transportation.

When the Red Line was launched nearly 50 years ago, the story was different. The opening of the Dan Ryan Expressway (http://www.encyclopedia.chicagohistory.org/pages/440.html) in 1961 expedited white flight from the South Side, Turner said. The train stopped at 95th Street to keep blacks in their place, literally. "[It] wasn't going to be some means for black people to follow white people out of

the city," he said.

This unofficial role of the Red Line has changed over time.

"Initially it was to protect and secure white flight," said Turner, now a professor of African-American studies at the University of Illinois Urbana-Champaign. "But over the years the demographics [of the Far South Side] changed and now you have black suburbs."

The history of the Red Line

When longtime South Siders talk about the extension of the Red Line, they share the same story. Nearly 50 years ago, they say, then-Mayor Richard J. Daley told residents of the far South Side neighborhood of Roseland that he would extend the train line past 95th Street. But he didn't. News reports at the time say it was because of a lack of money.

The Chicago Transit Authority's 1958 master plan, New Horizons for Chicago Metropolitan Area (https://archive.org/stream/newhorizonsforch00chic#page/n0/mode/2up), outlined the extension of the South Side Rapid Transit, now the Red Line, well past 95th Street.

In 1976, there was more talk of extending the line. Instead, transit officials prioritized the extension of what is now the Blue Line north to O'Hare International Airport.

In 2002, Turner worked for the Roseland-based Developing Communities Project, which sought to extend the Red Line. In 2004, the group helped pass a non-binding ballot referendum in favor of the extension.

Jacky Grimshaw, a former member of the city's transit board, says money may have impeded the extension.

"When building major projects you have to get federal money, and you can only go as far as federal money will take you," said Grimshaw, who is vice president of the Center for Neighborhood Technology, a public policy advocacy group.

Other new lines and expansions have occurred over the years. The Orange Line opened in 1993. The Pink Line became a separate branch from the Blue Line in 2006. (The southwest bound Blue Line diverged to Park Forest or Cicero.) And the Blue Line was extended to O'Hare in 1984.

Today, transit officials say the Red Line extension is a priority for Mayor Rahm Emanuel's administration, which has already funded some improvements to the line.

"What's important is that we are moving forward now," said Tammy Chase, a spokesperson for the Chicago Transit Authority. "It is really important to the whole Red Line vision that the mayor and [authority president] Dorval Carter Jr. have. Now this administration is taking the project very seriously, along with a number of Red Line projects, and we are moving forward."

A long escape route

Noni Arnold starts her day well before dawn. She operates a licensed day care for residents of Altgeld Gardens, a public housing development in Riverdale, where the Red Line extension will end at 130th Street.

She started the business because residents were having a hard time getting to work on time. Many of her clients could lose their housing if they lose their jobs.

Arnold said it takes about 40 minutes on the bus to get from Altgeld to 95th Street, the nearest rapid-transit hub. On a good day, the wait for the lone bus serving Riverdale is 15 to 20 minutes.

"The parents I do child care for, most of them don't have cars," said Arnold, a block representative on the Chicago Housing Authority's Local Advisory Council. "The commute is very hectic out here."

For residents of Riverdale, the extension has few down sides. The neighborhood has the city's highest unemployment rate at 41 percent – five times the citywide average, according to the 2014 Census.

"In places – particularly communities of color – that are disinvested still to this day, transit is literally a lifeline to get to the grocery store," said Anita Cozart, senior director of PolicyLink (http://www.policylink.org/), a national economic development research institute. "They need transit to get out of their communities until reinvestment comes to those communities."

Cozart cites Oakland, Calif., as an example of how transit improvements can aid poor communities. The city is building a nine-mile bus rapid transit line through several low-income minority communities to better connect them to jobs and grocery stores in the city's central business district.

Like most major cities, Chicago's transit history is shaped in part by changes in federal transportation policies. The construction of the nation's highway system diverted spending from public transit, a main mode of mobility in black communities, to highways, Cozart said.

Poor communities of color were designated as blighted to justify razing them and replacing them with highways and expressways, she said. Meanwhile, the disinvestment in public transit, she said, left many minority communities isolated and cut off from economic development and jobs.

"That is part of the transportation system's legacy."

Progress could have pitfalls

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Photo by Kerri Pang

Community organizer Deloris Lucas doesn't own a car and says taking public transit anywhere from her home in the Riverdale neighborhood takes forever.

In Riverdale, faster and efficient transit is not the only thing residents seek. They also want business development along the Red Line, said Deloris Lucas, president of the Golden Gate Homeowners Association, one of four subdivisions, including Altgeld, that make up Riverdale.

"There has been no development in this area, period, and the Red Line [extension] would really spark development," said Lucas, who wants a full-line grocery store, a pharmacy, currency exchange, a library, a dry cleaner and a community center.

Advocates, however, caution that any investment in transit must be intentional and comprehensive, especially in communities like Riverdale that are the product of generations of disinvestment.

“When you disinvest in a lot of different areas, you’ve got to reinvest in all of those areas,” said Cozart, including preserving affordable housing so people living near the extension are not priced out of the area.

Turner and others recognize that the extension of the train line could also trigger displacement of residents with deep roots in the community; 248 properties could be affected based on the line’s placement.

While benefiting the community, he warns that the project runs the risk of “unleashing gentrification forces.”

“The Greater Roseland area has the largest stock of affordable housing in the city of Chicago,” Turner said. “The three most important things in real estate are location, location, location. You put a transportation system through there, suddenly that housing stock becomes very, very valuable [to outsiders] because of its location near accessible transportation.”

Taking land for highways historically has had a negative effect on property values and communities, says Kate Lowe, assistant professor of urban planning and policy at the University of Illinois Chicago, but that could be the opposite with transit.

“Obviously the legacy of eminent domain for highways has been really detrimental to the black community, but there is potentially some difference with the Red Line, as the Red Line will deliver a lot more benefit for the predominantly black communities on the South Side,” Lowe said. “Highways, on the other hand, facilitated cars moving right through the neighborhoods, not doing anything for the neighborhood.”

Lowe said the extension could provide benefits like economic activity, redevelopment and access to jobs.

“It’s a little tricky because planned transit investment is associated with property increases, and property value increases can come with the risk of displacement,” she added. “Anticipation of taking [land] historically hurt communities, but that was for highways. It is unclear if it will do the same for transit.”

Giving local residents a voice is crucial

Community organizing is key to ensuring transparency and accountability, including monitoring hiring practices and the project’s progression, for the transit agency and elected officials, said Cozart, who encourages residents to develop a community benefits agreement.

With 6,000 jobs on the line, local residents should have first-hire priority, and they should be given apprenticeship opportunities in the transportation industry, where African Americans are vastly underrepresented, she said. And local entrepreneurs should have dibs on retail spaces at train stations so they can take advantage of transit-oriented development.

Ald. Anthony Beale (9th), one of three aldermen whose ward will be directly affected by the extension, says there’s no need for a community benefits agreement. He said the project has advanced because he and his colleagues pressured the Chicago Transit Authority to make it “a priority for the entire system.”

The extension also runs through the wards of aldermen Howard Brookins Jr. (21st) and Carrie Austin (34th), who chairs the city’s budget committee.

Beale, who chairs the city’s transportation committee, said CTA spent billions of dollars on other projects while the Red Line sat on the back burner.

“I think between the two of us,” Beale said, referring to Austin, “we have enough leeway that we will make sure [the transit authority] does the right thing by the community.”

This story is part of a series examining how the proposed Red Line extension will affect residents on Chicago’s Far South Side. Sign up to get these stories in your inbox (http://salsa3.salsalabs.com/o/50480/p/salsa/web/common/public/signup?signup_page_KEY=8841).

South Side residents look forward to Red Line extension

Elsie McBride, resident of the Altgeld Gardens Homes, is hoping that the Chicago Transit Authority will extend the Red Line train to her Far South Side community.

By Mary Wisniewski
Chicago Tribune

OCTOBER 31, 2016, 5:09 AM

Sylvester Benson, who owns a construction company in the Roseland neighborhood, received a notice this month from the CTA that his building may need to come down to make way for a proposed south extension of the Red Line.

Benson doesn't care — he will gladly move to make way for the $2.3 billion project that would fill in what activists have called a "transit desert" on the city's Far South Side.

"I've already looked at another place," Benson said. "There's no doubt it will be good for the neighborhood. Anything except murder and robbery is good for Roseland."

Benson's views reflect those of many interviewed up and down the Union Pacific tracks in the Roseland and West Pullman neighborhoods, where the Red Line extension could run. Most residents interviewed say the "L" is badly needed in the economically troubled area, even if it means displacement and years of noisy construction.

"It will be convenient for people who take the bus to take the 'L' instead," said Michelle Mooty-Redding, who was not sure how her home on Wentworth Avenue near the west side of the UP tracks would be affected.

Late last month, the CTA announced it was moving forward on plans for the long-discussed extension of the Red Line from 95th to 130th streets, and was collecting public comments. The only public meeting on the plan will be held at 5:30 p.m. Tuesday at St. John Missionary Baptist Church, 211 E. 115th St.

Public response will be included in the final version of the agency's environmental impact statement, which needs to be completed before the CTA can apply for funding. If all goes as the transit agency hopes, the Red Line could run from Howard Street to 130th as early as 2026, with construction beginning in 2022.

"I'm just sad it's going to take another 10 years," said Andrea Reed, of the Greater Roseland Chamber of Commerce. However, Reed knows the project will take time, and "it is much needed."

The city has not extended an "L" line since the Orange Line opened in 1993. The proposed 5.3-mile Red Line extension would have four new stations near 103rd Street, 111th Street, Michigan Avenue and 116th Street, and 130th Street. Each station would include bus and parking facilities, allowing south suburban commuters at the end of the line to park their cars and ride downtown.

The area has a mix of properties — well-kept homes with flowers in the front sit alongside run-down, vacant buildings with boarded-up windows. Many of the properties are vacant lots, overgrown with weeds.

The agency sent notices to owners of 248 properties that the CTA may need to acquire for the project, including 101 residential and 28 commercial buildings.

The actual number of properties needed depends on where the CTA will lay the rails. It proposes to continue the line along I-57 to 99th Street, then run either east or west of the Union Pacific rail tracks to about 118th Street, and then to 130th west of the South Shore line.

The CTA will announce the preferred option for the extension next year and publish a final environmental impact study in 2018. The agency could then go after federal and local funds, which are tight, noted Jesse Elam, programming director for the Chicago Metropolitan Agency for Planning, which has made the Red Line extension a top regional priority.

New legislation passed this summer allows a special taxing district to be created to help pay for the extension. Other possibilities to fund the project are a yet-to-be-passed state capital plan and federal New Starts money, Elam said.

Benson is sure that the CTA will choose the west side of the UP tracks, since most of the homes are on the east side. "I should think it's a no-brainer," said Benson, whose building is on the west side.

Benson's neighbor on the west side of the UP tracks is SouthSide Auto Services on 111th Street. Ginger Potter, who owns the business with her husband, Richard, said she was not sure what to think, since no decision had been made yet by the CTA.

"I have no opinion now, until we find out more," Potter said. "We'd like to stay here, if possible. ... It's difficult to worry about something that's not here yet."

Another building owner who received a letter warning of possible displacement is Ellis Mack, pastor of Now Faith Church of God Holiness on West 114th Street, on the east side of the tracks.

Mack said he would like to take his approximately 100-member church, situated in a converted garage, to a better part of the neighborhood. If he has to move, he wants the CTA to give him a good price because he has worked hard to care for his property.

Mack said crime had grown worse over the past 10 years; most of his parishioners are from the suburbs, he said, and fear coming into the area. "Anything positive would help the neighborhood," said Mack, regarding the "L" extension. "Most people here don't have jobs."

Under federal law, the agency must offer at least fair market value for a property displaced by construction, and pay relocation expenses for owners and renters, said CTA spokeswoman Tammy Chase.

The most striking structure near the proposed "L" extension is the Roseland Pumping Station, built in 1911, which delivers water to nearby neighborhoods and suburbs. The CTA said the station would not be affected — the "L" would run about 9 feet west of the station at its nearest point. The Romanesque Revival-style Mary Magdalene Missionary Baptist Church, built in 1916, on Princeton Avenue also would be spared.

Not everyone supports the extension. Prentiss Smith, 72, a Roseland homeowner, is not close enough to the tracks be displaced. But Smith fears the "L" will bring more crime and will crack building foundations.

"It's bad for the neighborhood," he said.

Walter Leverett, a deacon at My Holy Rock Missionary Baptist Church at 114th and Wentworth, disagreed. His church did not get a notice of displacement, though it is near the tracks, and Leverett welcomes the expansion.

"If the city wants to make investments, it can only help the community as a whole," Leverett said. "This community needs help."

Among those with the most to gain from the project are residents of the Altgeld Gardens public housing project at the south end of the city, who complain of long waits for buses to carry them to 95th Street and then downtown. An "L" is expected to save residents in the area 20 minutes on the trip to downtown.

Altgeld resident Elsie McBride, 61, said that if Mayor Rahm Emanuel wants to get elected a third time, the "L" extension would help him win over South Side voters, who have been disillusioned by high crime and school closings.

"It would make me feel better about him," McBride said. "He's not doing nothing for us on the South Side. ... Throw us a little bit."

Reed said that the Greater Roseland Chamber of Commerce and other South Side and south suburban groups still want Metra to look into the costs of turning the Metra Electric District line into a rapid-transit line, with more frequent stops, which would add another transit option for the area. That option could be cheaper than a Red Line extension — a 2009 proposal estimated the cost at $159 million, including new cars and tracks.

Metra fare hike hearings

The Regional Transportation Authority and Metra will hold eight joint public hearings in November to hear from customers about their budgets, which for Metra includes a proposed average 5.8 percent fare hike.

All hearings will be from 4 to 7 p.m., with the exception of the final Nov. 30 hearing at RTA headquarters at 175 W. Jackson Blvd. in Chicago, which will be from 4 to 6 p.m.

The first set of hearings are on Wednesday at Homewood Village Hall; Arlington Heights Village Hall; Metra headquarters at 547 W. Jackson Blvd. in Chicago; Clarendon Hills Village Hall; and Mundelein Village Hall.

The second set are on Thursday at the Kane County Government Center in Geneva; the Will County Office Building in Joliet; and the Crystal Lake City Hall.

Iconic Santa Fe sign re-lights

Remember the illuminated 70-foot-long Santa Fe sign that used to sit on top of the Railway Exchange Building at 224 S. Michigan Ave?

Once an iconic part of the Michigan Avenue landscape, the sign was removed in 2012 and acquired by the Illinois Railway Museum in Union, Ill., about 65 miles northwest of Chicago. The museum restored the sign and lit it up again this past weekend.

Other artifacts at the museum include steam and diesel locomotives, electric streetcars and elevated cars and historic passenger and freight cars.

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This article is related to: Chicago Transit Authority, Metra, Regional Transportation Authority

Public hearing planned for Red Line expansion

POSTED:NOV 01 2016 06:13AM CDT
UPDATED:NOV 01 2016 06:14AM CDT

CHICAGO (AP) - Chicago residents will get a chance to weigh in on plans to move ahead with the first city train expansion in over 20 years.

The Chicago Transit Authority recently announced it's moving forward with a $2.3 billion expansion of the Red Line. The train line runs north and south in the city with stops downtown and near ballparks for the Cubs and White Sox.

The city plans to extend the line further south. Construction could begin in 2022.

A public hearing is planned for Tuesday at St. John Missionary Baptist Church.

Andrea Reed with the Greater Roseland Chamber of Commerce on the South Side tells the **Chicago Tribune** the extension is "much needed." But homeowner Prentiss Smith says the train could crack building foundations and possible bring more crime.

http://www.fox32chicago.com/news/local/214831289-story

Chicago to Hold Public Hearing for Planned CTA Expansion

Chicago residents will get a chance to weigh in on plans to move ahead with the first city train expansion in over 20 years.

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Published at 8:02 AM CDT on Nov 1, 2016

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Red Line Extension (RLE) Project, Chicago, United States of America

http://www.railway-technology.com/projects/red-line-extension-rle-project-chicago

The Red Line Extension (RLE) is a proposed 5.3 mile (8.5km) extension to Chicago's Red Line, which runs along 23 miles (37km) of track and is operated by the Chicago Transit Authority (CTA).

The extension project is part of the Red Ahead Programme, a comprehensive project initiated by CTA to expand Chicago's Red and Purple Lines.

The RLE will extend the Red Line from the 95th Street Terminal to 130th Street in Chicago, providing rapid transit rail access to the low-income, transit-dependent Far South Side area. It will therefore enables faster access to jobs, education and other public transportation.

Construction is scheduled to begin in 2022, and operations are expected to start in 2026.

Estimated to cost $2.3bn, the project aims to create 29,000 jobs in the region.

Red Line extension project details

The preferred plan for the project is named the Union Pacific Railroad Rail (UPRR) expansion.

Under the UPRR, the Red Line will be extended from 95th Street Terminal to 130th Street. It will run south along an elevated structure for approximately 2.4km, along the I-57 Expressway to Eggleston Avenue.

The line will travel southwards along the same corridor until 111th Street, where it will turn southeast and cross over the Canadian National / Metra Electric tracks towards the east of the South Prairie Avenue, near 119th Street.

It will continue southeast along the Northern Indiana Commuter Transportation District Chicago South Shore & South Ben Railroad, using a portion of the Indiana Harbor Belt (IHB) alignment, before terminating at 130th Street.

CTA's elevated structure will be placed east or west of the Union Pacific Railroad from 99th Street to 118th Street, depending on the option chosen.

The extension will also include the construction of new stations at 103rd Street, 111th Street, Michigan Avenue, and 130th Street. The stations will include bus transfer options and a total of 3,700 parking spaces. A new yard and shop will be constructed at 120th Street.

Project planning and execution

CTA shortlisted one preferred alternative out of multiple options considered for the Red Line extension in 2014. The preferred alternative has two possible options (the east extension and the west extension), one of which will be finalised based on public consultation, environmental review and federal financing.

A draft environmental impact statement (EIS) for the project was prepared by CTA and the Federal Transit Administration (FTA), and made available for public consultation in October 2016.

Based on the statement, CTA will prepare a final EIS selecting either the east or west extension as the final option by late 2018.

CTA will then begin a project development phase, followed by a final engineering phase. It will move into the five-year construction phase once it receives funding from the FTA.

Benefits of the Red Line extension project

"The extension project is expected to reduce commute times, and improve mobility and accessibility by connecting isolated areas."

The extension project is expected to reduce commute times, and improve mobility and accessibility by connecting isolated areas. It will also provide links between affordable housing, jobs, educational opportunities and other public transportation.

New stations along the RLE will attract investment for businesses in the neighbourhood.

The new yard will be a modern, cost-effective storage facility offering preventive railcar maintenance for the extension project.

Financing

Estimated investment for the project is $2.3bn, which will be secured through a mix of government and local funds. The CTA had already announced $5m of funding in 2014 for planning works.

It also plans to establish a transit-only, tax-increment financing district authorised by the General Assembly to provide local funding for the project.

Public hearing planned for Chicago's planned train expansion

By - *Associated Press - Tuesday, November 1, 2016*

CHICAGO (AP) - Chicago residents will get a chance to weigh in on plans to move ahead with the first city train expansion in over 20 years.

The Chicago Transit Authority recently announced it's moving forward with a $2.3 billion expansion of the Red Line. The train line runs north and south in the city with stops downtown and near ballparks for the Cubs and White Sox.

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A public hearing is planned for Tuesday at St. John Missionary Baptist Church.

Andrea Reed with the Greater Roseland Chamber of Commerce on the South Side tells the Chicago Tribune (http://trib.in/2f9ihXN) the extension is "much needed." But homeowner Prentiss Smith says the train could crack building foundations and possible bring more crime.

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Information from: Chicago Tribune, http://www.chicagotribune.com

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With movement on CTA Red Line extension, gentrification questions arise

A rendering shows the proposed 103rd Street Station of the CTA Red Line. (Chicago Transit Authority)

By Mary Wisniewski
Chicago Tribune

NOVEMBER 2, 2016, 3:55 PM

More than 250 people crowded a South Side church basement Tuesday evening to ask CTA officials questions about the proposed CTA Red Line extension to 130th Street — with many happy about the project but wondering why it has taken so long to happen.

"It should have been built 50 years ago, with the Dan Ryan (Expressway)," said Sylvia Jones, among those attending the open house Tuesday at St. John Missionary Baptist Church. A community activist and Baptist minister, Jones has advocated for the extension for years. "It's very much needed."

Activist Lou Turner, though pleased the project is going forward after decades of discussion, said he also wished it hadn't taken so long and had concerns that some residents may get pushed out by gentrification once the L goes through.

"There could be unintended consequences," said Turner, director of undergraduate and graduate studies in the African-American Studies department at the University of Illinois at Urbana-Champaign. "This area has the largest stock of affordable housing in the city."

Turner said the CTA's draft environmental impact statement on the proposed $2.3 billion project does not address the issue of gentrification, which has driven up property prices by as much as 48 percent in some areas along The 606 trail on the city's Northwest Side. A final environmental impact study is needed to secure federal funding.

"It's a concern, but at the same time I am very happy," said Turner, who like Jones had pushed for the extension with the Developing Communities Project, a group that once included President Barack Obama.

The open house Tuesday allowed residents to ask questions of multiple CTA officials, who were standing next to white boards showing where the line would run and what it might look like. Questions ranged from how construction would affect parks to how the project would be paid for. Some residents also wanted to know how much time the extension could save commuters — the CTA estimates that the extension would shave about 20 minutes off a trip to the Loop — compared to taking a bus from 130th Street to the 95th Street station.

Turner thinks there should be at least two more public meetings before the comment period closes Nov. 30 and the CTA prepares its final environmental impact statement.

CTA spokeswoman Tammy Chase said the agency already had a half-dozen meetings and expects to have at least four more with communities in the project's footprint. As for the gentrification concern, Chase said the CTA will coordinate with the city, community and elected officials as the project progresses and more detailed plans are developed to preserve neighborhood characteristics.

The plan to extend the Red Line 5.3 miles from 95th to 130th streets, with four new stations, would fill in what activists have called a "transit desert" on the city's Far South Side, as well as in the suburb of Riverdale.

The city has not extended an L line since the Orange Line opened in 1993. If all goes as the transit agency hopes, the Red Line could run from Howard Street to 130th Street as early as 2026, with construction beginning in 2022.

"It'll be good for jobs, good for students — it will hopefully take traffic off the Dan Ryan," said Bobbi Jo King-Donelson, 79, a retired educator who lives in Roseland. "It will be advantageous for people getting downtown. We have got to expand."

The agency sent notices to owners of 248 properties that the CTA may need to acquire for the project.

The actual number of properties needed depends on where the CTA will lay the rails. It proposes to continue the line along Interstate 57 to 99th Street, then run either east or west of the Union Pacific rail tracks to about 118th Street and then to 130th west of the South Shore Line.

The CTA will announce the preferred option for the extension next year and publish a final environmental impact statement in 2018. The agency could then go after federal and local funds, which could include money from a special taxing district.

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This article is related to: Chicago Transit Authority, South Shore Line

DNA Info

Dozens of Homes Would Need To Be Demolished Under Red Line Extension

By Andrea V. Watson | November 2, 2016 10:59am | *Updated November 4, 2016 11:38am* @andreavwatson12

East option at the 103rd Street station CTA

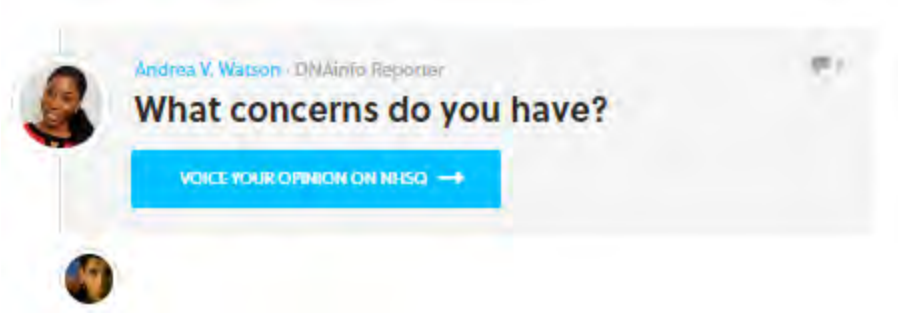
ROSELAND — Dozens of buildings, including homes, would need to be demolished under a proposed extension of the Red Line, officials said at a community meeting Tuesday night.

The meeting, held by the CTA and the Federal Transit Administration to discuss a plan to stretch the line 5.3 miles from its current 95th Street stop to 130th Street, drew more than 250 people to St. John Missionary Baptist Church, 211 E. 111th St.

Officials are considering two routes, an east option and a west option.

The Union Pacific railroad alternative has two options, an east and west option. [CTA]

Under the east option, the CTA elevated structure would be built east of the Union Pacific Railroad right-of-way from 99th street to 118th street. This option would affect 260 parcels, including 106 buildings, 90 of which are residential, officials said. Under this route, more single-family residences would be affected, officials said.



Under the west option, the line would run west of the Union Pacific Railroad from 99th street to 118th street. This option would affect more commercial and industrial properties, some 205 of them, officials said. About 46 would require building demolitions; 26 are residential.

West option at the Michigan Avenue Station (facing northwest) [CTA]

Those homes and business owners would be compensated, including for moving costs, under federal regulations.

Roseland resident Aaron Mallory discovered his four-unit building could be demolished under the extension.

“It’s an investment property, so I have mixed feelings,” he said.

Mallory said he doesn't want to lose the building, but he also supports an extension of mass transit.

“I see the value of what can done here, so I don’t want to stifle or hinder,” Mallory said. “I need to take my feelings out of it, but if I lived there it would be different.”

CTA spokeswoman Tammy Chase said that although a final decision hasn't been made on the project, property owners have been notified it's possible they will lose their homes or businesses.

“We’re letting them know ahead of time that we may need to purchase their property to build the rail extension,” she said.

A lot of people have asked CTA what happens if their property is needed for the extension, Chase said.

“The answer is we would follow all the federal laws requiring property owner relocation,” she said. “It’s fair market value or more for homes, and sometimes it’s original purchase price.”

Either the east or west option could be selected as early as next year if the proposal is approved, she said, with construction beginning in 2022.

The east option would cost $2.26 billion in capital costs; the west option, $2.30 billion.

Chase said CTA would apply get up to half the cost covered by the federal government, and the rest would come from local sources.

The full route can be found online here.

A extension would create four new stations, at 103rd Street, 111th Street, Michigan Avenue and 130th Street. New park-and-ride and bus terminal facilities also will be built at each station. A new yard and shop at 120th Street is part of the plan as well.

Roseland homeowner Valerie Lilley, who has lived at 111th Street and Eggleston Avenue, for three years, learned that her home is safe.

“The Red Line expansion is the IV for the Far South Side,” she said. “It will bring access without bleeding a bulldozer through our neighborhood.”

Lilley welcomes the project because not only will it cut her commute time to under an hour, it could bring more businesses and increase the property values.

The project would open the door to gentrification, she said, because more people will move closer to the city from the suburbs.

Her only concern is that renters might be priced out of the market.

“That’s where we need our politicians, such as our aldermen, to build in affordable housing policies as the extension makes its way through my neighborhood,” she said.

Veteran Larry Jordan has lived in his Washington Heights home for 44 years and uses the CTA frequently.

Having the Red Line extend farther south would keep him from taking so many buses, he said.

“This is long overdue,” he said.

Besides displacements, noise and vibration impact were discussed. The CTA would address noise from the "L" tracks by installing noise barriers, which absorb and reduce noise from the tracks by 10 decibels, officials said.

A closed-deck structure designed to limit noise and a continuous welded rail, which has fewer joints and means a smoother and quieter ride, also would be used.

Written comments are accepted until Nov. 30 via RedExtension@transitchicago.com or can be mailed.

https://www.dnainfo.com/chicago/20161102/roseland/dozens-of-properties-would-need-be-demolished-under-red-line-extention

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http://chi.streetsblog.org/2016/11/02/cta-intends-to-spend-millions-on-building-parking-garages-for-red-line-extension/

Wednesday, November 2, 2016

CTA to Spend Millions on Building Parking Garages for Red Line Extension

by Steven Vance

The CTA doesn't want you to see the 7-story parking garage it would build, so it published this rendering showing the view from hundreds of feet away. (This is the "after" view. It takes a second to realize the difference between this and the EIS's "before" view.)

The Chicago Transit Authority published its Environmental Impact Statement for the proposed Red Line extension from 95th St. to 130th St. in the Riverdale community area last month, and it includes a couple of good and bad surprises. An EIS is a study that federal law requires before the United States Department of Transportation fund any highway or transit infrastructure.

A map of Metra Electric district lines and the proposed Red Line extension. Map: The Chicago Dispatch

Scattered within it, the CTA describes how it intends to operate service on the extension, on which it's proposed four new stops, at 130th, in Roseland, Pullman, West Pullman, and Riverdale.

The EIS outlines the CTA's intention to build thousands of expensive new car parking spaces next to each of the stations, an atrocious use of public funds. The CTA's parking study for this project was conducted in 2009 and concluded that the Red Line extension could attract drivers affects by heavy expressway congestion getting to work or pay high costs to park downtown.

The CTA intends to build 3,700 car parking spaces across all four stations, with 3,300 of them at two stations.

Transit agency-built parking facilities have negative affects: they waste transit agency – public – money and aren't a significant draw of riders.
The CTA would spend tens of millions on a 7-story car parking garage with 2,300 spaces at the 130th St. terminal station. The EIS doesn't project the cost of these garages, but if the median cost per space in Chicago is $22,425, according to a review of actual construction costs, this structure would cost over $51 million.

At the Michigan Ave. and 116th St. station, the CTA would build a 3- or 5-story garage for 1,000 cars, at a cost of over $22 million. Some existing buildings would be acquired or condemned and then demolished in order to build the garages.

Other parking studies show higher per-space costs.

Building publicly-owned and indebted car parking garages are not good public investments. Deloris Lucas, a Riverdale resident who's asked the city to build a simple sidewalk so people can walk to a grocery store, said she also wants "a full-line grocery store, a pharmacy, currency exchange, a library, a dry cleaner and a community center."

One of CTA's parking structures could pay for all of those venues to open, and fund many public services in the area for years.

The CTA is hosting a public hearing tonight at St. John Missionary Baptist Church, at 211 E. 115th St., from 5:30-7:30 p.m. Comments can also be made online at: RedExtension@transitchicago.com. Public comments are accepted through Nov. 30, 2016. You can also your comments to Chicago Transit Authority, Strategic Planning & Policy, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661-1465.

I'll discuss one of the positive surprises in a separate post.

Morning Shift (/shows/morning-shift/22669fdb-ffef-42fa-910b-98490b8925da)

Breaking Down CTA's Only Public Hearing On Red Line Expansion

November 2, 2016

PLAY 13 MIN

CTA finalizes design for new signature 95th Street Terminal now under construction; Agency prepares for launch of expanded South Side bus service.

The Chicago Transportation Authority announced this fall that it will expand the Red Line from 95th Street to 130th Street, a move that will bring train transit to tens of thousands of Chicago residents for the first time. The build-out is estimated to take 10 years to complete and cost $2.3 billion.

More content below this sponsor message

Morning Shift talks to LaRisa Lynch, a journalist covering transportation, jobs and the economy for the *Chicago Reporter*, about Tuesday night's public hearing on the project, which was held in Roseland on the far South Side.

#ROSELAND (/TAGS/ROSELAND) #CTA (/TAGS/CTA) #TRANSPORTATION (/TAGS/TRANSPORTATION) #SOUTH SIDE (/TAGS/SOUTH%20SIDE)

http://us995.cbslocal.com/2016/11/06/weekend-journal-red-line-extension-project-blackhawks-pose-with-adoptable-pooches-in-new-calendar/

Weekend Journal: Red Line Extension Project, Blackhawks Pose With Adoptable Pooches In New Calendar

November 6, 2016 7:00 AM **By Laura Taylor**

CHICAGO - APRIL 3: Near the boeing Building, center, a Chicago Transit Authority (CTA) elevated train moves on the Lake Street double-decked, double-leaf trunnion bascule bridge over the Chicago River April 3, 2006 in Chicago, Illinois. (Photo by Tim Boyle/Getty Images)

The Red Line is the most traveled on line of all the CTA routes hitting major landmarks such as Wrigley Field, US Cellular Field, and Soldier Field. It cuts through the Mag Mile and the Loop. From Chinatown to Uptown and the popular neighborhoods of Lincoln Park, the Red Line can take you just about anywhere in the wonderful City of Chicago. And in a few years, it could take you to even more places in the city.

The Chicago Transit Authority is currently in the planning stages of a **proposed extension** to the ever popular Red Line rail system. Under the proposal, an additional 5.3 miles of railroad will extend the Red Line to 130th Street with four additional train stops at 103rd, 111th, Michigan, and 130th. **Click here** to see a map of the proposed route.

Under Mayor Emanuel, $5 billion have been invested to modernizing the public transit system, which was first built in the late 1800's. To say parts of the system need be upgraded is an understatement.

“This is an unprecedented investment,” says Ferradaz. Not only would the rail system be improved, but the CTA is predicting a spike in job creation as well.

This extension project set to begin in 2022 would create jobs in construction, train operations, and traffic control. And with an expected increase of 40,000 more people riding the Red Line after it’s extended, these new train stations will also likely create a greater need for services increasing business and revenue in those communities.

“The CTA does have a huge committment to creating jobs and spurring economic development around train and bus stations,” Ferradaz says.

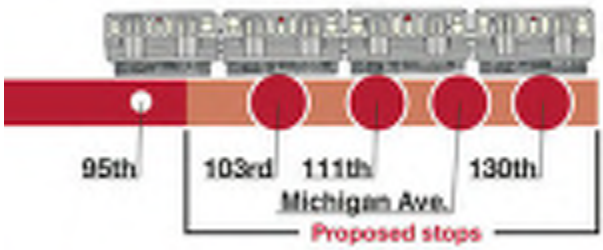
Members of the community are encouraged to provide feedback by mid-December via email (redextension@transitchicago.com) or via snail mail (567 W. Lake St., Suite 500, Chicago, IL, 60661).

“We’re looking for this [extension project] to benefit future generations of transit riders, and the future of the city of Chicago.”

THE COLUMBIA CHRONICLE

Residents, commuters talk Red Line extension

http://www.columbiachronicle.com/metro/article_31bb38f8-a2f2-11e6-9749-67b35fc270a8.html



James Tsitridis|Chronicle

Residents, commuters talk Red Line extension

Posted: Monday, November 7, 2016 6:30 am
Frita Beauchamp | 0 comments

- Posted on Nov 7, 2016
by Contributing Writer

South Side residents have expressed concerns about how the Chicago Transit Authority's Red Line expansion will affect their homes and businesses, as the multi-billion-dollar project extends the line several miles further south.

Residents and Red Line users both attended a Nov. 1 public hearing to discuss the expansion at St. John Missionary Baptist Church, 211 E. 115th Street, which was advertised widely on Red Line train cars. It focused on the required Environmental Impact Statement currently in draft that describes how the project will affect the area around potential project zones.

The RLE Project is expected to cost approximately $2.3 billion and will extend 5.3 miles from its current terminus at 95th Street and the Dan Ryan Expressway to 130th Street, according to the CTA website. Four new stations will be built on 103rd Street, 111th Street, Michigan Avenue, and 130th Street.

In 2017, the CTA will begin the final stage of the Environmental Impact Statement process by conducting initial engineering and analysis of the area as well as additional outreach, which could take another two years. Once that is finished, the CTA will ask the Federal Transit Administration for an expected 49 percent contribution to the RLE project and will investigate other options to pay for the remaining 51 percent.

Leah Mooney, CTA's Director of Strategic Planning and Policy, said she hopes the state will provide the needed funding.

The [RLE] project will start "as early as 2022, and [will be] finally completed in 2026," said CTA spokeswoman Tammy Chase, "That is the goal."

Doris White, a North Side resident and hearing attendee who commutes to the South Side for church and babysitting, said the extension is long overdue.

"It would've been nice if they had this project implemented a long time ago," White said. "Why do we have to be the last on the totem pole to get this project?"

According to multiple CTA officials at the public hearing, the two current options for the RLE's alignment is on either the east or west side of the city's Union Pacific Railroad.

The east option is primarily residential and estimated to cost $2.26 billion. The west area is mostly businesses, and is estimated to cost $2.3 billion, according to the EIS draft on the Transit Chicago website.

In the United States, any level of government is allowed to take private property for public purposes through a legal concept called eminent domain. The constitution requires property owners to be fairly compensated.

Aaron Mallory, a South Side resident who recently purchased property on the east side of the UPRR, said he is concerned that CTA officials have already made the route decision—one he is not particularly pleased with.

"It seems that they may pick the east side because you look at the number, [and] there's a lot more businesses on the west side," Mallory said.

Mooney said each option has its pros and cons, and she has not heard a final decision.

"The west side has more commercial displacements," Mooney said. "But there are issues to consider as well in terms of access to different neighborhoods."

Mooney said she heard a lot of positive feedback and that people are looking forward to the extension despite some complications choosing its alignment.

"There will be some pain, but generally people are really positive about it," Mooney continued.

Although Mallory is nervous for his property to be taken away if the east option is approved, he said he still sees multiple benefits of the RLE Project.

"I don't want to stagnate it because I do see the benefits economically, what it will have for the area," Mallory said, "I don't want to be a barrier for it to be successful."

DNAinfo.com

Red Line Extension Could Run Through Parks Along Route

https://www.dnainfo.com/chicago/20161108/roseland/cta-red-line-l-extension-south-roselan-pullman-wendell-smith-block-park

By Andrea V. Watson | November 8, 2016 5:04am
@andreavwatson12

Wendell Smith Park's two junior-sized baseball fields could be replaced with one larger new baseball field.
DNAinfo/Andrea V. Watson

ROSELAND — A few Far South Side parks could lose land — but possibly get improvements — under a proposed extension of the Red Line, officials said.

CTA officials are considering two routes, an east option and a west option, to extend the Red Line 5.3 miles from 95th Street to 130th Street.

Under the east option, the northwest corner of Wendell Smith Park, 9912 S. Princeton Ave., and the western part of Block Park, 346 W. 104th St., would be permanently affected.

Wendell Smith Park, 9912 S. Princeton Ave., and Block Park, 346 W. 104th St. would be permanently affected under a proposed extension of the Red Line. [CTA]

Of the 4.7 acres of Wendell Park, approximately 0.7 acres would be overlapped by the elevated structure. Piers would be located in the park, and the bottom of the elevated structure would be approximately 15 feet above ground level.

In Block Park, the east option would run through the western part of the park. The elevated structure would overlap 0.9 acres of park space. The elevated track structure supports would be placed permanently in the west part of the park. An auxiliary station entrance would also be located in the park, along the western edge of the park.

Both of the parks affected by the east option would still offer park space, but the size would be reduced.

Under the west option, approximately 1.9 acres of Fernwood Parkway from 99th Street to 103rd Street between the existing Union Pacific Railroad tracks and Eggleston Avenue would be affected.

CTA said it's working with the Chicago Park District to identify ways to minimize park impacts. CTA is looking at possible new replacement parks in or near the affected community areas.

They're also looking at ways to enhance the parks. For example, proposed measures for Fernwood would include the potential installation of a new bicycle path beneath the elevated track structure.

Under the east option, Wendell Smith Park's two junior-sized baseball fields would be replaced with one larger new baseball field. One of the smaller baseball fields would be replaced at another nearby park. Sidewalks, paths, benches and trees at Wendell Park would be replaced.

Rico Johnson lives near Wendell Park and brings his two daughters there.

Johnson's daughters come to this park at least every two weeks. [DNAinfo/Andrea V. Watson]

He said he supports the Red Line Extension project.

"I think it'll be nice," he said, adding that his girls and other children probably won't like their playtime being disrupted while the park is being worked on.

"I think the kids won't be too fond of it because this is the closest one with the swings, that's why we come over here," Johnson said. "There are plenty of parks out here. It won't be such a big deal."

CTA spokeswoman Tammy Chase said that the rail extension would only affect a very small portion of the northwest corner of the park.

“We would seek to keep as much of the park open as possible and would only close off the portion of the park that was absolutely needed for construction,” Chase said. “It’s too soon to know at this point in time how long a portion of the park would need to be closed off.”

Chicago Park District spokeswoman Jessica Maxey-Faulkner said it's working closely with CTA.

“Any parkland lost in the extension will be replaced and could receive additional enhancements,” she said.

The park district released this statement:

“The Chicago Park District collaborates across city agencies to ensure that public spaces are maintained or enhanced for all Chicagoans to enjoy. We fully support efforts by Chicago Transit Authority on this critical infrastructure improvement that will improve transportation options for South Side residents.”

CTA also identified 15 wetland areas totaling 15.34 acres of potentially affected wetlands at the site of 130th Street station and the 120th Street yard and shop. They’re working with the U.S. Army Corps of Engineers.

For more neighborhood news, listen to DNAinfo Radio here.

Medill Reports Chicago

THE FAR SOUTH SIDE IS ONE STEP CLOSER TO A RED LINE EXTENSION

NOVEMBER 10, 2016

By David Jordan

Jerry Brown is frustrated after years of broken promises.

The West Pullman resident is one of many eager to hear the latest plans to bring Chicago Transit Authority train stations to the largely black communities on the city's far South Side.

The long-promised project has recently gotten a Örmer timeline from the city, but Brown wonders why the communities went unserved for so long.

“The question I have is, Why has it taken 15 to 18 years to get this plan? There have been a lot of different plans. I think this is the third environmental impact study, the second engineering study,” said Brown.

The plan to extend the Red Line past 95th Street is a nearly Öve-decade old promise, dating from when then-mayor Richard J. Daley promised the residents of deindustrialized communities located closer to the Indiana border than the Loop that they would receive a connection to downtown Chicago.

Beginning in the 1950s, when the railroads began restructuring and manufacturing started to leave the city, residents of the far South Side found themselves with less economic opportunity. Over the years, community members have lobbied for the Red Line extension but the project never came to be, even as extensions appeared along other lines.

Last month the city took a major step toward securing federal funds for the extension with the completion of an extensive environmental impact studies. The report nailed down two possible routes the track could take, along the east or west side of the existing Union PaciÖc Railroad right-of-way.

Regardless of which plan is chosen, the $2.3 billion extension will add 5.3 miles to the Red Line, with four new stations, park-and-ride facilities and a new shop yard for CTA trains. The terminus of the Red Line will shift 35 blocks south, from its current end at 95th Street in Roseland to 130th Street in Riverdale, just north of the Altgeld Gardens public housing project. Construction would not begin until 2022, with an estimated completion date of 2026.

The proposed routes for the CTA extension to 130th Street, ending just north of the city's southern border. Image courtesy CTA.

These details were reviewed for residents, who crowded into the basement of St. John Missionary Baptist Church on 115th Street recently for a public hearing, a federal requirement to receive funding. The CTA began taking public comment after the report was published on October 6 and will continue through the end of November.

The immediate concern for many was whether or not their homes would be affected by the extension. Along either route there will be displacements and properties will need to be demolished. The east route would affect 106 buildings, mainly single-family homes, while the west route would affect 46 buildings in a more industrial area.

"We have narrowed it down to the properties that would be affected, and they have been notiÖed by mail," said CTA spokesperson Irene Ferradaz.

Cecilia Gutierrez was one of the many residents hoping to speak to CTA ofÖcials for clariÖcation on the implications of project. She had already received notiÖcation in the mail that her home would be directly in the path of the train if the city chooses to construct along the east route.

"I'm waiting to see if the will choose the east route," said Gutierrez. "But if they choose to build west it will be really great for getting places," she added with a laugh.

Jillian Campbell came to the meeting with her mother Marthann out of a similar concern for her home. On the maps she saw, it was unclear whether or not the train would go through her living room. Although her home will be spared, she is now going to be sandwiched between a bridge over I-57 and the new Red Line.

Before the meeting she was anxious about whether or not the home her grandfather built would be in jeopardy, but afterwards she worried about the effects of construction. She feels that the CTA could have done a better job of communicating with her family.

"I understand why we need the extension, but I did not know a lot of this until just a couple moments ago," said Campbell.

Transportation planner Emily Ritzler, hired to consult on the project, was on hand to explain the construction process and how the CTA plans to use best practices to ensure that residents like Campbell are as minimally affected as possible.

The city will add noise buffers along the bottom of the tracks and work with contractors to ensure that they can disturb as few residents as possible, said Ritzler.

In all, the city estimates that noise and vibration from the train would not be any greater that what the neighborhoods already experience on a daily basis. "It's your home, you have every reason to be concerned, but we have demonstrated with analysis that this would not be an issue," said Ritzler.

It is estimated that as a result of the extension about 128,000 Chicagoans would be affected and 6,000 construction jobs would be brought to the neighborhood.

Economic opportunity was a large part of the CTA messaging during the public hearing. As residents discussed the implications of the project, a short video touted the beneÖts they will see with a shorter commute from the center of the city.

Sylvia Jones, however, was unconvinced.

She has worked with the Developing Communities Project and worries that organizations like hers, which advocate for residents on the far South Side, are no longer being listened to.

"Since this mayor has gotten into ofÖce there is no communication, it's like we don't exist," said Jones. "Say what you will about [Richard M.] Daley, but at least there was inclusion," she added.

She worries that gentriÖcation will soon come to Pullman if the project does not properly address the underlying issues that have made Önding long term jobs difÖcult for many residents. While the CTA touts the potential to get to jobs in other parts of the city, Jones asks "What jobs? Burger King? White Castle? Union jobs are closed off."

With the extension, the Red Line will run the entire length of the city, going just a few blocks from the southern border in Riverdale to the northern border in Rogers Park. The 95th Street station currently sees about 11,000 weekday riders, making it one of the busiest stations in the entire train system. And while many residents are excited about access, they question what else the new stations will bring.

Far South Side residents line up to discuss whether their home is situated along one of the two routes proposed for the Red Line extension to 130th Street Nov. 9, 2016. (David Jordan/MEDILL)

CTA approves plan to expand Red Line from 95th Street to 130th Street

POSTED:NOV 27 2016 08:00PM CST

UPDATED:NOV 27 2016 08:00PM CST

CHICAGO (AP) - Chicago Transit Authority officials have approved a capital plan that includes $75 million in funding for an extension of major train line.

It's the next step in the $2.3 billion expansion of the Red Line. City officials want to expand the line that includes stops in Chinatown and the home of the White Sox from 95th Street to 130th Street, including four new rail stations.

The $75 million investment means the city can move forward with initial engineering and analysis needed to apply for $1 billion in federal funds. City officials say the money will be funded by CTA bonds.

Mayor Rahm Emanuel announced the plans Sunday.

The city is seeking public input on plans until Wednesday. Construction on the 5.3-mile extension isn't expected to begin until 2022.

CHICAGO BUSINESS JOURNAL

CTA amends budget to pave way for major south side rail extension

Nov 28, 2016, 12:53pm CST

Mayor Rahm Emanuel has focused considerable attention on Chicago's African-American community in the wake of the release of the Laquan McDonald video a year ago and the fury that video unleashed among an important constituency for Emanuel. The video showed McDonald walking away from police as they opened fire on and shot dead the young man.

Efforts to improve the transit infrastructure on the south side where many in that constituency reside has been one way Emanuel has tried to make amends.

A new 95th Street Terminal on the Chicago Transit Authority's Red Line is one of several... more

Toward that end, the mayor announced today that he and the Chicago Transit Authority have amended the budget for the public transportation system to include $75 million in funding for a proposed Red Line Extension (RLE) project to extend Red Line rail service on the city's south side to 130th Street from 95th Street, where the line now ends. The extension would encompass four new rail stations on the far south side as well.

The $75 million investment will allow the CTA to move forward with preliminary engineering and analysis and to complete an environmental impact study. The engineering work is essential to allow the CTA to apply for more than $1 billion in federal funding needed to pay for the expected $2.3 billion total cost for the project.

The RLE is a major part of Emanuel's and the CTA's "Red Ahead" investment in its busiest rail line which connects the south side to the city center. The Red Ahead project also includes a $425 million Red Line reconstruction effort completed in 2013, and the ongoing $280 million construction of a new 95th Street terminal, expected to be finished in 2018.

CTA president Dorval Carter said of the RLE project: "The Red Line Extension project is a transformational project to expand transit to Chicago's southern border and create faster access to jobs, education and opportunity."

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CTA approves funds for engineering study in Red Line extension project

The CTA has completed major upgrades to several stops on the Blue Line, as the agency presses ahead with a long-awaited expansion of the Red Line. Nov. 28, 2016. (CBS Chicago)

By Tony Briscoe
Chicago Tribune

NOVEMBER 28, 2016, 6:59 AM

The Chicago Transit Authority and Mayor Rahm Emanuel announced Sunday that the agency will dedicate $75 million toward a plan to extend the southern branch of the Red Line more than 5 miles.

The CTA board approved an amendment to the capital improvement plan for fiscal years 2016 to 2020, designating the funds to conduct preliminary engineering and finalize an environmental assessment for the Red Line extension project, according to a CTA statement released Sunday.

The $75 million investment, which will be funded by CTA bonds, seeks to fulfill requirements that will allow the CTA to apply for more than $1 billion in federal funds for the $2.3 billion venture, which would extend train service 5.3 miles from 95th Street to 130th Street and add four new train stations at 103rd Street, 111th Street, Michigan Avenue and 130th Street.

"The Red Line extension project is a transformational project to expand transit to Chicago's southern border and create faster access to jobs, education and opportunity," CTA President Dorval Carter said in the statement. "This investment will allow CTA to move forward with preliminary engineering and planning work necessary to seek federal funding to make this vision a reality for Chicago's Far South Side."

If all goes as planned, construction for the Red Line extension could begin as soon as 2022 and be completed as early as 2026.

Though the agency has sent notices to the owners of 248 properties that it may need to acquire for the project, the new extension hasn't been mapped out yet.

As it currently stands, the CTA proposes to continue the line along Interstate 57 to 99th Street. The train line could run either east or west of the Union Pacific Railroad tracks to about 118th Street before it nears the end of the line around 130th Street, west of the South Shore Line.

Last month, the CTA began collecting public feedback on a preferred route, among other facets of the project. The environmental planning and engineering work is expected to occur in 2017.

tbriscoe@chicagotribune.com

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This article is related to: Chicago Transit Authority, Rahm Emanuel

STREETSBLOG CHICAGO

Monday, November 28, 2016

As CTA Pushes to Pass TIF for RPM, $75M Earmarked for South Red Extension

by John Greenfield

Rendering of the 103rd Street station for the Red Line extension, if the eastern route is selected. Image: CTA

As we've covered the CTA's efforts to get a transit TIF (tax-increment financing) district passed to help fund the Red and Purple Modernization project, some readers have commented that the $2.1 billion initiative would be a case of the city lavishing money on North Side transit while neglecting the South Side. Surely other Chicagoans feel the same way. But yesterday the CTA announced a new $75 million investment towards the $2.3 billion Red Line Extension on the South Side transit, which may help blunt those criticisms.

The transit agency spent $425 million on the successful South Red Line reconstruction project in 2013, is currently working on the $280 million 95th Street station renovation, and has recently completed or started several other projects in historically underserved neighborhoods. But South Siders have had a legitimate grievance that the long-awaited Red Line Extension project, which would continue the line from 95th to 130th Street, has crept along at a snail's pace for many years.

There was finally some significant movement on RLE in October. At that time the CTA released the draft environmental impact statement for the project in order to seek feedback from the public on the two potential routes being considered for the extension, either east or west of the Union Pacific Railroad tracks. The agency held a public hearing on November 1 and will continue receive feedback on the project until this Wednesday, November 30. Feedback received during this review period will be included in CTA's analysis of the final proposed route.

The proposed routes for the Red Line extension. Image: CTA

November 30 also happens to be the deadline for the CTA to submit an application for $1 billion in federal Core Capacity funding for the RPM project, which would pay for its first phase, in order to line up the money before the anti-transit Trump administration takes over. The transit TIF for the RPM project would be used to pay back a federal loan to cover the required local matching funds for the Core Capacity grant.

Since the CTA is rushing to get aldermen to approve the new North Side TIF this week, perhaps it's not coincidental that yesterday Mayor Emanuel and the CTA announced a new milestone in the Red Line Extension project. It's possible that they hoped this news would help counter criticisms that they're overly focused on improving North Side transit.

Here's the news on RLE. The CTA board has approved an amendment to its FY2016-FY2020 Capital Improvement Plan to include $75 million for preliminary engineering and analysis necessary to make the final determination on the route and to complete the final environmental impact statement. The engineering work is also required for CTA to apply for another $1 billion-plus in federal funds to help pay for the $2.3 billion project.

The transit agency expects that procurement for further environmental planning and engineering work will happen in 2017. The $75 million amendment will be funded by CTA bonds.

City Council will vote on the RPM TIF at a special meeting that takes place this Wednesday at 10 a.m. at City Hall.

chicagoist

CTA Approves $75M For Red Line Expansion To Far South Side

BY STEPHEN GOSSETT IN NEWS ON NOV 28, 2016 10:00 AM

103rd Street Station rendering / CTA

The City of Chicago has given its ambitious plan to extend the Red Line to the Far South Side a pricy shot in the arm. The CTA and Mayor Rahm Emanuel announced on Sunday evening that the CTA Board has approved $75 million in funds for the expansion.

An amendment to the CTA's Capital Improvement Plan will assign the funds toward preliminary engineering and a study of environmental impact. The CTA is seeking in excess of $1 billion in federal funds to help back the $2.3 billion plan, but the engineering phase must be completed as prerequisite for the federal request. The $75 million will be funded by CTA bonds, according to a release from the transit authority.

"The Red Line Extension project is a transformational project to expand transit to Chicago's southern border and create faster access to jobs, education and opportunity," CTA President Dorval R. Carter, Jr said in a statement. "This investment will allow CTA to move forward with preliminary engineering and planning work necessary to seek federal funding to make this vision a reality for Chicago's Far South Side."

The expansion proposal calls for four new stations along the future track: near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Hopes are high that the added transportation option might alleviate unemployment in some of Chicago's hardest hit communities. The CTA will continue to take resident feedback until Wednesday.

The CTA has been scrambling to secure federal funds ahead of the inauguration of Donald Trump, who pledged to support infrastructure projects, but appears poised to prioritize highway development ahead of mass transit.

CTA announces next stops for Red, Blue Line projects

By **Jonathan Samples**
Posted: Monday November 28 2016, 1:56pm

Photograph: Courtesy CTA

The Chicago Transit Authority is moving forward with several projects along the city's Red and Blue lines, including a new $75 million investment in an ongoing plan to extend the southern branch of the Red Line more than 5 miles.

Red Line Extension
On Sunday, Chicago's public transit system announced that the CTA Board has approved an amendment to its 2016–2020 capital improvement plan which allocates millions of dollars in additional funding toward the Red Line Extension project (https://www.timeout.com/chicago/blog/the-cta-has-proposed-routes-for-a-red-line-extension-to-130th-street-092916). The $2.3 billion plan will extend the Red Line from 95th Street to 130th Street and also calls for the construction of four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street.

"The Red Line Extension project is a transformational project to expand transit to Chicago's southern border and create faster access to jobs, education and opportunity," CTA President Dorval Carter said in a statement. The funds will be used for preliminary engineering and analysis necessary to complete a final environmental impact statement and finish project alignment. The CTA added that the engineering work will also allow the agency to apply for more than $1 billion in federal funding.

Blue Line Modernization
The CTA also announced today that it has completed renovation work on five rail stations along the Blue Line's O'Hare branch. Upgrades to the Addison, Irving Park, Montrose, Harlem and Cumberland stations are part of the $492 million "Your New Blue" modernization project, which will rehab 14 Blue Line stations in all and includes completed track improvements between the Damen and Logan Square stops.

"There are now new tracks, signals and power between the Loop and the northwest side—all of which will make the ride smooth, safe and speedy," Mayor Rahm Emanuel said in a statement.

The modernized stations include a variety of new infrastructure and upgrades.

Cumberland: Upgrades to the station house and platforms, including new lighting and painting; replacement of station house curtain walls; new lighting and painting on platforms, walkways and at station houses; and improvements to platform, platform canopies and walkways.

Harlem: Repairs to station house curtain walls, rehabilitation of platform furniture, new lighting and painting, and improvements to platform, platform canopies floors and walkways.

Montrose/Irving Park: Renovated platform furniture, new lighting, improvements to platform and platform canopies, repainted station houses and platforms, and replaced walkway railings.

Addison: Extended station house and new enclosed stairway, a new elevator, platform improvements and platform canopies for enhanced weather protection, refurbished platform furniture, repainted station and platform and new lighting.

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0 ADD COMMENT

Staff Writer (https://www.timeout.com/profile/UuIxd4kd6eIOmB284xJ6kHw==?site=us-chicago&locale=en-US)

By Jonathan Samples (https://www.timeout.com/profile/UuIxd4kd6eIOmB284xJ6kHw==?site=us-chicago&locale=en-US)
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CHICAGO'S VERY OWN

CTA moving forward with plans to extend Red Line south, completes Blue Line upgrades

POSTED 8:36 PM, NOVEMBER 28, 2016, BY SARAH JINDRA

CHICAGO — Renovations are now complete at five CTA Blue Line stations as part of the CTA's "Your New Blue" project. The plan to upgrade 14 stations along the Blue Line's north branch started in 2014 . It promises track work that will cut 10 minutes off a commute from downtown to O'Hare in two years. Officials say that branch of the Blue Line is used by 80,000 people daily, and experienced a 5-year ridership increase of 25% that outpaces the growth of the rail system as a whole.

The city announced Monday morning that renovation work is now done at five stations: Addison, Irving Park, Montrose, Harlem and Cumberland.

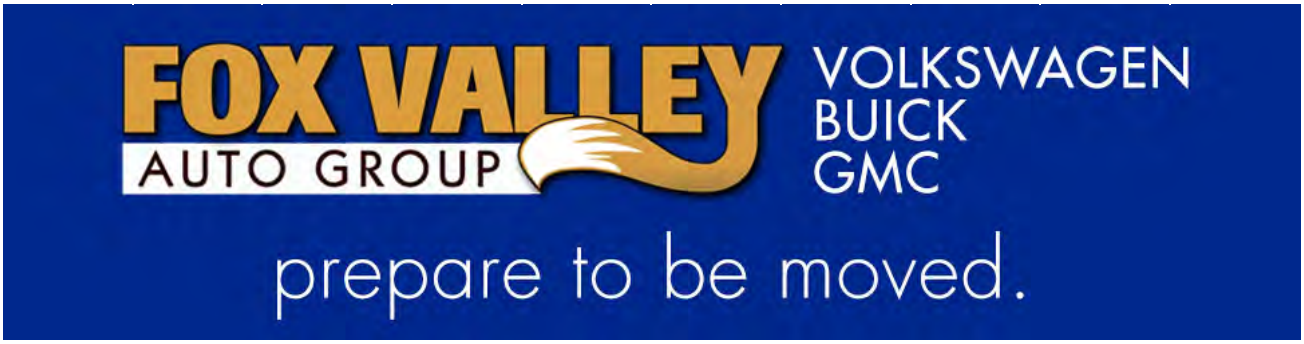
In addition to these five stations, the Damen, Western, and California stations have already been upgraded as part of the project. Still to come: upgrades at Jefferson Park, Belmont, Logan Square, Division, Chicago and Grand. Most of the schedules are still pending for that work, but we do know that the Belmont station is set to get a new canopy and will be done in 2018.

The CTA is also moving forward with plans to extend the Red Line south. The Red Line currently ends at 95th street, but the CTA would like to extend it down to 130th to better serve Chicago's Far South Side. The CTA board has approved $75 million for engineering and environmental impact work on the project.

There are two proposed routes: one running east and one west of the current Union Pacific Railroad tracks. Both would extend the red line just over five miles and include four new stations: 103rd, 111th, Michigan, and 130th. Trains would stay on elevated tracks until 119th, and then transition to street level.

The CTA is taking comments from the public on the extension for the next few days.

Here’s a look at some of the proposed Red Line stations:



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CTA Finishes Upgrades To 5 Blue Line Stops; OKs Funds For Red Line Expansion

November 28, 2016 6:52 AM

Filed Under: Blue Line, CTA, Red Line, Susanna Song

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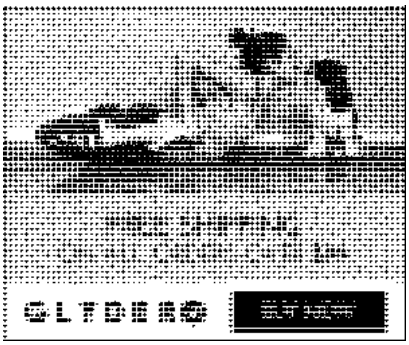

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CHICAGO (CBS) — The CTA has completed major upgrades to several stops on the Blue Line, as the agency presses ahead with a long-awaited expansion of the Red Line.

The Addison, Irving Park, Montrose, Harlem, and Cumberland stations on the Blue Line all received significant makeovers; including improved platforms and canopies, repaired benches and windbreakers, new lighting and security cameras, and deep cleaning. The Addison station also got a new stairway and elevator.

The upgrades were part of the $492 million Your New Blue project, the largest investment in the O'Hare branch since the Blue Line was extended to O'Hare International Airport in 1986.

When completed in 2018, the project is expected to reduce travel times between downtown and O'Hare by up to 10 minutes.

Meantime, the CTA has announced it is pushing forward with plans to extend the Red Line south to 130th Street.

The CTA has approved $75 million in funding for preliminary engineering on the project, as well as a finalized environmental assessment. The money, to be funded by CTA bonds, would allow the CTA to apply for more than $1 billion in federal funding for the $2.3 billion project.

The Red Line expansion would add four new stations at 103rd Street, 111th Street, Michigan Avenue, and 130th Street.

If all goes as planned, construction would begin in 2022, and be completed by 2026.

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Tuesday, November 29, 2016

CTA amends capital plan for Red Line investment; completes five Blue Line station renovations

Written by Kyra Senese, assistant editor

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CTA

The Chicago Transit Authority (CTA) has announced that its board approved an amendment to its Capital Improvement Plan for FY2016–FY2020 to include $75 million in funds for the transit authority's Red Line Extension (RLE) project.

The plan will extend the Red Line's service to 130th Street from 95th Street and will add four new stations on the city's Far South Side.

Representatives say the amended funding will enable the CTA to continue progress on preliminary engineering and analysis work needed to finalize the project alignment and complete a final environmental impact statement. The engineering work is mandatory in order for the CTA to apply for more than $1 billion in federal funding the transit authority is pursuing to back the $2.3 billion project. The amendment will be funded by CTA bonds, officials say.

"The Red Line Extension project is a transformational project to expand transit to Chicago's southern border and create faster access to jobs, education and opportunity," said CTA President Dorval R. Carter, Jr. "This investment will allow CTA to move forward with preliminary engineering and planning work necessary to seek federal funding to make this vision a reality for Chicago's Far South Side."

The 5.3-mile rail extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street. Each of the new stations are expected to provide bus and parking facilities.

The transit authority says it intends for the procurement for further environmental planning and engineering work to take place in 2017.

The CTA has also completed renovations to five O'Hare branch Blue Line stations as part of the transit authority's $492 million Your New Blue modernization plan.

Representatives say $43 million in station modernization work has been completed as part of the second phase of the Your New Blue program, which entailed the rehabilitation of the Addison, Irving Park, Montrose, Harlem and Cumberland stations. The station upgrades included the installation of an elevator at the Addison station to improve customer accessibility, as well.

"Today is an important milestone in our efforts to modernize transit infrastructure in Chicago, and we will continue making these much needed investments across the city to ensure we are providing the safest, most reliable service for commuters," said Mayor Rahm Emanuel. "There are now new tracks, signals and power between the Loop and the northwest side—all of which will make the ride smooth, safe and speedy."

Additional Blue Line improvements include:

- Addison Station: New elevator; extended stationhouse and new enclosed stairway; improvements to the platform and platform canopies for better weather protection; refurbished platform furniture, new lighting; and painting of station and platform.
- Irving Park and Montrose stations: Improvements to platform and platform canopies; renovated platform furniture; replaced walkway railings; new lighting and repainted stationhouses and platforms.

Rail Resources

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- Harlem Station: Improvements to platform, platform canopies floors and walkways; repairs to stationhouse curtain walls; rehabilitation of platform furniture; and new lighting and painting.
- Cumberland Station: Improvements to platform, platform canopies and walkways; replacement of stationhouse curtain walls and other improvements, including new lighting and painting at the stationhouses, platforms, and walkways; and upgrades to stationhouse and platforms, new lighting and painting.

More information on the RLE project and the Draft EIS is available here.

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Far South Side homeowners question Red Line extension's impact on property values

By La Risa Lynch | November 30, 2016

Photo by Yingxu Jane Hao

The proposed Red Line extension would be built on either side of the Union Pacific railroad tracks, meaning nearby houses would have to be acquired and demolished before construction.

Monique Banks-McGee had been trying to sell her family home for months before she received a letter stating that the property could be acquired for the extension of the Chicago Transit Authority's Red Line. The frame house she currently rents out in the Roseland neighborhood is along a proposed path of the massive transit project.

"We have not done an appraisal on the home, but the asking price is $35,000. If you look at the market in that area that's what they are worth and less," said Banks-McGee, whose parents bought the house 50 years ago.

The original purchase price has long faded from memory.

"It is a blow to our family because we didn't expect the market to shift. The house that we grew up in, lived in … is worth nothing," she said. "And we're constantly being asked to reduce the price to sell it."

The house is among more than 200 properties in Roseland, Washington Heights, West Pullman and Riverdale that could be acquired by the CTA to make way for the $2.3 billion project to expand the train line to the city's southern limit (/red-line-extension-aims-to-improve-transit-and-development-on-the-far-south-side/) .

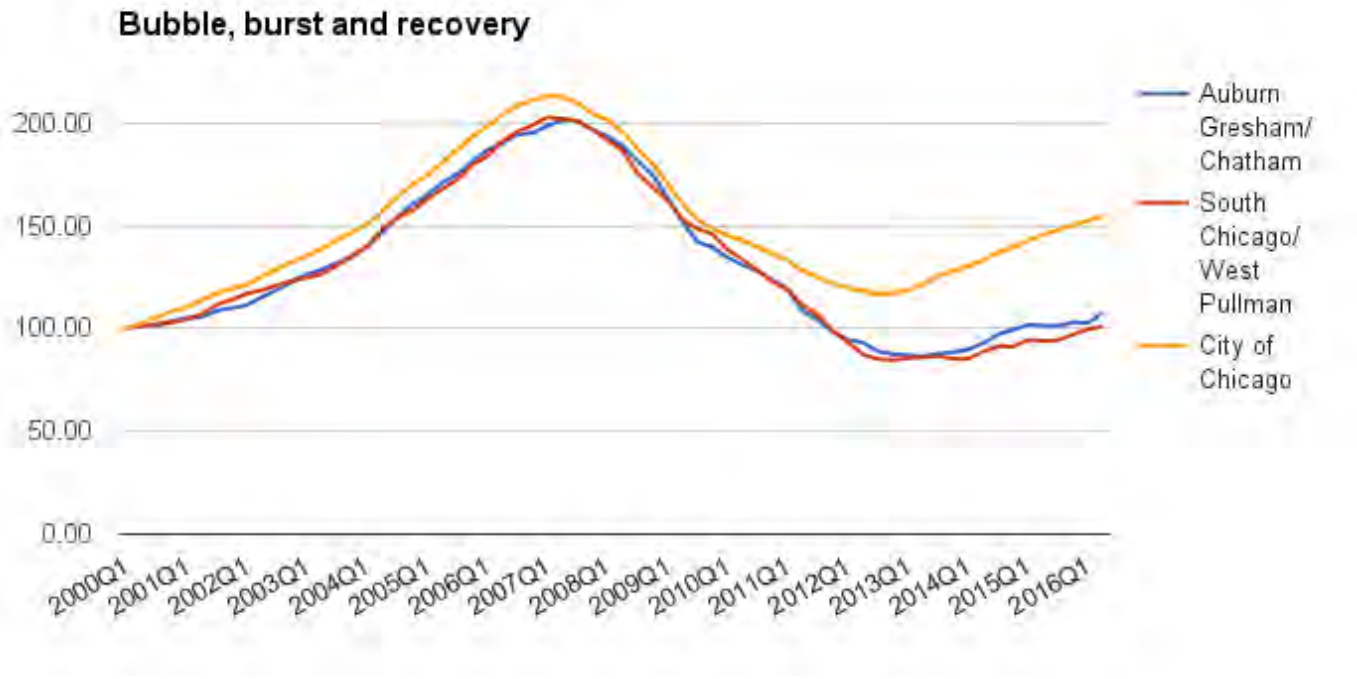
Today is the last day for public comments on the two proposed paths for the Red Line extension. The transit agency and Mayor Rahm Emanuel announced on Sunday that it will invest $75 million to determine the placement of the line, part of a requirement to apply for $1 billion in federal funds to help pay for the project.

Some residents in the predominantly black communities affected by the extension support the project because it could increase access to public transit and bring jobs and economic development to an area that needs all three. But for homeowners like Banks-McGee the economic benefit is uncertain. The city's history of residential segregation means that houses purchased decades ago have appreciated little in value. Coupled with the recent housing crisis, experts say homeowners may gain little if their homes are taken to make way for the Red Line extension.

Banks-McGee and most of her family moved to Atlanta years ago, but her former neighbors could be affected.

Under federal law, government agencies that acquire land for public use must at least pay fair market value for the property. But fair market value means little in communities where property values never really picked up after the housing crash. Despite a modest recovery from the darkest days of the real estate market, homes in Roseland, Auburn Gresham and neighboring communities are selling today for mid-2001 prices, according to historical index data from the Institute for Housing Studies at DePaul University.

Citywide, Chicago homes are worth about three-quarters their bubble-era peak – and steadily closing that gap. But Far South Side homes are recovering far more slowly, selling for only half what they would have fetched a decade ago.



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. This line chart shows the relative change in home prices since the year 2000, indicating that the city stands to pay historically low prices for properties in the way of the Red Line extension. (Roseland is included in the Auburn Gresham/Chatham group.)
Source: Institute for Housing Studies at DePaul University (https://www.housingstudies.org/)

The situation may benefit the CTA, but not homeowners, who will see little for their investment– and have little to leave their children.

"One of the ways we can share wealth is to leave a legacy for our children and that legacy would be in ownership of a home," said Margaret Wooten, the Chicago Urban League's senior director of housing and financial empowerment. "The value of the home is part of the legacy you are leaving for the generation behind you."

Fair market value in a neighborhood that is depreciating

Shari Henry's parent's bought their family home in 1970 after leaving the Dearborn Homes housing development.

"It was my parents' first home," said Henry, who moved back to Chicago nine months ago after her husband died. "It was a major accomplishment for them to move. It was at a time where many families were moving farther south into their own homes after living in public housing, and my parents were one of those families."

The home Henry and a younger sister grew up in is on the east side of the Union Pacific railroad tracks; the Red Line could be built on either side of the tracks. The east side has more residential property; the west side has more commercial property.

Henry received CTA's letter about the property, but she wonders if building the line is the right decision. The area, she said, has lost population, with schools sitting half empty and few businesses needed to support the line's extension. Bus rapid transit, she said, could be a more cost-effective option.

"It is not an area that is thriving, that is in desperate need for transportation," Henry said. "So to have a house destroyed for something that is not needed is what is bothersome to me."

Photo by Yingxu Jane Hao

Shari Henry lives with her mother in their longtime family home, which would be acquired and demolished under one proposal for the Red Line extension.

She's unsure how the project will affect her property value. That's not a concern for her or her mother right now since CTA has not made a final decision on the line's placement. But Henry knows the homes in this area have depreciated, a situation she blames on blight and a slew of abandoned homes.

"My mom's taxes are less than $10. She is a senior, but that just really shows how much property values have dropped in this area," Henry said.

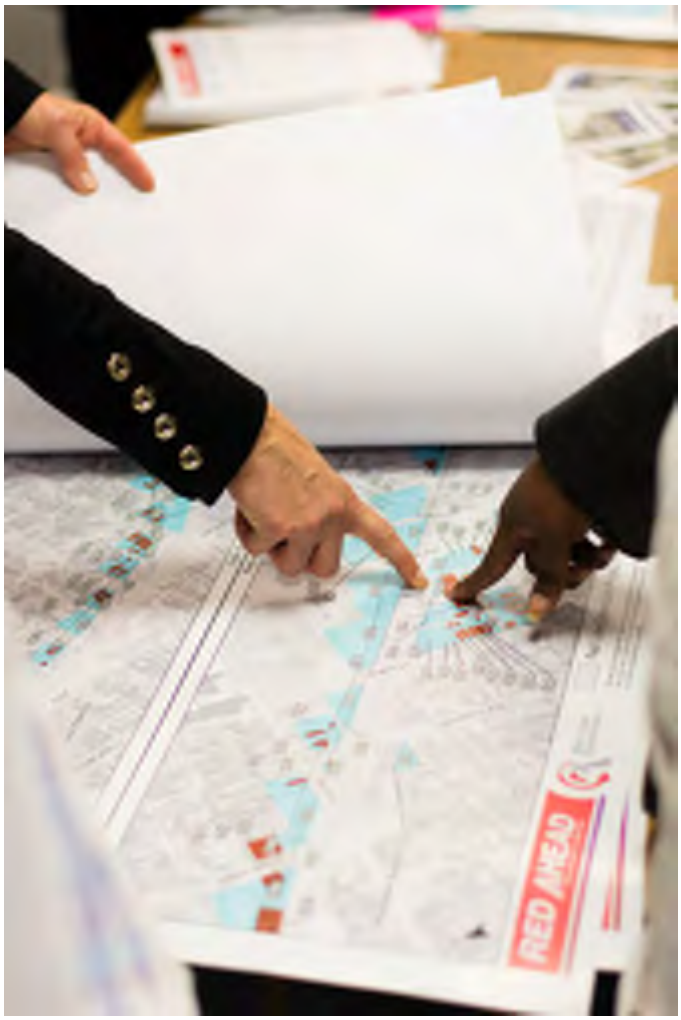


Photo by Sebastián Hidalgo

Just across the tracks, Bonnie Cannon breathed a sigh of relief. Her home was spared thanks to a grassy parkway that could be the site for the line's west side option. Still Cannon is concerned for her neighbors, many of whom are retired seniors and have owned their homes for decades. Eleven years ago, Cannon brought her brick bungalow for $159,000, but she said the market value now is $20,000 less than what she paid for the house.

"They are not going to get what they paid for the house," Cannon said of longtime neighbors whose houses may be purchased for the Red Line extension. "Some might get the value of the house because they didn't pay that much back then. Those who are buying now are not going to get that back. I know if we sell our house today or tomorrow we would not get the value of what we paid for."

The transit agency is a long way from acquiring property, but officials said they hope to negotiate with residents to purchase property. Federal law requires fair market value at the time of purchase, and in some cases, the original purchase price, transit officials said. The law also requires relocation expenses for any displaced homeowner, renter or business owner.

"If there are properties whose market value is significantly lower than what the original purchase price was, there are ways to make up the difference in the property acquisition, but that, again, is on a case-by-case basis," said Brian Steele, a spokesperson for the Chicago Transit Authority. "We are so far from that actual point it is difficult to say what impact would come to play on those types of negotiations."

Transit's effect on property values

A CTA employee and resident point at a map highlighting properties marked as "displaced buildings" during a public hearing on the Red Line extension project held on Nov. 1, 2016 at St. John Missionary Baptist Church.

Studies (http://www.cnt.org/sites/default/files/publications/CNT_TheNewRealEstateMantra.pdf) have shown that on average property values near transit tend to increase, but that depends on different market forces, said Dena Belzer, president of Strategic Economics Inc. (https://strategiceconomics.com/), a California-based urban economics consulting firm specializing in transit-oriented development.

Her group conducted a 2008 study (http://www.reconnectingamerica.org/assets/Uploads/ctodvalcapture110508v2.pdf) that showed that property values of single-family homes near transit increased between 2 to 32 percent.

"I don't think there is an average," she said. "I think it's more realistic to say that transit in general does have a positive impact on property values, but the amount of that increase is quite variable."

Areas suffering from low home values for a long time may not see an immediate bump. Instead, home values may increase steadily many years down the road.

That happened when a light rail line was placed in a mixed-income, multiracial community in Los Angeles. The rail was built in the 1980s, but the area is just now seeing an increase in property values, Belzer said.

Transit alone doesn't increase property values. There must be coordinated planning and policies that complement transit, she said. Cities must have good zoning policies that allow higher-density residential development to spur transit-oriented development. To maximize public transit, the stations must be safe, clean, walkable and bikeable, and they should offer easy passenger drop-offs. Belzer said train frequency that links riders to their destinations is a no-brainer.

For Far South Side communities like Riverdale that are cut off from frequent public transit (/for-riverdale-red-line-extension-may-be-path-to-employment/), extending the Red Line could improve residents' access to jobs. On the other hand, the extension has the potential to spark gentrification that could displace long-term residents. That happened in Portland, Oregon.

Portland built a transit line through an economically depressed black community that resulted in an "uptick in housing prices or upscaling." Black families were pushed out and "white hipsters started moving in," said Janet L. Smith, co-director and associate professor of the Nathalie P. Voorhees Center, which advocates for comprehensive community development.

Whether this could happen to Roseland is hard to say, Smith noted.

"You should anticipate that [property values] might go up such that families will be impacted," she said. "Positively, because they can sell their house and make some money. Negatively, they don't have the income to cover the higher taxes."

But there are ways residents can preserve affordable housing—tax relief for homeowners, caps on property taxes, especially for fixed-income individuals, and rent subsidies.

Banks-McGee said she doesn't want her neighbors to be taken advantage of by the Red Line extension. "There are still people living there, whether they don't want to or can't afford to move," she said. "For them to be able to pick up and move somewhere, they would have to get fair market value for their home."

This story is part of a series examining how the proposed Red Line extension will affect residents on Chicago's South Side. Sign up to get these stories in your inbox (http://salsa3.salsalabs.com/o/50480/p/salsa/web/common/public/signup?signup_page_KEY=8841).

CHICAGO SUN-TIMES

Red Line transit TIF sets off debate on transportation funding

CHICAGO 11/30/2016, 06:12pm

Did the City Council set a go-it-alone precedent that lets the state off the hook with Wednesday's unanimous vote to authorize a tax-increment financing district in hopes of nailing down $1.1 billion in federal funds to modernize the CTA's Red Line before President Barack Obama leaves office?

Civic Federation President Laurence Msall is concerned about that.

Msall acknowledged that the City Council had little choice but to fill the void created by the absence of a state capital bill that, for years, has provided the local match for transportation projects across the state.

But he warned that the 6-mile-long transit TIF that will rebuild four stations and more than a mile of tracks and create a Red-Purple bypass to alleviate congestion "changes the direction of how we fund public transit" in Illinois.

“We’re going to basically start using property taxes’ incremental growth in order to back up loans that we’re taking from the federal government,” Msall told the City Club of Chicago this week. “That is a creative solution to a problem that we have in terms of match for the CTA. But, it’s also pushing into more property taxes to fund areas of the government that have historically been subject of the gas tax, the sales tax and the state funds. . . .

“They can talk in Springfield that they’re against property taxes. But they’re driving the local governments into property taxes.”

Lincoln Park Ald. Michele Smith (43rd) is equally concerned about what she called the “open-ended nature” of the transit TIF that will stretch from North Avenue to Devon and include one-half mile on either side.

“It’s creating a precedent for how things get funded that shouldn’t be funded through TIF,” Smith said. “The Brown Line, the Red Line [South] and almost every transit project in the past has been funded by a combination of federal and state funding. Those are our tax dollars as well.

“This creates an economic burden for decades that limits our ability to raise money for other things.”

Mayor Rahm Emanuel denied that the transit TIF sets a dangerous precedent.

In fact, he argued just the opposite after signing the legislation and calling outgoing U.S. Transportation Secretary Anthony Foxx to let him know that Chicago had honored its commitment to provide the local match without a day to spare.

“I don’t think this lets Springfield off the hook,” the mayor said. “Washington is gonna be north of 50 percent of the resources. We’re gonna tap those. But in every other piece of our work, the state’s been part of it and they’re not gonna get off the hook on that.

“If anything, I think it will be a driver for them finally getting a transportation bill done that Chicago will benefit from.”

The mayor said he campaigned on a promise to modernize the CTA’s Red Line from Howard all the way to 95th Street and that Wednesday’s vote was “another down payment on that.”

Finance Committee Chairman Edward Burke (14th) argued that the “very future of public transit in Chicago was at stake” with Wednesday’s unanimous vote.

CTA President Dorval Carter Jr. acknowledged that a transit TIF is also a possibility for bankrolling the Red Line extension from 95th Street all the way south to 130th.

That long-awaited project carries a $2.3 billion price tag. The CTA has set aside $75 million for planning and engineering to start the ball rolling.

But, that does not relieve the pressure for a capital bill in Springfield.

“I’ve got over $13 billion worth of unmet capital needs to get to a state of good repair,” Carter said. “There is no TIF in the world that is going to address all of my capital needs. And the need for a state program is going to exist, no matter what.”

Wednesday was the deadline for Chicago to demonstrate its commitment to provide the $622 million in local matching funds needed to access that so-called “core capacity grant.”

The mayor’s intention was always to try to seal the deal before the Jan. 20 inauguration because of the normal slowdown that takes place whenever there is a changing of the guard in Washington.

But City Council approval took on a bit more urgency after Donald Trump defeated Democrat Hillary Clinton, the mayor’s candidate for president.

http://chicago.suntimes.com/news/red-line-transit-tif-sets-off-debate-on-transportation-funding/

Progressive RAILROADING

Rail News: Passenger Rail

CTA OKs extra funds for Red Line extension

11/30/2016

http://www.progressiverailroading.com/passenger_rail/news/CTA-OKs-extra-funds-for-Red-Line-extension--50168

Rendering of the 103rd Street Station on the Red Line extensionPhoto – CTA

The Chicago Transit Authority's (CTA) board has amended its five-year capital budget to include an additional $75 million for Red Line extension project.

The additional dollars will allow the agency to advance the preliminary engineering and analysis needed to finalize the project alignment and complete a final environmental impact statement, CTA officials said in a press release.

The engineering work also is required for the agency to apply for more than $1 billion in federal funds to support the $2.3 billion project.

The $75 million amendment will be funded by CTA bonds, agency officials said.

The 5.3-mile rail extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street on Chicago's south side. Each station would include bus and parking facilities.

"The Red Line Extension project is a transformational project to expand transit to Chicago's southern border and create faster access to jobs, education and opportunity," said CTA President Dorval Carter Jr.

In 2017, the CTA expects to begin procurement for further environmental planning and engineering work. The agency last month released a draft environmental impact statement for the Red Line extension.

Meanwhile, the agency earlier this week announced it finished renovating five O'Hare branch Blue Line stations.

The $43 million station modernization effort is the second phase of the $492 million "Your New Blue" project, which calls for upgrading track and stations on the O'Hare branch.

The agency has now renovated the Addison, Irving Park, Montrose, Harlem and Cumberland stations. The upgrades include installing an elevator at the Addison Station, as well as improving the platform and canopies at the Irving Park and Montrose stations.

Wednesday, November 30, 2016

CTA to invest $75 million in Red Line extension

CMAP

Chicago Transit Authority (CTA) announced that the CTA Board has 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 that includes four new rail stations on Chicago's Far South Side.

The investment will allow CTA to continue to move forward with preliminary engineering and analysis necessary to finalize the project alignment and to complete a final environmental impact statement. The engineering work is also required for CTA to apply for more than $1 billion in federal funds that CTA is seeking to support the $2.3 billion project.

"The Red Line Extension project is a transformational project to expand transit to Chicago's southern border and create faster access to jobs, education and opportunity," said CTA President Dorval R. Carter, Jr. "This investment will allow CTA to move forward with preliminary engineering and planning work necessary to seek federal funding to make this vision a reality for Chicago's Far South Side."

The 5.3-mile rail extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street, each of which would include bus and parking facilities.

CTA anticipates procurement for further environmental planning and engineering work will occur in 2017. The amendment will be funded by CTA bonds.

More information is available on the CMAP website.

Attachment 5
Elected Official and Community Meeting Notes

Elected Official Briefing Notes

Community Group Meeting Sign-In Sheets and Meeting Notes

Meeting Notes

Date: Thursday, September 29, 2016

Meeting: Aldermen Briefing – Morning Session

Meeting Purpose: CTA to share RLE Project updates with elected officials

Present:

- Rodney Brown - Alderman Michelle Harris, 8th Ward
- James Ramos - Alderman Howard B. Brookins Jr., 21st Ward
- Chester Wilson - Alderman Carrie Austin, 34th Ward
- Carole Morey – Chicago Transit Authority
- Sonali Tandon – Chicago Transit Authority
- Jeffrey Wilson – Chicago Transit Authority
- Gerald Nichols – Chicago Transit Authority
- Leslie Boucree – Chicago Transit Authority
- Sukmeke Watkins – Chicago Transit Authority
- Melissa Williams – Trinal, Inc.

Time: 10:00 am to 12:00 pm

Location: Chicago City Hall-Room 200B, 121 N. LaSalle St., Chicago, IL 60602

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

- **Project Overview and Benefits**
  The RLE Project would provide enhanced transit service to Chicago's far South Side by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by creating construction jobs and increasing access to jobs outside of the project area.

- **Preferred Alternative**
  The proposed project would extend the Red Line by 5.3-miles from 95th Street to 130th Street, and would include four new stations with bus and parking facilities, as well as a new rail yard. Based on earlier planning efforts, the Union Pacific Railroad (UPRR) Alternative was selected as the NEPA Preferred Alignment for the project. Based on coordination with UPRR, the

existing railroad right-of-way is not available for purchase; therefore, CTA is considering two potential options – locating the RLE alignment either east or west of the existing UPRR line. Under either option, the RLE Project would provide significant time savings by providing a one-seat ride to downtown and would provide transit alternatives for commuters in the corridor. Based on ridership estimates, the new segment would serve 41,500 weekday trips by 2030.

- Funding and Schedule
  CTA intends to pursue federal New Starts Program grant funding for the project, which would fund almost half of the project construction costs. The remaining costs would need to be funded through local and state sources. CTA is considering several options for these local matching dollars, including the potential of creating a transit-only tax-increment financing district.

  In addition to costs for constructing the project, CTA is working to acquire additional funding by early 2017 to complete the environmental work and begin preliminary engineering. These near-term steps are needed so that the project can enter the federal Project Development Phase and be eligible to apply for New Starts Program grants funds.

- CTA has prepared a Draft Environmental Impact Statement (EIS)
  CTA has prepared a Draft EIS which analyzes the potential positive and negative environmental impacts of construction and operation of each option of the UPRR alignment. Where potential negative impacts have been identified, the Draft EIS proposes mitigation measures to reduce or eliminate these potential negative impacts.

- Review of RLE Project Potential Impacts
  Major areas of impact identified in the Draft EIS include potential impacts to parks, properties, the visual environment, community character, noise, and wetlands. CTA reviewed each major area of potential impact and mitigation proposed, noting that impacts differ somewhat depending upon the alignment option ultimately selected.

  Park impacts would occur under either alignment option. Replacement parkland in or near the communities impacted are proposed to offset impacts to parks. CTA has undertaken an extensive coordination process with the Chicago Park District to identify potential replacement park locations.

  Property impacts would occur under either alignment option, although the affected number and types of parcels differs depending on the option selected. These impacts have been identified based on conceptual engineering to date and represent maximum property impacts possible; impacts may be further reduced as additional engineering and design is conducted. All impacted property owners would be protected under the federal Uniform Relocation Act, which requires paying property owners at least the fair market value for their properties and providing relocation assistance. CTA will be conducting extensive early outreach to these

potentially impacted property owners, including providing regular mail and certified mail letters, door-to-door outreach, conducting community meetings, and providing one-on-one assistance on select days at the public library. In addition, property owners with questions may call CTA's customer service line or email the project email account to receive further assistance from a CTA relocation liaison.

CTA provided conceptual visualizations of the proposed rail line and stations to review potential visual and community character impacts of the project. These concepts provide insights into the scale of the project; however the exact physical appearance may differ depending on more specific design decisions that will be made as the project moves forward. Mitigation proposed includes provision of landscaping or other urban design amenities, context-sensitive design of structures, careful consideration of external lighting, and using best management practices to maintain vegetation and a debris-free construction area.

There are also potential impacts to wetlands at the proposed rail yard and terminal station at 130th Street. Replacement of any lost wetlands will be required under the federal Clean Water Act, and would take place near the areas impacted. CTA is currently coordinating with the Army Corps of Engineers on these impacts and next steps.

As with any project, impacts during construction must be considered. During construction, CTA is committed to minimizing impacts to construction as much as possible. Best management practices will be followed to limit construction-related impacts. All construction-related impacts, such as noise-generating activities or potential road closures, will be announced in advance. In addition, where parking may be temporarily impacted, alternative parking will be provided. CTA will also work with local businesses to provide advertising assistance where they may be impacted by construction activities.

Questions and Comments from Meeting Participants

- **Chester Wilson: Which Option (East or West) is the least expensive? For the record, Alderman Carrie Austin is in favor of the East Option.**
  Sonali Tandon: The West Option is slightly more expensive than the East Option.

- **Chester Wilson: Will there be a bike trail along the path?**
  Carole Morey: Yes, there is a potential to install a bike path beneath the elevated track structure near Eggleston and 103rd Street where Fernwood Parkway is currently located. CTA will have to conduct further coordination with the Chicago Department of Transportation to determine whether this is feasible.

- **Chester Wilson: When will property acquisition begin? It is better to start sooner rather than later.**
  Carole Morey: Acquisition cannot start until an option has been selected formally and there is a Record of Decision on the environmental document.

- **James Ramos: It would be nice to identify which properties on the displacement list are abandoned or vacant.**

- **Chester Wilson: There may be a listing of abandoned or vacant properties on file for demolition at the Building Department. In addition, the Cook County Land Bank Authority may have these types of properties on a list of back taxes. The contact person is Robert Rose.**

- **Chester Wilson: Will a copy of the presentation be available?**
  Gerald Nichols: At this time the presentation cannot be distributed. The presentation will be made available soon, once the Draft EIS is published.

- **Chester Wilson: Why was Fenger Academy High School selected for the public outreach meetings?**
  Sonali Tandon: This location was selected because of availability, accessibility, parking, and access of public transportation.

- **Rodney Brown: What will be the format of the community displacement meetings? Will it be informational or more of an open discussion?**
  Carole Morey: Relocation specialists will be available at the meetings so that individuals will be able to ask specific questions at these displacement meetings.

- **Rodney Brown: It would be great to have a direct hotline for those people with affected property.**
  Carole Morey: The CTA is looking to extend the hours of the Customer Service hotline. Operators will be given a script that will aide in answering general questions. If there are specific questions, those will be forwarded to a relocation specialist to follow up.

- **Chester Wilson: For those tracks that are elevated, what will the space below the tracks be used for?**
  Carole Morey: It can be used for parking but it will vary depending on what the community wants.

- **Chester Wilson: Are there pictures of the stations available?**
  Carole Morey: CTA has developed some conceptual visualizations. CTA has limited renderings because the stations have not been designed at this point.

Meeting Notes

Date: Thursday, September 29, 2016

Meeting: Aldermen Briefing – Afternoon Session

Meeting Purpose: CTA to share RLE Project updates, findings of the Draft Environmental Impact Statement, and status of public outreach efforts with elected officials

Present:

- Anthony A. Beale – 9th Ward Alderman
- Felicia Wesley – 9th Ward Representative
- Carole Morey – Chicago Transit Authority
- Sonali Tandon – Chicago Transit Authority
- Gerald Nichols – Chicago Transit Authority
- Jeffrey Wilson – Chicago Transit Authority
- Leslie Boucree – Chicago Transit Authority
- Sukmeke Watkins – Chicago Transit Authority
- Melissa Williams – CWC Transit Group

Time: 1:00 pm

Location: Chicago City Hall-Room 200B, 121 N. LaSalle St., Chicago, IL 60602

Presentation Highlights

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

- **Project Overview and Benefits**
  The RLE Project would provide enhanced transit service to Chicago's far South Side by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by creating construction jobs and increasing access to jobs outside of the project area.

- **Preferred Alternative**
  The proposed project would extend the Red Line by 5.3-miles from 95th Street to 130th Street, and would include four new stations with bus and parking facilities, as well as a new rail yard. Based on earlier planning efforts, the Union Pacific Railroad (UPRR) Alternative was selected as the NEPA Preferred Alignment for the project. Based on coordination with UPRR, the existing railroad right-of-way is not available for purchase; therefore, CTA is considering two potential options – locating the RLE alignment either east or west of the existing UPRR line. Under either option, the RLE Project would provide significant time savings by providing a one-seat ride to downtown and would provide transit alternatives for commuters in the corridor. Based on ridership estimates, the new segment would serve 41,500 weekday trips by 2030.

- **Funding and Schedule**
  CTA intends to pursue federal New Starts Program grant funding for the project, which would fund almost half of the project construction costs. The remaining costs would need to be funded through local and state sources. CTA is considering several options for these local matching dollars, including the potential of creating a transit-only tax-increment financing district.

  In addition to costs for constructing the project, CTA is working to acquire additional funding by early 2017 to complete the environmental work and begin preliminary engineering. These near-term steps are needed so that the project can enter the federal Project Development Phase and be eligible to apply for New Starts Program grants funds.

- **CTA has prepared a Draft Environmental Impact Statement (EIS)**
  CTA has prepared a Draft EIS which analyzes the potential positive and negative environmental impacts of construction and operation of each option of the UPRR alignment. Where potential negative impacts have been identified, the Draft EIS proposes mitigation measures to reduce or eliminate these potential negative impacts.

- **Review of RLE Project Potential Impacts**
  Major areas of impact identified in the Draft EIS include potential impacts to parks, properties, the visual environment, community character, noise, and wetlands. CTA reviewed each major area of potential impact and mitigation proposed, noting that impacts differ somewhat depending upon the alignment option ultimately selected.

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maximum property impacts possible; impacts may be further reduced as additional engineering and design is conducted. All impacted property owners would be protected under the federal Uniform Relocation Act, which requires paying property owners at least the fair market value for their properties and providing relocation assistance. CTA will be conducting extensive early outreach to these potentially impacted property owners, including providing regular mail and certified mail letters, door-to-door outreach, conducting community meetings, and providing one-on-one assistance on select days at the public library. In addition, property owners with questions may call CTA's customer service line or email the project email account to receive further assistance from a CTA relocation liaison.

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Questions and Comments from Meeting Participants

- **Anthony A. Beale: Since UPRR does not want to sell their existing tracks, will there be an easement built?**

  Carole Morey: CTA will buy the right-of-way either to the east or west of the existing UPRR tracks. Then CTA will build its own tracks.

- **Anthony A. Beale: Will there be two tracks built to accommodate inbound and outbound rides?**

  Carole Morey: To provide the same level of service as the existing CTA service, there will be northbound and southbound tracks built.

- **Anthony A. Beale: When will construction start?**
  Sonali Tandon: Construction is contingent upon completion of environmental and engineering work as well as funding availability but is expected to begin in 2022, and the line is proposed to be operational in 2026 at the earliest.

- **Anthony A. Beale: When constructing replacement parks, will there be grass or turf field?**
  Sonali Tandon: Grass is proposed.
  Carole Morey: The preferences on park replacement concepts are open for discussion and will be shared with the public for input as well.

- **Anthony A. Beale: Will the basketball court be removed?**
  Sonali Tandon: The basketball court will not be affected.

- **Anthony A. Beale: Will the outreach letters be sent to those impacted by either of the UPRR options being considered?**
  Carole Morey: Yes.

- **Anthony A. Beale: Will the letters include community meeting dates?**
  Carole Morey: Yes, information on all three meetings planned will be provided.

- **Anthony A. Beale: On which street will the line terminate at near 130th Street?**
  Sonali Tandon: The line will terminate at 130th Street near Altgeld Gardens around Ellis Avenue. A park & ride to the north of 130th Street is also proposed for this station location.

- **Anthony A. Beale: What would happen to the existing rail yard facility near 98th Street?**
  Sonali Tandon: The facility could be used for maintenance of non-revenue vehicles.

- **Anthony A. Beale: Comment – The project is great overall. I am disappointed with the timeline because I would have liked it to be completed within my tenure. I have fought so hard for this project. It is not guaranteed that I will be in office when construction starts.**

- **Anthony A. Beale: How will CTA secure the $75M required to complete environmental work and begin preliminary engineering?**
  Carole Morey: CTA is working with state representatives and hopes that this funding will be included in the upcoming state capital bill.

- **Anthony A. Beale: Is the governor in support of the project?**
  Carole Morey: It is undetermined if CTA has had conversations with the governor.

- **Anthony A. Beale: Who is the representative in Springfield supporting this project?**
  Gerald Nichols: Senator Martin Sandoval. There will be a meeting with state representatives next week.

- **Anthony A. Beale: Can this presentation be provided at my next town hall meeting? It will be held on Tuesday, October 25th at 6:30 pm at the Pullman Presbyterian Church located at 550 E. 103rd Street.**
  Carole Morey: Yes, the CTA team will be in attendance.

- **Felicia Wesley: Can the presentation be emailed?**
  Gerald Nichols: Yes.

Meeting Notes

Date: Tuesday, October 4, 2016

Meeting: Elected Officials Briefing – Morning Session

Meeting Purpose: CTA to share RLE Project updates, findings of the Draft Environmental Impact Statement, and status of public outreach efforts with elected officials

Present:

- Dorval R. Carter, Jr. – President, Chicago Transit Authority
- Leah Mooney – Chicago Transit Authority
- Sonali Tandon – Chicago Transit Authority
- Gerald Nichols – Chicago Transit Authority
- Sukmeke Watkins – Chicago Transit Authority
- Leslie Boucree – Chicago Transit Authority
- Bart Ellefritz – Chicago Transit Authority
- Dante S Sawyer – District Representative – Congresswoman Robin Kelly – Illinois District 2
- Eugene Davis – Illinois Department of Transportation
- Robyn Wheeler Grange – Congressional District Director – U.S. Congressman Bobby L. Rush – 1st District of Illinois
- Elgie R. Sims, Jr. – State Representative Illinois District 34
- Victor Hernandez – Chief of Staff - Office of the 4th District Cook County Commissioner Stanley Moore
- Earl Bell – Chief of Staff – Office of Senator Donne E. Trotter 17th District
- Donne E. Trotter – Senator 17th District
- Stanley Moore – 4th District Cook County Commissioner
- Joseph Tennial – Office of Senator Dick Durbin
- Melissa Williams – CWC Transit Group

Time: 10:00 am

Location: CTA – Conference Room C, 567 W Lake St, Chicago, IL 60661

Presentation Highlights

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

- **Project Overview and Benefits**
  The RLE Project would provide enhanced transit service to Chicago's far South Side by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by creating construction jobs and increasing access to jobs outside of the project area.

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There are also potential impacts to wetlands at the proposed rail yard and terminal station at 130th Street. Replacement of any lost wetlands will be required under the federal Clean Water Act, and would take place near the areas impacted. CTA is currently coordinating with the Army Corps of Engineers on these impacts and next steps.

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Questions and Comments from Meeting Participants

- **Elgie R. Sims, Jr.: Can access to this presentation be provided?**
  Gerald Nichols: Yes.

- **Stanley Moore: Would the Major Taylor Trail be affected by the project?**
  Leah Mooney: No.

- **Elgie R. Sims, Jr.: With the northwest corner of Wendell Smith Park being affected, will the two baseball diamonds and basketball court be affected?**
  Sonali Tandon: A portion of Wendell Smith Park would only be affected under the East Option. Under this option, one of the two baseball fields would be affected. There would be no impact to the basketball court. CTA coordinated with the Chicago Park District on the impact to the baseball field and are proposing to improve this amenity by providing one larger baseball field instead of the existing two smaller fields. The public will be invited to provide additional thoughts on this mitigation measure.

- **Elgie R. Sims, Jr.: There are plans to build an indoor track facility in the northeast section of Wendell Smith Park. Will this be affected?**
  Sonali Tandon: The Chicago Park District has not shared those plans, so there is no determination on any impact to this planned facility. CTA's current goal is to provide more amenities than currently available.
  Leah Mooney: Any comments on concepts will be helpful to CTA and FTA.

- **Stanley Moore: Will the existing bike paths be connected to the new proposed paths in Fernwood Parkway?**
  Sonali Tandon: Currently, there are no existing bike paths in Fernwood Parkway. Fernwood Park is an active use park in the surrounding community, but it is not affected by this project. Fernwood Parkway is a passive green area adjacent to the proposed track, and there are no park or bike amenities in that area.

- **Elgie R. Sims, Jr.: The Pullman National Monument will be located along this proposed extension line. Will there be any direct stops at the Monument?**
  Gerald Nichols: **Pullman National** Monument is further east of the proposed alignment. There will be bus connections available to the Monument.

- **Earl Bell: There will be major issues with residents receiving fair market value for properties.**
  Leah Mooney: With current rules in place, at least fair market value must be provided to the displaced property owners and owners may be eligible for compensation equal to the original purchase price of the property. CTA's goal is to make the displaced residents whole.

- **Elgie R. Sims, Jr.: Are there any plans to use eminent domain to acquire properties?**
  Leah Mooney: CTA prefers to work in a collaborative effort in acquiring properties. Eminent domain will only be considered if agreement with property owners cannot be obtained.

- **Elgie R. Sims, Jr.: How many people will be affected by the displacements?**
  Leah Mooney: Household size data is not known, just the addresses of the affected properties. The purpose of the door-to-door outreach is to collect as much data and comments as possible from potentially affected property owners.

- **Elgie R. Sims, Jr.: What is the timeline for having this outreach completed?**
  Leah Mooney: Letters to potentially affected property owners and residents on file with the Cook County Assessor were mailed out on October 3, 2016. Door-to-door outreach began on October 3, 2016 and will continue through the end of the week. There will be community meetings held for those who received letters on October 11th, 12th, and 13th.

- **Elgie R. Sims, Jr.: Will these meetings provide information regarding the value of the homes?**
  Leah Mooney: No. The community meetings will provide general information about the project and allow attendees to express concerns and ask questions about property required for the project and their rights under the federal Uniform Relocation Act. It is too early in the process to have discussions about home values and more detailed information on the potential for impacts to property owners will require additional environmental and preliminary engineering work. CTA does not currently have funds to compensate owners for their homes and this would not be done until after federally mandated environmental processes and more detailed engineering plans are available.

- **Eugene Davis: Suggestion – Polling sheets from the election process can be utilized to identify affected residents/property owners.**

- **Donne E. Trotter: How many multifamily households will be affected from each option?**
  Sonali Tandon: There are very few multifamily households that would be affected under each alignment option.

- **Robyn Wheeler Grange: What has the feedback been from the outreach efforts?**
  Leah Mooney: So far it has been a positive feedback.
  Sonali Tandon: People are generally excited about the project and are open to selling their property.

- **Earl Bell: Will the listing of affected properties be made available?**
  Gerald Nichols: The list of potentially affected properties will be provided to each District.
  Sonali Tandon: The listing will also be available on CTA's website.

- **Dante S. Sawyer: Will any relocation assistance be made available to renters and those who are less mobile?**
  Leah Mooney: Yes, impacted renters are also protected under the federal Uniform Relocation Act. A relocation specialist will assist in helping renters and

others find something comparable in value and commensurate with the cost to relocate. CTA's goal is to make those affected by the project whole.

- **Elgie R. Sims, Jr.: As much information regarding outreach efforts that can be shared via email/electronically will be helpful for dissemination and can be included in newsletters.**

- **Donne E. Trotter: Why aren't the aldermen at this meeting? It would be great to have the local, federal and state representatives meet together so there is an assurance that the same conversations are had and that everyone is made aware of each other's comments and concerns.**
  Gerald Nichols: Due to time constraints, there were two sets of meetings scheduled. The aldermen were briefed last week at City Hall and today's meetings are with federal and state elected representatives.

- **Donne E. Trotter: At this time, what is required of the General Assembly?**
  Gerald Nichols: At this time, the role of the General Assembly is uncertain. State and/or local funds will be needed to construct the project; however the exact share amount and funding sources are subject to ongoing analysis and discussions.
  Leah Mooney: The total project estimated cost is $2.3B and $75M must be locally funded to move forward to the next phase, which is Project Development. One option for obtaining this local match is to establish a transit-only Tax Increment Financing (TIF) district.

- **Eugene Davis: Will ridership increase as a result of the project?**
  Leah Mooney: Ridership is expected to increase.

- **Donne E. Trotter: How many actual jobs will be created due to this project? The numbers presented can be misleading.**
  Leah Mooney: The number provided in this presentation was determined based on U.S. Department of Transportation calculations. This calculation takes into consideration direct construction jobs and indirect jobs that may be created because of the project. The true number of jobs to be created is not known at this time.

- **Elgie R. Sims, Jr.: Comment – Will construction jobs be available to residents in the community.**
  Gerald Nichols: We will work with the residents and the contractors to afford job opportunities for those in the community. We plan to use the most recent southern Red Line improvements as a model for this. This model proved to be successful in the past.

- **Eugene Davis: As taxpayers, we have to inform the community on access to some of the jobs that will be created from this project. Suggestion - Chicago State University should offer programs in preparing people for jobs.**

- Joseph Tennial: Olive-Harvey College should be consulted as well on programs to prepare people in the community for jobs.

- Earl Bell: Because the community should be provided with and will want opportunities to access jobs created by the project, it is important that the number of jobs that are anticipated are not overstated.

- Robyn Wheeler Grange: The message should also be clear that the jobs that will be available are temporary (i.e., construction-related jobs).

- Robyn Wheeler Grange: Regarding economic impacts, are there funds available to small businesses to help create permanent jobs?
  Leah Mooney: Transit TIFs do not allow money to be invested for other improvements outside of transit.

- Elgie R. Sims, Jr.: Comment – It is my understanding that the Transit TIF can be used for transit-oriented development. Those opportunities could be emphasized. The economic benefits overall outweigh how many jobs will become available alone.

- Stanley Moore: Are the current tracks in use on the UPRR?
  Sonali Tandon: Yes, they are in use by UPRR and Amtrak.

- Stanley Moore: How will noise affect nearby houses?
  Leah Mooney: While there would be some potential for noise increases resulting from the new alignment, CTA proposes to mitigate noise impacts through installation of noise barriers, the closed-deck type of deck used, and considering track options that may further reduce noise.

- Donne E. Trotter: Will this project appear in the capital budget this year or next year?
  Gerald Nichols: CTA hopes that a capital bill will be put into place very soon, but a timeline is not known.

- Stanley Moore: Will 95th Street be closed at any time during construction?
  Leah Mooney: CTA does not expect that 95th Street will be closed; however, other surrounding streets may be affected during construction.

- Donne E. Trotter: What is the timeline for this project?
  Leah Mooney: The timeline is contingent on funding availability and obtaining necessary approvals. The final environmental work (Final EIS) is expected to be completed in 2018. Construction is currently expected to begin in 2022, and service would become available in 2026.

Meeting Notes

Date: Tuesday, October 4, 2016

Meeting: Elected Officials Briefing – Afternoon Session

Meeting Purpose: CTA to share RLE Project updates, findings of the Draft Environmental Impact Statement, and status of public outreach efforts with elected officials

Present:

- Bart Ellefritz – Chicago Transit Authority
- Carole Morey – Chicago Transit Authority
- Sonali Tandon – Chicago Transit Authority
- Gerald Nichols – Chicago Transit Authority
- Sukmeke Watkins – Chicago Transit Authority
- Marquez Courtland – Office of Illinois State Representative Marcus C. Evans , Jr.– Legislative District 33
- Micaela Smith – Chief of Staff to Illinois State Representative Marcus C. Evans , Jr.– Legislative District 33
- Melissa Williams – CWC Transit Group

Time: 1:00 pm
Location: CTA – Conference Room C, 567 W Lake St, Chicago, IL 60661

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  Property impacts would occur under either alignment option, although the affected number and types of parcels differs depending on the option selected. These impacts have been identified based on conceptual engineering to date and represent

maximum property impacts possible; impacts may be further reduced as additional engineering and design is conducted. All impacted property owners would be protected under the federal Uniform Relocation Act, which requires paying property owners at least the fair market value for their properties and providing relocation assistance. CTA will be conducting extensive early outreach to these potentially impacted property owners, including providing regular mail and certified mail letters, door-to-door outreach, conducting community meetings, and providing one-on-one assistance on select days at the public library. In addition, property owners with questions may call CTA's customer service line or email the project email account to receive further assistance from a CTA relocation liaison.

CTA provided conceptual visualizations of the proposed rail line and stations to review potential visual and community character impacts of the project. These concepts provide insights into the scale of the project; however the exact physical appearance may differ depending on more specific design decisions that will be made as the project moves forward. Mitigation proposed includes provision of landscaping or other urban design amenities, context-sensitive design of structures, careful consideration of external lighting, and using best management practices to maintain vegetation and a debris-free construction area.

There are also potential impacts to wetlands at the proposed rail yard and terminal station at 130th Street. Replacement of any lost wetlands will be required under the federal Clean Water Act, and would take place near the areas impacted. CTA is currently coordinating with the Army Corps of Engineers on these impacts and next steps.

As with any project, impacts during construction must be considered. During construction, CTA is committed to minimizing impacts to construction as much as possible. Best management practices will be followed to limit construction-related impacts. All construction-related impacts, such as noise-generating activities or potential road closures, will be announced in advance. In addition, where parking may be temporarily impacted, alternative parking will be provided. CTA will also work with businesses to provide advertising assistance where they may be impacted by construction activities.

Questions and Comments from Meeting Participants

- **Micaela Smith: Who will be responsible for the removal of graffiti on the elevated structure beams, CTA or the City?**
  Sonali Tandon: It is CTA's responsibility to remove graffiti.

Meeting Notes

Date: Tuesday, October 18, 2016

Meeting: Agape Community Center Meeting

Meeting Purpose: CTA to share RLE Project updates, findings of the Draft Environmental Impact Statement, and status of public outreach efforts

Time: 10:00 am

Location: 342 W 111th St, Chicago, IL 60628

Presentation Highlights

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

- **Project Overview and Benefits**
  The RLE Project would provide enhanced transit service to Chicago's far South Side by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by creating construction jobs and increasing access to jobs outside of the project area.

- **Preferred Alternative**
  The proposed project would extend the Red Line by 5.3-miles from 95th Street to 130th Street, and would include four new stations with bus and parking facilities, as well as a new rail yard. Based on earlier planning efforts, the Union Pacific Railroad (UPRR) Alternative was selected as the NEPA Preferred Alignment for the project. Based on coordination with UPRR, the existing railroad right-of-way is not available for purchase; therefore, CTA is considering two potential options – locating the RLE alignment either east or west of the existing UPRR line. Under either option, the RLE Project would provide significant time savings by providing a one-seat ride to downtown and would provide transit alternatives for commuters in the corridor. Based on ridership estimates, the new segment would serve 41,500 weekday trips by 2030.

- **Funding and Schedule**
  CTA intends to pursue federal New Starts Program grant funding for the project, which would fund almost half of the project construction costs. The remaining costs would need to be funded through local and state sources. CTA is considering several options for these local matching dollars, including the potential of creating a transit-only tax-increment financing district.

  In addition to costs for constructing the project, CTA is working to acquire additional funding by early 2017 to complete the environmental work and begin preliminary engineering. These near-term steps are needed so that the project can enter the federal Project Development Phase and be eligible to apply for New Starts Program grants funds.

- **CTA has prepared a Draft Environmental Impact Statement (EIS)**
  CTA has prepared a Draft EIS which analyzes the potential positive and negative environmental impacts of construction and operation of each option of the UPRR alignment. Where potential negative impacts have been identified, the Draft EIS proposes mitigation measures to reduce or eliminate these potential negative impacts.

- **Review of RLE Project Potential Impacts**
  Major areas of impact identified in the Draft EIS include potential impacts to parks, properties, the visual environment, community character, noise, and wetlands. CTA reviewed each major area of potential impact and mitigation proposed, noting that impacts differ somewhat depending upon the alignment option ultimately selected.

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concepts provide insights into the scale of the project, however the exact physical appearance may differ depending on more specific design decisions that will be made as the project moves forward. Mitigation proposed includes provision of landscaping or other urban design amenities, context-sensitive design of structures, careful consideration of external lighting, and using best management practices to maintain vegetation and a debris-free construction area.

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- Public Hearing on the Draft EIS
  CTA will be holding a public hearing on November 1, 2016 at the St. John Missionary Baptist Church to share the impacts of the project and to obtain public comments. A court reporter and comment cards will be available to take public comments verbally or in writing during the hearing. In addition, the public may provide comments via email to the project email account. Information on the location of the hearing and ways to comment were presented to all attendees. CTA also noted that comment cards are provided at this meeting as well for those interested in providing comments now.

Questions and Comments from Meeting Participants

- It does not seem like commute times would be reduced very much.
  CTA: The travel time savings noted are for the 5.3-mile extension only. Travel times from 95th Street station and continuing along the existing rail line would be the same.

- What other engineering work needs to be completed?
  CTA: The renderings provided today are only conceptual and show the scale and general layout of the project. Plans will become more detailed over time as more detailed design decisions are made. CTA will conduct detailed surveys as part of preliminary engineering, which will provide additional information. The Final EIS and additional engineering will also provide a more refined cost estimate.

- **Would this building (Agape Community Center) be displaced?**
  CTA: The building would not be displaced, but the parking lot would be used. According to publicly available records, the City of Chicago owns this land.

- **Who owns the property on the west side of the proposed 111th station?**
  CTA: The property on the west side of the UPRR tracks consists of vacant land. Some of this land is owned by the City of Chicago while other parcels are privately owned.

- **Agape has many events, including a huge annual event. Where would trucks unload, attendees park, etc.?**
  CTA: The current plans represent the maximum footprint of the project and include a 14-foot emergency access road next to the station. There will potentially be space underneath the elevated structure which could provide parking and parking may also be available at the proposed 111th Street station park and ride.

- **Will houses be displaced as part of the project?**
  CTA: Yes, there would be impacts to some residential properties. There are several vacant properties as well. Mitigation strategies will be implemented in accordance with the federal Uniform Act and include relocation assistance and compensation to impacted property owners.

- **Will there be any impact on noise related to the Union Pacific railroads?**
  CTA: CTA will continue to coordinate with UPRR as the project progresses. CTA analyzed noise impacts of the RLE based on FTA criteria and mitigation is being proposed to minimize noise impacts, including noise barriers, welded rail and a closed deck structure. Noise concerns related to the existing UPRR and Metra services should be communicated to UPRR and Metra, as CTA cannot enforce anything on them.

- **Construction crews treat this area with less respect than other parts of the city. This is a justice issue.**
  CTA: As projects move into construction, CTA assigns a project manager to each project. The project manager will be a direct point of contact if any issues arise. CTA also uses all possible best management practices to minimize impacts from construction.

- **Where can we send comments?**
  CTA: Comments can be provided via e-mail to the project email address, verbally to the court reporter at public hearing, by submitting or mailing in comment cards to CTA, or by calling CTA customer service.

- **Are there any services for displaced persons?**
  CTA: Displaced property owners and renters would be compensated in accordance with the federal Uniform Relocation Act., which requires providing relocation assistance and compensation for at least the fair market value of property.

RED LINE EXTENSION

AGAPE COMMUNITY CENTER

10/18/16 — 10 AM

S. No.	NAME	ORGANIZATION/ RESIDENT	PHONE / EMAIL
1.	SONALI TANDON	CTA	Redextension@transitchicago.com
2.	Leslie Bourgée	CTA	
3.	Samantha Wolf	CTA (KSA)	swolf@ksapr.com
4.	Brad Harry	Resident	brad.harry@cru.org
5.	Ben Sutton	Resident	Bensutton73@yahoo.com
6.	Linda Cotton	Resident	linda.cotton@cru.org
7.	Aaron Crouse	Resident	acrog14@gmail.com
8.	Milton Massie	Resident	Milton-massie@cru.org

Meeting Notes

Date: Tuesday, October 18, 2016

Meeting: Rosemoor Community Association Meeting

Meeting Purpose: CTA to share RLE Project updates, findings of the Draft Environmental Impact Statement, and status of public outreach efforts

Time: 6:30 pm

Location: 10205 S. King Drive, Chicago, IL 60628

Presentation Highlights

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

- **Project Overview and Benefits**
  The RLE Project would provide enhanced transit service to Chicago's far South Side by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by creating construction jobs and increasing access to jobs outside of the project area.

- **Preferred Alternative**
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- **Funding and Schedule**
  CTA intends to pursue federal New Starts Program grant funding for the project, which would fund almost half of the project construction costs. The remaining costs would need to be funded through local and state sources. CTA is considering several options for these local matching dollars, including the potential of creating a transit-only tax-increment financing district.

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  CTA has prepared a Draft EIS which analyzes the potential positive and negative environmental impacts of construction and operation of each option of the UPRR alignment. Where potential negative impacts have been identified, the Draft EIS proposes mitigation measures to reduce or eliminated these potential negative impacts.

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Questions and Comments from Meeting Participants

- Can you provide clarification on where tracks would be located?
  CTA: The RLE tracks would be approximately 50 feet from current UPRR tracks, and would be located either east or west of the existing UPRR tracks.

- Will people need to move due to property impacts? If so, when are you going to let them know?
  CTA: There will be property displacements required for construction of the project. CTA has already started outreach to property owners and renters. CTA sent letters and has also conducted door-to-door outreach. CTA has also held three community meetings to help answer questions and offer assistance and guidance.

- **We are concerned that people may only find out about property displacements at the last minute.**
  CTA: While acquisition is still a number of years away, CTA has taken an early, proactive, transparent approach to making people aware of potential displacement impacts from the project. People that may be potentially impacted depending on the alignment option selected have already been contacted and outreach has already started. Maps of the two potential routes are posted on the project website. CTA representatives have also established hours at local libraries to answer individual questions.

- **Do you have brochures that show the proposed route?**
  CTA: We do not have brochures, but the Draft EIS provides this information and is available in a number of locations. It can be found online on the CTA project website, and at a number of local libraries.

- **Will any parking be available at stations?**
  CTA: Park and rides are part of the project and are proposed at each of the proposed new station areas. The number and scale of parking available at each proposed station area differs, but all would provide parking.

- **Will tracks be located on the ground (at-grade)?**
  CTA: The alignment proposed is an elevated structure for much of the alignment, and remains elevated until 119th Street. After that, the structure would be at-grade (on the ground).

- **If the project comes to fruition, how will CTA determine that jobs are equally divided in the City of Chicago?**
  CTA: CTA follows federal guidelines as well as CTA's own guidelines on processes to hire contractors and ensure equal opportunities. CTA has successfully worked with the community previously on the Red Line South Extension Project and on the 95th Terminal Project and will use these projects as models for the RLE Project.

- **Federal guidelines are very weak in ensuring diversity in construction crews.**
  CTA: CTA goes above and beyond the requirements of federal guidelines. A certain percentage of all construction crews will be minority. In addition, a certain percentage of subcontractors will have to be minority and women owned businesses.

- **What's going on at the 95th Street Station?**
  CTA: CTA is rebuilding the terminal. When complete, there will be two north/south terminals with a bridge over the 95th Street connecting them.

- **Do you have a drawn-out plan for the project?**
  CTA: Yes, further details on the project alignment are provided in the Draft EIS and available online. In addition, a Citizens' Guide has been developed that contains a map of the project.

- **What are the alternative routes?**
  CTA: The proposed alignment will either be located east or west of the existing UPRR tracks. The alignment would turn south from the 95th Street Station, following I-57, and then follow the UPRR corridor from 99th Street to near 119th Street. South of 119th Street, the East and West Options would follow the same alignment southeast along the South Shore tracks to 130th Street.

- **How many community meetings have been held or are planned and where will they be?**
  CTA: Since 2006, there have been 12 to13 community meetings held as part of the Alternatives Analysis and Draft EIS planning processes. CTA has also met with Rosemoor Community Association in past and provided project updates. A public hearing on the findings of the Draft EIS is scheduled for November 1, 2016 at St. John's Missionary Baptist Church. These details are also provided on the CTA project website.

- **Will east and west routes have the same number of stops?**
  CTA: Yes.

- **Regardless of which alignment option is chosen, will the rail yard and location be the same?**
  CTA: Yes.

Red Line Extension

Rosemoor Community Association
October 18, 2016 6:30-7:30PM
10205 S. King Drive, Chicago, IL 60628

cta

Name	Address	Email Address
Sonali Tandon	CTA 567 W Lake St.	Redextension@transitchicago.com
Leslie Bowcree	"	"
Vernetta Rucker	10228 S. Calumet	
Myrtis Taylor	6453 S. Wrightwood	MYRTIS.TAYLOR@SCI-US.COM
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Gloria Green	10143 S. Calumet 60628	Samgegreen@aol.com
RALPH LOCKE	547 E. 105TH PL 60628	
Doris Fried	10430 S Grand Ave 60628	Dolipray@SBCglobal.Net
Ruthie Marshall	10105 S. King Dr 60628	
Rosemery Kinney	645 E 101 Place 60628	

Red Line Extension

Rosemoor Community Association
October 18, 2016 6:30-7:30PM
10205 S. King Drive, Chicago, IL 60628

cta

Name	Address	Email Address
GODFREY LAWSON	10019 EBERHART	lawsong41@aol.com
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CAROLYN COX	10124 S. RHODES	carolyn.cox198@gmail.com
GLADYS WOOLFOLK	10330 S. KING DR	
LEE BERTHA RICHARDSON	10153 So St Lawrence	
Robert Lester	10052 S. Prairie Ave.	
Pearlie Spells	10527 S. King Dr	
DOLORES CHESTNUT	10522 So. VERNON AVE.	
Gwen McCRANY	532 E 104 St	
Jeanine L Jones	10214 S. Forest	virtuousnean@gmail.com

Meeting Notes

Date: Tuesday, October 19, 2016

Meeting: St. Anthony of Padua Parish

Meeting Purpose: CTA to share RLE Project updates, findings of the Draft Environmental Impact Statement, and status of public outreach efforts

Time: 6 pm

Location: 11533 S. Prairie Avenue, Chicago, IL 60628

Presentation Highlights

CTA staff delivered a presentation about the proposed Red Line Extension (RLE) Project, which would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. The presentation was translated into Spanish. Representatives from CTA discussed the following:

- **Project Overview and Benefits**
  The RLE Project would provide enhanced transit service to Chicago's far South Side by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by creating construction jobs and increasing access to jobs outside of the project area.

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Questions and Comments from Meeting Participants

- Please explain what "UP" is.
  CTA: The "UP" is the Union Pacific Railroad, which already exists in the community. Mooney showed the audience the map and where the railroad tracks are located.

- Would the East and West Options come together at 118th Street?
  CTA: Yes.

- Do you have renderings of the station that will be at 116th Street?
  CTA: Yes, the renderings of Michigan Avenue station are in the Citizens' Guide. CTA will have large photos of the renderings at the public hearing on November 1st and we will have boards with information in Spanish, as well.

- **So there is no funding for the project yet?**
  CTA: That is correct. While CTA would pursue federal funding for the project, there would still need to be state or local funding match for at least 50 percent of the project costs and that will need to be identified as the project moves forward. We will need to work to identify the remaining local capital investment dollars. One source might be from a TIF transit district. The Illinois Legislature has just set up a method for several transit projects to do this. Following the public hearing and comment period on the Draft EIS, the next step in the process will be to secure the $75 million needed to do the Final Environmental Impact Statement and the Preliminary Engineering work.

- **When will the construction start?**
  CTA: The project timeline is contingent on funding availability and approvals. If funding and approvals are obtained in the timeframe anticipated, CTA will be able to start construction as early as 2022 and construction would take approximately four years to complete.

- **What are "mitigation measures"?**
  CTA: Mitigation measures are the things that CTA will need to do to reduce or eliminate the negative environmental impacts of the project. As examples, actions would need to be taken to reduce noise from tracks of the new Red Line. Noise impacts would be mitigated by closed-deck construction. Such measures would reduce the noise compared to what one hears when standing under the elevated tracks downtown, which were built in the 1880s. Noise barriers would be built alongside the tracks. Additional information is provided in the Citizens' Guide.

- **Where on 103rd Street is the park (in relation to the tracks)?**
  CTA: Wendell Smith Park and Block Park are located on the east side of the tracks. Fernwood Parkway is located on the west side of the tracks.

- **Will this project affect Kensington Park?**
  CTA: No.

- **Where would the Michigan station be located?**
  CTA: The Michigan station would be located approximately at 116th Street.

- **So, where would the replacement park option be located near this station?**
  CTA: One potential location for replacement parkland is near the proposed Michigan station. It would be located adjacent to the station along Kensington Avenue. A map was provided to indicate where this replacement park option would be located.

- **One of your renderings shows my house. Is that how the proposed project is going to look?**
  CTA: These depictions are conceptual renderings only. While they provide an indication of the types of features that will be incorporated, additional engineering and design still needs to be conducted. CTA will need to provide space between

tracks and homes. We encourage you to include your input into the public record by attending the public hearing on November 1st or by filling out a comment card.

- **Those walls look small (the noise barrier walls provided as an example on an existing CTA track).**
  CTA: The noise barriers are built and engineered according to how noise is generated and are designed to reduce noise impacts.

- **Will there be vibration impacts as a result of the project?**
  CTA: The project will be designed to minimize vibration. The older tracks downtown vibrate and rumble along, but newer designs don't cause these same types of vibrations. If one stood near the old and newer tracks, one would be able to tell the difference between the new and old tracks.

- **If you could record the noise under the old tracks downtown, and then record the noise with the new barriers, and let us listen to both, that would help us understand the difference – could you do that?**
  CTA: That is an interesting idea. We can investigate that in greater detail. We cannot exactly replicate what the noise from the new tracks would be because they have not been built yet.

- **Most people in the community already experience vibration impacts from the existing train tracks. Would there be more vibration impacts as a result of this project?**
  CTA: Based on the initial analyses conducted for the Draft EIS, the project would use continuously welded rail and there would be no additional vibration impact due to the RLE Project. Vibration impacts that might exist now are from the UPRR tracks. We encourage you to provide comments on your concerns about vibration and attend the upcoming public hearing.

- **I think that existing vibration levels are a good point of reference in understanding community concerns about vibration.**
  CTA: There are existing train tracks that are operated by UPRR in the corridor today. Where there is existing rail, CTA cannot add more tracks without proper setbacks. At the November 1st public hearing, we will have engineering specialists there who can answer your questions and provide more technical information on analyses conducted to date.

- **How far away from the UP railroad tracks will the Red Line be located?**
  CTA: The Red Line tracks would be located at least 50 feet away from the UP tracks.

Red Line Extension

St. Anthony of Padua Parish
October 19, 2016 6-7PM
11533 S. Prairie Avenue, Chicago, IL 60628

cta

Name	Address	Email Address
Norma Galvan	135 E 117 St	
Daniel Guerrero	"	
Maria Fernandez	167 E Kensington	
Suzanne Lebron	208 E 116th St	Suzanne.Lebron@MSN.com
MaryAnn Vasquez	208 E 116th St	MaryAnn.Vasquez@GMAIL.com
Sandra L Muñoz	206 E. 116th St.	sandy m 206@gmail.com
Aurelia Chavez	11585 S Praire Ave	
Erica Perez	11630 S Prairie av	
Onecima Lechuga	11727 S Calumet	
Columba Cruz	330 E 116 th st Chicago	
GERARDO ZARAGOZA	11714 S CALUMET AVE Chgo	
Guillermo Ponce	11615 S. Prairie Ave Chgo.	
MARGARITA CANAS		
Antonia Nevarez	156 E Kensington	

Red Line Extension

St. Anthony of Padua Parish
October 19, 2016 6-7PM
11533 S. Prairie Avenue, Chicago, IL 60628

cta

Name	Address	Email Address
Francisca Santos	125 E. 117 St.	
ISIDRO GARCIA	132E 117TH ST	
Maria A fuentes	312 E 116 St	
REV. MARK KRYLOWICZ	11533 S. PRAIRIE AVE 60628	saintanthony@ameritech.net
JACK ROSSI	151 E. 116 St. 60628	
Julio Diego	115 E 117 ST Chicago IL 60628	
NARCISO SOSA	137E 117 th ST Chicago IL 60628	NSOSA48@MAIL.COM
Carlos Rios	115 E. 117th st. Ch. 60628	
Bertha Irving	153 E 115th St.	berthavalding6@gmail.com
Delia Diaz-Garcia	214 E. 116th St.	deedee2452@gmail.com
Martha Palacios	121 E 117 ST	
Humberto Salazar	128 and 149 E 117 St	
Maria Arreola	116 E117 ST chicago	
Gerardo Arreola	116 E117 ST	

Red Line Extension

St. Anthony of Padua Parish
October 19, 2016 6-7PM
11533 S. Prairie Avenue, Chicago, IL 60628

cta

Name	Address	Email Address
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Jacqueline Garcia	133 E117th St Chicago IL	—
Juliana Carrasco	133 E117th St Chicago IL	—
Maria Nevo	342 E117th St Chicago IL	—
Maria Carrera	122 E Kensington ave Chgo.	
Gracia Estrada	313 E Kensington Chicago IL 6062	
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DELIA GARCIA	160 E Kensington Ave	—
Elsa Ponce	11615 S. Prairie Ave	
J. Navarrete	333 E 116	N/A
Alburia Carrillo	210 E. 116 St	
Marcelina Sainz	11572 S. WABASH AV.	
JULIA M. MUÑOZ	206 E. 116 St.	
Yesenia Perez	11630 S. Prairie Ave	YPEREZ6@SBCGLOBAL.NET

Red Line Extension

St. Anthony of Padua Parish
October 19, 2016 6-7PM
11533 S. Prairie Avenue, Chicago, IL 60628

cta

Name	Address	Email Address
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Concepción A Sida	137 E 117th St. Chicago IL 60628	
David silva	11592 n. from ve	
Juan Carlos Gomez	11619 s prairie	
Gabriela Galvan	11619 S prairie	
Cecilia Morales	161 E 115 st chicago IL	
Bernardo Rodriguez	160 E Kensington ave.	
Josel carrasco	133 E 117 st	
Cecilia Escobedo	11624 S prairie Chicago AV. IL	
Carmen Cano	152 E Kensington	

Red Line Extension

St. Anthony of Padua Parish
October 19, 2016 6-7PM
11533 S. Prairie Avenue, Chicago, IL 60628

cta

Name	Address	Email Address
Alberto Olivas	155 E. 116st Chicago	—
Beatriz Sánchez	351 E 116th St	riverasb8@gmail.com
Teresa Calderon	324 E. 16 St	
Angelita Ortiz	150 E Kensington	
Gual Cortes	304 E 116th St.	
Elia Magaña	342 E 116TH ST	
MAURILIO TOVALIN	139 E 117	
Yolanda Cerrato	318 E. 116 ST.	
Luis Saluzor	345 E 117 St	
/		

Meeting Notes

Date: Thursday, October 20, 2016

Meeting: People for Community Recovery Meeting

Meeting Purpose: CTA to share RLE Project updates, findings of the Draft Environmental Impact Statement, and status of public outreach efforts

Time: 6:00 pm

Location: Chicago Youth Center - 951 E. 132nd Street, Chicago, IL 60827

Presentation Highlights

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

- **Project Overview and Benefits**
  The RLE Project would provide enhanced transit service to Chicago's far South Side by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by creating construction jobs and increasing access to jobs outside of the project area.

- **Preferred Alternative**
  The proposed project would extend the Red Line by 5.3-miles from 95th Street to 130th Street, and would include four new stations with bus and parking facilities, as well as a new rail yard. Based on earlier planning efforts, the Union Pacific Railroad (UPRR) Alternative was selected as the NEPA Preferred Alignment for the project. Based on coordination with UPRR, the existing railroad right-of-way is not available for purchase; therefore, CTA is considering two potential options – locating the RLE alignment either east or west of the existing UPRR line. Under either option, the RLE Project would provide significant time savings by providing a one-seat ride to downtown and would provide transit alternatives for commuters in the corridor. Based on ridership estimates, the new segment would serve 41,500 weekday trips by 2030.

- **Funding and Schedule**
  CTA intends to pursue federal New Starts Program grant funding for the project, which would fund almost half of the project construction costs. The remaining costs would need to be funded through local and state sources. CTA is considering several options for these local matching dollars, including the potential of creating a transit-only tax-increment financing district.

  In addition to costs for constructing the project, CTA is working to acquire additional funding by early 2017 to complete the environmental work and begin preliminary engineering. These near-term steps are needed so that the project can enter the federal Project Development Phase and be eligible to apply for New Starts Program grants funds.

- **CTA has prepared a Draft Environmental Impact Statement (EIS)**
  CTA has prepared a Draft EIS which analyzes the potential positive and negative environmental impacts of construction and operation of each option of the UPRR alignment. Where potential negative impacts have been identified, the Draft EIS proposes mitigation measures to reduce or eliminate these potential negative impacts.

- **Review of RLE Project Potential Impacts**
  Major areas of impact identified in the Draft EIS include potential impacts to parks, properties, the visual environment, community character, noise, and wetlands. CTA reviewed each major area of potential impact and mitigation proposed, noting that impacts differ somewhat depending upon the alignment option ultimately selected.

  Park impacts would occur under either alignment option. Replacement parkland in or near the communities impacted are proposed to offset impacts to parks. CTA has undertaken an extensive coordination process with the Chicago Park District to identify potential replacement park locations.

  Property impacts would occur under either alignment option, although the affected number and types of parcels differs depending on the option selected. These impacts have been identified based on conceptual engineering to date and represent maximum property impacts possible; impacts may be further reduced as additional engineering and design is conducted. All impacted property owners would be protected under the federal Uniform Relocation Act, which requires paying property owners at least the fair market value for their properties and providing relocation assistance. CTA will be conducting extensive early outreach to these potentially impacted property owners, including providing regular mail and certified mail letters, door-to-door outreach, conducting community meetings, and providing one-on-one assistance on select days at the public library. In addition, property owners with questions may call CTA's customer service line or email the project email account to receive further assistance from a CTA relocation liaison.

  CTA provided conceptual visualizations of the proposed rail line and stations to review potential visual and community character impacts of the project. These

concepts provide insights into the scale of the project, however the exact physical appearance may differ depending on more specific design decisions that will be made as the project moves forward. Mitigation proposed includes provision of landscaping or other urban design amenities, context-sensitive design of structures, careful consideration of external lighting, and using best management practices to maintain vegetation and a debris-free construction area.

There are also potential impacts to wetlands at the proposed rail yard and terminal station at 130th Street. Replacement of any lost wetlands will be required under the federal Clean Water Act, and would take place near the areas impacted. CTA is currently coordinating with the Army Corps of Engineers on these impacts and next steps.

As with any project, impacts during construction must be considered. During construction, CTA is committed to minimizing impacts to construction as much as possible. Best management practices will be followed to limit construction-related impacts. All construction-related impacts, such as noise-generating activities or potential road closures, will be announced in advance. In addition, where parking may be temporarily impacted, alternative parking will be provided. CTA will also work with local businesses to provide advertising assistance where they may be impacted by construction activities.

- Public Hearing on the Draft EIS
  CTA will be holding a public hearing on November 1, 2016 at the St. John Missionary Baptist Church to share the impacts of the project and to obtain public comments. A court reporter and comment cards will be available to take public comments verbally or in writing during the hearing. In addition, the public may provide comments via email to the project email account. Information on the location of the hearing and ways to comment were presented to all attendees. CTA also noted that comment cards are provided at this meeting as well for those interested in providing comments now.

Questions and Comments from Meeting Participants

- Will both of the two alternative routes being considered terminate at 130th Street?
  CTA: Yes, both the East and West Options would terminate at 130th Street.

- What is the projection of jobs?
  CTA: Projection of jobs can be difficult to measure, but it is estimated that 29,900 direct, indirect, and induced jobs would be created as a result of the project.

- Where will the stations be located?
  CTA: The proposed 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street.

- **Will the 103rd Street station be by Olive-Harvey Community College?**
  CTA: The 103rd Street station will be closer to Eggleston, adjacent to the existing UPRR track.

- **What entity will clear the project to move forward?** Is the Environmental Protection Agency (EPA) involved?
  CTA: CTA is working with the Federal Transit Administration (FTA) on environmental clearances and eventual funding for the project. EPA is also involved as a participating agency and Draft and Final EISs need to be filed with them.

- **With the governor approving the project, does this mean the funds have been appropriated?**
  CTA: Currently, there is neither a state bill nor state funding for the project. Federal funding will be pursued through FTA's nationally competitive Capital Investment Grant (New Starts) funding program, which may pay for up to 50 percent of project costs. State and local funding will need to be identified to match federal dollars.

- **If the project doesn't move forward in two years will it have to start all over?**
  CTA: In developing the Draft EIS, CTA developed planning level timeframes for construction and assumed construction of the RLE would occur from 2022 through 2025. Actual project construction and timelines for project implementation are dependent on the availability of project funding and approvals. There is a two-year timeframe for completion of the Project Development Phase with FTA, which will require completion of environmental work and additional engineering work. An Engineering Phase would follow and there is no set timeframe for that phase of work. CTA has not yet applied for entry into Project Development but expects to complete the work necessary for this phase within a two-year timeframe, as stipulated by FTA.

- **Is there a link where you can provide comments directly to CTA?**
  CTA: There are a number of ways to provide comments. You can submit comments electronically via email at RedExtension@transitchicago.com.

- **What libraries have copies of the Draft EIS?**
  CTA: The Draft EIS is available for public review and comment from October 6 to November 30, 2016. The Draft EIS is available on the RLE Project website (transitchicago.com/RedEIS). Hard copies of the Draft EIS are available during the public review period at CTA Headquarters, Pullman Public Library, West Pullman Public Library, Altgeld Public Library, Woodson Regional Public Library, Calumet Park Public Library, and Harold Washington Library Center.

- **When monies have been secured for the project, will that information be made public?**
  CTA: Yes.

- **Is private funding being sought?**
  CTA: CTA is pursuing a wide range of local, state, and federal funding sources, including federal New Starts funds.

- **What Red Line improvements are being made on the North Side of Chicago?**
  CTA: CTA has initiated an overall Red Ahead Program, which is a comprehensive plan for maintaining, modernizing, and expanding the Red Line. While RLE project planning is focused on extending the Red Line on the far South Side of Chicago, the Red and Purple Modernization (RPM) Program is a major initiative that will completely rebuild the nearly century old North Red Line from Belmont to Howard and the Purple Line from Belmont to Linden in Wilmette.

- **This project will enhance economic growth for this area. We hope the people within the community will have fair opportunities as this occurs.**
  CTA: CTA has continued to work with several community and business groups, the Alderman's offices, and conducted a number of public meetings at every stage of project planning and decision-making to ensure active involvement from the community.

- **How will economic benefits accrue due to the proposed stations? Even if there is just one anchor store that comes in as a result of the project; others are more likely to come.**
  CTA: The proposed park & ride near Michigan station would provide opportunities for ground-floor retail or community facilities. While CTA is not directly responsible for land use and development activities, the project would support TOD development. CTA will continue to work with the City's Department of Planning and Development to integrate this transportation investment with land use and development planning. As the project advances further, there may also be opportunities for the City to pursue Regional Transit Authority (RTA) TOD funds to further assist in development near the station.

- **Are there any intentions to name stations to reflect the surrounding community character, such as Hazel Johnson Environmental Justice Way?**
  CTA: CTA has not yet considered this level of detailed station planning. Following the public comment period on the Draft EIS, FTA and CTA will review comments received and CTA will also be conducting additional technical analysis and agency coordination to determine the final Preferred Alignment to allow CTA to move forward in completing environmental clearances.

Red Line Extension

People for Community Recovery
October 20, 2016 6PM
CYC - 951 E. 132nd Place, Chicago, IL 60827

cta

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Meeting Notes

Date: Tuesday, October 25, 2016

Meeting: Alderman Beale's Town Hall Meeting

Meeting Purpose: This meeting was an aldermanic town hall meeting to discuss issues of local issues within the ward. The agenda included an item that allowed CTA to briefly share RLE Project updates, findings of the Draft Environmental Impact Statement, and status of public outreach efforts. Meeting notes included herein represent the CTA portion of the meeting only.

Time: 6:30 pm

Location: Pullman Presbyterian Church, 550 E. 103rd Street, Chicago, IL 60628

Presentation Highlights

Carole Morey (CTA) thanked the Alderman and staff for providing CTA with an opportunity to provide an updated on the Red Line Extension (RLE) Project. Ms. Morey delivered a brief presentation about the proposed Red Line Extension (RLE) Project, which would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. She noted that CTA published the Draft Environmental Impact Statement (EIS) on October 6, 2016, and that this process is required to make the project eligible for highly competitive federal New Starts program funding. Representatives from CTA discussed the following:

- **Project Overview and Benefits**
  The RLE Project would reduce commute times for residents in Chicago's far South Side. A study conducted during the 2005-2010 time period found that commute times were 24 percent longer for project area residents than for the seven-county region as a whole. The project would also stimulate economic development in the area and provide a new rail yard and shop facility for the Red Line. The project will also create jobs and increase transit access to jobs throughout the region. For example, according to the regional planning organization, CMAP, jobs accessible within an hour commute of the proposed 111th Street station would increase by 50 percent.

- **Preferred Alternative**
  Based on earlier planning efforts, the Union Pacific Railroad (UPRR) Alternative was selected as the NEPA Preferred Alignment for the project. Based on coordination with UPRR, the existing right-of-way is not available for purchase and railroads cannot be obtained through eminent domain; therefore, CTA is considering two

potential options – locating the RLE alignment either east or west of the existing UPRR line.

- Funding and Schedule
  The estimated cost of the extension is approximately $2.3 Billion. Ms. Morey provided a rendering of a proposed station to indicate the types of features that would be incorporated for this project. She noted that the right-of-way would be elevated for a significant portion of the project to avoid conflicts with other vehicles. In addition, stations would be designed to be modern and spacious with canopies to protect waiting passengers from the weather.

  CTA intends to pursue federal New Starts Program grant funding for the project, which would fund almost half of the project construction costs. The remaining costs would need to be funded through local and state sources, such as a newly authorized transit-only tax-increment financing (TIF) district or through a state capital program. A timeline graphic for moving through the federal process and beginning construction was presented to attendees.

- CTA has prepared a Draft Environmental Impact Statement (EIS)
  CTA has prepared a Draft EIS which analyzes the potential positive and negative environmental impacts of construction and operation of each UPRR alignment option. CTA will be holding an open house style public hearing on November 1, 2016 to share impacts of the project and to obtain public comments. The public comment period will extend through November 30, 2016. A final EIS will be prepared following review of comments and selection of a final Preferred Alignment. This process may take an additional two years or more. While this is a long process, it is this federal process which makes the project eligible for federal New Starts funding. This process allows the public to comment on all the expected impacts from the project and to hold the CTA accountable to mitigate those impacts.

- Review of RLE Project Potential Impacts
  Major areas of impact identified in the Draft EIS include potential impacts to parks, properties due to the need to purchase the right-of-way, the visual environment, community character, noise, and wetlands. CTA reviewed each major area of potential impact, noting that impacts differ somewhat depending upon the alignment option to be selected.

  CTA has been coordinating with the Chicago Park District on impact to parks. Park impacts would occur under either alignment option. The East option would impact Wendell Smith Park and Block Park. The West option would impact Fernwood Parkway. Replacement parkland in or near the communities impacted, at least 2 acres in size, are proposed to offset impacts to parks. CTA would also re-landscape any impacted areas. Ms. Morey provided some preliminary replacement park concepts.

  Property impacts would occur under either alignment option as well, although the affected number and types of parcels differs depending on the option selected. All

impacted property owners would be protected under the federal Uniform Act, which would pay property owners at least the fair market value for their properties and provide relocation assistance. CTA has been making every effort to reach out to potentially affected residents to explain their rights. Please let CTA or the Alderman know if you would like to speak with someone about displacements, and someone will reach out personally to you to discuss it with you.

CTA provided conceptual visualizations of the proposed rail line and stations to review potential visual and community character impacts of the project. Mitigation proposed includes provision of landscaping or other urban design amenities and careful consideration of external lighting.
CTA would also employ strategies to reduce the noise impacts from the project. A closed deck structure with noise walls is proposed to reduce noise and welded rail instead of jointed rail is proposed, which makes for a smoother and quieter ride.

There are also potential impacts to wetlands at the proposed rail yard and terminal station at 130th Street. CTA is currently coordinating with Army Corps of Engineers on these impacts and next steps.

As with any project, impacts during construction must be considered. During construction, CTA will make every effort to mitigate the impact of the project on the community and work closely with the Alderman and his office to ensure that road closures are well planned and announced well in advance, and that residents are advised of work that could otherwise impact them.

- Public Hearing on the Draft EIS
  CTA will be holding a public hearing on November 1, 2016 at the St. John Missionary Baptist Church on 115th Street. The public may provide comments on the project tonight, at the hearing on November 1, or by mail, email or phone to CTA. CTA also noted that comment cards are provided at this meeting for those interested in providing comments now.

There were no questions and comments from meeting participants.

Red Line Extension

9th Ward Town Hall Meeting
October 25, 2016 6:30-7:30PM
Pullman Presbyterian Church
550 E. 103rd Street, Chicago, IL 60628

cta

Name	Address	Email Address
SHEILAH STEVENSON	1000 E 111 STREET	SROBINSON@calumetarea.com
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MARY WILDER	10138 S. YALE	
EARL CARTER	557 W 126th Place	disco88@sbcglobal.net
Betty Johnson	10413 So Ellerhert	
Jerome Fleming	122 E 104th pl	
Wanda Newman	10001 S FOREST	Rytenow7@gmail.com

Red Line Extension

9th Ward Town Hall Meeting
October 25, 2016 6:30-7:30PM
Pullman Presbyterian Church
550 E. 103rd Street, Chicago, IL 60628

cta

Name	Address	Email Address
DIANA JACKSON	10944 S. WABASH 60628	773 412 0732
Beverly Martin	10420 S. Prairie Ave 60628	773-468-7022
GWENDOLYN LEE	440 E. 88th PLACE 60619	773-952-6434
Mrs. Green	P.O. Box 289303	
DORIS MARTIN	13207 S. RHODES	(773) 264-0290
TINA LENTON	10156 S. YALE	773 568-2052
Dora Engram	12230 S. Perry Ave	773 928-1823
Irene Chaney	10512 S. Calumet Ave	(773) 568-4074
Debbie Newman	615 E 112th St	dnewman68@yahoo.com
L. Jenkins	9741 S. Michigan	lobonjen@att.net.

Meeting Notes

Date: Wednesday, October 26, 2016

Meeting: Red Line Extension Coalition Meeting

Meeting Purpose: CTA to share RLE Project updates, findings of the Draft Environmental Impact Statement, and status of public outreach efforts

Time: 9:00 am

Location: Dr. Elzie Young Community Center - 9400 S. Perry Ave, Chicago, IL 60620

Presentation Highlights

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

- **Project Overview and Benefits**
  The RLE Project would provide enhanced transit service to Chicago's far South Side by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by creating construction jobs and increasing access to jobs outside of the project area.

- **Preferred Alternative**
  The proposed project would extend the Red Line by 5.3-miles from 95th Street to 130th Street, and would include four new stations with bus and parking facilities, as well as a new rail yard. Based on earlier planning efforts, the Union Pacific Railroad (UPRR) Alternative was selected as the NEPA Preferred Alignment for the project. Based on coordination with UPRR, the existing railroad right-of-way is not available for purchase; therefore, CTA is considering two potential options – locating the RLE alignment either east or west of the existing UPRR line. Under either option, the RLE Project would provide significant time savings by providing a one-seat ride to downtown and would provide transit alternatives for commuters in the corridor. Based on ridership estimates, the new segment would serve 41,500 weekday trips by 2030.

- **Funding and Schedule**
  CTA intends to pursue federal New Starts Program grant funding for the project, which would fund almost half of the project construction costs. The remaining costs would need to be funded through local and state sources. CTA is considering several options for these local matching dollars, including the potential of creating a transit-only tax-increment financing district.

  In addition to costs for constructing the project, CTA is working to acquire additional funding by early 2017 to complete the environmental work and begin preliminary engineering. These near-term steps are needed so that the project can enter the federal Project Development Phase and be eligible to apply for New Starts Program grants funds.

- **CTA has prepared a Draft Environmental Impact Statement (EIS)**
  CTA has prepared a Draft EIS which analyzes the potential positive and negative environmental impacts of construction and operation of each option of the UPRR alignment. Where potential negative impacts have been identified, the Draft EIS proposes mitigation measures to reduce or eliminate these potential negative impacts.

- **Review of RLE Project Potential Impacts**
  Major areas of impact identified in the Draft EIS include potential impacts to parks, properties, the visual environment, community character, noise, and wetlands. CTA reviewed each major area of potential impact and mitigation proposed, noting that impacts differ somewhat depending upon the alignment option ultimately selected.

  Park impacts would occur under either alignment option. Replacement parkland in or near the communities impacted are proposed to offset impacts to parks. CTA has undertaken an extensive coordination process with the Chicago Park District to identify potential replacement park locations.

  Property impacts would occur under either alignment option, although the affected number and types of parcels differs depending on the option selected. These impacts have been identified based on conceptual engineering to date and represent maximum property impacts possible; impacts may be further reduced as additional engineering and design is conducted. All impacted property owners would be protected under the federal Uniform Relocation Act, which requires paying property owners at least the fair market value for their properties and providing relocation assistance. CTA will be conducting extensive early outreach to these potentially impacted property owners, including providing regular mail and certified mail letters, door-to-door outreach, conducting community meetings, and providing one-on-one assistance on select days at the public library. In addition, property owners with questions may call CTA's customer service line or email the project email account to receive further assistance from a CTA relocation liaison.

  CTA provided conceptual visualizations of the proposed rail line and stations to review potential visual and community character impacts of the project. These

concepts provide insights into the scale of the project, however the exact physical appearance may differ depending on more specific design decisions that will be made as the project moves forward. Mitigation proposed includes provision of landscaping or other urban design amenities, context-sensitive design of structures, careful consideration of external lighting, and using best management practices to maintain vegetation and a debris-free construction area.

There are also potential impacts to wetlands at the proposed rail yard and terminal station at 130th Street. Replacement of any lost wetlands will be required under the federal Clean Water Act, and would take place near the areas impacted. CTA is currently coordinating with the Army Corps of Engineers on these impacts and next steps.

As with any project, impacts during construction must be considered. During construction, CTA is committed to minimizing impacts to construction as much as possible. Best management practices will be followed to limit construction-related impacts. All construction-related impacts, such as noise-generating activities or potential road closures, will be announced in advance. In addition, where parking may be temporarily impacted, alternative parking will be provided. CTA will also work with local businesses to provide advertising assistance where they may be impacted by construction activities.

- Public Hearing on the Draft EIS
  CTA will be holding a public hearing on November 1, 2016 at the St. John Missionary Baptist Church to share the impacts of the project and to obtain public comments. A court reporter and comment cards will be available to take public comments verbally or in writing during the hearing. In addition, the public may provide comments via email to the project email account. Information on the location of the hearing and ways to comment were presented to all attendees. CTA also noted that comment cards are provided at this meeting as well for those interested in providing comments now.

Questions and Comments from Meeting Participants

- What wetlands will be impacted?
  CTA: Potential wetlands would be affected near the proposed 120th Street yard and shop and near the 130th Street station. CTA is coordinating with the US Army Corps of Engineers to determine if these potential wetlands would be under their jurisdiction.

- What are the three parks that will be impacted?
  CTA: The parklands that would be affected under the East Option are Wendell Smith Park and Block Park. Fernwood Parkway would be affected with the West Option.

- How much park area will be affected?
  CTA: Approximately 1.6 acres of parkland would be affected under the East Option and approximately 1.9 acres of parkland would be affected under the West Option.

- **Based off of information gathered, what option is preferred?**
  CTA: There are benefits and impacts to both options. CTA is carefully considering these differing impacts and obtaining community input in order to select a final Preferred Alignment for this project. There will be additional engineering based on comments received and additional agency coordination to determine the Preferred Alignment.

- **Will the area underneath the raised tracks in the parkland area be used? In other cities the area has been used as a park. It looks aesthetically pleasing to keep the land open.**
  CTA: Based on coordination to date, the Chicago Park District requested that CTA property be separated so that there are clear boundaries. The Chicago Park District has noted a preference for the land to be fenced.

- **A park should not be relocated to Kensington and Michigan because the area is busy and will be too dangerous for kids.**
  CTA: This area is busy because it is located in a commercial area. These replacement park options are just concepts at this point. All feedback is being taken into consideration. Given the project timeframe, specific parcels that have been identified for replacement parks may change. We have identified specific sites to demonstrate what potential mitigation measures would look like and provided the public an opportunity to comment.

- **The community will be contacting the Red Line Extension Coalition for information regarding the project. Can you share a copy of the letter that was distributed to the potential displaced residents?**
  CTA: Yes, a copy of all documents that were distributed can be provided to the Coalition.

- **Are renters covered under the Relocation Act?**
  CTA: Yes, renters are also provided assistance under the federal Uniform Relocation Act.

- **Would mostly single-family or would there be more multifamily homes affected by the project?**
  CTA: Mostly single-family homes would be affected. There are approximately fifteen multifamily homes that would be affected under the East Option and four multifamily homes that would be affected under the West Option.

- **How far away will a house be located from the tracks?**
  CTA: The distance from homes differs depending on location along the alignment and surrounding land uses. Homes would be at least 14 feet away from the future tracks. Distance between homes and tracks is more constrained for the East Option since there is not much of a buffer between tracks and surrounding development, whereas Eggelston Street would act as an additional buffer under the West Option between 99th and 103rd Street.

- **A 14-foot clearance between homes and tracks are not enough distance. It appears that the West Option is the best.**
  CTA: The homes will be at least 14 feet away from the future tracks. This is the minimum distance anticipated and additional environmental and engineering work will be conducted as the project moves forward.

- **There is a possibility that there would be a problem with fully compensating people for their homes. Homes may be worth less now than when they were purchased. It is great that the federal Uniform Relocation Act is in place. There is also a concern that most of the properties in the Roseland area are upside down. Lastly there is a concern with residents 50 years and older; they do not want to start over.**
  CTA: We have a relocation specialist that is working closely with the affected residents. The CTA will make every effort to make residents whole and has begun this outreach early in the process to understand resident and business needs. It will be a multi-year, intensive effort to acquire property and provide relocation assistance. CTA is aware that this will disrupt lives and want to make every effort possible to ensure they are compensated fairly.

- **The Coalition is interested in developing TOD around the 95th and Dan Ryan Station. How can we work directly with CTA regarding this?**
  CTA: Property would need to be acquired first before any additional coordination on TOD could occur.

- **The Coalition's major concern about TOD for this project is the economic development opportunity around stations to 130th Street.**
  CTA: The proposed project represents a major transportation investment in the community and would be expected to have a positive impact on infill and new development around the stations and close to the rail line. CTA will continue to work with the community organizations and the City's Department of Planning and Development to coordinate this project with land use and development plans.

- **Will a list be made available of those community groups the CTA is working with so that there are no overlapping efforts? Chicago's Alternative Policing Strategy (CAPS) has a listing of community groups and you might want to provide emails to those groups regarding project updates.**
  CTA: A list of community groups that currently receive notices can be made available.

- **Will there be job postings in the community to make them aware of job opportunities?**
  CTA: We are still early in the planning process, but a process will ultimately be established to make residents aware of any job opportunities. The Red Line Reconstruction Project was very successful with its process and best practices from that project will be utilized for this project..

- **Who will be the prime contractor for this project?**
  CTA: This project is in the Draft EIS phase. Funding has not yet been secured for construction. The federal New Starts process is a multi-year, multi-phased process. State and local funding match will also be required to fund this project. Once environmental and engineering work is completed and funding is secured, the bidding process for obtaining a general contractor for construction will take place.

- **Will there be a different prime contractor for each station that is being built or will there be one prime contractor for the entire project?**
  CTA: At this time, that has not been determined. CTA has the flexibility to develop project construction in a number of ways. In the past, there has been one prime contractor for the entire project.

- **Are there any job descriptions available for those construction jobs that will be available?**
  CTA: This project is currently in the Draft EIS phase. It is too early on to know what jobs will be available or to provide detailed construction job descriptions. We can, however, forward information on those categories of jobs that have been used on other similar projects in past.

- **Is there a standardized request for proposals (RFP) with requirements of what types of businesses and requirements are needed for concessions?**
  CTA: That information can be shared.

- **This project will be a great endeavor. Please have better announcements for construction regarding delays, detours, and closures. Also, please extend your communication to gospel radio stations.**

Red Line Extension

Red Line Extension Coalition
October 26, 2016 9AM
Dr. Elzie Young Community Center
9400 S. Perry Avenue, Chicago, IL 60620

cta

Name	Address	Email Address
Michael LaFargue	9327 S. Michigan Ave	MLAFARGUE1@GMAIL.COM
Rev. Reuben E. Coleman Jr.	9314 S. Cottage GV	RCole1947@AOL.com
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Dr. William T. Briggs	16049 Woodlawn East Ave	drelizeyoungcc@gmail.com

Meeting Notes

Date: Thursday, November 17, 2016

Meeting: Greater Roseland Chamber of Commerce Meeting

Meeting Purpose: CTA to share RLE Project updates, findings of the Draft Environmental Impact Statement, and status of public outreach efforts

Time: 10am

Location: 11001 S. Michigan Avenue, Chicago, IL 60628

Presentation Highlights

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

- **Project Overview and Benefits**
  The RLE Project would provide enhanced transit service to Chicago's far South Side by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by creating construction jobs and increasing access to jobs outside of the project area.

- **Preferred Alternative**
  The proposed project would extend the Red Line by 5.3-miles from 95th Street to 130th Street, and would include four new stations with bus and parking facilities, as well as a new rail yard. Based on earlier planning efforts, the Union Pacific Railroad (UPRR) Alternative was selected as the NEPA Preferred Alignment for the project. Based on coordination with UPRR, the existing railroad right-of-way is not available for purchase; therefore, CTA is considering two potential options – locating the RLE alignment either east or west of the existing UPRR line. Under either option, the RLE Project would provide significant time savings by providing a one-seat ride to downtown and would provide transit alternatives for commuters in the corridor. Based on ridership estimates, the new segment would serve 41,500 weekday trips by 2030.

- **Funding and Schedule**
  CTA intends to pursue federal New Starts Program grant funding for the project, which would fund almost half of the project construction costs. The remaining costs would need to be funded through local and state sources. CTA is considering several options for these local matching dollars, including the potential of creating a transit-only tax-increment financing district.

  In addition to costs for constructing the project, CTA is working to acquire additional funding by early 2017 to complete the environmental work and begin preliminary engineering. These near-term steps are needed so that the project can enter the federal Project Development Phase and be eligible to apply for New Starts Program grants funds.

- **CTA has prepared a Draft Environmental Impact Statement (EIS)**
  CTA has prepared a Draft EIS which analyzes the potential positive and negative environmental impacts of construction and operation of each option of the UPRR alignment. Where potential negative impacts have been identified, the Draft EIS proposes mitigation measures to reduce or eliminate these potential negative impacts.

- **Review of RLE Project Potential Impacts**
  Major areas of impact identified in the Draft EIS include potential impacts to parks, properties, the visual environment, community character, noise, and wetlands. CTA reviewed each major area of potential impact and mitigation proposed, noting that impacts differ somewhat depending upon the alignment option ultimately selected.

  Park impacts would occur under either alignment option. Replacement parkland in or near the communities impacted are proposed to offset impacts to parks. CTA has undertaken an extensive coordination process with the Chicago Park District to identify potential replacement park locations.

  Property impacts would occur under either alignment option, although the affected number and types of parcels differs depending on the option selected. These impacts have been identified based on conceptual engineering to date and represent maximum property impacts possible; impacts may be further reduced as additional engineering and design is conducted. All impacted property owners would be protected under the federal Uniform Relocation Act, which requires paying property owners at least the fair market value for their properties and providing relocation assistance. CTA will be conducting extensive early outreach to these potentially impacted property owners, including providing regular mail and certified mail letters, door-to-door outreach, conducting community meetings, and providing one-on-one assistance on select days at the public library. In addition, property owners with questions may call CTA's customer service line or email the project email account to receive further assistance from a CTA relocation liaison.

  CTA provided conceptual visualizations of the proposed rail line and stations to review potential visual and community character impacts of the project. These

concepts provide insights into the scale of the project; however the exact physical appearance may differ depending on more specific design decisions that will be made as the project moves forward. Mitigation proposed includes provision of landscaping or other urban design amenities, context-sensitive design of structures, careful consideration of external lighting, and using best management practices to maintain vegetation and a debris-free construction area.

There are also potential impacts to wetlands at the proposed rail yard and terminal station at 130th Street. Replacement of any lost wetlands will be required under the federal Clean Water Act, and would take place near the areas impacted. CTA is currently coordinating with the Army Corps of Engineers on these impacts and next steps.

As with any project, impacts during construction must be considered. During construction, CTA is committed to minimizing impacts to construction as much as possible. Best management practices will be followed to limit construction-related impacts. All construction-related impacts, such as noise-generating activities or potential road closures, will be announced in advance. In addition, where parking may be temporarily impacted, alternative parking will be provided. CTA will also work with local businesses to provide advertising assistance where they may be impacted by construction activities.

- **Public Hearing on the Draft EIS**
  CTA held a public hearing on November 1, 2016 at the St. John Missionary Baptist Church to share the impacts of the project and to obtain public comments. A public comment period was established from October 6 through November 30, 2016 to obtain comments on the Draft EIS. A court reporter and comment cards were made available to take public comments verbally or in writing during the hearing. In addition, the public was able to provide comments via email to the project email account. Information on the location of the hearing and ways to comment were provided in all advertisements and noticing to the public and was also provided on CTA's project website. CTA also noted that comment cards are provided at this meeting as well for those interested in providing comments now.

Questions and Comments from Meeting Participants

- **I live on Eggleston Street and have attended community meetings. There is already one railroad and there are concerns that adding another track and operating additional train service will impact the community.**
  CTA: The current project timeline anticipates that the project would begin operations in 2026 at the earliest. As the project progresses, additional environmental analysis and engineering work would be conducted to further detail potential impacts and mitigation measures. CTA has conducted an initial noise and vibration analysis for each alignment option, which considers the existing noise and vibration in the corridor and rail operations. To minimize noise and vibration impacts, CTA proposes to use a closed deck track structure and incorporate noise walls. In addition, welded rail is proposed to further minimize impacts and provide a smoother ride for

passengers. Additional noise and vibration analysis will be conducted during the Final EIS to further identify potential impacts and mitigation measures needed. In addition, there are a number of benefits of the project, including opportunities for furthering economic development initiatives (such as transit-oriented development) in the corridor through this proposed investment. While CTA would not construct or implement TODs, we are coordinating with the City on the integration of this project with land use planning.

- **I am on the Transportation Committee for Pullman and attend Metropolitan Planning Council meetings. In our community, it is really important to provide transportation options. It is s currently a huge barrier to community vitality, and there needs to be development that coincides with these types of transportation improvements.**
  CTA: This project would provide enhanced mobility in and around the community and this major infrastructure investment could serve as a springboard to transform the community and bring additional investment. Major transit investments like this have been shown to bring with them additional land use development around new rail stations. Retail multiuse buildings are an example of the TOD type of development that often happens around transit stations, and can provide opportunities for people to live and work and shop all in one complex.

- **You used to have to push and shove people to get on the bus. Now you do not. I'm concerned there are not enough people to make this project investment worth it.**
  CTA: As with any major transit investment like this, population and development would be anticipated to increase in the area. Currently, there are a number of transit dependent customers in the corridor that use buses to access CTA's 95th Street station and make connecting trips further north. Provision of stations as part of this project would provide greater mobility options in the surrounding community. In addition, CTA anticipates that people will also come over from other communities to use transportation, boosting vitality in the surrounding neighborhood.

- **95th Street used to be a middle class community. It used to be a clean block. Now there is a ton of trash. How will you mitigate that?**
  CTA: Transit investment is expected to help with crime and the overall vitality of community.

- **I'm happy to see transportation expansion and welcome improved transportation, but other things have to be considered.**

- **Question from CTA: What would you want to see to improve the community?**
  Attendee: Improved lighting and a regained general feeling of comfort.

- **We want to bring businesses into the community. We do not own business in our community. There is currently no incentive to invest in the community.**
  CTA: We encourage you to provide comments in written form. Those comments will become part of the dialogue. RLE is expected to spur economic development in the community, as well as adjacent communities. CTA is continuing to coordinate with the City to integrate this project with land use and development plans.

- Will the train run 24 hours?
  CTA: Specific operating plans will be further developed as this project advances. Service frequency is anticipated to be the same as with the current service at 95th Street. Service frequency would be adjusted to accommodate demand once the RLE service has been implemented. Train frequencies would vary throughout the day, like existing Red Line service, and less frequently at night.

- I feel that while this project would bring jobs, but we also need to increase security. We need those emergency buttons, like the ones in Hyde Park.

- We need a change in the mindset of the people in the community. There are a greater number of people living well, and a small number of people creating problems for the community. Mentoring and intervention from other organizations would help to facilitate wellness in living. These are quality of life issues.

- Related to this point, we need to start having a conversation in the community: Why is respect important? Little things lead to greater prosperity of the community. It takes everybody.

- More than trains and houses, we need to look at every part of the impact on the community.

- Litter, especially on Wentworth, is a major issue. In the places where nobody lives, litter has a big impact on the greater community.

- In schools, throughout neighborhood, we need to think of slogans to combat litter. "Greater Roseland, where great things are happening," similar to "Don't mess with Texas." People need to know they need to take care of their neighborhood.

- Beautification is incredibly important, but we should also be investing in job training. CTA can help facilitate this. We want to take better care of community and make room for retailers.
  CTA: As we develop plans, we will have more discussions with community regarding workforce development and training.

- Community service that involves young people so that they understand the impact of their actions is important. We need to talk to people, and look out for kids.

- Do you have a plan to incentivize businesses to invest in the area?
  CTA: The proposed project represents a major transportation investment in the community and would be expected to have a positive impact on infill and new development around the stations and close to the rail line. CTA will continue to work with the community and business organizations and the City's Department of Planning and Development to coordinate this project with land use and development plans.

- **The Chamber could be involved with business development. We want to continue along the path of business development initiatives. Some of the ground floor areas of proposed parking structures might work for retail spaces.**

- **Do you expect negative impacts on the project due to changes from a Democrat to Republican administration?**
  CTA: The Capital Investment Grant (CIG) program itself, which is the federal funding source for this project, has not changed. The completion of Environmental Impact Statement and receiving a Record of Decision from FTA is the next step in the CIG process. Through the two-year Project Development phase, we will determine design and cost certainty. Once that is done, CTA will enter the Engineering Phase, which may be a shorter phase. After that, CTA will apply for funding.

- **For construction, how will you incorporate minority or disadvantaged businesses?**
  CTA: CTA works with disadvantaged business enterprises (DBEs) and has an overall program in place as well as project level goals to ensure active participation from DBEs. CTA will be focusing on local businesses and making jobs available to people in the community. CTA will model the project on the Red Line South Reconstruction Project, which involved coordination with the Chicago Urban League and other organizations. As far as coordination on local jobs, CTA expects to exceed federal requirements. Working within the Workforce and Investment Act, we work to connect people in the communities where projects are proposed. Additional outreach and coordination will be conducted as the project moves forward.

- **It would be a great opportunity to host a workshop to prepare people to qualify for jobs related to the project.**
  CTA: This is something that was done for the 95th Street Terminal. We will consider a variety of strategies as we further develop this project. We hold many outreach events and will continue to do so as the project moves forward, and there are opportunities to work with local organizations whose mission is to provide these types of job training activities.

- **How will you ensure minority or disadvantaged businesses are big enough to tackle the size of the project?**
  CTA: CTA actively encourages contractors to subcontract to smaller companies and connect subcontractors to contractors.

Red Line Extension

Greater Roseland Chamber of Commerce
November 17, 2016 10AM - 12PM
11001 S. Michigan Avenue, Chicago, IL 60628

cta

Name	Address	Email Address
Beatrice J. Johnson	10033 S. Hoxie Ave Chicago, IL 60617	BECOREECRE AOL.COM
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Meeting Notes

Date: Tuesday, November 25, 2016

Meeting: Alderman Sawyer Community Meeting

Meeting Purpose: CTA to share RLE Project updates, findings of the Draft Environmental Impact Statement, and status of public outreach efforts

Time: 11:00 am

Location: 706 E. 79th Street, Chicago, IL 60619

Presentation Highlights

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

- **Project Overview and Benefits**
  The RLE Project would provide enhanced transit service to Chicago's far South Side by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by creating construction jobs and increasing access to jobs outside of the project area.

- **Preferred Alternative**
  The proposed project would extend the Red Line by 5.3-miles from 95th Street to 130th Street, and would include four new stations with bus and parking facilities, as well as a new rail yard. Based on earlier planning efforts, the Union Pacific Railroad (UPRR) Alternative was selected as the NEPA Preferred Alignment for the project. Based on coordination with UPRR, the existing railroad right-of-way is not available for purchase; therefore, CTA is considering two potential options – locating the RLE alignment either east or west of the existing UPRR line. Under either option, the RLE Project would provide significant time savings by providing a one-seat ride to downtown and would provide transit alternatives for commuters in the corridor. Based on ridership estimates, the new segment would serve 41,500 weekday trips by 2030.

- **Funding and Schedule**
  CTA intends to pursue federal New Starts Program grant funding for the project, which would fund almost half of the project construction costs. The remaining costs would need to be funded through local and state sources. CTA is considering several options for these local matching dollars, including the potential of creating a transit-only tax-increment financing district.

  In addition to costs for constructing the project, CTA is working to acquire additional funding by early 2017 to complete the environmental work and begin preliminary engineering. These near-term steps are needed so that the project can enter the federal Project Development Phase and be eligible to apply for New Starts Program grants funds.

- **CTA has prepared a Draft Environmental Impact Statement (EIS)**
  CTA has prepared a Draft EIS which analyzes the potential positive and negative environmental impacts of construction and operation of each option of the UPRR alignment. Where potential negative impacts have been identified, the Draft EIS proposes mitigation measures to reduce or eliminate these potential negative impacts.

- **Review of RLE Project Potential Impacts**
  Major areas of impact identified in the Draft EIS include potential impacts to parks, properties, the visual environment, community character, noise, and wetlands. CTA reviewed each major area of potential impact, noting that impacts differ somewhat depending upon the alignment option ultimately selected.

  Park impacts would occur under either alignment option. Replacement parkland in or near the communities impacted are proposed to offset impacts to parks. CTA has undertaken an extensive coordination process with the Chicago Park District to identify potential replacement park locations.

  Property impacts would occur under either alignment option, although the affected number and types of parcels differs depending on the option selected. These impacts have been identified based on conceptual engineering to date and represent maximum property impacts possible; impacts may be further reduced as additional engineering and design is conducted. All impacted property owners would be protected under the federal Uniform Relocation Act, which requires paying property owners at least the fair market value for their properties and providing relocation assistance. CTA will be conducting extensive early outreach to these potentially impacted property owners, including providing regular mail and certified mail letters, door-to-door outreach, conducting community meetings, and providing one-on-one assistance on select days at the public library. In addition, property owners with questions may call CTA's customer service line or email the project email account to receive further assistance from a CTA relocation liaison.

  CTA provided conceptual visualizations of the proposed rail line and stations to review potential visual and community character impacts of the project. These

concepts provide insights into the scale of the project; however the exact physical appearance may differ depending on more specific design decisions that will be made as the project moves forward. Mitigation proposed includes provision of landscaping or other urban design amenities, context-sensitive design of structures, careful consideration of external lighting, and using best management practices to maintain vegetation and a debris-free construction area.

There are also potential impacts to wetlands at the proposed rail yard and terminal station at 130th Street. Replacement of any lost wetlands will be required under the federal Clean Water Act, and would take place near the areas impacted. CTA is currently coordinating with the Army Corps of Engineers on these impacts and next steps.

As with any project, impacts during construction must be considered. During construction, CTA is committed to minimizing impacts to construction as much as possible. Best management practices will be followed to limit construction-related impacts. All construction-related impacts, such as noise-generating activities or potential road closures, will be announced in advance. In addition, where parking may be temporarily impacted, alternative parking will be provided. CTA will also work with local businesses to provide advertising assistance where they may be impacted by construction activities.

- Public Hearing on the Draft EIS
  CTA held a public hearing on November 1, 2016 at the St. John Missionary Baptist Church to share the impacts of the project and to obtain public comments. A public comment period was established from October 6 through November 30, 2016 to obtain comments on the Draft EIS. A court reporter and comment cards were made available to take public comments verbally or in writing during the hearing. In addition, the public was able to provide comments via email to the project email account. Information on the location of the hearing and ways to comment were provided in all advertisements and noticing to the public and was also provided on CTA's project website. CTA also noted that comment cards are provided at this meeting as well for those interested in providing comments now.

Questions and Comments from Meeting Participants

- Where will the Michigan stop be?
  CTA: The proposed Michigan Avenue station will be at 116th Street and Michigan Avenue.

- What is the height of the structure?
  CTA: The height of the structure varies at different locations. Near the UPRR tracks it will be approximately 15 feet. South of 118th Street near the proposed yard, the structure will be at grade level.

- Will there be a bridge to cross the Calumet River?
  CTA: The proposed alignment would not cross the Calumet River.

- **Whose tax-increment financing (TIF) will be used?**
  CTA: The legislation that passed in June by Illinois General Assembly allows for four transit projects to be funded by transit TIF and this project is included. The City will have to establish an appropriate transit TIF district for this project.

- **What is CTA's vision on permanent, full-time, and part-time jobs? What is the community opportunity?**
  CTA: An estimated 6,000 construction jobs will be created with the project. CTA had success on the Red Line South Reconstruction Project in partnering with local community organizations and creating job opportunities for Disadvantaged Business Enterprises. A similar model could be used for this project.

- **Will the Alderman be abreast of all updates?**
  Yes. The public and alderman will be continually updated.

- **How will you partner with community groups organizations?**
  CTA: A similar template that was used for the Red Line South Reconstruction Project could be used. We will work with the Alderman, local community groups, and others to make sure it is a success.

- **What is CTA's current Disadvantaged Business Enterprise (DBE) goal?**
  CTA: CTA is committed to meaningful involvement by DBE firms. CTA has an overall DBE program and goals. In addition, there are also DBE goals that are project-specific.

- **Those stations that are south need development in those areas. It is clear that the North Side has a different level of service and amenities than in the south.**

- **There is a need to have more minorities in the real trade areas.**
  CTA: We have worked closely with communities to hire those that are in and interested in the trades. We are the only governmental agency that has a program, Second Chance, which works with ex-offenders to get them reoriented back into the workforce.

- **There are major problems at the 79th Street and Yale stop. The sidewalk is too congested with the train and it's not handicap friendly. It is only a matter of time that there is going to be a major disaster.**

- **If the funding is not secured, what will happen to this project? We would like to see the project will move forward.**
  CTA: CTA will be seeking federal funds through New Starts Program, which is a nationally competitive funding program. FTA rates projects based on set evaluation criteria and as long as benchmarks for those criteria are met and local funding match is secured, there should not be a challenge in securing federal funds. The project has public support and we also hope that it moves forward.

- **There are six sites for remediation listed in the EIS. What are those six sites? What will the environmental impact be?**
  CTA: The Draft EIS provides exact location of the high concern sites, where hazardous materials are known or suspected to exist. Some of those sites are south of 119th Street close to the rail yard. As the project progresses, there will be more environmental engineering and detailed studies of those sites.

Meeting Notes

Date: Thursday, December 8, 2016

Meeting: Friends of the Parks Meeting

Meeting Purpose: CTA to share RLE Project updates, findings of the Draft Environmental Impact Statement, and status of public outreach efforts

Time: 12pm

Location: 17 N. State Street, Suite 1450, Chicago, IL 60602

Presentation Highlights

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

- **Project Overview and Benefits**
  The RLE Project would provide enhanced transit service to Chicago's far South Side by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by creating construction jobs and increasing access to jobs outside of the project area.

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As with any project, impacts during construction must be considered. During construction, CTA is committed to minimizing impacts to construction as much as possible. Best management practices will be followed to limit construction-related impacts. All construction-related impacts, such as noise-generating activities or potential road closures, will be announced in advance. In addition, where parking may be temporarily impacted, alternative parking will be provided. CTA will also work with the surrounding community business to provide advertising assistance where businesses may be impacted by construction activities.

- Public Hearing on the Draft EIS
  CTA held a public hearing on November 1, 2016 at the St. John Missionary Baptist Church to share the impacts of the project and to take public comments. A public comment period was established from October 6 through November 30, 2016 to obtain comments on the Draft EIS. A court reporter and comment cards were available to take public comments verbally or in writing during the hearing. In addition, the public was able to provide comments via email to the project email account. Information on the location of the hearing and ways to comment were provided in all advertisements and noticing to the public and was also provided on CTA's project website. CTA is currently reviewing comments received during the comment period. Based on public comments and additional technical analysis, CTA will determine the final Preferred Alignment. This final alignment will be analyzed in the Final EIS.

Questions and Comments from Meeting Participants

- I live on Eggleston Street and have attended public meetings on the project. There is already one railroad operating in the corridor and I have concerns about the impacts of adding another track and operating additional rail in the corridor.
  CTA: The currently project timeline anticipates that the project would begin operations in 2026. As the project progresses, additional environmental analysis and engineering work would be conducted to further detail potential impacts and mitigation measures. CTA has conducted an initial noise and vibration analysis for each alignment option, which considers the existing noise and vibration in the corridor and rail operations. To minimize noise and vibration impacts, CTA proposes

to use a closed deck track structure and incorporate noise walls. In addition, welded rail is proposed to further minimize impacts and provide a smoother ride for passengers. Additional noise and vibration analysis will be conducted during the Final EIS to further identify potential impacts and mitigation measures needed. In addition, there are a number of benefits of the project, including opportunities for furthering economic development initiatives (such as transit-oriented development) in the corridor through this proposed investment. While CTA would not construct or implement TODs, we are coordinating with the City on the integration of this project with land use planning.

- **What is the fundamental reason for considering these two options?**
  CTA: Both of the options would have different impacts. In particular, there are different property displacement impacts with each option such as number of homes that would be affected or impacts to businesses. CTA is carefully considering these differing impacts and obtaining community input in selecting a final Preferred Alignment for this project.

- **Please clarify impacts to the two baseball diamonds at Wendell Smith Park?**
  CTA: One baseball field would be replaced somewhere else. There are two baseball fields within Wendell Smith Park. The sand-filled baseball field on the northeast portion of the park is a junior-size baseball diamond. Under the East Option, a small portion of the existing outfield/open space would be within the overlap area, but the overlap would not affect the ability to use the baseball field. The second baseball field is a smaller, junior-sized baseball field in the southwest corner of the park. This junior baseball field contains a backstop and bench. Due to the proposed overlap area, the bench and space behind this backstop would be used. Based on coordination with the Chicago Park District, it was determined that replacing these two smaller junior-sized baseball fields to provide one larger baseball field would be a preferred mitigation measure for the East Option impact to Wendell Smith Park since it would enhance baseball facilities and activities within the park. In addition, should the East Option be selected, relocation and replacement of the smaller, junior-sized baseball field on replacement parkland is proposed.

- **Would the baseball diamond at Wendell Smith be closed during construction?**
  CTA: Detailed construction plans have not yet been developed at this stage of the project and therefore we cannot yet provide more specific information on the potential closure of the baseball diamond. There will be short-term closure of a portion of the park during construction depending upon the option selected.

- **You did an environmental suitability analysis because of noise, but CTA is still proposing to build a track which will significantly impact the environment.**
  CTA: The track would be either next to the expressway or directly adjacent to existing UPRR tracks, so the proposed project is located in an area where transportation infrastructure already exists. CTA would employ a number of noise mitigation strategies into the proposed design itself to minimize additional noise impacts from this project.

- **Several years ago, people submitted petitions for the East Option because it has less of an impact.**
  CTA: CTA is proposing the alignment adjacent to the existing railroad tracks. There would actually be more residential displacement with the East Option.

- **But there would be fewer other impacts on the east side because of housing.**

- **Roseland has the largest area of low-income housing in the City of Chicago. We don't want that disrupted (west of 115th and Michigan). I strongly feel that the East Option is the better option for this reason.**
  CTA: CTA has received similar comments before on this topic. The west side, in general, is a more stable community. The east side has more vacancy. However, the area by Wendell Smith Park, which is along the East Option, is stable. The purpose of the Draft EIS was to evaluate the relative impacts and benefits of each option and to provide an opportunity for the public and community organizations to weigh in on comparative impacts of each option.

- **Would you need to acquire homes at 101st Street and Michigan Avenue?**
  CTA: No.

- **How many people on the east versus west side are willing to sell property?**
  CTA: We have only done outreach to inform residents about the project and potential impacts. We have not collected information on property owners' willingness to sell.

- **For the people who want to remain in their homes, what considerations will CTA consider?**
  CTA: Anyone who is displaced will receive compensation for their property and relocation assistance. The federal Uniform Relocation Act requires payment of at least fair market value of the property. This is the minimum, not the maximum amount that can be compensated and coordination as well as appraisals will ultimately determine property compensation. In addition, relocation assistance will be provided for those wishing to remain within the community. The Uniform Relocation Act provides a combination of property compensation and relocation assistance.

- **Which option would you consider best from park perspective?**
  CTA: There are tradeoffs in terms of park impacts for both alignment options. There isn't a clear-cut answer. Public comments will be a part of CTA's considerations in making a final recommendation on the alignment. From a parks-only perspective, both options would impact parks. Fernwood Parkway, which would be impacted by the West Option, is a somewhat bigger parcel, but is a passive park space without any park amenities on it. Wendell Smith and Block Park would be impacted by the East Option. While the total acreage of parkland acquired for the East Option would be less than the West Option, Wendell Smith Park is an active use park with a number of park amenities currently provided. Block Park is another passive use park with limited park amenities, and the East Option would require use of a substantial portion of a half of this park since the park is already divided by a street.

- **On the east side, you have to really look at the housing stock. That area really needs to be developed. There may be more housing, but it's not worth much.**

- **Can you clarify the community outreach process? How will you be engaging community members in the decision process?**
  CTA: The Draft EIS public comment period is now complete. CTA has conducted a lot of outreach to date to get to this point in the planning process. CTA met with 10 community groups and had a public hearing following publication of the Draft EIS. The last public hearing was heavily attended. CTA started working on the project in 2006 and there has been continuous public outreach on the south side of Chicago since then to understand community concerns and refine alternatives to this point. In addition, the Red Line Extension Coalition has been involved in this project over several years.

- **Are there park advisory groups for the parks that could be impacted by the project?**
  CTA: We will check and have been working with the Chicago Park District heavily throughout the last year to understand park needs. Block Park has limited function and amenities, and may not have an advisory group. Wendell Smith or Fernwood Parkway may have advisory groups.

- **On any further discussion, someone from policy at Friends of the Parks should be at the table.**
  CTA: These replacement park options are just concepts at this point. All feedback is being taken into consideration. Given the project timeframe, specific parcels that have been identified for replacement parks may change. We have identified specific sites to demonstrate what potential mitigation measures would look like and provided the public an opportunity to comment.

- **There has been a change in administration on the federal level. How will that affect this project?**
  CTA: The Capital Investment Grant program itself, which is the federal funding source for this project, has not changed. In addition to federal funding to be pursued, a local funding match of up to 50 percent of the total project costs must be identified as CTA enters the federal Project Development Phase. CTA intends to apply for entry into the Project Development Phase following selection of the alignment option and in finalizing environmental work necessary for the project to advance. Project Development must be completed within two years of entering into this phase. After Project Development, the project will enter into an Engineering Phase for which there is no time limit. There are a few years of technical work that needs to be done before CTA will request a Full Funding Grant Agreement from the federal government.

- **Is the project information on CTA's website and in the Citizens Guide?**
  CTA: All information on project impacts is posted on CTA's website, including the Draft EIS and Citizens Guide. Today we were focused mostly on sharing park impacts and proposed mitigation measures.

- **CTA has been wrestling with this for years and weighing all impacts. CTA must be starting to form opinions. Do you have preferences in options? Or even in some other option?**
  CTA: CTA has selected the UPRR Alternative as the NEPA Preferred Alternative. We have heard arguments for and against both of these options. The decision will be made based on community feedback and other technical factors. Engineering will play a huge role in the decision. CTA would still need to acquire some parcels from UPRR and CTA will need to incorporate their feedback as well in final decision making on the alignment.

- **There is a distinction between voluntary acquisition and eminent domain. In major city projects, people who said they would voluntarily sell property lawyer up and change their minds, likely 30-40 percent of the time. How will CTA address those legal battles?**
  CTA: CTA will adhere to the process outlined in the federal Uniform Relocation Act. Regardless of whether someone has an attorney or not, CTA will negotiate settlements. Ultimately, CTA has taken a very proactive, early approach in talking about displacements. We want them to hear about these impacts from CTA. Not everyone we have notified to date will be displaced. CTA sent letters and conducted door-to-door outreach. We also held specific displacement outreach meetings for potentially affected property owners. Experts were there to talk about the timeline and answer questions about the process. There are concerns, from emotional attachment to personal investment. We have heard several comments, some in favor of acquiring property and others who do not wish to have their property acquired. . CTA has tried to take an open approach with people and allow for as much community input into the project as possible. CTA hopes that this proactive approach will provide a way to work with property owners in the process.

- **But there have been similar situations where legal battles do happen.**
  CTA: Public process does make a difference, and therefore CTA has disclosed all potential impacts at this early stage of the project.

- **You have already noted impact to parks, but will there be any other impacts, like noise?**
  CTA: CTA has provided information on noise impacts and design strategies that will be used. This includes design of a closed deck structure with noise barriers and use of welded rail. With the implementation of these mitigation measures, we do not anticipate adverse noise impacts.

- **Will any schools be impacted?**
  CTA: At Roseland Christian School, a portion of the field would be impacted with the East Option.

- **It is hard to imagine trains being quiet if you live near a train.**
  CTA: We have reviewed the proposed noise mitigation strategies that are to be incorporated into the design and do not anticipate adverse noise impacts. The Draft

EIS discloses impacts related to noise, and follows the Federal Transit Administration's (FTA's) *Noise and Vibration Manual* guidance and methods for quantifying noise and vibration impacts.

- **Will there be any park & rides developed other than the one at 130th?**
  CTA: Currently all stations are proposed to have park & rides.

- **There was a proposed three-tier park & ride at 130th Street. There was concern about the three tiers because the structure would take aesthetics away from neighborhood.**

- **Will there be a park & ride at 95th Street and Lafayette?**
  CTA: That is being handled as part of the 95th Street Terminal Project, which is separate from this project.

- **How many parking spaces would there be at each station?**
  CTA: As proposed, there would be 200 spots at 103th Street station, 200 spots at 111th Street station, 1000 spots at Michigan Avenue station, and 2300 spots at 130th Street station. Final park & ride footprints will be developed as the project advances but will not be more than these amounts.

- **What is the cost at park & rides?**
  CTA: It varies by location but is approximately five dollars per day. There are no monthly options.

- **Do you anticipate adding additional stations in between gaps?**
  CTA: Spacing is comparable with distances on the existing south Red Line. There is a process for evaluating in-fill stations. If it was warranted, we would evaluate it at that time. CTA does not want to create gaps, but we're not far enough in the engineering process to determine that yet.

- **Are any stations entrance only? Like some existing stations.**
  CTA: We are not far enough along in the engineering process to know specifics about station design elements like this yet.

- **What will be under the track at Wendell Smith Park?**
  CTA: With the East Option, the space under the tracks at Wendell Smith will likely be fenced off. CTA coordinates with CPD on those decisions since the parkland is under their jurisdiction. The buffer between UP and CTA tracks is part of the required separation. People will still be able to access the park.

- **Fencing off an area like that would displace far more people and create a troublesome park situation. Barriers created increases amount of unusable space. It creates spaces for homeless people to congregate; it's isolated, and creates spaces that the neighborhood doesn't interact with. A barrier fence under the track would create a number of problems. See the problems the Red Line station at Belmont has had.**

- **How many comments did you receive during the comment period?**
  CTA: About 300 comments were received, in a variety of formats.

- **You mentioned that there would be 41,500 daily trips expected to use the extension. Can you elaborate? It seems like a lower level of trips than expected.**
  CTA: Ridership was projected at a high level at early phases of project planning. CTA will update ridership numbers in the next phase of project planning and provide more information.

- **In building the extension, what about bus routes? Especially at 130th Street. Are there any proposals on changes to routes?**
  CTA: Bus routes will be restructured to feed into the new stations, instead of all of them connecting to 95th Street Terminal. CTA will continue to evaluate operations as project planning and engineering advance.

- **Looking at customer use, there would need to be a lot of development along those routes.**
  CTA: As with any major transit investment like this, population and development would be anticipated to increase in the area. Currently, there are a number of transit-reliant customers in the corridor that use buses to access CTA's 95th Street station and make connecting trips further north. Provision of stations as part of this project would provide greater mobility options in the surrounding community.

- **You cannot redevelop the corridor without changing the culture in the area.**
  CTA: Currently, a lot of surrounding property is vacant land. CTA is continuing to coordinate with community leaders and the City to align this project with other desired land use and development plans.

- **We are concerned about development of the project near low-income housing. How will you work with those residents?**
  CTA: We have not gotten to those specific details yet but have conducted extensive public outreach efforts to date to understand community needs. This project would improve mobility options, particularly for transit-reliant customers in the surrounding community.

- **The 130th Street industrial area is a challenge. Further south, the viaduct is an industrial complex with many industrial uses.**

- **Several activists on the South Side are concerned about this project. How will you work with them?**
  CTA: Public and agency engagement has been an essential element throughout project planning and decision-making to date. CTA will continue to coordinate with the community planning groups, elected officials, and the City's Department of Planning and Development as the project moves forward.

- **A train would dramatically impact the community. The area has been isolated for so long. I do not think the train can attract new residents, but it may affect the quality of life.**

Red Line Extension

Friends of the Parks
December 8, 2016 12-1PM
17 N. State Street, Suite 1450, Chicago, IL 60602

cta

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Victor M. Bernhard MD	130 E Oak St Apt 41D 60611	vmbernhard@gmail.com

Attachment 6
Agency Involvement

Cooperating Agency Letter

Cooperating Agency Mailing List

Participating Agency Letter

Participating Agency Mailing List

Tribal Mailing List

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

October 6, 2016

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

Re: CTA Red Line Extension Project
Draft Environmental Impact Statement Available for Agency Review

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 accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA has recently published a Draft Environmental Impact Statement (EIS), which analyzes the effects of implementing the project on the physical, human, and natural environments. The Draft EIS is available on CTA's website, and we have included a copy on the enclosed CD.

The Draft EIS evaluates the impacts of the Union Pacific Railroad (UPRR) Alternative and the No Build Alternative. CTA is evaluating two potential options for the preferred alignment: the East Option and the West Option. The extension would run along elevated tracks south from the 95th Street Terminal, then curve west along I-57 until reaching the Union Pacific Railroad (UPRR) corridor in the vicinity of Eggleston Avenue. The alignment would then turn south and follow the UPRR corridor to Prairie Avenue, where it would cross over the Canadian National/Metra tracks near 119th Street. South of this point, the alignment would follow the existing freight rail tracks and end with a station at 130th Street. The proposed extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street, and 130th Street.

Your agency has previously agreed to be a cooperating agency for this project. All interested parties are invited to review the Draft EIS and attend the public hearing. The public hearing 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, November 1, 2016
5:30 - 7:30 PM
St. John Missionary Baptist Church
211 E. 115th Street, Chicago, IL 60628

CTA will be accepting comments on the Draft EIS between October 6 and November 30, 2016. All comments received during this period, as well as responses to those comments, will be incorporated into the Final EIS.

Written comments may be submitted at the public hearing or anytime during the comment period in one of two ways:

- **Via email:** RedExtension@transitchicago.com
- **Via US mail:** Chicago Transit Authority
  Strategic Planning, 10th Floor
  Attn: Red Line Extension Project
  567 W. Lake Street
  Chicago, IL 60661

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

Mark Assam
Environmental Protection Specialist
US Department of Transportation
Federal Transit Administration
200 W. Adams Street, Suite 320
Chicago, IL 60606
(312) 353-4070
mark.assam@dot.gov

Thank you for your continued participation in this project.

Sincerely,

Sonali Tandon
Senior Project Manager

Red Line Extension Project
List of Cooperating Agencies

Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Federal	Federal Highway Administration	To	Mr.	Norman	Stoner	Division Administrator, Illinois Division Office	3250 Executive Park Drive		Springfield	IL	62703
Federal	Federal Highway Administration	cc	Mr.	Chris	Byars	Metropolitan Transportation Engineer	200 West Adams	Suite 330	Chicago	IL	60606
Federal	Federal Highway Administration	cc	Mr.	Matt	Fuller	Environmental Programs Engineer	3250 Executive Park Drive		Springfield	IL	62703
Federal	Federal Highway Administration	cc	Mr.	Mike	Hine	Engineering Team Leader	3250 Executive Park Drive		Springfield	IL	62703

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Thank you for your continued participation in this project.

Sincerely,

Sonali Tandon
Senior Project Manager

Red Line Extension Project
List of Participating Agencies

Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Federal	Department of Energy	To	Dr.	Ernest	Moniz	Secretary	1000 Independence Avenue SW		Washington	DC	20585
Federal	Department of Health and Human Services	To	Ms.	Kathleen	Falk	Regional Director - Region 5	233 N. Michigan Avenue	Suite 1300	Chicago	IL	60601
Federal	Department of Housing and Urban Development	To	Ms.	Beverly	Bishop	Deputy Regional Director	77 W. Jackson Boulevard		Chicago	IL	60604
Federal	Department of Housing and Urban Development	cc	Ms.	Melanie	Haywood	Field Environmental Officer	77 W. Jackson Boulevard	Room 2420	Chicago	IL	60604
Federal	Department of Housing and Urban Development	cc	Mr.	Steve	Vahl	Region 5 Environmental Officer	77 W. Jackson Boulevard	Room 2420	Chicago	IL	60604
Federal	Federal Emergency Management Agency	To	Ms.	Janet	Odeshoo	Deputy Regional Administrator, Region V	536 S. Clark Street	6th Floor	Chicago	IL	60605
Federal	Federal Emergency Management Agency	cc	Mr.	Nicholas	Mueller	Regional Environmental Officer	536 S. Clark Street	6th Floor	Chicago	IL	60605
Federal	Federal Railroad Administration	To	Mr.	Laurence	Hasvold	Regional Administrator	200 West Adams	Suite 310	Chicago	IL	60606
Federal	Transportation Security Administration	To	Mr.	Christopher	McKay	Industry Engagement Manager; Mass Transit and Passenger Rail	601 S. 12th Street		Arlington	VA	20598
Federal	U.S. Environmental Protection Agency	To	Mr.	Robert	Kaplan	Acting Regional Administrator - Region 5	77 W. Jackson Boulevard		Chicago	IL	60604
Federal	U.S. Environmental Protection Agency	cc	Ms.	Virginia	Laszewski	NEPA Review	77 W. Jackson Boulevard		Chicago	IL	60604
Federal	U.S. Fish and Wildlife Service	To	Ms.	Kathy	Pollack	Field Supervisor - Chicago Field Office	1250 South Grove	103	Barrington	IL	60010
Local	Chicago Housing Authority	To	Mr.	Eugene	Jones, Jr.	Chief Executive Officer	60 E. Van Buren Street	12th Floor	Chicago	IL	60605
Local	Chicago Housing Authority	cc	Mr.	Jose Anthony	Alvarez	Development Manager, Office of Development Management	60 E. Van Buren Street	12th Floor	Chicago	IL	60605
Local	Chicago Park District	To	Ms.	Heather	Gleason	Director of Planning and Construction	541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
Local	Chicago Park District	cc	Mr.	Michael	Lange		541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
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
Local	City of Chicago Department of Business Affairs and Consumer Protection	To	Ms.	Maria Guerra	Lapacek	Commissioner	121 N. LaSalle Street	8th Floor	Chicago	IL	60602
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
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
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
Local	City of Chicago Department of Transportation	To	Ms.	Rebekah	Scheinfeld	Commissioner	30 N. LaSalle Street	Suite 1100	Chicago	IL	60602
Local	City of Chicago Department of Transportation	cc	Ms.	Luann	Hamilton	Director, Transportation Planning	30 N. LaSalle Street	Suite 500	Chicago	IL	60602

Red Line Extension Project
List of Participating Agencies

Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Local	City of Chicago Department of Transportation	cc	Mr.	Jeffrey	Sriver	Director of Transportation Planning and Programming	30 N. LaSalle Street	Suite 1100	Chicago	IL	60602
Local	City of Chicago Office of the Mayor	To	Ms.	Lindy	McGuire	Deputy Chief of Staff	121 N. LaSalle Street	Room 509	Chicago	IL	60602
Local	City of Chicago Office of the Mayor	cc	Mr.	Joe	Deal	Chief Operating Officer	121 N. LaSalle Street	Room 509	Chicago	IL	60602
Local	City of Chicago Office of the Mayor	cc	Ms.	Claudia	Chavez		121 N. LaSalle Street	Room 509	Chicago	IL	60602
Local	City of Chicago Police Department	To	Mr.	Eddie	Johnson	Superintendent	3510 S. Michigan Avenue		Chicago	IL	60653
Local	City of Chicago Police Department	cc	Deputy Chief	Steve	Georgas	Bureau of Patrol; Special Functions	3510 S. Michigan Avenue		Chicago	IL	60653
Local	City of Chicago Police Department	cc	Commander	Cindy	Sam	Public Transportation Section	1718 S. State Street	Annex Building	Chicago	IL	60616
Regional	Metra Commuter Rail	To	Ms.	Lynette	Ciavarella	Director, Planning and Analysis	547 W. Jackson Boulevard	13th Floor	Chicago	IL	60661
Regional	Metra Commuter Rail	cc	Mr.	David	Kralik	Department Head, Long Range Planning	547 W. Jackson Boulevard	13th Floor	Chicago	IL	60661
Regional	Metropolitan Water Reclamation District of Greater Chicago	To	Mr.	David	St. Pierre	Executive Director	100 E. Erie Street		Chicago	IL	60611
Regional	Metropolitan Water Reclamation District of Greater Chicago	cc	Mr.	Joseph	Schuessler	Principal Civil Engineer	100 E. Erie Street		Chicago	IL	60611
Regional	Pace	To	Mr.	David	Tomzik	Manager, Long Range Planning	550 W. Algonquin Road		Arlington Heights	IL	60005
Regional	Pace	cc	Ms.	Lorraine	Snorden	Manager, Department of Planning Services	550 W. Algonquin Road		Arlington Heights	IL	60005
Regional	Regional Transportation Authority	To	Ms.	Leanne	Redden	Executive Director	175 W. Jackson Boulevard	Suite 1650	Chicago	IL	60604
Regional	Regional Transportation Authority	cc	Ms.	Jessica	Hector-Hsu	Director, Planning and Market Development	175 W. Jackson Boulevard	Suite 1650	Chicago	IL	60604
State	Illinois Commerce Commission	To	Ms.	Shauna	Kelley	Bureau of Transportation Chief	160 N. LaSalle Street	C800	Chicago	IL	60601
State	Illinois Commerce Commission	cc	Mr.	Dan	Powers	Senior Rail Safety Specialist	527 East Capitol Avenue		Springfield	IL	62701
State	Illinois Department of Natural Resources	To	Mr.	Wayne	Rosenthal	Director	One Natural Resources Way		Springfield	IL	62702
State	Illinois Department of Natural Resources	cc	Mr.	Steve	Hamer	Office of Realty & Environmental Planning, Division of Ecosystems & Environment	One Natural Resources Way		Springfield	IL	62702
State	Illinois Department of Transportation	To	Mr.	John	Fortman	Deputy Director, Region 1 Engineer	201 W. Center Court		Schaumburg	IL	60196
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
State	Illinois Department of Transportation	cc	Mr.	Charles	Abraham	Division of Public and Intermodal Transportation	100 W. Randolph	Suite 6-600	Chicago	IL	60601

Red Line Extension Project
List of Participating Agencies

Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
State	Illinois Department of Transportation	cc	Mr.	John	Baczek	Environmental Studies Section Chief	201 W. Center Court		Schaumburg	IL	60196
State	Illinois Environmental Protection Agency	To	Mr.	Alec	Messina	Director	500 Stratton Office Building		Springfield	IL	62076
State	Illinois Environmental Protection Agency	cc	Ms.	Deirdre	McQuillen	Outreach/Sponsorship Coordinator	MC#1, P.O. Box 19276		Springfield	IL	62794-9276
State	Illinois Historic Preservation Agency	To	Ms.	Rachel	Leibowitz	Preservation Services Manager	#1 Old State Capitol Plaza		Springfield	IL	62701
State	Illinois Historic Preservation Agency	cc	Mr.	David	Halpin	Cultural Resources Manager	#1 Old State Capitol Plaza		Springfield	IL	62701

Red Line Extension Project
List of Participating Tribal Organizations

Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Tribe	Citizen Potawatomi Nation	To	Mr.	John	Barrett	Chairperson	1601 S. Gordon Cooper		Shawnee	OK	74801
Tribe	Forest Country Potawatomi	To	Mr.	Harold	Frank	Chairperson	5416 Everybody's Road P.O. Box 340		Crandon	WI	54520
Tribe	Ho-Chunk Nation	To	Mr.	Bill	Quackenbush	Tribal Historic Preservation Officer	P.O. Box 667P		Black River	WI	54815
Tribe	Miami Tribe of Oklahoma	To	Mr.	George	Strack	Tribal Historic Preservation Officer	202 S. Eight Tribes Trail		Miami	OK	74354
Tribe	Peoria Tribe of Indians of Oklahoma	To	Mr.	John F.	Froman	Chief	118 S. Eight Tribes Trail		Miami	OK	74354
Tribe	Pokagon Band of Potawatomi Indians	To	Mr.	Michael	Zimmerman	Tribal Historic Preservation Officer	58620 Sink Road		Dowagiac	MI	49047
Tribe	Potawatomi Nation-Hannahville Indian Community	To	Mr.	Kenneth	Meshigaud	Tribal Chairperson	N14911 Hannahville Boulevard		Wilson	MI	49896
Tribe	Prairie Band of Potawatomi Nation	To	Mr.	Steve	Ortiz	Chief	16281 Q Road		Mayetta	KS	66509
Tribe	Sac and Fox Nation of Mississippi in Iowa	To	Mr.	Troy	Wanatee	Chairman	349 Meskwaki Road		Tama	IA	52339
Tribe	Sac and Fox Nation of Missouri	To	Mr.	Edmore	Green	Chairperson	305 N. Main Street		Reserve	KS	66434
Tribe	Sac and Fox Nation of Oklahoma	To	Ms.	Sandra	Massey	Tribal Historic Preservation Officer	Rt. 2 Box 246		Stroud	OK	74079

Attachment 7
Public Hearing Materials

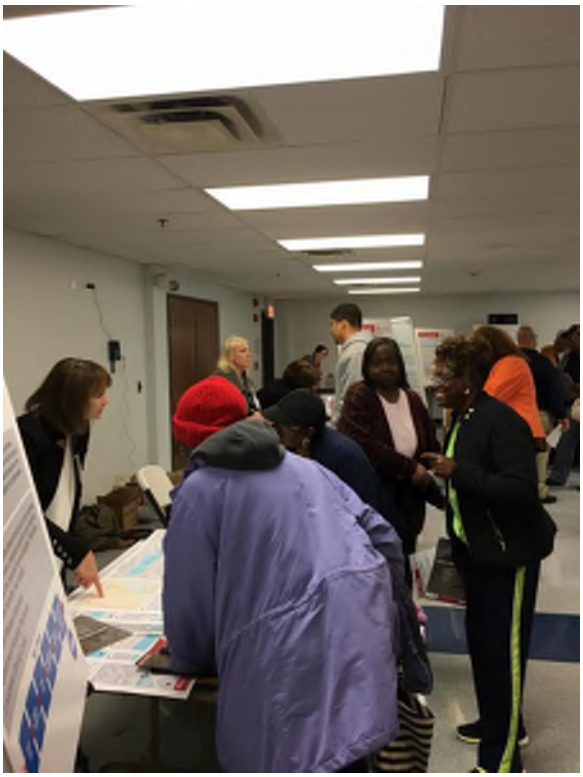
Photos

Sign-In Sheets

Presentation (English and Spanish)

Comment Card (English and Spanish)

Exhibit Boards



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1	Robert M. Ballard	10535 S. LaSalle, Chgo, IL 60628	312 315-8871		
2	Tammy Collins	13121 S. Vernon Chgo 60827	773-707-8032	tammy.collins@gsa.gov	✓
3	Deloris Lucas	13134 S. Vernon Chgo 60827	773-468-7941	deelucas2002@yahoo.com	✓
4	Frank D. Roberts	626 Woodlands Park 60616	312-772-7254	Kwarf_Roberts@yahoo.com	✓
5	Jesus Quiroga	9 West 115th St Chic. IL 60628	773 640 2363	None	
6	Eric Rouse	30 N. LaSalle, Chicago	720-837-0371	Eric.Rouse@HDRINC.com	✓
7	Mike DiGregorio	30 N LaSalle, Chicago	(80) 214-5002	michael.digregorio@hdrinc.com	✓
8	L. MINTER		(312) 459-9222		
9	D. SMITH	10928 S. Ponell	(773) 840-4615	dsmith10928@gmail.com	✓
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1	Daniel Ferguson	12404 S. Throop st, Calumet Park 60827	(773) 932-4260		
2	DAVID VOZZOLO	663 Avenida Del Norte, Sarasota FL. 34242	708 869-3479		
3	Steve Gransun	30 N. LaSalle Chicago, IL 60602	314.315.7100	Steven.gransun@hdrinc.com	✓
4	Sharon Greene	" "	714.743-0118	sharon.greene@hdrinc.com	✓
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1	AMANDA VANDEGRIFT	100 M STREET SE, SUITE 301 WASHINGTON, DC 20003	678-314-4821	amanda.vandegrift@hdrinc.com	✓
2	Joseph Watkins	1060 E 41st	312-286-6985	SAVING OUR SEEDS@AOL.com	
3	ANTONY JOHNSON	3351 W 21 th/st	1-773-521-0584		
4					
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1	Ronald Unne	10827 S STATE	773-371-6112	WYNNERW3AOL.COM	
2	BILL KEYES	10 S. RIVERSIDE PLAZA CHICAGO 60606	312-930-5151	BILL.KEYES@AARSONS.COM	✓
3	Charlotte Thomas	660 Clyde Ave. Calumet City IL- 60409	773-392-8499	thomaschartotte76@gmail.com	
4	RENEWABLE ENERGY CONCEPTS	4655 S. King Drive	312/391-9054	mrcovington@renewable energyconcepts llc.com	
5	Dr. Carmen Palmer	10552 S. Vernon, Ave	773-785-8332	cpplid94@gmail.com	
6	Ing Severson	11529 S. Michigan	773 995-4826.		
7					
8	Derrick Riley	108 W 117 St	7737320596	derrick4u2b @yahoo.com	
9	Cynthia Hudson	9 W. Hubbard	312 895 9053	Cynthia@activetrans.org	✓
10	GEO KERBY	2337 W. 105TH PL	773-614-8298		
11	Kim Slaughter	30 N. La Salle, Ste. 3220 60602	312-391-3918	Kimberly.Slaughter@hdrinc.com	
12	Carolyn Washington	9406 So WABASH 60619	773-568-2280		

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1	GRACINE S. SUTTON	10038 So PERRY ATE CHGO IL 60628	773 621 3017	SAY GRACE 5@GMAIL.COM	
2	LARRY L JORDAN	857 W 107TH CHICAGO IL 60643	312 401 7022	MOSQUITO7022@GMAIL.COM	
3	Aaron Malley	11130 S. Vernon Chicago IL 60628	618-203-4368	amalley87@gmail.com	
4	Claire Williams	10716 S Parnell Ave Chgo 60628	3124462837	sag19@sbcglobal.net	
5	Rockingham, Helen	11340 S. Princeton Ave Chicago, IL 60628	312-350-3954	helen_rockingham@att.net	
6	EARMON DAVIS	11610 So. Ada St	773980-1519		
7	JANET SMITH	720 S DEARBORN ST	773-209-2918	JANETS@UIC.EDU	✓
8	JERRY L. JOHNSON	11329 S. INDIANA AVE. CHGO, IL. 60628-4905	773-660-0289	jlj1118@ameritech.net	✓
9	Jabari Clemons	11413 S Yale ave chicago IL 60628		jabari.clemons@gmail.com	✓
10	Mr & Mrs Hart	406 W 100th St Chgo	773 239 1346		
11	Melvina Grace	10042 So. PERRY AVE	708 477 5739	gracemelvina@rocketmail.com	✓
12	Jamie Kyle	229 W 107 PL	312-342 9555		

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1	Shaharra Lewis	10724 S. Eberhart Ave Chicago, IL 60628	773-995-1827	msredd4@aol.com	✓
2	Rosetta Pleasant	10926 S Eberhart Chgo 60628	773 355-8857		
3	Robert S Moore	11649 So. Peoria	312 818-8687	robertlmoore74.rm@gmail	
4	Roosevelt Grant	10910 Wallace	773-468-8629		
5	Reginald L Rooks		312-384-9024	RROOKS570@gmail.com	✓
6	Kay Jackson	9372 So. Vanderpoel Chgo 60643	773 653 8021		
7	John A. Turner Sr	10333 S. Indiana Ave	773 821-5706		
8	Christina Horde	1520 W. 99th St	7736336807	cmhorde@aol.com	✓
9	Malinda Little	11583 S. State, Chgo, 60628	312.953.6337	mslittle8393@yahoo.com	
10	Michal Franz	5787 S University Ave 60637	4083481219		
11	Quinn Rallins			quinn.rallins@gmail.com	✓
12	Adam Kraman TRA	PO Box 529 Chicago IL 60690	312 725-0872	akk@transit.chicago.il.us	✓

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1	ZEFFIE BLOUNT	9938 S. WENTWORTH AVE	773-785-3061	ZBLOUNT9938@ATT.NET	
2	Sharon Banks-Pincham	9313 S. Wabash	(312)972-8239	sharonpincham@gmail.com	
3	Joanne Grant	10749 S. Calumet Ave.	(773) 821-4250	Cardongrant@comcast.net	
4	Tony Liffle	11583 S. State	773-341-4376		
5	Andre Kellum	4659 S. Cottage Grove Ste 201	773-952-8054	ED@74partners.org	
6	Solomon R. Morgan	11426 S Perry 11439 S Perry	773 750-9599	SRM11439p@gmail.com	
7	Andrea Watson			AWatson@chainfo.com	
8	LILLIE DAMPEER	11546 S STATE ST.	Cell 773-454-8234 Hm 773-264-3165	tomdampeer67@yahoo.com	
9	Muedell Stiffend	12635 S. Yale Ave	773344-4976	mstiffend@gmail.com	
10	Annie Anderson	10958 So Eggleston	773-984-8609	keeanneandrive.com	
11	Kane Bart	5500 S. University Ave	248-633-6056	kbart@uchicago.edu	
12	CECILIA HORDE	1514 W. 99TH ST	773/238 6966	DELTA2359@AOL.COM	

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	Walter Brown			@serendipity.inc@gmail.com	X
2	Robert S. Ballard	10535 S. LaSalle	312-618-3117	Bob1s2b3@aol.com	✓
3	Lori Guidry	347 W. 100th Pl, Chgo, IL 60628	773-983-3943	LORIGUIDRY1130@GMAIL.COM	✓
4	Art Chalupa	10809 S. Prairie Ave	773 307 1409	ANAVENTURE@outlook.com	
5	Audrey Edwards - Chalupa	↓	↓	↓	
6	Elaine Jefferson	705 West 107st	312- 206-8166	EJefferson1922@yahoo.com	✓
7	Ken Samuels	11425 S. Forest	773-445-0645	Ksam212067@comcast.net	
8	Dan Black	3417 North Seeley	630 660 2600	DanLawBlack@gmail.com	✓
9	Sara Hages	1. S. Wacker Dr. #900, Chgo IL 60606	312-798-0347	shage@hunth.com	✓
10	Marvin Slater	751 W. 77st Chicago IL, 60620	872-205-2053		
11	Rosie Baxter	250 W. 106th St	773-368-2009	RB76814@gmail.com	
12	Marva D. Jefferson	Pinpoint Mortgage Bank	708-663-0218		

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1	Diane Williams	9900 S. Yale av Chgo 60628	773 568-7551	dylynn@yahoo.com	✓
2	Jeremy Henley	10012 S. Calumet Ave	773 701-6266	EGoDown Tun 34@gmail.com	
3	Cheena Credit	1022 W 108th St	773.253.7088	Cheenagc@aol.com	✓
4	Marc Dean	14843 Dobson Av Dalton, IL 60419	773.330.8741	marcedjones@Hotmail.com	✓
5	Clarence D. Williams	346 W. 115 St Chgo, IL 60628	773-621-1350	Clarence666@sbcglobal.com	
6	EUGENE ROGERS	10763 S. SANGAMON	773-568-8324		
7	Charlean Preston	11201 So. Sangamon	773 991-093	raspberrywater647@yahoo.com	✓
8	TRICIA Walsh	PARSONS 10 S. Riverside Suite 460 Chicago IL 60606	773-908-7349	TRICIA.Walsh@Parsons.com	✓
9	Deborah L. Truss	P.O. Box 288644 Chgo, IL 60628	773-326-5582	DLTMOMENTUM@AOL.COM	✓
10	Wanda Wright	10001 S FOREST CHGO 60628 IL	773.995-2079	wwright@csu.edu	✓
11	James Morgan	8158 So. Chappel Chgo. IL 60617	773-916-0044	Jdmorganjr@hotmail.com	✓
12	ERICA HOUSER	10008 S. Indiana Chgo IL 60628	773-503-5898	e2houser@yahoo.com	✓

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1	Lorri Baldwin	8217 S. Perry Ave	773-873-3698	lebaldwin@sbcglobal	—
2	Lori Shelby-Conley	234 E. 107th St	773-816-6437	LShelbyconley@gmail.com	✓
3	Avis Johnson	60 E VAN BUREN CHICAGO IL 60605	312-913-7258		
4	Nicky Moore	12233 S. Wentworth		Faithfulmoore1@yahoo	✓
5	Horace Brey	9548 So Perry	312 6228765	Apostolic Church of God	✓
6	LILLIAN BRAGGS	9635 S. YALE AVE	773-821-1095	lilliansbraggs@SBCGLOBAL.NET	✓
7	MOSE BRAGGS	" " "	" " "		
8	MICHAEL LAFARGUE	9327 S. MICHIGAN	773-251-0760	MLAFARGUE1@GMAIL.COM	✓
9	AJ BURSE	8658 S. Cottage Grove	(773) 783-8800	ajburse@gmail.com	✓
10	P. VINERETTE	9957 So. Wentworth	(773)574-4621	sprayphilla@ameritech.net	✓
11	William Baxter	250 W 106TH ST	773-354-6821		
12	Gwendolyn Ria	8600 S. PRAIRIE 60614	773-488-05-40	Gwendolynmin@gmail.com	✓

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1	Ethel LeFlore	359 W. 109 Pl Chicago IL 60628	(773) 490-2595		
2	LeRonnie Cameron	348 W 102ND ST CHGO, IL 60628	(773)-568-5136		
3	Mary Thomas	355 W. 109th St	773 568 5768		
4	Dr. William Briggs Jr	16049 Woodlawn East Ave	708 953-4379	wbriggs@ilt.edu	
5	Robert E Woodlaw	4659 S Cottage	312-371-6203	rwoodnate@ameritech.net	
6	Michael Rivers, Jr.	8738 S Michigan Ave	(773)873-4011	michaelrivers619@yahoo.com	
7	Steven & Barbara Randall	1240 S State St	773-821-5929		
8	Samuel L McCoy	165 E 12th Pl. Ch. Il 60628			
9	Allen Brown	10108 S. Wentworth Chicago IL	773 827 2566	bargain homespecialist@yahoo.com	✓
10	Yvonne Farlow	352 W 107th St	847 293 1120		
11	Lillian Yan	817 E Writer Ct Vernon Hills IL	847 984 2318	Lyan@lhltb.com	✓
12	Christopher Curry	7736 S Aberdeen	708 238-6976	christophercurry502@yahoo.com	

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1	Charles Preston	11426 S Emerald, Chicago, IL 60628	773-719-2295	thecharlesalexander@gmail	✓
2	Arnold Pugh	10257 S Peoria 60628	773-568-1518	Appugh@RangerTech.net	✓
3	Pastor Samuel Strachan	449 W. 129th St. 60628	778 928-7026	sstrachan449@sbcglobal.net	
4	Denise Mathus	529 E 89th Street 60619	773-873-5331	dmathus@transitchicago.com	✓
5	Lorelei Anderson	11026 S. Emerald 60628	773-648 3576		
6	Anita L. Bridge	10418 S. Eggleston Chg., IL 60628	773 580-1121	abridge1121@gmail.com	✓
7	Cynthia Jubiter	11620 S. State St. Chicago 60628	7739420031	Cynthia.Jubiter@ieAnea.org	←
8	James E. Christian	10240 S Princeton	708-280 2073	jec7@comcast.Net	
9	Latonya Payton	340 W 105th Place	312-404-9262		
10	Dr. Cynthia K Anderson	9844 S Eggleston Ave	(773) 998-7112		✓
11	JOHN & MARY HORDC	1628 S. PERRY AVE	773 928 2889	COMPUTER SAFARI @aol.com	✓
12	Mike Granzow	2201 S Halsted St.	312-563-0296 x18	mike.granzow@habitatchicago.org	✓

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1	GERALD DOLES	WESTBROOK CAPITAL Inc P.O. Box 654 LAGRANGE IL.	708 642-7893	G DOLES @ WESTBROOK CAPITAL.COM	
2	Edward A. Smith	State & 119th	708 385-0401		
3	John Large	9216 S Wabash	773-544-5498	Jaxmensinc2002@yahoo	
4	OMAR KAMARA	11528 S. LAFAYETTE AVE	815-348-0941	O_kamara@yahoo.com ✓	
5	Ty THREATT	611 W 129th Pl Chg 60628	7086230042	ty@tythreatt.com	
6	Priscilla McMullen	345 W 101 St Chgo IL 60628	312 576-5237	Priscillamcmullen55@gmail ✓	
7	LARRY ANDERSON	11026 S EMERALD	773-821-7767		
8	BILL MASON	32 W 110th PL, Chicago IL 60628	773-562-4985	Willie.Mason59@ComCast.NET ✓	
9	Joelle Isidore	Cook County Commissioner Office		Joelleisidore.county04@gmail.com	
10	Angela Williams	160 W. 123rd St. 60628	612.469.0059	Yniigi@outlook.com	✓
11	Tanisha Pearson	1027 W. 109th St 60643	773.615.8058	notanordinarychicke@gmail	
12	DALLAS BRECHER	10146 S. KING DR. 60628	773 425-5732	dallas84pl@sbcglobal.net	

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1	Sandra L. Muñoz	206 E. 116th St Chgo, IL 60628	(773) 264-7115		
2	Lavell McGill	11149 S. Eggleston 60628			
3	Valerie Lilley	11143 S. Eggleston 60628	309-360-6095	ValericLilley@yahoo.com	✓
4	DAVID MAY	400 8th Ave LaGrange 60525	708-579-3107	davemay40008@gmail.com	✓
5	Robert Ballard	10535 S. LaSalle st 60628	312-699-1225	FRANKIRN2@aol.com	✓
6	MS. DORIS ANN ATWATER	355 W. 101ST PLACE CHGO ILL 60628	773-991-5995	msatwater65@gmail.com	
7	Vinetta McCoy	165 E 121 PL 60628	773 9284968		
8	Christine Dungey	9750 S. Eggleston 60628	773 239-5283	—	✓
9	Nancy Wimberly			9137psnw@sbcglobal.net	
10	Younus Suleman	OFFICE OF CONGRESSMAN RUSH 11750 S. WESTERN AVE CHGO 60643	773.779.2400	younus.suleman@mail.house.gov	
11	Robyn Grange	〃	〃	robyn.wheelergrange@mail.house.gov	
12	Carlos Nelson	7901 S. Racine Chgo	773 858 2338	CNelson@GAGDC.org	

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1	Betty Jones	9921 S. Vale	773 468-4019		
2	Jerline Johnson	11134 S. Edbrooke Chgo	773 928-2358		
3	Shelton Flowers	8543 S Christiana Ave (60652)			
4	DENNIS TALISON	CHA			
5	MATT MOSHER	CHA			
6	DIANA LIU	CHA			
7	Cyndi Stewart	11603 S. Throop Chicago IL 60643	773 837-5948	Cyndi@SOUL-Program.com	
8	Melvin Meeks	578 W 117th St	773 677 5771		
9	Debra Threatt	611 W 119th Place	773.'		
10	ANGELA CONNER	10018 S. EBERHART CHICAGO, IL 60628	773.568.8218	ANCONNER@SBCGLOBAL.NET	
11	FREDA Madison	9907 S. Parnell Ave Chgo 60628	773 ~~78~~ 516-3782	doctorno@ameritech.net	
12	Kirk Stephens	9102 S. HARVARD Ave	773 568-0321	kjstepl@neiu.edu	

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	Aaron J Burch	524 W 111th St 60628	773821-6477		
2	Ray Coleman Sr	355 W. 105995-4695			
3	Scott Presslak	547 W. Jackson, Chicago, IL 60661	312-322-8021	SPRESSLAK@METRARR.COM	✓
4	Gregory Walker, JR	6705 S. Merrill Ave, 2B Chicago IL 60649	773 317 2382	GREGOFIITCHICAGO@gmail.com ~~Gregfit~~	✓
5	Clifford Holliday	11038 S. Parnell	773 264-3512		
6	Dolores Cortez	251 W. 105th Pl 60628	773·995·9560	Sunshine_714@sbcglobal.net	↘
7	Cecilia Gutierrez	11327 S princeton Ave	773.329 8115	Gcecilia68@live.com	
8	Rev. Stanley Watkins	1525 E. 53rd St. Ste. 419	312-871-7100	Stanley@thomaswisdomgroup.com	✓
9	CARL P JOSSELL	10744 WALLACE 60628	7737855784	CARLJOSSELL@YAHOO	✓
10	Jane Beckett	1178 Clinton Ct 60304	708-383-7048	jane_beckett@sbcglobal.net	✓
11	Beth. Dyba/A	CAIC 1000 E. 111th Street 60628	773-995-6020 x224	BETH@CALUMETAREAINDUSTRIAL.COM	✓
12	NATHANIEL PARKER	837 W 119th St 60643	773-391-1086	NPARKER@PHALANXGRPSERVICES.ORG	

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1	TARA MIXON	8UE 101ST ST CHGO IL 60628	7736983107	taramixon31@gmail.com	✓
2	Gloria & Willie Morris	329 W. 111th St Chicago, IL 60628	7732642413		
3	Addie Dixon	354 W 106 ST Chicago IL 60628	773 468-1052	N/A	
4	Gail & John Turner	10333 S Indiana Ave Chicago IL 60628	7738215766	johnturneragency@yahoo.com	✓
5	Lawrence Moore	307 W. 108th Place	773-398-1392	N	✓
6	Joe Schuessler	111 E. ERIE MWRDGC CHICAGO, IL 60611	312-751-3236	joeg.schuessler@mwrd.org	
7	DORISH. White	3744W. Cullom Av. 2ND FL Chgo, IL 60618	312-972-9652	DHWHITE9@GMAIL.COM	✓
8	GODFREY LAWSON	10019 EBERHART 60628	773 785-0431	lawsong411@	
9	Chris Cummings	72E 101st place Chicago IL 60628	773-468-8827	ChrisCummings81@yahoo.com	
10	Lawrence Clemons	11413 S Yale 60628	773 710 3852		✓
11	Dolores Villalvazo	11623 So. Prairie 60628	773/719-3182	dvillalvaz@aol.com	✓
12	Julia Muniz	206 E. 116 St. 60628	773 264-7115		

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1	[illegible]	9315 S. Phillips	773-768-8825		
2	Harold Anthony Sr.	10732 So Eggleston ave	1-773 972-6221		
3	Chris Kopp	1330 W Birchwood Ave	1-773-764-6302		
4	Martha Compton	1330 W Birchwood Ave	773 764 6302		
5	Angela Brooks	Chicago Housing Authority 60 E. Van Buren 60605	312 786.3246		
6	KAY WARE	237 W. 105th St. 60628	773-468-2112		
7	DIANE THIGPEN	11321 S Princeton 60628	773 495 6296	Mzdee 369@gmail.com	
8	Monique THIGPEN	11321 S Princeton 60628	773 495 6296		
9	CHLOE MUHAMMAD	10213 S. WENTWORTH 60628	773-995-6921		
10	Alfonso Robinson	72 E. 101st Place 60628	773) 4304872	Alfonso_Robinson@Ymail.Com	
11	Prentiss Smiley	257 W 114 60628	773 995-5959	N/A	
12	PATRICK MCGEE	9433 S. INDIANA AVE. 60619	(773) 264-1176		

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	Beatrice mae Kennedy	10859 So Eggleston Ave	1773-468-7036		
2	Brenda Glover	10835 S. Eggleston	773-568-4493	Brenda_Glover6628@Yaho	✓
3	Rev Reuben E Coleman Jr	9314 S. Cottage Grove	773-248-3774	RCole1947@AOL.com	
4	L Hampton	11573 S State	773 573-9614	NONE	
5	P. Hampton	11573 S. State St.	(773) 573-9614	paigehampton19@gmail.com	✓
6	Taylor Robinson	10020 So. Green St.	773) 3207154	None	
7	Antonio Reed	6035 S. Aberdeen	(312) 964. 2047	Cantonioreed53@yahoo.com	✓
8	Charles & Stella Brown	12 W 115th ST Chgo IL 60628	773 928-6950	creolestubbie@yahoo.com	✓
9	Frita Beauchamp	6330 N. Winthrop	513-485-3408	Frita0395@gmail	
10	Harold Wilson	157 E 121 PL	773-521-5170	N/A	
11	Jim Czarnecky	Chicago - 211 N. Clinton	630.849.9928	JCzarnecky@wightco.com	✓
12	SAM & DARLENE PARKER	257 W. 113th ST	773-401-8167	DARLENE.PARKER@combined.com	✓

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1	Jack Rossi	151 E. 116 St	773 785-8479	N/A	
2	Bettye Campbell	9428 S. Michigan Ave.	—	—	
3	Sharon Johnson	349 w. 101st Street	773-928-4221	NA	
4	Robert J Franklin	10152 So. Eggleston	1-773-239-816~		
5	Matthew Brownlee	10025 So. Green	773-239-5160		
6	Williams, Susan	12336 S. Indiana Ave	773 568-1620	—	
7	Joshua Falk	5740 Stony Island Ave	650-704-7579	falk1729@gmail.com	✓
8	Claressa Harmon	134 W 114th St	708-603-5898	N/A	
9	John S. Davis	740 E. 43rd St.	312-637-0740	KOKO	
10	Kim Gooden	9941 S. Princeton	(773) 468-1289	Kimberly Gooden~~@s~~ 86@yahoo.com	
11	Jolanda Taylor	249 W. 114th St	773 603-0810	jolandataylor@yahoo.com	
12	Ruth Scott	80 E. 101st Street	773-264-9357		

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1	Jerry Brown	11631 S. Normal		DD76@ATT.NET	
2	Delphine Dennis	121 E 117th Place			
3	Eleanor Scott	10823 S. Eggleston	7738219499		
4	Elaina Mclaurin	244 W. 112th Pl	773-936-4800	dmacklady@aol.com	✓
5	Philip A. Brooks	11441 S. Yale 60628	7735685713	BROOKS.P11441@gmail.com	
6	Buster Coleman	10024 S Green St	773 7990292		
7	Bettie Lewis	9752 S. Eggleston Chgo Il. 60628	773-238-5051	Carolynlewis33@yahoo.com	
8	Corey M'Eachern	5061 N. Clark Chicago Il	3129725640	—	
9	A. Channell	110th Pl	—	—	—
10	Cheryl Littleton	123 W 114th st	773 821-5502	Clittleton55@Gmail.com	—
11	Janet Bell	21221 Georgetown Rd Frankfort 60423	708 961-8545	Janet8175@sbcglobal.net	✓
12	Rev Q.J.t Nancé Garner	347 W. 102nd St city 60628	7736601056		✓

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1	FRANK LO PRESTI	7244 W. ARCHER SUMMIT, IL 60501	(773)474-0897	FRANKALOPRESTI @YAHOO.COM	✓
2	CONSTANCE WILSON	11232 So. Eggleston Chgo 60628	773 785-5185		
3	Ruth Harris	19 E. 121st Place 60628	773 928-2737		
4	Mary Jackson	141 E 121st Place 60628		mjackson55@hotmail.com	
5	Julie A Pate	345 W99 RP.	773-568-3760		
6	David Holmberg	117 E 144th St #3D Riverdale, IL 60827	773-928-4000	dholmberg@calumetareaindustrial.com	✓
7	Adrienne Anglin	331 W. 99th Place 60628	773-344-0520	LASTREASN ~~Adrienne~~ @yahoo.com	✓
8	GRADY DAVIS	349 W. 111th STREET	312-307-4396	NONE	
9	DONALD Miller	733 E 84 PL 2-S	773 425 7654		
10	Robert Booker	7350 S. Clyde Ave	773 363 4025	rbooker7765@yahoo.com	✓
11	PATRICIA McCAIN	11806 So. LA SALLE ST	—	—	
12	Tommy L. McLAVAIN	244 W 112 PL	773-936-4900	—	

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1	LAWRENCE McKINNEY	60628 EGGLSTON	13129412923		
2	MARCIA NEITA	10020 S. PERRY Ave	1-708-653-8219	MARCIA NEITA @ YAHOO.COM	✓
3	Martha Tate Guyton	430 W. 110 pl.	773-568-0836	mmguyton@sbcglobal.net	
4	Roberta Edwards	10352 S EMERALD Ave	1-773 779 1458	—	✓
5	Ruth M Brown	10913 S Wallace St.	773-821-0212	gruthey1@gmail.com	✓
6	Kelly Leffler	4322 N Kenmore Ave apt 2s	502 377 0438	June.Leffler@gmail.com	✓
7	Maureen + Scott Perazzolo	245 W. 114 Street	630-638-5496	Scottap@ymail.com	✓
8	PATRICIA WOODSON	347 W. 102ND PLACE	773 629 6556	Precious222Pat@Yahoo.Com	✓
9	BESSIE FOSTER	11438 S. NORMAL AVE	773-568-9606	fosterbef@sbcglobal.NET	
10	Katherine Warzynski	835 N. Wood Street 206	847-351-1251		
11	TONY GREEP	200 W ADAMS, 60606	312-353-1646	anthony.greep@dot.gov	
12	Angela D. Tyler	6002 S. Halsted St. Apt 217	312-391-8258	adt764@yahoo.com	

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1	Mr. & Mrs. James Palmer	319 W 100th PL Chgo IL 60628	(773)5688798	PalmerCarolyn@ATT.net	✓
2	ROSALIND BARNES	10020 S. PERRY Chg. Ill. 60628	708) 818-8899	Rosalindbarnes629@yahoo.com	✓
3	Rosemary Wyche	322 W 101st Chgo, IL 60628	773 2457782	TRWYCHE@ameritech.net	✓
4	Ernestine Alexander	10845 S. Parnell ave 60628	773 995-5771		
5	Diane Edwards	10352 S Emerald Ave 60628	773-779-1456	diane.edwards486@yahoo.com	✓
6	Dora Engram	12230 S. Perry Ave 60628	773-928-1823	dengram@sbcglobal.net	✓
7	David Jordan	1420 W. Edgewater Ave Apt 2 60660	703 919 8941	davpjor@gmail.com	✓
8	Emma Moncure	11227 S. Eggleston	773-785-1465		
9	Minister Sylvia Jones	DCP.			
10	Anna Williams	349 W 99th Pl 60628	773-568-2087		✓
11	CRYSTAL BLACK	9559 S PERRY AVE. 60628	773.419.0351	brownblackc@gmail.com	✓
12	Mark Assam	200 W. Adams St. Suite 320 Chicago 60606	312-353-4070	mark.assam@dot.gov	✓

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1	Tequnda Wolt	73375 Shore Drive	~~7~~312-339-1384	WW consultants 2016@gmail.com	
2	Lola Turner	3201 Wynstone Drive Champaign, IL 61822	217/972-2447	loturner@illinois.edu	
3	Jilliana & Marthana Campbell	222 W98th Pl Chicago IL 60628	773-660-6111	Jillianac1983@yahoo.com	✓
4	Mary Ann Gordon	11943 So HARVARD AVE 60628	773 928-4496		✓
5	Cahell D. Huey	352 W. 101st Street 60628	(773) 568-0531		✓
6	Joseph J. Johnson	346 W. 101st Street 60628	(773) 264-5984		✓
7	Macy Johnson	346 W. 101st Street 60628	(773) 264-5984	grandmay'@sbcglobal.net	✓
8	Rev. Alice Harper. Jones	P.O. Box 208491 Chicago 60620	773 568 0195	alicehj19@gmail.com	✓
9	Florency Hill	140 E121st Place Ch ago 60628	(773)568-2351		✓
10	Doris Martin	13207 S. Rhodes Ave	(773) 264-0290		
11	Sue Eleby	9529 S. Wallace St	773 568 7589	eleby_sue@ala.com	✓
12	Donnetta Norfleet	10111 S. Princeton Ave	773 241 2459	donnetta72@yahoo.com	

RED AHEAD

Red Line Extension

Red Line Extension Project

Public Hearing

November 1, 2016

cta

Red Line Extension

The purpose of this public hearing:

- Share information on the Red Line Extension (RLE) Project
- Summarize results of the recently completed Draft Environmental Impact Statement (EIS)
- Obtain your input on the benefits, impacts, and proposed mitigation measures

Comments can be made in two ways during this meeting:

- Provide written comments on comment cards
- Provide verbal comments to the court reporter

Written comments will be accepted via mail and email through November 30, 2016.

If you have questions, feel free to ask the representatives stationed around the boards.

cta

Why is the RLE Project Important?

The RLE Project would accomplish the following:

- Improve service and transit accessibility for Far South Side neighborhoods where transit-dependent residents currently lack direct access to rail service.
- Save the average commuter in the communities affected by this project 87 hours per year.
- Provide better transit access to affordable housing, jobs, services, and educational opportunities.
- Increase accessible jobs within an hour commute of the proposed 111th Street by 56%, according to the Chicago Metropolitan Agency for Planning.

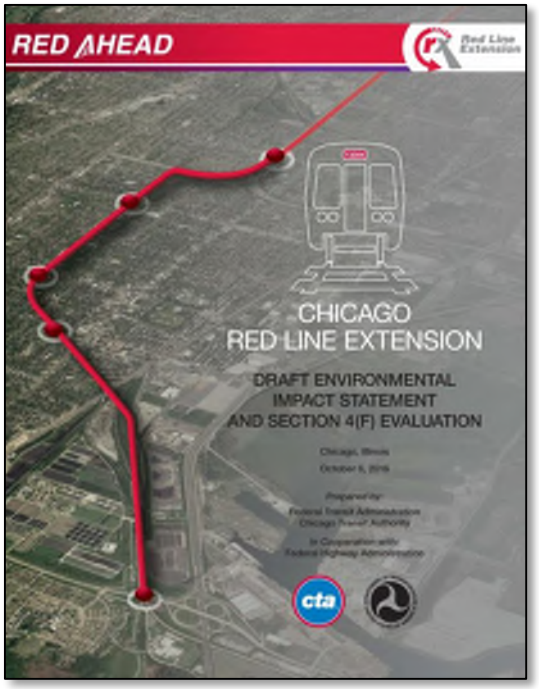
What is an Environmental Impact Statement?

To acquire future federal funding, the National Environmental Policy Act (NEPA) requires an EIS for any project that may have significant impacts on the environment or where impacts have not yet been determined.

An EIS allows the public to fully understand the potential environmental impacts of a project and provide input before final decisions are made.

The EIS includes the following:

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



Project Alternatives Evaluated

UPRR Alternative

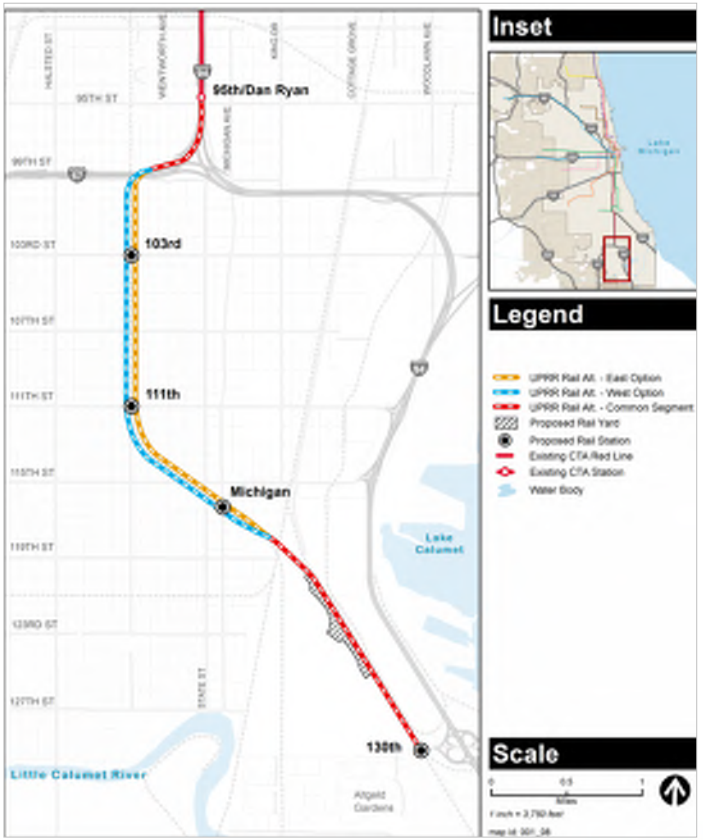
5.3-mile extension from 95th to 130th Street

Four new stations

Bus and parking facilities at all stations

New rail yard

Two options of the UPRR Alternative are under consideration: East Option & West Option



No Build Alternative

Future conditions if the UPRR Alternative were not implemented

Visualizations

West Option

East Option

103rd Street Station *(facing south)*

103rd Street Station *(facing northwest)*

Michigan Avenue Station *(facing northwest)*

111th Street Station *(facing west)*

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.

cta

Resource Areas Evaluated in the Draft EIS

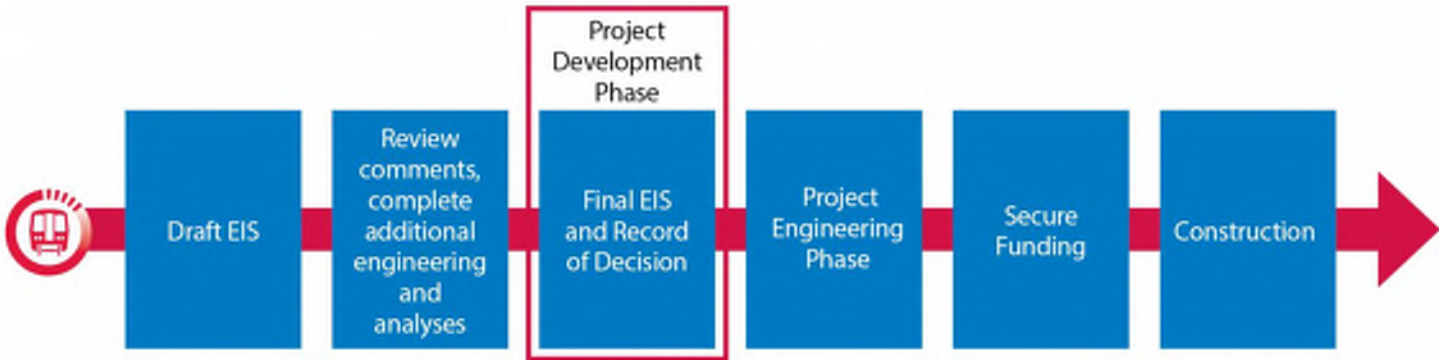
Information about impacts related to these topics are on the boards placed around the room.

- Transportation
- Land Use and Economic Development
- Displacements
- Neighborhoods and Communities
- Visual Impacts
- Noise and Vibration
- Safety and Security
- Historic and Cultural Resources
- Hazardous Materials
- Wetlands
- Indirect and Cumulative Impacts
- Environmental Justice
- Parks
- Air Quality
- Water Quality
- Floodplains
- Vegetation and Wildlife Habitat
- Threatened and Endangered Species
- Geology and Soils
- Energy

Thank You for Participating!

Next Steps for the RLE Project:

- CTA and FTA will respond to the public comments on the Draft EIS as part of the Final EIS
- CTA and FTA will complete any additional analyses required and prepare the Final EIS
- The Final EIS will confirm whether the East or West Option is selected.
- FTA intends to issue a single document that consists of the Final EIS and Record of Decision
- CTA intends to request entry into the FTA New Starts Project Development phase.



RED AHEAD

Red Line Extension

Proyecto de Expansión de la Línea Roja

Audiencia Pública

1 de noviembre de 2016

cta

El propósito de esta audiencia pública es:

- Compartir información sobre el Proyecto de Expansión de la Línea Roja (RLE)
- Resumir los resultados del borrador de Declaración de Impacto Ambiental (DIA) recién terminado
- Obtener sus comentarios sobre los beneficios, impactos y medidas de mitigación propuestas

Los comentarios pueden hacerse de dos maneras durante esta reunión:

- Proporcionar comentarios escritos en las tarjetas de comentarios
- Proporcionar comentarios verbales al taquígrafo del tribunal

Se aceptarán comentarios escritos por correo postal y correo electrónico hasta el 30 de noviembre de 2016.

Si tiene alguna pregunta, siéntase en la libertad de preguntar a los representantes alrededor de los tablones.

¿Por qué es importante el proyecto de RLE?

El proyecto de RLE lograría lo siguiente:

- Mejorar el servicio y el acceso al transporte a los vecindarios en el extremo sur donde los residentes que dependen del transporte público actualmente carecen de acceso directo al servicio de tren.
- Ahorrar al viajero promedio en las comunidades afectadas por este proyecto 87 horas al año.
- Proporcionar mejor acceso al transporte público para viviendas asequibles, trabajos, servicios y oportunidades educativas.
- Aumentar los trabajos accesibles a una hora de viaje del 111th Street propuesto en un 56%, de acuerdo con la Agencia Metropolitana de Planificación de Chicago.

Alternativas de proyecto evaluadas

Alternativa de UPRR

Expansión de 5.3 millas desde 95th hasta 130th Street

Cuatro estaciones nuevas

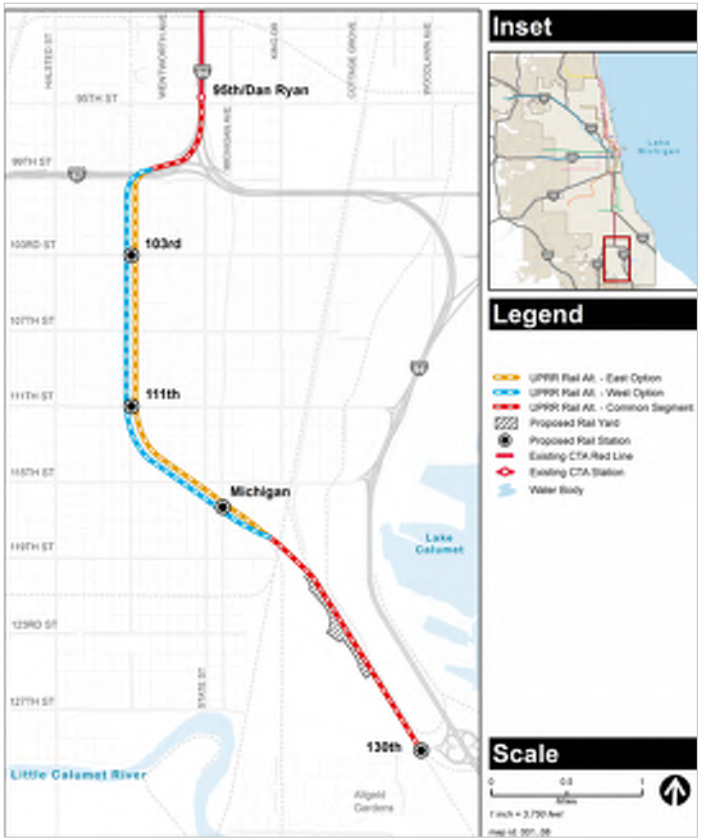
Instalaciones de autobuses y estacionamiento en todas las estaciones

Nuevo patio para trenes

Se están considerando dos opciones de la alternativa de UPRR: Opción Este y Opción Oeste

Alternativa de no construcción

Condiciones futuras si no se implementara la alternativa de UPRR



Visualizaciones

West Option
Opción Oeste

Estación 103rd Street (*orientada al sur*)

East Option
Opción Este

Estación 103rd Street (*orientada al noroeste*)

Estación Michigan Avenue (*orientada al noroeste*)

Estación 111th Street (*orientada al oeste*)

Tenga presente que el propósito de la apariencia de los elementos del proyecto (como las estructuras de estacionamiento, vigas, columnas, etc.) en las visualizaciones es mostrar la escala de los elementos del proyecto. La apariencia real de la construcción podría variar según las decisiones del proyecto para los colores, texturas, acabados y elección de funciones específicas de diseño.

cta

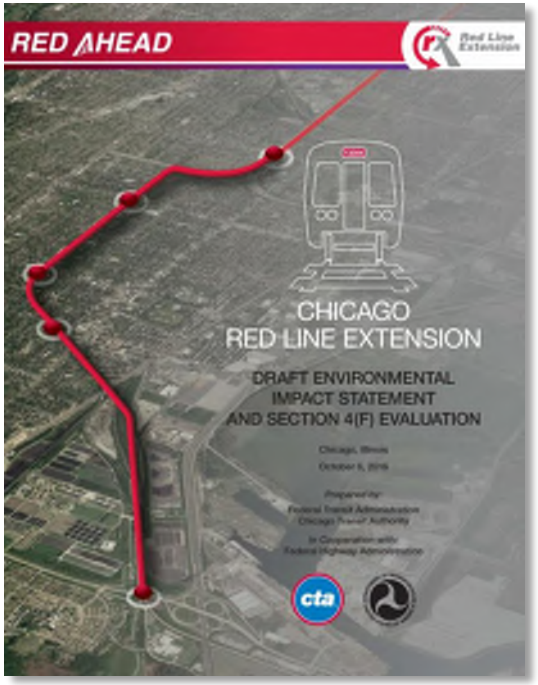
¿Qué es una Declaración de Impacto Ambiental?

Para obtener fondos federales en el futuro, la Ley de Política Ambiental Nacional (NEPA) exige una DIA para cualquier proyecto que pueda tener un impacto significativo en el ambiente o para el que no se han determinado los impactos.

Una DIA permite al público entender plenamente los posibles impactos ambientales de un proyecto y ofrecer comentarios antes de que se tomen las decisiones finales.

La DIA incluye lo siguiente:

- Una descripción y comparación de las alternativas
- Una explicación del ambiente existente
- Un análisis de los posibles impactos ambientales positivos y negativos de la construcción y la operación de cada alternativa
- Medidas de mitigación propuestas para reducir o eliminar los posibles impactos negativos



Áreas de recursos evaluadas en el borrador de DIA

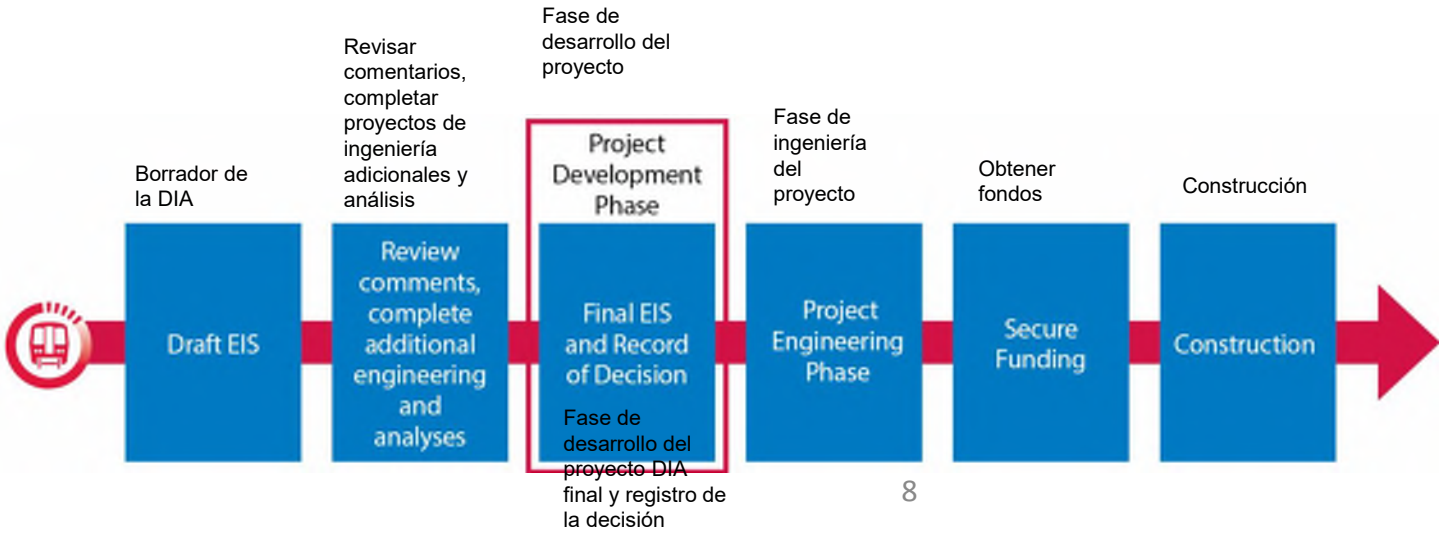
La información sobre los impactos relacionados con estos temas se encuentra en los tablones que se colocaron en la sala.

- Transporte
- Uso de terrenos y desarrollo económico
- Desplazamientos
- Vecindarios y comunidades
- Impactos visuales
- Ruido y vibraciones
- Seguridad y protección
- Recursos históricos y culturales
- Materiales peligrosos
- Humedales
- Impactos indirectos y acumulados
- Justicia ambiental
- Parques
- Calidad del aire
- Calidad del agua
- Llanuras inundables
- Vegetación y hábitat de la vida silvestre
- Especies amenazadas y en peligro de extinción
- Geología y suelos
- Energía

Gracias por participar.

Próximos pasos para el proyecto de RLE:

- CTA y FTA responderán a los comentarios públicos en el borrador de la DIA como parte de la DIA final.
- CTA y FTA realizarán los análisis adicionales necesarios y prepararán la DIA final.
- La DIA final confirmará si se seleccionó la Opción Este u Oeste.
- FTA tiene previsto emitir un documento único que consista de la DIA final y un registro de la decisión.



RED AHEAD
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Red Line Extension

WE WANT YOUR INPUT

on the Red Line Extension (RLE) Project

CTA, as project sponsor to the Federal Transit Administration (FTA), is accepting comments on the impacts and mitigation measures identified in the RLE Project Draft Environmental Impact Statement (EIS). CTA is accepting comments on the Draft EIS until November 30, 2016. All comments received during this period and the responses to those comments will be incorporated into the Final EIS. Please **PRINT**.

Name _____

Address _____

City _____ **State** _____ **Zip** _____

Email Address _____

☐ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** _____

What are your concerns about the **West Option?** _____

Comments: _____

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over ⟶

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: _____

Property Displacements: _____

Neighborhoods & Communities: _____

Visual Impacts (how it would look): _____

Noise & Vibration: _____

Impacts to Historic Resources: _____

Safety & Security: _____

Hazardous Materials: _____

Wetlands: _____

Parks: _____

Construction Impacts: _____

Project Funding: _____

Other: _____

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**

Customer Information: (888) YOUR-CTA (888 968-7282)
Para más información en Español, llame al (312) 681-2710
All written comments must be submitted by 4:30 PM on November 30, 2016.

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QUEREMOS SABER SU OPINIÓN

sobre el proyecto Expansión de la Línea Roja (RLE)

CTA, como auspiciador del proyecto de Federal Transit Administration (FTA), está aceptando comentarios sobre el impacto y medidas de mitigación identificados en el borrador de la Declaración de Impacto Ambiental (DIA) del proyecto RLE. CTA está aceptando comentarios sobre el borrador de la DIA hasta el 30 de noviembre de 2016. Todos los comentarios que se reciban durante este plazo y las respuestas a esos comentarios se incorporarán en la DIA final. Por favor **escriba en letra de imprenta**.

Nombre _____

Dirección _____

Ciudad _____ **Estado** _____ **Código postal** _____

Correo electrónico _____

☐ **Marque la casilla aquí** para recibir también información actualizada sobre otros proyectos en la Línea Roja.

¿Cuáles son sus preocupaciones sobre la **Opción del Este?** _____

¿Cuáles son sus preocupaciones sobre la **Opción del Oeste?** _____

Comentarios: _____

También puede enviar preguntas o comentarios por correo electrónico a RedExtension@transitchicago.com.

Reverso ⟶

¿Tiene alguna preocupación sobre el impacto del proyecto RLE relacionado con las siguientes áreas de recursos? Si contesta sí, por favor explique.

Transporte: _____

_____

Uso de terreno y desarrollo económico: _____

_____

Desplazamientos de propiedades: _____

_____

Vecindarios y comunidades: _____

_____

Impactos visuales (qué aspecto tendría): _____

_____

Ruido y vibraciones: _____

_____

Impactos a recursos históricos: _____

_____

Protección y seguridad: _____

_____

Materiales peligrosos: _____

_____

Humedales: _____

_____

Parques: _____

_____

Impactos de la construcción: _____

_____

Fondos para el proyecto: _____

_____

Otra: _____

_____

Puede entregar la tarjeta de comentarios cumplimentada a CTA durante la reunión o puede enviar sus comentarios a la siguiente dirección: Puede entregar la tarjeta de comentarios cumplimentada a CTA durante la reunión o puede enviar sus comentarios a la siguiente dirección: **Chicago Transit Authority, Attention: Red Line Extension Project. 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465**

También puede enviar un correo electrónico a: **RedExtension@transitchicago.com**

Información al cliente: (888) YOUR-CTA (888 968-7282)
Para más información en español, llame al (312) 681-2710
Todos los comentarios escritos tienen que enviarse a más tardar el 30 de noviembre de 2016 a las 4:30 p.m.

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Red Line Extension

Welcome to the

Red Line Extension Project

Public Hearing

The purpose of this public hearing:

- Share information on the Red Line Extension (RLE) Project
- Summarize results of the recently completed Draft Environmental Impact Statement (EIS)
- Obtain your input on the benefits, impacts, and proposed mitigation measures

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

Comments can be made in two ways during this meeting:

- Provide written comments on comment cards
- Provide verbal comments to the court reporter

Written comments will be accepted through November 30, 2016:

By email: **RedExtension@transitchicago.com**

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

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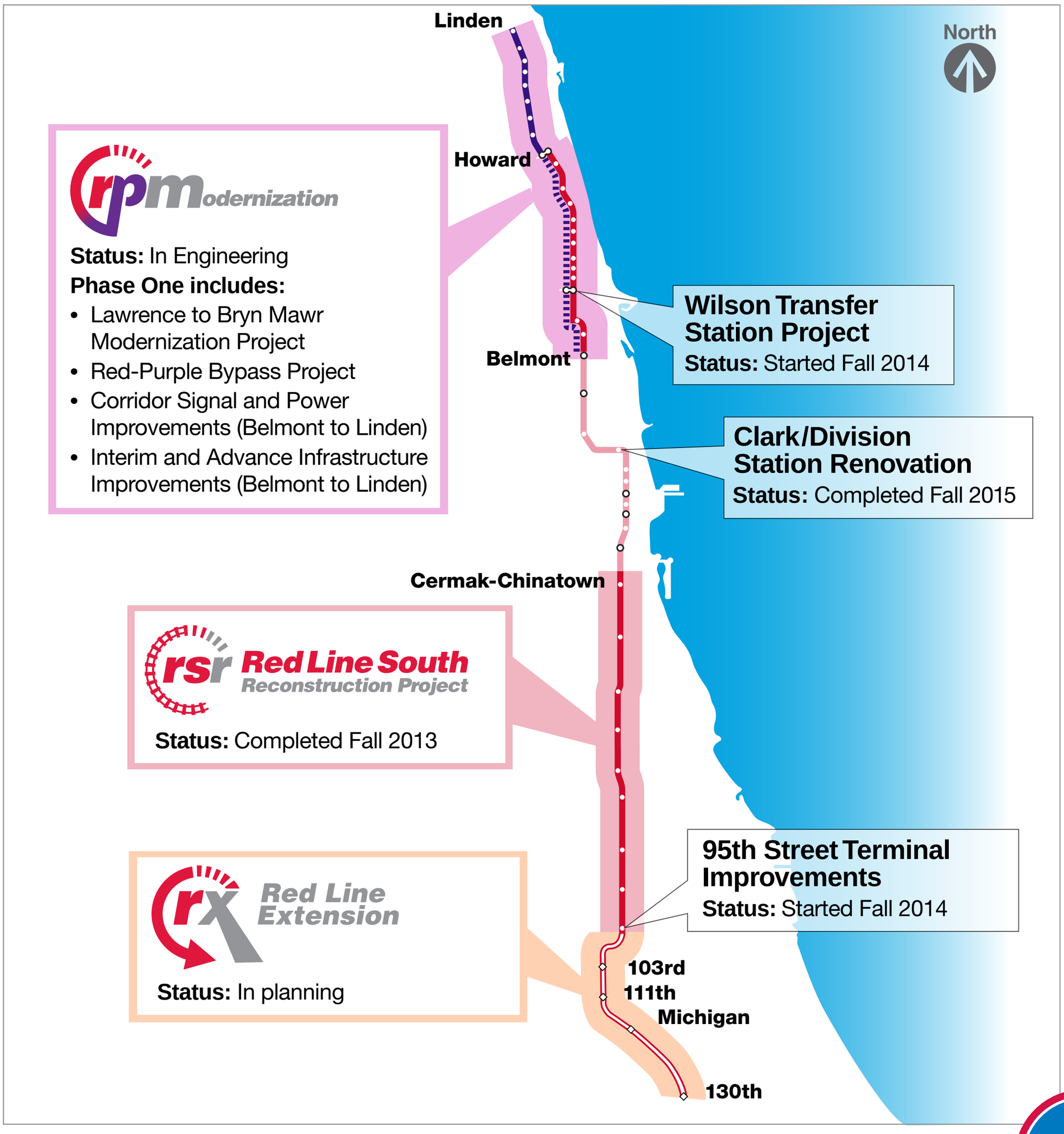
The Red Ahead Program

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



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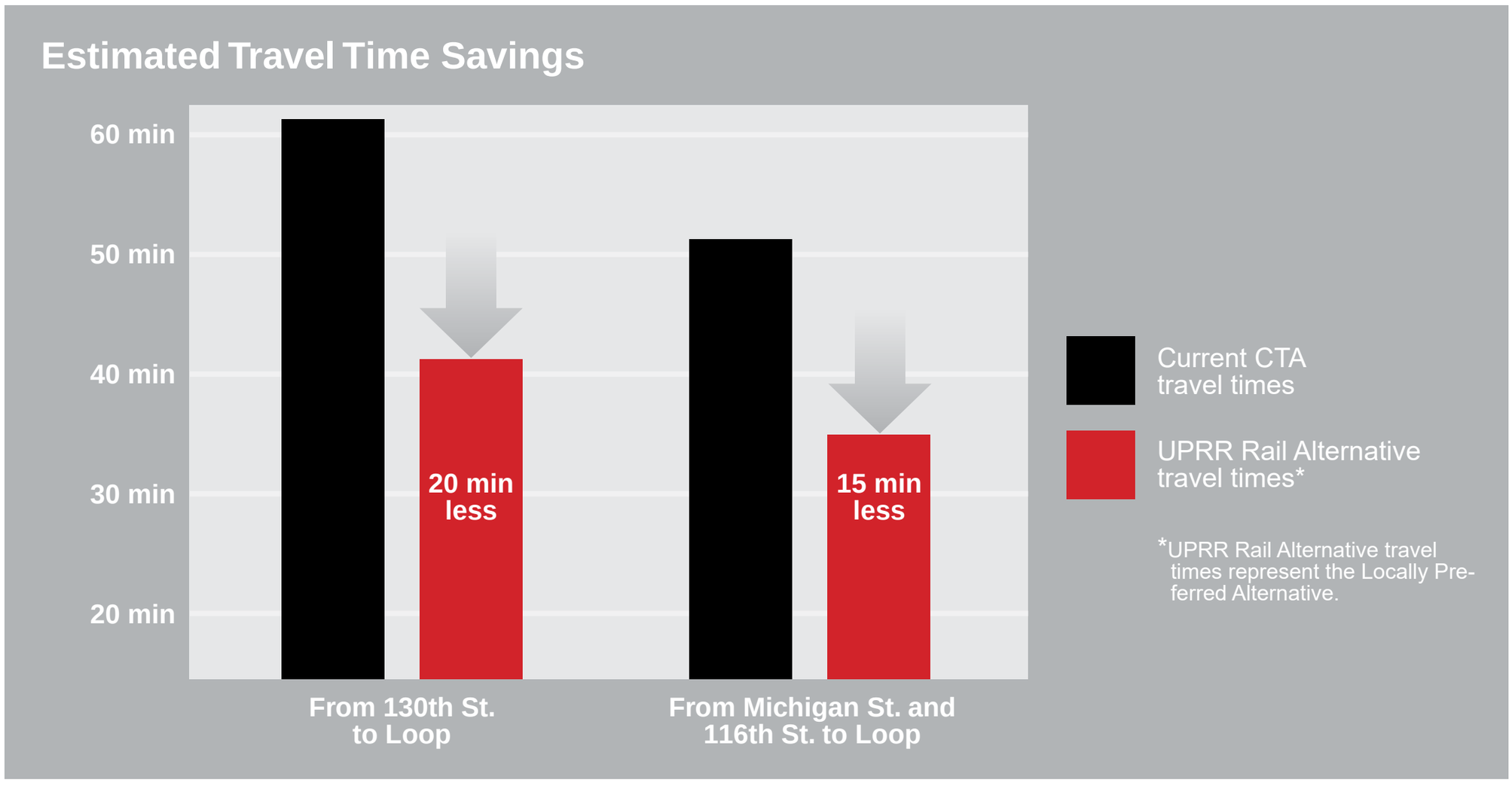
Why is the RLE Project Important?

The RLE Project would accomplish the following:

- Improve service and transit accessibility for Far South Side neighborhoods where transit-dependent residents currently lack direct access to rail service.
- Save the average commuter in the communities affected by this project 87 hours per year.
- Provide better transit access to affordable housing, jobs, services, and educational opportunities.
- Increase accessible jobs within an hour commute of the proposed 111th Street station by 56%, according to Chicago Metropolitan Agency for Planning.



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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 and help reverse decades of disinvestment in local business districts. The RLE Project would also provide a modern, efficient car storage yard and shop facility.

Needs to be Addressed

- Transit trips to jobs are longer for Far South Side residents than they are for 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 of the project area.
- Existing transit markets are underserved and transit connectivity is challenging in the project area.
- Disinvestment and limited economic development in the project area have negatively affected Far South Side communities.
- The existing 98th Street Yard does not have capacity to store rail cars for any substantial increase in Red Line capacity accompanying future Red Line expansion.

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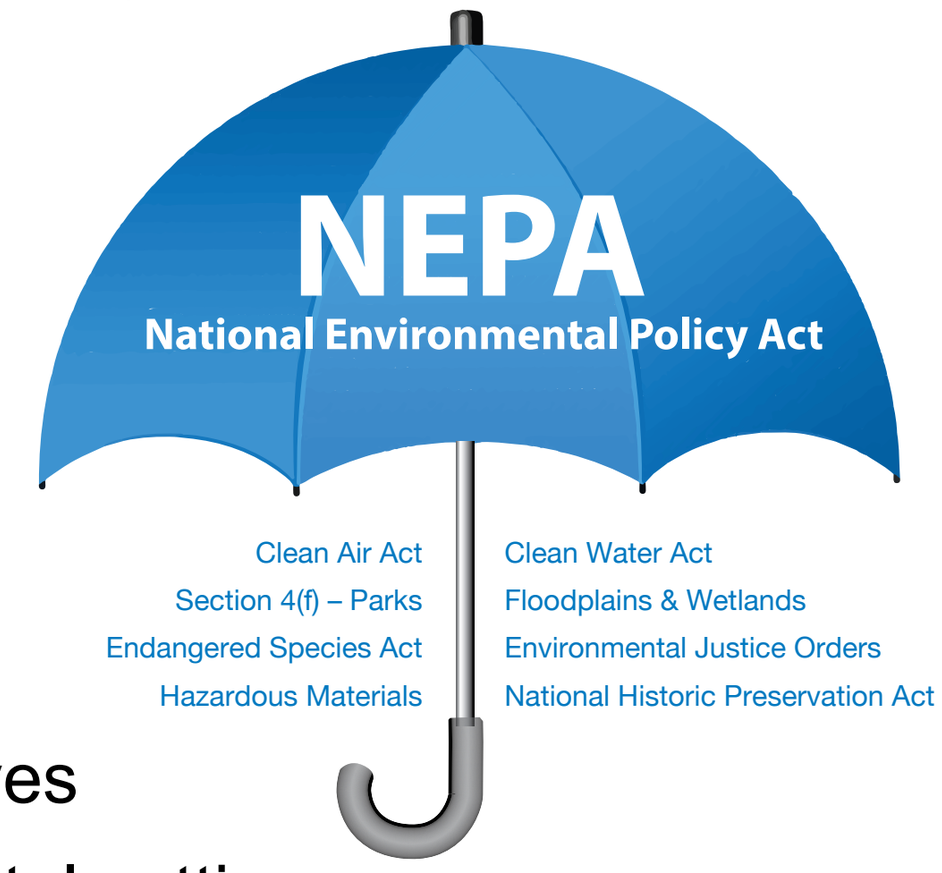
What is an Environmental Impact Statement (EIS)?

To acquire future federal funding, the National Environmental Policy Act (NEPA) requires an EIS for any project that may have significant impacts on the environment or where impacts have not yet been determined.

An EIS allows the public to fully understand the potential environmental impacts of a project and provide input before final decisions are made.



The EIS includes the following:

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

CTA published the Draft EIS on Thursday, October 6, and is taking public comments until Wednesday, November 30.

Comments and responses will be incorporated into the Final EIS.

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Alternatives Development Process

Locally Preferred Alternative

In August 2009, the Chicago Transit Board designated the UPRR Rail Alternative as the Locally Preferred Alternative.

NEPA Preferred Alternative

In August 2014, based on the technical analysis and public input until then, CTA announced the NEPA Preferred Alternative—the UPRR Rail Alternative.

ALTERNATIVES ANALYSIS

Evaluated Universe of Alternatives, including **11 modes of transportation** (including Bus Rapid Transit), **9 corridors** (including I-57, I-94, Halsted Street, Michigan Avenue, and State Street), and **4 profiles** (elevated, at-grade, trench, and underground)

SCOPING

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

ENVIRONMENTAL ANALYSIS

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

DRAFT EIS

UPRR Alternative
(East & West Options)
No Build Alternative

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Project Alternatives Evaluated

UPRR Alternative

The extension would run along elevated tracks south from the 95th Street Terminal, and follow I-57 until reaching the Union Pacific Railroad (UPRR) corridor near Eggleston Avenue. The alignment would then turn south and follow the UPRR corridor to Prairie Avenue, where it would cross over the freight rail tracks near 119th Street. South of this point, the alignment would follow the existing freight rail tracks and end with a station at 130th Street.

The Draft Environmental Impact Statement (EIS) evaluates two options for this alternative:

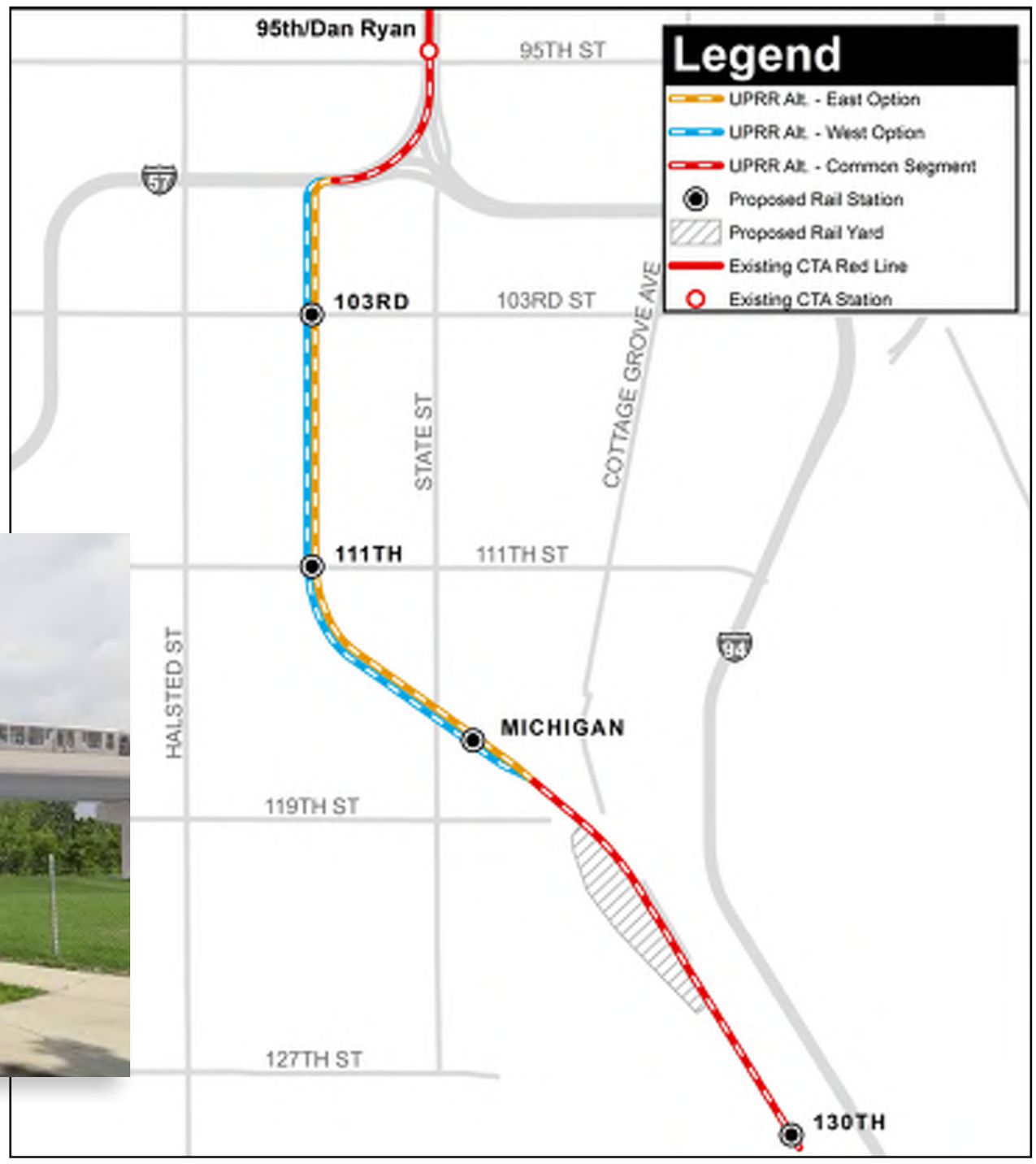
East Option

(east of UPRR tracks)

West Option

(west of UPRR tracks)

Tracks would be elevated from 95th Street to 119th Street



No Build Alternative

The No Build Alternative represents future conditions if the UPRR Alternative were not implemented. The No Build Alternative is a required alternative as part of the NEPA environmental analysis and is used for comparison purposes to assess the relative benefits and impacts of implementing the UPRR Alternative. No new infrastructure would be built as part of the RLE Project under the No Build Alternative.

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

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Visualizations

West Option

103rd Street Station *(facing south)*

Michigan Avenue Station *(facing northwest)*

East Option

103rd Street Station *(facing northwest)*

111th Street *(facing west)*

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

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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. Parks would be affected whether the East or West Option is selected.

East Option

Wendell Smith Park

Block Park

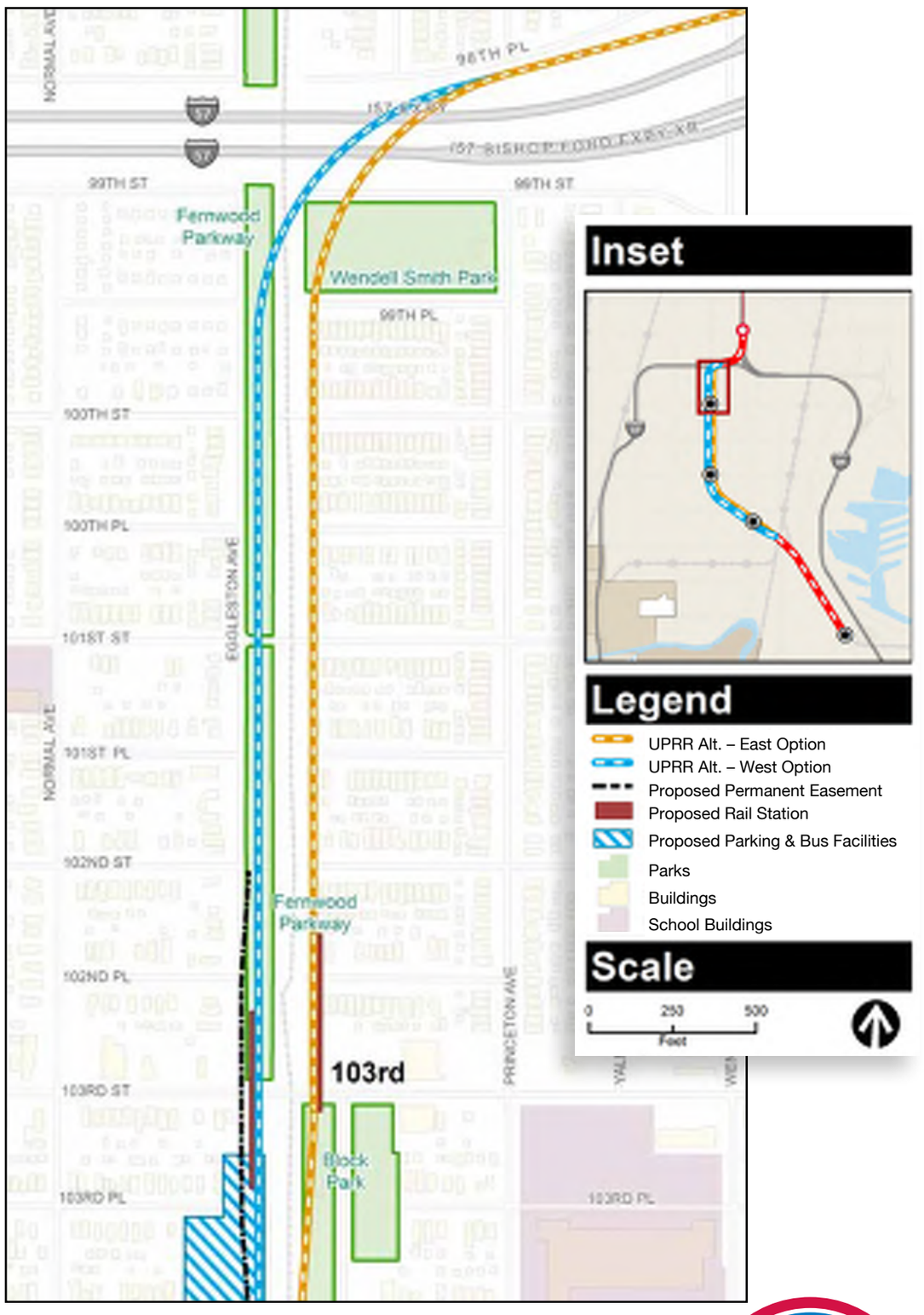
Portions of Wendell Smith Park and Block Park would be permanently affected. Both parks would continue to provide park space after implementation of the RLE Project, but park space would be reduced. Both parks would remain active during construction with the exception of the overlapped portion of the parks.

West Option

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.

Park	West Option	East Option
Wendell Smith Park	—	0.7 acre
Fernwood Parkway	1.9 acres	—
Block Park	—	0.9 acre
Total	**1.9 acres**	**1.6 acres**



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Section 4(f) – Mitigation for Impacts to Parks

Addressing Impacts to Parks

Mitigation Measures for both the East and West Options

- Provide new replacement parks in or near affected community areas
- Restore or landscape any disturbed areas on impacted parkland
- Incorporate context-sensitive design features at impacted parks

Additional Mitigation Measures for the East Option at Wendell Smith Park

- Provide one larger baseball field in Wendell Smith Park
- Relocate junior-sized baseball field in replacement park
- Relocate walking path and replace benches and other amenities in Wendell Smith Park

Additional Improvements for the West Option at Fernwood Parkway

- Potential to install a new bike path beneath the elevated structure

Wendell Smith Park – Proposed Park Concept

Potential Replacement Park Concepts

CTA worked with the Chicago Park District to develop replacement park options in the surrounding community.

Michigan Avenue between 101st and 102nd Streets

(East or West Option)

111th Street near the UPRR tracks and Eggleston Street

(East Option only)

Michigan Avenue near the UPRR tracks and Kensington Avenue

(East or West Option; concept shown is for the East Option)

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Park Concept Visualizations

Wendell Smith Park (East Option)

Visualization of Wendell Smith Park as part of the East Option.

Includes newer, larger ballfield and rerouted walking path to restore affected features of the park.

There would be no permanent impact on Wendell Smith Park as a result of the West Option.

Replacement Park Concept - 101st and Michigan Avenue (East or West Option)

Aerial overview (left) and street view (top) visualization of replacement park concept at Michigan Avenue between 101st and 102nd Streets.

Replacement park sites would be contingent on voluntary acquisition of vacant and/or active parcels from willing sellers.

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

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Park Concept Visualizations

Replacement Park Concept - 111th Street and Eggleston Avenue (East Option)

Visualization of replacement park concept, showing a new ballfield and integrated park & ride at the proposed 111th Street station.

Replacement Park Concept - Michigan Avenue near Kensington Avenue (East or West Option – concept shown for East Option)

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.

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

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Property Displacements

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

Parcels	West Option	East Option
Affected Parcels without Building Displacements	159	154
Affected Parcels with Building Displacements *(Residential Building Displacements)*	46 *(26)*	106 *(90)*
Total Affected Parcels	**205**	**260**

- Impacts are based on conceptual engineering and represent the maximum impacts on all alternatives.
- Impacts are for the purposes of comparing alternatives and will be confirmed in the Final EIS following 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 total number of properties identified for both the East and West Options is 381, because some properties have been identified as possibly needed for both options. Of the 381 properties, 248 properties are privately owned and 133 properties are publicly or railroad-owned.

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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 limit 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

What about construction noise?

- CTA would limit nighttime construction as much as possible.
- CTA would keep the community informed about construction schedules.
- CTA would use construction best management practices to reduce noise.

What about 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.

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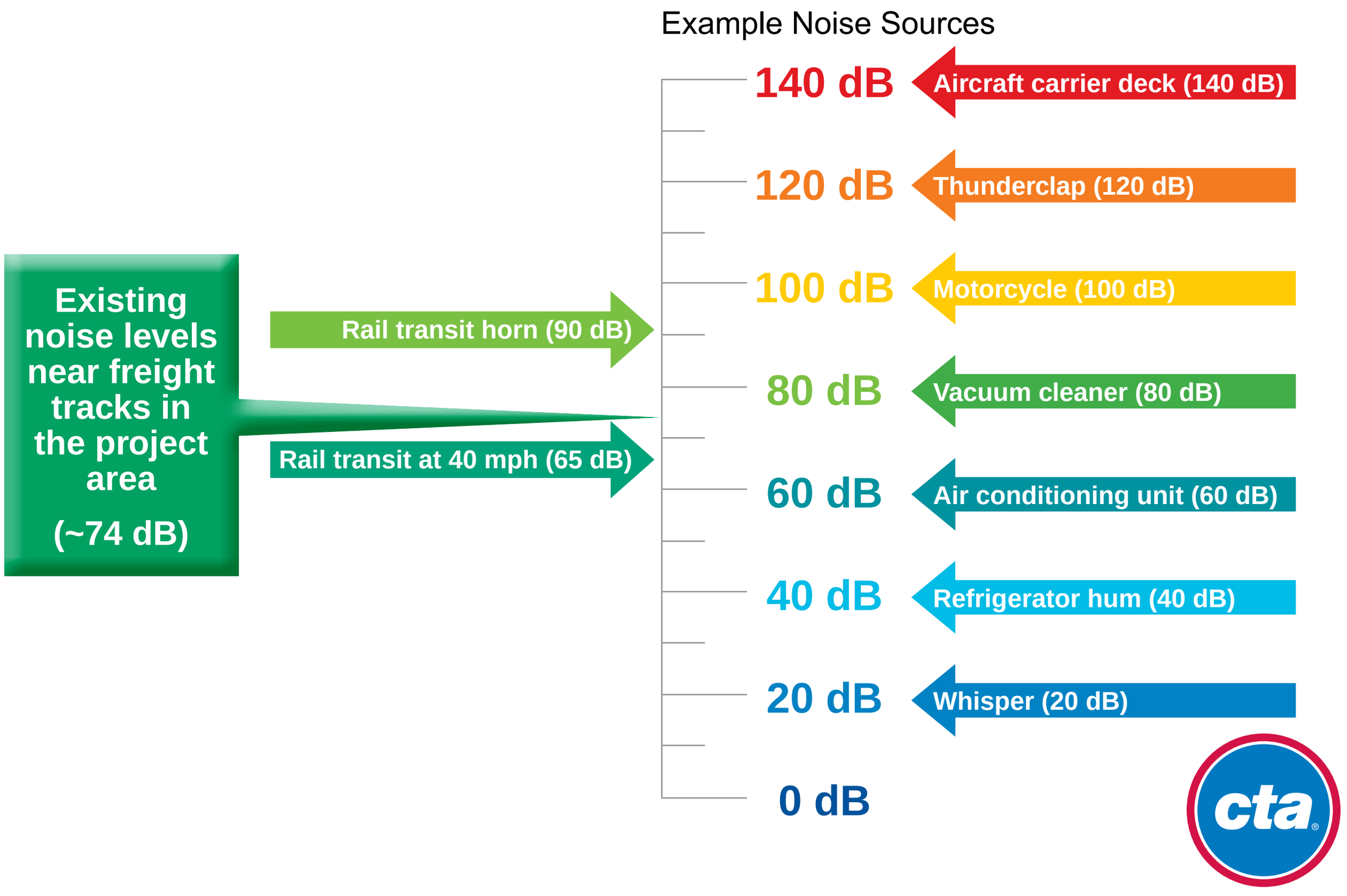
Noise and Vibration Impacts

CTA performed general noise and vibration assessments to identify and estimate the severity of noise and vibration impacts that could occur on noise-sensitive receivers (such as residences) with implementation of the project.

- Because existing noise levels are already high in the project corridor from freight trains, the allowable noise increase (using FTA noise impact criteria) is very small (about 2 dB).
- To minimize noise impacts, CTA will implement specific mitigation strategies (see next board), which would make the Red Line tracks in this area quieter than other parts of the CTA system.
- Because of the mitigation strategies, **the RLE Project would not worsen noise conditions.**



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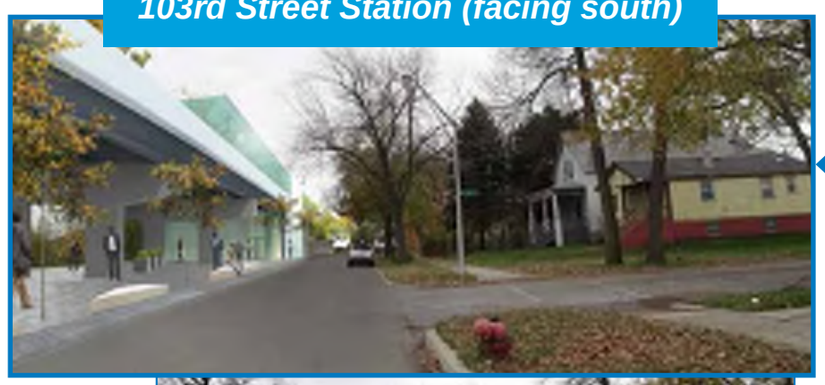
Visual Impacts

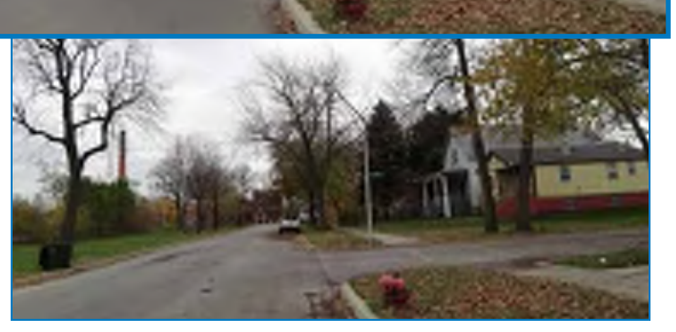
The analysis of visual impacts evaluates whether the project would affect scenic vistas, scenic resources, and visual character, or create new adverse sources of light emissions or glare. The RLE Project would have adverse visual impacts at some locations, despite mitigation.

Adverse Visual Impacts	
West Options	**East Options**
• North of I-57 • Between 99th and 103rd Streets • Near the 103rd Street station • Michigan Avenue station	• North of I-57 • 117th Street and Prairie Avenue

I-57 Right-of-Way from 98th Place and Princeton Avenue (facing east)

103rd Street Station (facing south)





117th Street and Prairie Avenue (facing west)

Michigan Avenue Station (facing northwest)

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Temporary Construction Impacts and Minimal Impact Areas

What would CTA do to minimize construction impacts?

- Post notices of noise-generating activities
- Announce road closures
- Conduct special advertising for affected businesses
- Limit idling of construction vehicles
- Provide for alternative parking

Based on CTA's analysis, the following impact areas would have minimal or no impacts after mitigation:

- Transportation
- Land Use & Economic Development
- Noise & Vibration
- Safety & Security
- Historic Resources
- Hazardous Materials
- Environmental Justice

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Impacts to Wetlands

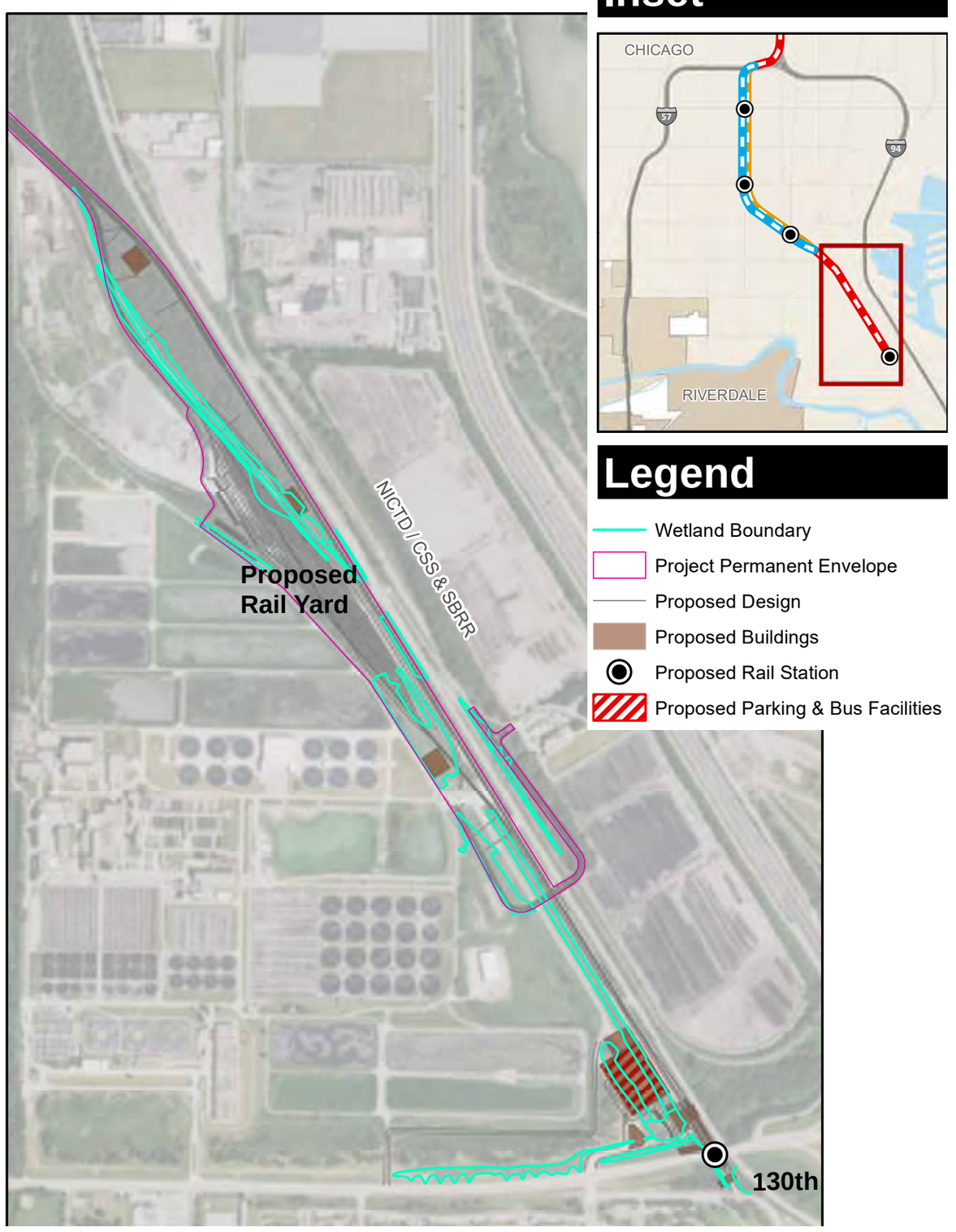
Up to 15.34 acres of wetlands at the proposed rail yard and 130th Street station site could be affected by the RLE Project.

Compensatory Mitigation is required under the Clean Water Act:

- Replaces lost wetlands with the goal of “no net loss” of wetlands
- Takes place adjacent to or generally within the same watershed

CTA is coordinating with the Army Corps of Engineers regarding impacts to wetlands

Existing wetlands in the RLE Project Area



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Project Development Process

Concept Development ✓
2006

Alternatives Analysis Study ✓
2006 – 2009

Environmental Impact Statement Process

Public Scoping Meetings ✓
September 2009

Prepare Draft EIS ✓
2012 – 2016

We Are Here

Publish Draft EIS and Seek Public Comment

Final EIS & Record of Decision*

Project Development Phase*

Project Engineering Phase*

Receive Full Funding Grant Agreement from FTA*

Construction*
(Expected to Last About 5 years)

OPEN FOR OPERATION

RLE Added to CMAP *GO TO 2040* Regional Plan

Next Step
Identify Funding for Entry into Project Development

* **Dependent on funding and approvals**

▼ **FTA Project Evaluation and Rating**

Project Funding

- FTA's New Starts Program would likely fund up to 49% of the project cost
  - — The New Starts Program is competitive – the Red Line Extension Project would compete with projects across the country for these funds
- The remaining costs for construction would need to be funded through local and non-federal funds

Project Costs

- The East Option is estimated to cost $2.26 billion
- The West Option is estimated to cost $2.30 billion

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Thank You for Participating!

Stay Involved

Next Steps

- CTA and FTA will respond to public comments on the Draft EIS as part of the Final EIS.
- CTA and FTA will complete any additional analyses required and prepare the Final EIS.
- The Final EIS will confirm whether the East or West Option is selected.
- FTA intends to issue a single document that consists of the Final EIS and Record of Decision in 2018.

Attachment 8
Comments Received

#1

From: Red Extension <redextension@transitchicago.com>
Sent: Friday, October 07, 2016 6:18 AM
To: ifiworld2 .
Subject: RE: CTA Red Line Extension Public Hearing

Martin,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the Red Line Extension Project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: ifiworld2 . [mailto:ifiworld@gmail.com]
Sent: Thursday, October 06, 2016 10:57 AM
To: Red Extension
Subject: CTA Red Line Extension Public Hearing

Sirs:

Although I will not be able to attend the public hearing, I suggest the CTA expand its plan for the Red Line Extension to include the line to extend to just north of I-80 in Lansing with a terminus, triple-decker garage parking area (Kiss n' Ride) with bicycle racks, and rail yard there for all south suburban rides to get to the Loop, with a stop at 159th Street near the River Oaks Mall in Calumet City and one stop at Sibley Boulevard.

Sincerely,

Martin Edward Lewis
ifiworld@gmail.com

#2

From: Lourdes Solorzano <cadillacti@gmail.com>
Sent: Thursday, October 06, 2016 11:13 AM
To: Red Extension
Subject: Red Line Extension Project

To Whom This May Concern,

My name is Lourdes “LuLu,” owner of Cadillac Transportation Inc. I am certified in many areas such as my DBE, MBE and WBE.

I’ve received an e-mail about the Red Line Extension Project and wondering how I can get involved.

I have worked on the Red Line before back in May to August 2013 as a night job. So I am very familiar with the job and location.

I was wondering how I can take apart in this or what I would have to do.

I look forward to your response. Thanks,

Lourdes "LuLu" Solorzano
Cadillac Transportation Inc.

cadillacti@gmail.com | Phone: 773-447-5559 | Fax: 708-333-1980
8236 Highgate Court, Orland Park, IL, 60462

#3

From: Red Extension <redextension@transitchicago.com>
Sent: Friday, October 07, 2016 6:20 AM
To: Rosemary Alexander
Subject: RE: Red Line Extension Project

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the Red Line Extension Project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Rosemary Alexander [mailto:rosemaryalexander48@gmail.com]
Sent: Thursday, October 06, 2016 2:34 PM
To: Red Extension
Subject: Red Line Extension Project

I am a senior resident of Matteson. I had wanted to copy the Rich Township Transportation and WillConnects2010 .org but those are looking so far broke or so they say or so far off that I probably won't even be around then.

My problem is they keep cutting transportation instead of increasing it. When I moved to the south suburbs there were so many more Pace bus routes. They constantly cut instead of increased while the population is getting older, less people drive and youth have no way to get to colleges, or jobs.

South of 183rd there is barely one east west route or no north south bus routes i.e., no transportation along Cicero or Pulaski south of 183rd. Economic development cannot improve without transportation. Food deserts cannot improve without transportation. Cutting the township budgets even further eliminates even more transportation for seniors. Case in point, try to get from 211th and Pulaski to 103rd and Wood or the Beverly area. Cannot be done because there are no buses that would take you to the nearest Rock Island Train at 159th and Cicero. I can't imagine the developers of businesses and homes have not asked that you increase public transportation along Cicero.

I hope you consider these updates in public transportation to the red line extension which connects the red line to 130th which is food but since federal funds are also used, why not extend other routes in south cook? Please consider spreading that money around to the south cook area and the township budgets.

#4

From: Red Extension <redextension@transitchicago.com>
Sent: Friday, October 07, 2016 6:28 AM
To: Corey Ellison
Subject: RE: RLE Information Request

Corey,

Thank you for your interest in the Red Line Extension Project.

The Draft Environmental Impact Statement (EIS) for the project is now available on the CTA website here for public review. Citizens' Guide is available here and Project Overview flyer is available here. We are not mailing printed copies since these can be downloaded from our website.

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: Corey Ellison [mailto:coreyk.ellison@gmail.com]
Sent: Thursday, October 06, 2016 11:21 AM
To: Red Extension
Subject: RLE Information Request

I was inquiring about receiving a printed copy of the RLE Project Overview and Citizens' Guide mailed to the address listed below

Corey Ellison
3518 N. 60th St
Milwaukee, WI 53216

Kind Regards,

Corey Ellison

#5

From: Red Extension <redextension@transitchicago.com>
Sent: Friday, October 07, 2016 6:58 AM
To: Deloris Lucas
Subject: RE: CTA Red Line Extension Draft Environmental Document and Public Hearing

Deloris,

Thank you for your interest in the Red Line Extension Project and sharing the notice at the next GGHA meeting.

The public hearing is scheduled on November 1, 2016 from 5:30 to 7:30 pm at St. John Missionary Baptist Church (211 E. 115th Street, Chicago, IL 60628). CTA bus route #34 provides direct service from 131st & Eberhart to the meeting location and runs every 12 minutes. We hope that neighborhood residents are able to utilize the #34 bus service and attend the meeting. Note that the hearing will be in open house format so people can drop in any time between 5:30 to 7:30 pm.

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: Deloris Lucas [mailto:deelucas2002@yahoo.com]
Sent: Thursday, October 06, 2016 12:18 PM
To: Red Extension
Subject: Re: CTA Red Line Extension Draft Environmental Document and Public Hearing

Thank you so much for this very important, long awaited, news!

I am representing the Golden Gate Sub Division, located at 130th & Eberhart.

I will share this notice at our next Golden Gate Homeowners Association (GGHA) Meeting on 10-22-16.

Our neighborhood includes many Senior Citizens and Residents that do not have transportation.

To ensure maximum participation, I request that CTA provide a bus to "shuttle" area residents to and from the above mentioned Public Hearing Meeting.

Thank you in advance.

Best Regards,

Deloris Lucas
President, GGHA
773-468-7941 home #

224-203-7429 cell #

On Thursday, October 6, 2016 9:54 AM, CTA Red Line Extension Project <RedExtension@transitchicago.com> wrote:

You're invited to a Public Hearing on the

Red Line Extension Project

Draft Environmental Impact Statement and Section 4(f) Evaluation Available for Public Review

CTA and Federal Transit Administration (FTA) are proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street. Click here to learn more about the project.

Tuesday, November 1, 2016

5:30 to 7:30 PM

St. John Missionary Baptist Church
211 E. 115th Street, Chicago, IL 60628
This location is served by:
CTA Bus #34, #115, #119, and Metra Electric Kensington Station

This facility is accessible to people with disabilities.
This meeting will be conducted in an open house format.

CTA and FTA have prepared a Draft Environmental Impact Statement (EIS) based on the technical analysis of impacts of the proposed project. The Draft EIS documents the benefits and impacts of the alternatives being considered, which include impacts to parks and wetlands. **Click here to review the Draft EIS** on the RLE Project website. Hard copies of the Draft EIS also are available for review through November 30, 2016. **Click here to learn more about reviewing the Draft EIS.**

Comments on the Draft EIS are being accepted until November 30, 2016 at 4:30 PM. Comments on the Draft EIS may be made verbally to a court reporter or in writing during the hearing. You also can submit comments via e-mail to RedExtension@transitchicago.com or by mail to Chicago Transit Authority, Strategic Planning, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661.

Do you require assistance?
If you require an interpreter, including sign language services, or other accommodations at this public hearing, contact Gerald Nichols, CTA Government and Community Relations, at least 5 days before the public hearing at 312-681-2710 or GNichols@transitchicago.com.

Para más informacion en Español, llame al 312-681-2710
Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

Thank you for your continued interest.

RLE Project Team
Chicago Transit Authority

This email was sent to deelucas2002@yahoo.com

why did I get this? unsubscribe from this list update subscription preferences

Chicago Transit Authority · Strategic Planning, 10th Floor · 567 W. Lake Street · Chicago, IL 60661 · USA

#6

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 10, 2016 7:00 AM
To: Rosen, Deane
Subject: RE: Please Add to Contact List

Deane,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: Rosen, Deane [mailto:RosenD@RTACHICAGO.ORG]
Sent: Friday, October 07, 2016 2:14 PM
To: Red Extension
Subject: Please Add to Contact List

Hello,

Please add me to the contact list for the Red Line extension updates.

Thank you,

Mobility Services
Enhancing Transit Access

DEANÉ ROSEN
Manager, Mobility Education
Regional Transportation Authority · 175 W. Jackson Blvd # 1650,
Chicago, IL 60604
Phone: 312.913.3197 · Cell: 312.613.1469 · RTAChicago.org

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#7

From: Red Extension <redextension@transitchicago.com>
Sent: Tuesday, October 11, 2016 8:11 AM
To: William Moore
Subject: RE: Updates for Red Line Extension

William,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

-----Original Message-----
From: William Moore [mailto:outlook_45C400D4C94EFCDF@outlook.com] On Behalf Of William Moore
Sent: Monday, October 10, 2016 7:56 PM
To: Red Extension
Subject: Updates for Red Line Extension

I would like to receive updates about the Red Line Extension.

William E. Moore
CEO/Founder
EME Rail Solutions

#8

From: Red Extension <redextension@transitchicago.com>
Sent: Tuesday, October 11, 2016 8:12 AM
To: Joey Hamer
Subject: RE: Updates

Joey,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: Joey Hamer [mailto:joey.hamer@gmail.com]
Sent: Tuesday, October 11, 2016 9:02 AM
To: Red Extension
Subject: Updates

Hello!

Can you please add me to the update e-mail list? I'd like to stay informed!

Thanks,
Joey

#9

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Red Line Extension Project

Property Acquisition and Relocation Community Meeting

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. CTA is still evaluating two potential options for the preferred alignment: the East Option and the West Option. The property impacts will be different depending upon which option is selected. **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.** 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, along with state regulations. CTA is holding this meeting to allow potentially impacted property owners and lessees the opportunity to learn more about the project and what it could mean for your property.

Name Diane Williams

Address 9900 S. Yale Av

City Chgo **State** Il. **Zip** 60628

Email Address dylynnx@yahoo.com.

☑ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☐ Phone ☑ Email

Please describe your questions or concerns. How will this effect the value of ~~my~~ my property. When will you decide which side of the track will be used the east or west ~~s~~ side

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#10

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Name Rev. Dr. Nancy Garner

Address 347 W. 102nd St

City Chgo **State** IL **Zip** 60628

Email Address

☑ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☑ Phone ☐ Email 773 660 1056

Please describe your questions or concerns. concerns my property?
We Prefer the west option

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#11

RED AHEAD
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Name Carolyn or James Palmer

Address 319 W 100 PLACE

City CHICAGO **State** IL **Zip** 60628

Email Address PALMERCAROLYN@ATT.NET

☐ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☐ Phone ☐ Email

Please describe your questions or concerns.

THERE ARE TOO MANY TRAINS THERE ALREADY. WE HEAR TRAINS ALL D AND SOME AT NIGHT. JUST IMAGINE MORE TRAINS. THE TRAFFIC IS Affected TRYING TO cross. HOW WILL FIRE STATION on 103rd Adjust to this. My preference is for the West side, or Halsted or extend down Expressway. How far down 100th PLACE will you Evacuate?

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#12

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Name Joseph Johnson

Address 346 W. 101st Street

City Chicago **State** IL **Zip** 60628

Email Address grandmay1@sbcglobal.net

☑ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☑ Phone ☐ Email (773) 264-5984

Please describe your questions or concerns.

I have not been informed that my property will be directly involved; however if the train must come through the neighborhood, the West side would be the best option.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#13

RED AHEAD
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Name Smith, Michael W.

Address 336 W. 102nd Street

City Chicago **State** IL **Zip** 60628

Email Address JTown1906@SBCglobal.net

☐ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☐ Phone ☐ Email

Please describe your questions or concerns. Why doesn't CTA use what is already there, like the express ways (I-57) + Bishop Ford)?

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#14

29

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Name James Floyd

Address 355 W 99th Pl.

City Chicago **State** ILL **Zip** 60628

Email Address

☑ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☑ Phone ☐ Email

MAIL

Please describe your questions or concerns.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#15

211

RED AHEAD
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Name Annie Thigpen

Address 11321 S. Princeton

City Chgo. **State** Il. **Zip** 60628

Email Address

☒ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☐ Phone ☐ Email

Please describe your questions or concerns. No, I donot want this plan to go thru. I put a lot of funds in my house. I been in this area / this house for 44 years. I love my house. I need CTA to select the west side. This is terrible. I work hard, I put a lot of time in my property for many, many years. No I donot want to sell My house.

Annie Thigpen

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#16

214

RED AHEAD
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Name Cecilia Gutierrez

Address 11327 S princeton Ave

City Chicago **State** IL **Zip** 60628

Email Address GCecilia68@live.com

☑ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☑ Phone ☑ Email 773-329-8115

Please describe your questions or concerns. I, Cecilia Gutierrez does not agree With this plan. I have put over 30,000 into this property. If CTA agrees to use the east Plan this affects my family and myself. We would have to relocate and start over. I can't even imagine having to do this. Please use the west plan or neither plan at all. This is where I call home. When I moved here my Intention Was to upgrade the property and Live here. Not to move 6 years later.

Cecilia Gutierrez

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#17

RED AHEAD
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Red Line Extension

Red Line Extension Project

Property Acquisition and Relocation Community Meeting

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Name Andrea Barnes

Address 11322 S. Yale ave

City Chicago IL. 60628 **State** IL **Zip** 60628

Email Address

☒ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☒ Phone ☐ Email (773) 704-5412

Please describe your questions or concerns. To my knowledge my property is not affected by CTA's west to east plan. However, Im willing to sale if push comes to shove.

Andrea Barnes

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#18

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RED AHEAD
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Red Line Extension Project

Property Acquisition and Relocation Community Meeting

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Name ANNA Williams

Address 349 W 99th Pl

City Chgo **State** IL **Zip** 60628

Email Address N/A

☑ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☑ Phone ☐ Email 773-568-2087

Please describe your questions or concerns.

1. Relocation Fund.
2. Noise study.
3. Fair sales.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#19

57

RED AHEAD
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Property Acquisition and Relocation Community Meeting

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Name Deneteria Carmichael

Address 348 West 102nd Place

City Chicago **State** IL **Zip** 60628

Email Address dcarmich@hotmail.com

☑ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☑ Phone ☐ Email 773-559-7037

Please describe your questions or concerns. I am currently unsure of the idea of CTA aquiring my property. I agree with the expansion and allowing more people to benefit from the reduction of travel time. I am uneasy with the process of getting another home loan while recently filing bankruptcy. If that process is comfortable, then I will be willing to relocate.

Another reason I am uneasy is the possibility of my home being appraised for less than

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

Additional Comments:

expected due to neighborhood changes since the time of purchase.

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) 681-2710**

#20

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RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Red Line Extension Project

Property Acquisition and Relocation Community Meeting

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Name Cebell Huey

Address 352 W. 101st Street

City Chicago **State** IL **Zip** 60628

Email Address

☒ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☒ Phone ☐ Email 773-568-0531

Please describe your questions or concerns. I would highly recomend the West side of the rail at 101st - 99th and Eggleston to 103rd and beyond 103rd there is a lot of property that is not being used like 99th Eggleston, and 103rd is not being used like the park. No one uses that park at all - no kids play there or anything.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#21

RED AHEAD
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Red Line Extension

Red Line Extension Project

Property Acquisition and Relocation Community Meeting

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Name Monique Smith

Address 336 W. 102nd St.

City Chicago **State** IL **Zip** 60628

Email Address queenmo1913@sbcglobal.net

☐ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☐ Phone ☒ Email

Please describe your questions or concerns. I would like to suggest that the Red line extension be located on the west side of the railroad tracks due to the reduced number of homes and other structures that would be affected. I am also concerned about the impact on property values for the remaining homes located near the CTA tracks (related noise, parking areas, storage, etc...). I don't want the value of my home to decrease. How can I determine or find out what the financial impact would be?

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#22

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RED AHEAD
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Red Line Extension

Red Line Extension Project

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Name MS. DOIS A. ATWATER HOME 773-821-5995

Address 355 W. 101ST PLACE

City CHICAGO **State** ILLINOIS **Zip** 60628

Email Address msatwater65@gmail.com

☐ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☒ Phone ☐ Email 773-821-5995

Please describe your questions or concerns. EAST OPTION NOISE CANCELLATION MY HOUSE IS IMPACTED BY THE EAST OR WEST DECISION DUE TO NOISE PROPERTY DAMAGE

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#23

52

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Red Line Extension Project

Property Acquisition and Relocation Community Meeting

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. CTA is still evaluating two potential options for the preferred alignment: the East Option and the West Option. The property impacts will be different depending upon which option is selected. **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.** 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, along with state regulations. CTA is holding this meeting to allow potentially impacted property owners and lessees the opportunity to learn more about the project and what it could mean for your property.

Name Ethel LeFlore

Address 352 W. 102nd st

City Chicago **State** Illinois **Zip** 60628

Email Address

☐ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☒ Phone ☐ Email (773) 490-2585

Please describe your questions or concerns. I wouldn't like the traffic or the noise I love my house but if another train came down my area I wouldn't like it because it's really hard sleeping at night so I would want to move and relocate, I'm in between a rock in a hard place what happens I guess I will be ok with it.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#24

53

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Red Line Extension Project

Property Acquisition and Relocation Community Meeting

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Name LE RONNIE CAMERON

Address 348 W. 102nd ST.

City CHICAGO **State** IL **Zip** 60628

~~**Email Address**~~ PHONE (773) 568-5136 Caseylarel@gmail.com

☒ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☒ Phone ☐ Email 773-568-5136

Please describe your questions or concerns. I PREFER THE EL TO BE ON THE WEST SIDE, BECAUSE THERE IS MORE SPACE. MY PROPERTY SITS ON TWO PARCELS OF LAND BUT YOU ARE ONLY SHOWING TAKING ONE.

PUTTING THE R-LINE ON THE OTHER DOES NOT AFFECT ANY OF THE HOUSES ON THE OTHER SIDE OF THE UPRR.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#25

From: Red Extension <redextension@transitchicago.com>
Sent: Friday, October 14, 2016 5:46 AM
To: laurenlake@rocketmail.com
Subject: RE: Informed

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the Red Line Extension Project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Lauren Lake [mailto:laurenlake@rocketmail.com]
Sent: Wednesday, October 12, 2016 4:21 PM
To: Red Extension
Subject: Informed

I would like to be included in the updates on Red line extension project

Sent from Yahoo Mail on Android

#26

From: Red Extension <redextension@transitchicago.com>
Sent: Friday, October 14, 2016 6:10 AM
To: tommy miller
Subject: RE: Comment

Pastor Tom,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: tommy miller [mailto:t.miller5050@yahoo.com]
Sent: Wednesday, October 12, 2016 5:50 PM
To: Red Extension
Subject: Comment

To whom it may concern,

I'm Pastor Tom Miller and I have read the EIS and I am in favor of the BRT and the UPRR rail alternative East or West option.

This project is well needed and perhaps overdue. This project will both create jobs and give access to jobs and by default reduce crime in the city. By not being cut off at 95th, the community will finally feel apart of the entire city of Chicago.

Thumbs up! Keep it moving!

Tommy L. Miller Realty
Cell (312)929-6539
Fax (708)360-3198
"No Regrets" *by Tom Miller*
"Get the book and get inspired!"
Amazon.com or local book store

#27

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RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Red Line Extension Project

Property Acquisition and Relocation Community Meeting

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Name LEE A. Williams

Address 11310 S. Emerald

City Chgo **State** IL **Zip** 60628

Email Address CARLAHSE@aol.com

☒ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☒ Phone ☐ Email 7739285530

Please describe your questions or concerns. ① The Time frame for acquiring property if needed ② Re-location help ③ Fair Market value for property.?

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#28

From: Red Extension <redextension@transitchicago.com>
Sent: Friday, October 14, 2016 6:14 AM
To: Jon Evans
Subject: RE: TEMPORARY RED LINE EXTENSION

Jon,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Jon Evans [mailto:jkeiit963827@sbcglobal.net]
Sent: Thursday, October 13, 2016 6:14 AM
To: Red Extension
Subject: TEMPORARY RED LINE EXTENSION

Ladies and Gentlemen:

Of course, I believe that a Red Line Extension would be beneficial, as the Far South Side remains a veritable **TRANSIT DESERT**!

But it will take several years for the Red Line Extension to be built, and the first shovel of dirt hasn't even been turned yet!

I propose an alternate in the interim that might provide Quasi-Rapid Transit service-until the real Red Line Extension is actually built, completed, and on-line:

The only major arterial street between South Halsted Street and South State Street is South Wentworth Avenue from the Dan Ryan Expressway West Extension, Interstate 57 to 127th Street

Step 1

I propose making South Wentworth Avenue from Interstate 57 to 127th Street One-Way Southbound. By doing so, it would be possible to run express buses from

the 95th Street Red Line Terminal to 103rd, 107th, 111th, 115th, 119th, 127th Street, 130th and Indiana, and FoMoCo. **A bus route from Western Avenue to the Metra Electric Station at 107th and Cottage Grove could run during daytime rush hours only. Also, any public or faith based schools along my proposed express bus route would be included as stops during school hours-as a courtesy to the community.**

Automobiles would use the left lanes while the express buses and local residents, along the route, would use the right lanes.

Step 2.

I propose making South State Street from 127th Street to the 95th Street Red Line One-Way Northbound. By doing so, it would be possible to run express buses from FoMoCo to the 95th Street Red Line Terminal via 130th and Indiana, turning north at 127th and State, the Metra Electric Station at 121st and State, 119th and State, 115th, 111th, 107th, 103rd, and finally the 95th Street Red Line Terminal. **Again: any public or faith based schools would also be included as stops during school hours as a courtesy to the community.**

As in Step 1, automobiles would use the left lanes while the express buses and local residents along the route, would use the right lanes.

The route I propose roughly parallels the proposed Red Line Fixed Rail Extension. Again: the goal is to provide immediate relief to a transit desert by offering 24/7/365 or 366 transit service-until the fixed rail Red Line Extension is completed and on-line.

I am a former resident of West Pullman. Therefore, I can personally attest to how badly this type of interim fix is needed-immediately.

Any attempt to run an Express Bus down a narrow, and already congested South Michigan Avenue would, in my opinion, be disastrous. South Wentworth and South State is less congested, and could handle the traffic.

Sincerely,

Jon K. Evans
1633 West Madison Street
Apartment 1603 South
Chicago, Illinois
60612-4606
1-312-631-3919 Home
1-773-844-0568 Cell
jkeiit963827@sbcglobal.net
JKEIIT96@hotmail.com

#29

From: Red Extension <redextension@transitchicago.com>
Sent: Friday, October 14, 2016 5:45 AM
To: Joseph Varan
Subject: RE: letter regarding red line

Joe,

Thank you for providing us an updated address. We will make sure that you receive all future communications at this updated address.

Please let us know if you have any questions related to the letter that you received.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the Red Line Extension Project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Joseph Varan [mailto:jvaran@gmail.com]
Sent: Thursday, October 13, 2016 3:29 PM
To: Red Extension
Subject: letter regarding red line

CTA Parcel ID: 255
PIN: 25-21-230-019-0000

I recieved a letter from you regarding this property. I wanted to let you know that I am the person who is the manager of the company that owns this property.

Please change the address in your records to:

2004 Tax & Scavenger
c/o Joseph Varan
PO BOX 382
Hinsdale, IL 60522

thanks

Joe Varan
312-970-0055

CHICAGO TRANSIT AUTHORITY

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

October 3, 2016

Via Certified Mail, Regular Mail, and Hand Delivery
Mail ID: 255

2004 Tax & Scavenger
20 N. Clark Street #2450
Chicago, IL 60602

Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority (CTA) project known as 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 from the 95th Street Terminal to 130th Street.

Federal law requires that all major projects seeking federal funding identify, disclose, and mitigate for any adverse environmental impacts of a proposed project. In compliance with these requirements and to become eligible for federal funding, the Federal Transit Administration and CTA will be publishing a Draft Environmental Impact Statement (EIS) in early October. The Draft EIS provides a comprehensive identification of potential environmental impacts that could result from this project, including potential property impacts.

Through this extensive planning, CTA has determined that it ***may*** be necessary to acquire certain properties to implement the project. CTA is still evaluating two potential options for the preferred alignment: the East Option and the West Option. The property impacts will be different depending upon which option is selected.

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. The purpose of this letter is to let you know of the proposed RLE Project, its timeline and next steps, and to provide contact information to answer any preliminary questions you may have.

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.

The property referenced below has been identified by CTA as one that **may** be necessary for the construction of the RLE Project if the CTA moves forward with **the East Option.** ***Because the CTA is still evaluating the two options, it is not known at this time whether***

acquisition of your property may be required. CTA will provide additional communication when the selected option has been decided.

The public records indicate that you are the owner of, or have an interest in, this property.

Owner of Record: 2004 Tax & Scavenger
Property Address: 46 W. 115th Street
Property Identification Number (PIN): 25-21-230-019-0000
Potential Impact: East Option]
CTA Parcel ID: 255

Preferred Alignment Description: The preferred alignment of the proposed rail extension would run along elevated tracks south along I-94 from the 95th Street Terminal, then curve west along I-57 until reaching the Union Pacific Railroad (UPRR) corridor in the vicinity of Eggleston Avenue. The alignment would then turn south and follow the UPRR corridor to Prairie Avenue, where it would cross over the Metra tracks near 119th Street. South of this point, the alignment would follow the existing freight rail tracks and end with a station at 130th Street.

CTA is currently considering two options of this alignment: the East Option and the West Option. The East Option would run to the east of the UPRR tracks between 99th Street and 118th Street, and the West Option would run to the west of the UPRR tracks in that segment. The alignment would be the same for the two options from 95th Street to 99th Street and from 118th Street to 130th Street. As noted above, CTA has not yet chosen one of the two options of the preferred alignment.

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. What this means is that CTA will treat property owners fairly and will seek cooperative settlements of property acquisitions.

Based on public feedback, environmental review, and funding availability, CTA expects to announce the selected option (either the East Option or the West Option) in 2017. After that and over the next few years, CTA will move forward with additional engineering work, 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.

Depending on funding availability and federal approvals, the Final EIS is expected to be published by the end of 2018, 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.

Properties that **may** be affected by the East or West Option between 111th Street and 115th Street are invited to attend an informational open house meeting on Wednesday, October 12 at 5:30 to 7:30 PM at Fenger Academy High School, 11220 S. Wallace Avenue, Chicago to discuss the RLE Project and what it could mean for your property. If you are unable to attend that meeting, you are welcome to join us at any one of the three meetings that will be held:

- **Tuesday, October 11** from 6:00 to 8:00 PM at Palmer Park, 201 E. 111th Street, Chicago (95th Street to 111th Street)

- **Wednesday, October 12** from 5:30 to 7:30 PM at Fenger Academy High School, 11220 S. Wallace Avenue, Chicago (111th Street to 115th Street)
- **Thursday, October 13** from 5:30 to 7:30 PM at Pullman Public Library, 11001 S. Indiana Avenue, Chicago (115th Street to 130th Street)

CTA will also be holding a public hearing on the Draft EIS in the coming weeks. During that meeting you will be able to learn more about the Draft EIS and findings from the environmental analysis, including impacts to properties. You will receive additional information about the public hearing in a separate mailing.

CTA's relocation liaison will be in your neighborhood visiting potentially displaced properties to discuss the relocation process and answer questions during the week of October 3, 2016.

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. If you are not the current property owner, please contact CTA customer service at the information above.

We welcome the opportunity to answer any questions you may have regarding the RLE Project. The 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.

Sincerely,

Carole Morey
Chief Planning Officer
Chicago Transit Authority

#30

236

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Red Line Extension Project

Property Acquisition and Relocation Community Meeting

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Name Charles Jackson

Address 125 W. 114th street

City Chicago **State** IL **Zip** 60628

Email Address C.Jackson.online@yahoo.com

☐ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☐ Phone ☐ Email

Please describe your questions or concerns.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#31

236

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Name Karen Crawl

Address 135 West 114th Street

City Chicago **State** IL **Zip** 60628

Email Address karen.crawl@gmail.com

☐ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☐ Phone ☐ Email

Please describe your questions or concerns.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over ⟶

#32

236

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Name Ellis Mack (Pastor)

Address 135 West 114th Street

City Chicago **State** IL **Zip** 60628

Email Address NowFaith@att.net

☒ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☒ Phone ☐ Email 773-731-5249

Please describe your questions or concerns.

Chicago Tribune may possibly do a story at the church concerning the possibility of the extension project.

Kept updated as time progresses

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#33

From: Anjelica Pickett <anjelicapickett21@gmail.com>
Sent: Saturday, October 15, 2016 9:58 AM
To: Red Extension
Subject: CTA RedLine Extending Past the 95th Stop

Hello,

My am Anjelica Pickett and currently a Loyola student studying journalism. I have been living in Chicago all my life and have learned about the CTA extending past the 95th stop to 103th. This is great news and certainly a stepping stone opportunity for the current established communities in that area. As a journalist in training I want to do a news story about this project for a class assignment and hopefully there is someone I can talk to who is in charge of the project for an interview that will be recorded to explain the process and develop of the project. Feel free to contact me via email of phone and I look forward to meeting with you.

Anjelica Pickett
(773) 575-9002
anjelicapickett21@gmail.com

letter received 10/17/16

#34

October 6, 2016

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

To Whom it May Concern:

As a frequent L rider I am opposed to extending the Red Line. My reasons are strictly based on safety and health concerns.

I ride the brown and purple line frequently to and from the loop from Lakeview and locally getting around. Both are generally clean and with the exception of a random panhandler appear to mostly be legitimate riders. I less frequently take the Red line but do so at least a few times a month between downtown locations (Jackson to Chicago or Grand) and also on occasion take the Red line from Belmont to/from 31st Street. The experience as a general rule is much different with much dirtier trains and feeling of needing to keep my belongings closer and less confident of my safety. I dread having to take the Red Line even with heightened police presence in many of the stations once on the platform or on the train I feel like a target.

I don't think it can be disputed that much of the crime occurring in Lakeview particularly around the Belmont Station, not to mention the shooting last summer near Oakdale between the Belmont and Fullerton Red line stops is a direct result of a negative element entering the neighborhood via the Red Line. Unless the City plans to place armed police on each and every L Red line car it is not safe to expand the red line. Security needs to be a primary objective on the current L lines and more seriously concerned for any expansion.

Thank you for your consideration,

A concerned citizen and L rider

#35

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, October 19, 2016 7:37 AM
To: sheri darnall
Subject: RE: protection

Sheri,

We appreciate your input and thank you for taking the time to provide comment. 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.

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

-----Original Message-----
From: sheri darnall [mailto:sldarnall@hotmail.com]
Sent: Monday, October 17, 2016 7:11 AM
To: Red Extension
Subject: protection

I am all for extension we need more places for the homeless to live and public urinals-----go CTA--the el has a lot of problems---all lines with the homeless/vandalism/intimidation if Rahm had to ride the el with the stink every day something would be done---so Rahm get out of that motorcade that runs red lights and squeeze in with all the working people who are being taxed and paying your salary----also if you really think anyone would ever see a crazy person and push the blue button to talk to the conductor ----really-- also we are defenseless as all the cameras are after the fact of being robbed/hit/intimidated/yelled out and finally the people who smoke on the red line-----thanks for a bad commute before I go to work to pay your salary-----

#36

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, October 19, 2016 7:45 AM
To: stephensondw@yahoo.com
Subject: RE: Meeting

David,

Thank you for your interest in the Red Line Extension Project.

CTA is hosting a public hearing at the following location to provide information about the Draft EIS and solicit comments from the public.

Tuesday, November 1, 2016
5:30 - 7:30 PM
St. John Missionary Baptist Church
211 E. 115th Street
Chicago, IL 60628

The location of the public hearing is ADA-compliant and accessible by public transit. This location is served by CTA Buses #34, #115 and #119, and the Metra Electric District Kensington Station.

This meeting will be conducted in an open house format. Comments on the Draft EIS may be made verbally to a court reporter or in writing during the public hearing.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the Red Line Extension Project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: David Stephenson [mailto:stephensondw@yahoo.com]
Sent: Monday, October 17, 2016 7:16 PM
To: Red Extension
Subject: Meeting

Could you tell me where is the location for the November 1st red line extension meeting?

Sent from Yahoo Mail on Android

#37

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

QUEREMOS SABER SU OPINIÓN

sobre el proyecto Expansión de la Línea Roja (RLE)

CTA, como auspiciador del proyecto de Federal Transit Administration (FTA), está aceptando comentarios sobre el impacto y medidas de mitigación identificados en el borrador de la Declaración de Impacto Ambiental (DIA) del proyecto RLE. CTA está aceptando comentarios sobre el borrador de la DIA hasta el 30 de noviembre de 2016. Todos los comentarios que se reciban durante este plazo y las respuestas a esos comentarios se incorporarán en la DIA final. Por favor **escriba en letra de imprenta**.

Nombre MARCELINA SIANEZ

Dirección 11572 - S. WABASH AV.

Ciudad CHICAGO **Estado** IL **Código postal** 60628

Correo electrónico _____

☒ **Marque la casilla aquí** para recibir también información actualizada sobre otros proyectos en la Línea Roja.

¿Cuáles son sus preocupaciones sobre la **Opción del Este?** _____

¿Cuáles son sus preocupaciones sobre la **Opción del Oeste?** _____

Comentarios: _____

También puede enviar preguntas o comentarios por correo electrónico a RedExtension@transitchicago.com.

Reverso ⟶

¿Tiene alguna preocupación sobre el impacto del proyecto RLE relacionado con las siguientes áreas de recursos? Si contesta sí, por favor explique.

Transporte: Sí

Uso de terreno y desarrollo económico: Sí

Desplazamientos de propiedades: Sí

Vecindarios y comunidades: Sí

Impactos visuales (qué aspecto tendría): Sí

Ruido y vibraciones: Sí

Impactos a recursos históricos: Sí

Protección y seguridad: Sí

Materiales peligrosos: Sí

Humedales: Sí

Parques: Sí

Impactos de la construcción: Sí

Fondos para el proyecto: Sí

Otra: _____

Puede entregar la tarjeta de comentarios cumplimentada a CTA durante la reunión o puede enviar sus comentarios a la siguiente dirección: Puede entregar la tarjeta de comentarios cumplimentada a CTA durante la reunión o puede enviar sus comentarios a la siguiente dirección: **Chicago Transit Authority, Attention: Red Line Extension Project. 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465**

También puede enviar un correo electrónico a: **RedExtension@transitchicago.com**

Información al cliente: (888) YOUR-CTA (888 968-7282)
Para más información en español, llame al (312) 681-2710
Todos los comentarios escritos tienen que enviarse a más tardar el 30 de noviembre de 2016 a las 4:30 p.m.

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

WE WANT YOUR INPUT

on the Red Line Extension (RLE) Project

CTA, as project sponsor to the Federal Transit Administration (FTA), is accepting comments on the impacts and mitigation measures identified in the RLE Project Draft Environmental Impact Statement (EIS). CTA is accepting comments on the Draft EIS until November 30, 2016. All comments received during this period and the responses to those comments will be incorporated into the Final EIS. Please **PRINT**.

Name *Marcelina Sianez*

Address *11572 S. Wabash Ave.*

City *Chicago* **State** *IL* **Zip** *60628*

Email Address _____

[X] **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** _____

What are your concerns about the **West Option?** _____

Comments: _____

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over ⟶

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: *Yes*

Land Use and Economic Development: *Yes*

Property Displacements: *Yes*

Neighborhoods & Communities: *Yes*

Visual Impacts (how it would look): *Yes*

Noise & Vibration: *Yes*

Impacts to Historic Resources: *Yes*

Safety & Security: *Yes*

Hazardous Materials: *Yes*

Wetlands: *Yes*

Parks: *Yes*

Construction Impacts: *Yes*

Project Funding: *Yes*

Other:

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**

Customer Information: (888) YOUR-CTA (888 968-7282)
Para más información en Español, llame al (312) 681-2710
All written comments must be submitted by 4:30 PM on November 30, 2016.

#38

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

QUEREMOS SABER SU OPINIÓN

sobre el proyecto Expansión de la Línea Roja (RLE)

CTA, como auspiciador del proyecto de Federal Transit Administration (FTA), está aceptando comentarios sobre el impacto y medidas de mitigación identificados en el borrador de la Declaración de Impacto Ambiental (DIA) del proyecto RLE. CTA está aceptando comentarios sobre el borrador de la DIA hasta el 30 de noviembre de 2016. Todos los comentarios que se reciban durante este plazo y las respuestas a esos comentarios se incorporarán en la DIA final. Por favor **escriba en letra de imprenta**.

Nombre Elsa Ponce

Dirección 11615 S. Prairie Av

Ciudad Chicago, **Estado** Ill **Código postal** 60628

Correo electrónico

☑ **Marque la casilla aquí** para recibir también información actualizada sobre otros proyectos en la Línea Roja.

¿Cuáles son sus preocupaciones sobre la **Opción del Este?** El Ruido especialmente y Mucho trafico de personas y carros y Jardines, caminos para caminar cada dia

¿Cuáles son sus preocupaciones sobre la **Opción del Oeste?**

Comentarios: Lotes vacios de tener paredes para disminuir el ruido Noise Barriers compare Not 4 feet Recomended 8 feets

También puede enviar preguntas o comentarios por correo electrónico a RedExtension@transitchicago.com.

Reverso →

¿Tiene alguna preocupación sobre el impacto del proyecto RLE relacionado con las siguientes áreas de recursos? Si contesta sí, por favor explique.

Transporte: Si

Uso de terreno y desarrollo económico: Si

Desplazamientos de propiedades: Si

Vecindarios y comunidades: Si

Impactos visuales (qué aspecto tendría): Si

Ruido y vibraciones: Si

Impactos a recursos históricos: Si

Protección y seguridad: Si

Materiales peligrosos: Si

Humedales: Si

Parques: Si pelo to Walk

Impactos de la construcción: Si

Fondos para el proyecto: Si

Otra: Mucho trafico

Puede entregar la tarjeta de comentarios cumplimentada a CTA durante la reunión o puede enviar sus comentarios a la siguiente dirección: Puede entregar la tarjeta de comentarios cumplimentada a CTA durante la reunión o puede enviar sus comentarios a la siguiente dirección: **Chicago Transit Authority, Attention: Red Line Extension Project. 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465**

También puede enviar un correo electrónico a: **RedExtension@transitchicago.com**

Información al cliente: (888) YOUR-CTA (888 968-7282)
Para más información en español, llame al (312) 681-2710
Todos los comentarios escritos tienen que enviarse a más tardar el 30 de noviembre de 2016 a las 4:30 p.m.

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

WE WANT YOUR INPUT

on the Red Line Extension (RLE) Project

CTA, as project sponsor to the Federal Transit Administration (FTA), is accepting comments on the impacts and mitigation measures identified in the RLE Project Draft Environmental Impact Statement (EIS). CTA is accepting comments on the Draft EIS until November 30, 2016. All comments received during this period and the responses to those comments will be incorporated into the Final EIS. Please **PRINT**.

Name *Elsa Ponce*

Address *11615 S. Praire Ave.*

City *Chicago* **State** *IL* **Zip** *60628*

Email Address

☐ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?**

The noise, particularly, and a lot of pedestrians and car traffic. Gardens, paths for walking every day.

What are your concerns about the **West Option?**

Comments: *Empty lots*

Have walls to reduce the noise.

Noise barrier concerns not 4 feet.
I recommend 8 feet.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over ⟶

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: *Yes*

Land Use and Economic Development: *Yes*

Property Displacements: *Yes*

Neighborhoods & Communities: *Yes*

Visual Impacts (how it would look): *Yes*

Noise & Vibration: *Yes*

Impacts to Historic Resources: *Yes*

Safety & Security: *Yes*

Hazardous Materials: *Yes*

Wetlands: *Yes*

Parks: *Yes. Parks to walk.*

Construction Impacts: *Yes*

Project Funding: *Yes*

Other: *A lot of traffic.*

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**

Customer Information: (888) YOUR-CTA (888 968-7282)
Para más información en Español, llame al (312) 681-2710
All written comments must be submitted by 4:30 PM on November 30, 2016.

#39

From: Red Extension <redextension@transitchicago.com>
Sent: Tuesday, October 25, 2016 7:55 AM
To: La Risa Lynch
Subject: RE: add to contact list for RLE

La Risa,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the Red Line Extension Project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: La Risa Lynch [mailto:larisalynch@yahoo.com]
Sent: Tuesday, October 25, 2016 9:48 AM
To: Red Extension
Subject: add to contact list for RLE

thank you

La Risa Lynch
Freelance writer
NeighborhoodScribe.com
ChicagoNewsBlog.org
My Pinterest Portfolio

#40

From: Red Extension <redextension@transitchicago.com>
Sent: Tuesday, October 25, 2016 12:41 PM
To: Sara Todd
Subject: RE: concern

Sara,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Sara Todd [mailto:sstodd@gmail.com]
Sent: Tuesday, October 25, 2016 2:32 PM
To: Red Extension
Subject: concern

I saw the posting on the CTA about the red line extension project. I am greatly concerned about any destruction of wetlands or natural spaces. I am opposed to any extension project that causes even a moderate degree of wetland destruction or wildlife deaths. Please do not cause harm to our environment or the animals in it. I'm sure there is a need for an extended red line to reach more people on the south side. I strongly favor any extension that doesn't cause harm to the environment, but may cost more. I'm willing to pay a higher CTA fare if it means protecting the environment.
Thank you,
Sara Todd

#41

From: Red Extension <redextension@transitchicago.com>
Sent: Tuesday, October 25, 2016 1:55 PM
To: Joshua Pomales
Subject: RE: Red line extension

Joshua,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Joshua Pomales [mailto:jpom82@gmail.com]
Sent: Tuesday, October 25, 2016 3:52 PM
To: Red Extension
Subject: Red line extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,
Joshua Pomales

#42

From: Red Extension <redextension@transitchicago.com>
Sent: Tuesday, October 25, 2016 2:18 PM
To: Jen Pulins
Subject: RE: Request For Red Line Extension to run on the WEST side of Union Pacific Railroad

Jen,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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 Pulins [mailto:jsellers55@hotmail.com]
Sent: Tuesday, October 25, 2016 4:14 PM
To: Red Extension
Subject: Request For Red Line Extension to run on the WEST side of Union Pacific Railroad

I'm writing as a supporter of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.
For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.
Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.
Yours Truly,
Jen Pulins

#43

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:09 PM
To: West Chesterfield
Subject: RE: RLE Project contact list

Michael,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the Red Line Extension Project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: West Chesterfield [mailto:wcca1956@gmail.com]
Sent: Wednesday, October 26, 2016 12:50 AM
To: Red Extension
Subject: RLE Project contact list

Please add me to the RLE contact list.

--
Michael LaFargue, President
West Chesterfield Community Association (WCCA) Inc.
Email: wcca1956@gmail.com

Visit our official website at http://wccalive.org/
Follow us on Facebook at: https://www.facebook.com/WCCAInc1956/
Follow us on Twitter at: https://twitter.com/WCCAInc1956 or @WCCAInc1956
Make a one-time or recurring donation to WCCA inc.: http://bit.ly/WCCAdonations

#44

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:12 PM
To: Sandy Henkel
Subject: RE: Red Line Extension

Sandy,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Sandy Henkel [mailto:sandy.henkel@cru.org]
Sent: Wednesday, October 26, 2016 8:04 AM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th Street. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Sandy

Sandy Henkel
Equipping Urban Leaders
CRU - Inner City - Chicago
773-821-7060 x311
sandy.henkel@cru.org
www.HLICchicago.org

#45

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:12 PM
To: Liz Stewart
Subject: RE: Red Line Extension

Elizabeth,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Liz Stewart [mailto:ejcooper03@gmail.com]
Sent: Wednesday, October 26, 2016 8:08 AM
To: Red Extension
Subject: Red Line Extension

CTA,
I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.
For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.
Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.
Yours Truly,
Elizabeth Stewart -CRU Sponsor

#46

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:13 PM
To: Katie Smyth
Subject: RE: Red Line Extension

Katie,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Katie Smyth [mailto:katiejsmyth@gmail.com]
Sent: Wednesday, October 26, 2016 8:11 AM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Katie Smyth

#47

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:13 PM
To: Jodi KLUSACEK
Subject: RE: Plea for the West side

Jodi,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Jodi KLUSACEK [mailto:jodiklus@sbcglobal.net]
Sent: Wednesday, October 26, 2016 8:16 AM
To: Red Extension
Subject: Plea for the West side

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Jodi Klusacek

#48

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:13 PM
To: Kayla McCarthy
Subject: RE: Red line extension request

Kayla,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Kayla McCarthy [mailto:kd.mccarthy@comcast.net]
Sent: Wednesday, October 26, 2016 8:16 AM
To: Red Extension
Subject: Red line extension request

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Kayla McCarthy

#49

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:14 PM
To: Chazle' Woodley
Subject: RE: Red Line Extension

Chazle',

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Chazle' Woodley [mailto:chazlewoodley@gmail.com]
Sent: Wednesday, October 26, 2016 8:19 AM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Chazle' N. Woodley
919-428-4571
www.chazlewoodleyministries.com
"Learn to do right; seek justice. Defend the oppressed. Take up the cause of the fatherless; plead the case of the widow." Isaiah 1:17

#50

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:15 PM
To: Karen Wrobel
Subject: RE: Proposed red line extension

Karen,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Karen Wrobel [mailto:mnkwrobes@gmail.com]
Sent: Wednesday, October 26, 2016 8:19 AM
To: Red Extension
Subject: Proposed red line extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Karen Wrobel

312-543-3602

Sent from my iPhone

#51

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:15 PM
To: meritadlsmb@gmail.com
Subject: RE: Save the parking lot at 342 W 111th St!

David,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: meritadlsmb@gmail.com [mailto:meritadlsmb@gmail.com]
Sent: Wednesday, October 26, 2016 8:30 AM
To: Red Extension
Subject: Save the parking lot at 342 W 111th St!

Dear CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. It partners with over 200 churches/ministries throughout Chicagoland to serve the poor. The Center holds events throughout the year that overwhelm the current parking in the area (which is on the east side of the proposed extension). For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute over 2500 boxes of food. Thousands of people are served in multiple ways thru this dedicated, active ministry year around.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering this request. I trust the Red Line Extension will indeed to decide to run the extension on the WEST side of the railroad line.

Sincerely yours,
David Scott

#52

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:15 PM
To: Jeff Pan
Subject: RE: Red Line Extension

Jeffrey,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Jeff Pan [mailto:jeffreypan78@gmail.com]
Sent: Wednesday, October 26, 2016 8:39 AM
To: Red Extension
Subject: Red Line Extension

Hello,

I am writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Jeffrey Pan

#53

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:16 PM
To: Chris Boeyink
Subject: RE: Which side?

Chris,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Chris Boeyink [mailto:chrisboeyink@gmail.com]
Sent: Wednesday, October 26, 2016 8:43 AM
To: Red Extension
Subject: Which side?

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Chris Boeyink

#54

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:16 PM
To: Tom & Jane Smith
Subject: RE: extending the Red line-AND saving the parking PLEASE

Jane and Tom,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Tom & Jane Smith [mailto:twhsmith@frontier.com]
Sent: Wednesday, October 26, 2016 8:47 AM
To: Red Extension
Subject: extending the Red line-AND saving the parking PLEASE

We give to help support Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

We were very happy to learn about the proposed extension as it will help many. BUT parking is needed especially for all the volunteers who come in to help with the projects. It is hard now, and if you take any away it will be terrible!! Please run your extension along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering our request. We hope it will be brought to bear upon the Red Line Extension's positioning. God bless you all. Jane & Tom Smith

#55

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:16 PM
To: Ruthie Williams
Subject: RE: Red Line Extension

Ruthie,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Ruthie Williams [mailto:ruwillia@comcast.net]
Sent: Wednesday, October 26, 2016 8:48 AM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Ruthie Williams

Sent from my iPhone

#56

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:17 PM
To: Dr. John Hart
Subject: RE: Red Line Extension Proposal

Dr. Hart,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Dr. John Hart [mailto:john.hart@moody.edu]
Sent: Wednesday, October 26, 2016 8:50 AM
To: Red Extension
Subject: Red Line Extension Proposal

Dear CTA Personnel,

Like several others, I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years! Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. They holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Thanks,

John

Dr. John F. Hart
Professor of Bible/New Testament

MOODY BIBLE INSTITUTE
820 N. LaSalle Blvd., Chicago, IL 60610
moody.edu

From the Word to Life

Gary Chapman is "arguably the country's most successful marriage therapist" (*Time* ® Magazine, June 13, 2016)—his book *The 5 Love Languages* (Moody Publishers) "has been on some version of the New York *Times* best-seller list for eight straight years."

My books:
• *50 Things You Need to Know About Heaven*, can be found at http://www.amazon.com/Things-Need-Know-About-Heaven/dp/0764211668.
• *Answers to the Most Important Questions about the End Times*, found at http://www.amazon.com/gp/product/0764217852
• *Evidence for the Rapture: A Biblical Case for Pretribulationism*, can be found at http://www.amazon.com/Evidence-Rapture-Biblical-Case-Pretribulationism-ebook/dp/B00PI111M2/ref=dp_kinw_strp_1

#57

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:18 PM
To: Hugh Williams
Subject: RE: Red Line Extension

Dr. Williams,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Hugh Williams [mailto:huwillia@icloud.com]
Sent: Wednesday, October 26, 2016 9:01 AM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Dr. Hugh D. Williams Jr., D.D.; Th. D.

#58

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:18 PM
To: Jason Gordon
Subject: RE: Agape Center parking lot

Jay,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Jason Gordon [mailto:jayb05@aol.com]
Sent: Wednesday, October 26, 2016 9:03 AM
To: Red Extension
Subject: Agape Center parking lot

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Jay Gordon

#59

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:18 PM
To: Carolyn Davis
Subject: RE: Save the Parking Lot of Cru Inner City

Carolyn,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Carolyn Davis [mailto:Daviscdkind@aol.com]
Sent: Wednesday, October 26, 2016 9:05 AM
To: Red Extension
Subject: Save the Parking Lot of Cru Inner City

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Carolyn Davis

Sent from my iPad

#60

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:19 PM
To: Bruneau, Whitney
Subject: RE: Red Line Extension

Whitney,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Bruneau, Whitney [mailto:wbrunea@ostatemail.okstate.edu]
Sent: Wednesday, October 26, 2016 9:13 AM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. I had the opportunity to stay there last year for a mission trip and have seen the impact they have on the community. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have over 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the **WEST** side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain its existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Respectfully,

Whitney Bruneau

#61

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:19 PM
To: Shanda Eickelberger
Subject: RE: Red Line Extension - Go WEST young man

Shanda,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Shanda Eickelberger [mailto:shanda.eickelberger@gmail.com]
Sent: Wednesday, October 26, 2016 9:30 AM
To: Red Extension
Subject: Red Line Extension - Go WEST young man

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Shanda Eickelberger

#62

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:19 PM
To: Andrea Lollis
Subject: RE: Red Line Extension to 130th St.

Andrea,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Andrea Lollis [mailto:lollisa@anderson3.k12.sc.us]
Sent: Wednesday, October 26, 2016 9:34 AM
To: Red Extension
Subject: Red Line Extension to 130th St.

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Andrea Lollis

"Love God. Love People. Do what you love." --Lecrae

All communications are the property of Anderson County SD #3 and are subject to monitoring.

#63

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:19 PM
To: Rita Usher
Subject: RE: HELLO

Rita,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Rita Usher [mailto:wanab1@yahoo.com]
Sent: Wednesday, October 26, 2016 9:37 AM
To: Red Extension
Subject: HELLO

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Rita Usher

#64

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:22 PM
To: ALAN M
Subject: RE: Red Line extension comment

Alan,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: ALAN M [mailto:alanm240@yahoo.com]
Sent: Wednesday, October 26, 2016 9:45 AM
To: Red Extension
Subject: Red Line extension comment

Dear CTA,

I understand your interest in this project - the extension to 130th Street - which seeks to address some valid concerns. But, at $2 billion, I think it's way too expensive. Our limited resources should be focused where they can produce the most benefit for all the region's residents. Other projects on CMAP's list, such as the West Loop Transportation Center, show more merit in this regard. Please proceed cautiously and plan carefully, thank you,

ALAN

Alan P. Mammoser
3501 W. Evergreen Avenue
Chicago, IL 60651 USA
tel 773.276.2470

#65

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:23 PM
To: Taliaha Koutz
Subject: RE: Please save our access

Taliaha,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Taliaha Koutz [mailto:taliaha@comcast.net]
Sent: Wednesday, October 26, 2016 9:52 AM
To: Red Extension
Subject: Please save our access

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best

opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Taliaha Koutz

#66

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:23 PM
To: Charles Brobst
Subject: RE: Our plea

Chuck,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Charles Brobst [mailto:chuck.brobst@icloud.com]
Sent: Wednesday, October 26, 2016 9:55 AM
To: Red Extension
Subject: Our plea

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Chuck Brobst

Sent from my iPhone

#67

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:24 PM
To: Angelique Chatman
Subject: RE: Red Line Extension

Angelique,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Angelique Chatman [mailto:achatmanbccc@ymail.com]
Sent: Wednesday, October 26, 2016 10:01 AM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Angelique Chatman

#68

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:26 PM
To: Peter DiGiacinto
Subject: RE: Red Line Extension

Peter,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Peter DiGiacinto [mailto:peter.digiacinto@ineos.com]
Sent: Wednesday, October 26, 2016 10:02 AM
To: Red Extension
Subject: Red Line Extension

Dear CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

As a faithful supporter of this organization for 35 years, I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Best Regards,

Peter DiGiacinto

#69

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:26 PM
To: Wai-Chin Matsuoka
Subject: RE: Request to run CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line.

Wai-Chin,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Wai-Chin Matsuoka [mailto:johnchin@dls.net]
Sent: Wednesday, October 26, 2016 10:06 AM
To: Red Extension
Subject: Request to run CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line.

CTA,

I'm writing **on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628.** This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Wai-Chin

Wai-Chin Matsuoka
johnchin@dls.net

#70

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:27 PM
To: Angelique Chatman
Subject: RE: Red Line Extension

Angelique,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Angelique Chatman [mailto:an_joli1@yahoo.com]
Sent: Wednesday, October 26, 2016 10:05 AM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Angelique

#71

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:28 PM
To: Pearl Willis
Subject: RE: PLEASE HELP US SAVE THE AGAPE CENTER PARKING LOT

Ms. Pearl,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Pearl Willis [mailto:mspearlwillis3@yahoo.com]
Sent: Wednesday, October 26, 2016 10:19 AM
To: Red Extension
Subject: PLEASE HELP US SAVE THE AGAPE CENTER PARKING LOT

Dear CTA,

We are requesting that you DO NOT put a train stop next to the Agape Center. These people need this parking lot as they do many out reaches for this community. Volunteers park there, trunks unload there and children walk through there. The Agape Center has been in our community for well over 35 years. My children were mentored in this community center, they got help with their homework and encouragement. The children of this community share with the staff and volunteers of this center problems that they can't share with their parents. They find help at the Agape Center. There have been days when I couldn't feed my children and we found help at this center. This center means so much to so many people, please keep this in mind while making your decision about our community. Is there somewhere else this station can be put other than the parking lot of our center!

By HIS Grace
Ms. Pearl

#72

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:28 PM
To: s-peder@netscape.com
Subject: RE: Concerning the Redline extention on far south side...

Stephen,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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

-----Original Message-----
From: s-peder@netscape.com [mailto:s-peder@netscape.com]
Sent: Wednesday, October 26, 2016 10:21 AM
To: Red Extension
Subject: Concerning the Redline extention on far south side...

10-26-2016
CTA,

I'm sending this letter as a tutor at the Agape Center at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

- Stephen Pederson

Yours Truly,

#73

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:29 PM
To: amartin_1968@yahoo.com
Subject: RE: save our parking lot

Adrian,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Adrian Martin [mailto:amartin_1968@yahoo.com]
Sent: Wednesday, October 26, 2016 10:38 AM
To: Red Extension
Subject: save our parking lot

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry. For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Adrian Martin

773-294-0797

Sent from Yahoo Mail on Android

#74

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:29 PM
To: Monica Crouse
Subject: RE: Red Line Extension Request

Monica,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Monica Crouse [mailto:monica.crouse@cru.org]
Sent: Wednesday, October 26, 2016 10:39 AM
To: Red Extension
Subject: Red Line Extension Request

To the Red Extension Committee at CTA:

I'm writing to you as a resident of the Roseland/Pullman community, as a community volunteer and budding activist in the Roseland community as well as one gainfully employed in the Roseland community where I live, serve, work, and worship. **I am writing to you on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628.** This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve those who are poor and/or fatherless. Cru holds events throughout the year that overwhelm the current parking in the area. **For example, this Thanksgiving 2016 Cru will have 500 volunteers working to pack and distribute 2650 boxes of food, which is an increase from last 2015's 2400 boxes of food that were distributed.** Thousands of people are served and mobilized through Cru's ministry.

For these reasons, I request that the CTA Red Line Extensions run along the **WEST** side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Monica Anissa Crouse

#75

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:30 PM
To: David and Marsha Gage
Subject: RE: Request

Marsha,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: David and Marsha Gage [mailto:mddgage@comcast.net]
Sent: Wednesday, October 26, 2016 10:51 AM
To: Red Extension
Subject: Request

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the

year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Marsha Gage

#76

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:31 PM
To: Rachel Press
Subject: RE: Extension Route and Stop

Rachel,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Rachel Press [mailto:rachel.press11@gmail.com]
Sent: Wednesday, October 26, 2016 10:57 AM
To: Red Extension
Subject: Extension Route and Stop

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Rachel Press

Rachel Press
rachel.press11@gmail.com
513-520-5195

#77

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:31 PM
To: Hines, Timothy C - BLOOMINGTO IL
Subject: RE: Request

Timothy,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Hines, Timothy C - BLOOMINGTO IL [mailto:timothy_hines@ml.com]
Sent: Wednesday, October 26, 2016 11:03 AM
To: Red Extension
Cc: Brad Harry
Subject: Request

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain its existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,
Tim Hines

Timothy C. Hines, CIMA®
Senior Vice President – Wealth Management
Wealth Management Advisor
NMLS #560416

Hines Kellem Group
Merrill Lynch, Pierce, Fenner & Smith
2205 East Empire Street, Suite C
Bloomington, IL 61704
T (309) 664.8608
Toll Free (800) 810.8889
Timothy_hines@ml.com
www.fa.ml.com/hineskellemgroup

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#78

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:31 PM
To: pam outlaw
Subject: RE: Red Line Extension

Pam,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: pam outlaw [mailto:outlawpam@yahoo.com]
Sent: Wednesday, October 26, 2016 11:05 AM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Pam Outlaw

#79

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:31 PM
To: B
Subject: RE: Red Line Extension - Please Run WEST of UP Railroad line!

Brittany,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: B [mailto:bcookf2@gmail.com]
Sent: Wednesday, October 26, 2016 11:30 AM
To: Red Extension
Subject: Red Line Extension - Please Run WEST of UP Railroad line!

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Brittany

#80

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:32 PM
To: Milly Soto
Subject: RE: Red Line Extension

Milly,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Milly Soto [mailto:millysoto17@yahoo.com]
Sent: Wednesday, October 26, 2016 11:30 AM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Milly Soto

#81

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:32 PM
To: Sue Hale
Subject: RE: Save our parking lot!

Sue,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Sue Hale [mailto:suehale@earthlink.net]
Sent: Wednesday, October 26, 2016 11:51 AM
To: Red Extension
Subject: Save our parking lot!

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly, George and Sue Hale

#82

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:32 PM
To: Karen Hibberd Crebs
Subject: RE: Red line extension

Karen,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Karen Hibberd Crebs [mailto:kahibberd@yahoo.com]
Sent: Wednesday, October 26, 2016 12:01 PM
To: Red Extension
Subject: Red line extension

Dear CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th Street, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th Street. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving, Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain its existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Karen Crebs

#83

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:33 PM
To: Sarah Hedman
Subject: RE: Agape center

Sarah,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Sarah Hedman [mailto:ssh2578@gmail.com]
Sent: Wednesday, October 26, 2016 12:02 PM
To: Red Extension
Subject: Agape center

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Sarah Hedman

#84

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:33 PM
To: Lauryn Coombs
Subject: RE: Save the Parking Lot!

Lauryn,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Lauryn Coombs [mailto:lncoombs@ncsu.edu]
Sent: Wednesday, October 26, 2016 12:13 PM
To: Red Extension
Subject: Save the Parking Lot!

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Lauryn

#85

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:33 PM
To: Elizabeth M. Johnson
Subject: RE: Red Line Extension

Elizabeth,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Elizabeth M. Johnson [mailto:horsegal316@gmail.com]
Sent: Wednesday, October 26, 2016 12:20 PM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

I have seen and experienced firsthand the blessing and light that the Agape Community Center is for their local community in Roseland, and though the proposed red line extension will be valuable for them, it is also imperative that their services not be diminished.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Elizabeth Johnson

#86

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:34 PM
To: wandarials@sbcglobal.net
Subject: RE: Please save our parking lot

Wanda,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: wandarials@sbcglobal.net [mailto:wandarials@sbcglobal.net]
Sent: Wednesday, October 26, 2016 12:24 PM
To: Red Extension
Subject: Please save our parking lot

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Wanda Rials

#87

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:34 PM
To: zachary massie
Subject: RE: Red Line Extension

Zach,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: zachary massie [mailto:zjmassie@gmail.com]
Sent: Wednesday, October 26, 2016 12:34 PM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Zach M.

--
Sent from Gmail Mobile

#88

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:34 PM
To: Kenneth Robinson
Subject: RE: Cru Inner City

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Kenneth Robinson [mailto:ophie@msn.com]
Sent: Wednesday, October 26, 2016 12:36 PM
To: Red Extension
Subject: Cru Inner City

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Sent from my Verizon 4G LTE smartphone

#89

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:34 PM
To: Heather Myers
Subject: RE: Red Extension Roseland

Heather,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Heather Myers [mailto:hnmyers@gmail.com]
Sent: Wednesday, October 26, 2016 1:41 PM
To: Red Extension
Subject: Red Extension Roseland

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Heather Myers
hnmyers@gmail.com
(919) 308-9771

#90

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:35 PM
To: Bethany Norman
Subject: RE: Red Line Extension Request

Bethany,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Bethany Norman [mailto:bethany.norman@cru.org]
Sent: Wednesday, October 26, 2016 1:57 PM
To: Red Extension
Subject: Red Line Extension Request

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

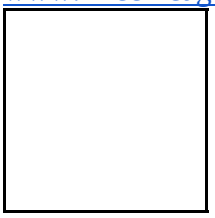
Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Bethany

--

Bethany Norman
Cru Inner City Chicago
773-821-7060 x305
bethany.norman@cru.org
www.hlicchicago.org



#91

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:35 PM
To: Christine OLaughlin
Subject: RE: Red Line Extension

Christine,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Christine OLaughlin [mailto:c.olaughlin@sbcglobal.net]
Sent: Wednesday, October 26, 2016 2:03 PM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Christine O'Laughlin

2322 W 107th St

Chicago IL 60643

#92

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:35 PM
To: wconnonwesley@gmail.com
Subject: RE: Red line extension

Wesley,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

-----Original Message-----
From: wconnonwesley@gmail.com [mailto:wconnonwesley@gmail.com]
Sent: Wednesday, October 26, 2016 12:54 PM
To: Red Extension
Subject: Red line extension

Dear CTA
My name Wesley and I am writing you to not tear down the parking lot of the Agape Community Center. It's great that y'all are extending the redline it's been a long time coming but it should be on the west not on the east. There is enough room for you guys to make it happen. The Agape is a big part of the community it needs its parking lot so people have somewhere to park. Please reconsider building over the Agape parking lot it would be a big mistake.
Sent from my iPhone

#93

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:36 PM
To: gozlin@reagan.com
Subject: RE: Agape Parking Lot

Linda,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: gozlin@reagan.com [mailto:gozlin@reagan.com]
Sent: Wednesday, October 26, 2016 2:10 PM
To: Red Extension
Subject: Agape Parking Lot

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Linda Gonzalez

!--[if>![endif]-->
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!--[if>![endif]-->
![endif]-->!--[if>

#94

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:36 PM
To: S. Yohe
Subject: RE: don't mess with the Agape Center!

Stan & Melodee,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: S. Yohe [mailto:syohe@aol.com]
Sent: Wednesday, October 26, 2016 2:14 PM
To: Red Extension
Subject: don't mess with the Agape Center!

CTA:

I'm writing on behalf of Cru Inner City, at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving, Cru will have 500 volunteers working to pack and distribute 2,650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons, I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain its existing parking spaces so that it can continue to serve the neighborhood and the city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours truly,

Stan & Melodee Yohe

#95

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:36 PM
To: Tim Zoeteman
Subject: RE: Red line extension

Michelle,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Tim Zoeteman [mailto:tm.zoot@me.com]
Sent: Wednesday, October 26, 2016 2:44 PM
To: Red Extension
Subject: Red line extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Michelle Zoeteman

Sent from my iPhone

#96

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:37 PM
To: Joyce Stevens
Subject: RE: Red Line Extension

Joyce,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Joyce Stevens [mailto:joyce.stevens799@gmail.com]
Sent: Wednesday, October 26, 2016 3:07 PM
To: Red Extension
Subject: Red Line Extension

CTA,

Cru Inner City at 342 W 111th St, Chicago, IL 60628 is a ministry that runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. My children who are now adults, participated in these programs during the 1980's and 90's and helped them stay clear of the "streets."

Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry. Although I no longer live in Roseland, I return every year to participate in this wonderful event.

I am writing on behalf of Cru to request that the CTA Red Line Extensions run along the **WEST** side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

I hope you will see the wisdom in honoring this very important request. Thank you so much for hearing me out.

Sincerely,

Joyce L. Stevens

#97

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:37 PM
To: Gloria Brown
Subject: RE: Cru Inner City Parking lot

Gloria,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Gloria Brown [mailto:glbrown@ameritech.net]
Sent: Wednesday, October 26, 2016 3:17 PM
To: Red Extension
Subject: Cru Inner City Parking lot

Dear CTA:

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Gloria Brown

#98

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:37 PM
To: smyoung629
Subject: RE: Red Line Extension

Shanea,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: smyoung629 [mailto:smyoung629@yahoo.com]
Sent: Wednesday, October 26, 2016 3:20 PM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Shanea Rogers

#99

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:38 PM
To: Noma Johns
Subject: RE: Cru Inner City

Norma,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Noma Johns [mailto:johnsnoma@gmail.com]
Sent: Wednesday, October 26, 2016 3:23 PM
To: Red Extension
Subject: Re: Cru Inner City

Dear CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Noma Johns

#100

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:38 PM
To: Stephen and Mindy Boeringa
Subject: RE: Position of Red Line Extension

Mindy,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Stephen and Mindy Boeringa [mailto:theboeringafamily@gmail.com]
Sent: Wednesday, October 26, 2016 3:46 PM
To: Red Extension
Subject: Position of Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Mindy Boeringa

#101

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:38 PM
To: Brad Harry
Subject: RE: Red Line Extension

Brad,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Brad Harry [mailto:brad.harry@cru.org]
Sent: Wednesday, October 26, 2016 3:46 PM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm on staff with Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

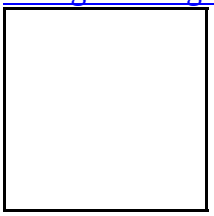
For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Brad Harry

Brad Harry
City Co-Director
Inner City, Chicago
773-821-7060 x.304
brad.harry@cru.org
chicago.cru.org/innercity



#102

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:39 PM
To: Sally Foglesong
Subject: RE: Red Line Extension

Sally,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Sally Foglesong [mailto:jandsfog@gmail.com]
Sent: Wednesday, October 26, 2016 3:51 PM
To: Red Extension
Subject: Red Line Extension

Dear CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. My family and I will be part of that excited event!! :) Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Sally Foglesong :)

#103

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:44 PM
To: Pat Peglow
Subject: RE: Cru Inner City and Red Line

Patrick,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Pat Peglow [mailto:patpeglow@comcast.net]
Sent: Wednesday, October 26, 2016 4:09 PM
To: Red Extension
Subject: Cru Inner City and Red Line

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Patrick Peglow

#104

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:44 PM
To: Berlean Burris
Subject: RE: Red Line Extension--Cru Inner City Parking Lot

Berlean,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Berlean Burris [mailto:rbb124@att.net]
Sent: Wednesday, October 26, 2016 4:16 PM
To: Red Extension
Subject: Red Line Extension--Cru Inner City Parking Lot

My request is that the Red Line Extension of the Union Pacific Railroad at 111th Street run along the west side, This request is being made so that it does not eliminate the parking space for the Agape Center located at 342 West 111th Street This Center (Cru Inner City) has provided vital services to school children and the needy in this community for 37 years. I have been a supporter of their activities for many years. Therefore, I ask that you strongly consider honoring this request.

Thank you.

Berlean Miller Burris

October 26, 2016

#105

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:44 PM
To: lautie
Subject: RE: Red Line Extension Proposal Request

David,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: lautie [mailto:lautie@comcast.net]
Sent: Wednesday, October 26, 2016 4:15 PM
To: Red Extension
Subject: Red Line Extension Proposal Request
Importance: High

Dear Chicago Transit Authority:

I wanted to applaud you and express my appreciation for the work that you have done to extend the Red Line further into the south side of Chicago. I believe that this will certainly be well worth the future investments into our communities. With that said, I also wanted to bring to your attention some logistical concerns regarding the proposed route.

I'm writing this letter on behalf of Cru Inner City, located at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the proposed route of the Red Line Extension. The Agape Center, as it has been know in the community of Roseland, has served its community as well as the city of Chicago for over 37 years!

They have runs after-school programming for kids throughout the year and have also partners with over 200 churches/ministries throughout the Chicagoland to serve the marginalize and poor. They also hold events throughout the year that overwhelm at multiple times the current parking area. For example, this Thanksgiving they will have over 500 volunteers working to pack and distribute 2650 Thanksgiving boxes of Love (food) for many across our communities. Thousands of people are served and mobilized throughout this entire ministry.

For these reasons (and much more), I am requesting that the CTA Red Line Extension consider using the WEST side of the Union Pacific Railroad line instead. This alternative option would provide the best opportunity for the Agape Center (Cru) to retain its existing parking area to continue its outstanding and continued success to serve our neighborhoods, such as Roseland, within the city of Chicago with excellence! I applaud

Thank you for considering my earnest request and I hope that it would assist into this alternative route in the Red Line Extension's project. I would certainly appreciate any feedback to this request. I can be contacted by this email address or by cell phone at (708) 533-5052.

Serving Together,

David Lautenbach
“Invested in Community to Grow”

#106

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:45 PM
To: Tyrome Turner
Subject: RE: Agape Center Parking Lot

Tyrome,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Tyrome Turner [mailto:tyrome.d.turner@gmail.com]
Sent: Wednesday, October 26, 2016 4:51 PM
To: Red Extension
Subject: Agape Center Parking Lot

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Tyrome Turner

#107

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:45 PM
To: aemtrebleclef@aol.com
Subject: RE: Red line extension

Andrea,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: aemtrebleclef@aol.com [mailto:aemtrebleclef@aol.com]
Sent: Wednesday, October 26, 2016 4:51 PM
To: Red Extension
Subject: Red line extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,
Andrea May

#108

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:46 PM
To: Marc Henkel
Subject: RE: Red Line Extension

Marc,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Marc Henkel [mailto:marc.henkel@cru.org]
Sent: Wednesday, October 26, 2016 5:40 PM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm on staff with Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

In the Grace of Jesus,

Marc Henkel
City Co-Director - Chicago
CRU Inner City, formerly Here's Life Inner City
773-821-7060 x315

marc.henkel@cru.org

#109

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:46 PM
To: Lamar Simms
Subject: RE: Red Line Extension:

Lamar,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Lamar Simms [mailto:mr.lamarsimms@gmail.com]
Sent: Wednesday, October 26, 2016 5:55 PM
To: Red Extension
Subject: Red Line Extension:

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

- Lamar

#110

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:46 PM
To: Wallace Hasbrouck
Subject: RE: Save CRU parking lot

Wally & Pam,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Wallace Hasbrouck [mailto:whasbro@hotmail.com]
Sent: Wednesday, October 26, 2016 6:02 PM
To: Red Extension
Subject: Save CRU parking lot

As a supporter of CRU inter city ministry Chicago, it is very important to keep the use of their parking lot. Wally & Pam Hasbrouck

#111

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:46 PM
To: Marissa Kuok
Subject: RE: Red line extension

Marissa,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Marissa Kuok [mailto:marissakuok@gmail.com]
Sent: Wednesday, October 26, 2016 6:09 PM
To: Red Extension
Subject: Red line extension

Dear CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Thanks for your consideration, Marissa Kuok

Sent from my iPhone

#112

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:47 PM
To: Jo Ann Allen
Subject: RE: Red Line Extension

JoAnn,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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

-----Original Message-----
From: Jo Ann Allen [mailto:jodymallen75@gmail.com]
Sent: Wednesday, October 26, 2016 6:10 PM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St., Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St.. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,
JoAnn M. Allen

#113

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:47 PM
To: Jan Espeland
Subject: RE: Red Line Extensions along the WEST side of the Union Pacific

Jan,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Jan Espeland [mailto:espelandjan@gmail.com]
Sent: Wednesday, October 26, 2016 6:26 PM
To: Red Extension
Subject: Red Line Extensions along the WEST side of the Union Pacific

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I've worked with this great ministry. I hope this message will be considered when looking at the Red Line Extension's positioning.

Sincerely,

Jan Espeland

#114

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:47 PM
To: Lindsay
Subject: RE: Agape center parking lot

Lindsay,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Lindsay [mailto:lindsaypaulus@comcast.net]
Sent: Wednesday, October 26, 2016 6:46 PM
To: Red Extension
Subject: Agape center parking lot

Dear CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. I know first hand all of the amazing ways Cru has served the community, families, individuals, and very importantly, children. I volunteer there regularly and see the huge difference they make for so many Chicagoans of all ages. They can't function without us volunteers, and I know we need the parking lot, as many of us are traveling from far to serve in the Roseland community; for instance, I drive from Wheaton, IL. Driving is the only way for me to get there, and I feel safe parking next to the building. Also, we volunteer especially in the cold months when families are really in need for Thanksgiving events and creating winter care packages for homeless individuals. It is so wonderful to have a place to park in the cold and snow.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Lindsay Paulus

Lindsaypaulus@comcast.net

Sent from my iPhone

#115

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:48 PM
To: Alisha Welles
Subject: RE: Proposed Red Line Extension to 130th St.

Alisha,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Alisha Welles [mailto:alishawelles07@yahoo.com]
Sent: Wednesday, October 26, 2016 6:51 PM
To: Red Extension
Subject: Proposed Red Line Extension to 130th St.

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Alisha Welles

#116

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:48 PM
To: Tom Hill
Subject: RE: Red Line extension

Tom & Karen,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Tom Hill [mailto:tkhill81@gmail.com]
Sent: Wednesday, October 26, 2016 6:56 PM
To: Red Extension
Subject: Red Line extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Tom & Karen Hill

#117

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:48 PM
To: nseaberry@aol.com
Subject: RE: Red Line Extension

Narda,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: nseaberry@aol.com [mailto:nseaberry@aol.com]
Sent: Wednesday, October 26, 2016 8:17 PM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Narda Seaberry

#118

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:48 PM
To: Barbara Fichtenberg
Subject: RE: Red Line Extension

Barbara,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Barbara Fichtenberg [mailto:bfichtenberg@hotmail.com]
Sent: Wednesday, October 26, 2016 8:37 PM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain its existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Barbara Fichtenberg

#119

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:49 PM
To: Kellee
Subject: RE: CTA Red Line Extension

Kellee,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Kellee [mailto:singergirl1024@comcast.net]
Sent: Wednesday, October 26, 2016 9:18 PM
To: Red Extension
Subject: CTA Red Line Extension

TTo Whom it May Concerrn - CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Kellee S. Rayburn

The Lord is my strength and my shield: my heart trusts in Him and He helps me.

The Lord is my strength and my shield: my heart trusts in Him and He helps me.

#120

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:49 PM
To: Datrice Weathers
Subject: RE: Redline Extension

Datrice

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Datrice Weathers [mailto:photographerdjw@gmail.com]
Sent: Wednesday, October 26, 2016 9:40 PM
To: Red Extension
Subject: Redline Extension

Greetings CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Warm Regards,

Mrs Datrice Weathers

#121

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:53 PM
To: Valerie Lynn Vanderkolk
Subject: RE: Updates on Red Line Extension

Valerie,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the Red Line Extension Project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Valerie Lynn Vanderkolk [mailto:valerie.lynnvanderkolk@gmail.com]
Sent: Wednesday, October 26, 2016 1:56 PM
To: Red Extension
Subject: Updates on Red Line Extension

Hello,
Is it possible for me to subscribe to an updates mailing list for this project?
Thank you!
Valerie VanderKolk

#122

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:10 PM
To: Peterson, Phoebe
Subject: RE: Add me to your email list

Phoebe,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the Red Line Extension Project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Peterson, Phoebe [mailto:Phoebe.Peterson@arcadis.com]
Sent: Thursday, October 27, 2016 10:38 AM
To: Red Extension
Subject: Add me to your email list

Please add me to your email list.

Thanks!

Phoebe Peterson, MBA | Pursuit Specialist - Infrastructure | Phoebe.Peterson@arcadis.com
Arcadis | Arcadis U.S., Inc.
120 South LaSalle, Suite 1350 | Chicago, IL 60603 | USA
Phone: 312 499-0213
Cell: 312 203-9286

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ARCADIS

Be green, leave it on the screen.

This e-mail and any files transmitted with it are the property of Arcadis. All rights, including without limitation copyright, are reserved. This e-mail contains information which may be confidential and may also be privileged. It is for the exclusive use of the intended recipient(s). If you are not the intended recipient(s) please note that any form of distribution, copying or use of this communication or the information in it is strictly prohibited and may be unlawful. If you have received this communication in error please return it to the sender and then delete the e-mail and destroy any copies of it. Whilst reasonable precautions have been taken to ensure no software viruses are present in our emails we cannot guarantee that this e-mail or any attachment is virus-free or has not been intercepted or changed. Any opinions or other information in this e-mail that do not relate to the official business of Arcadis are neither given nor endorsed by it.

#123

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:50 PM
To: jennyc
Subject: RE: please run the extended red line on the West side of the Railroad

Jennifer,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: jennyc [mailto:jennyc@morethansat.com]
Sent: Thursday, October 27, 2016 12:36 AM
To: Red Extension
Subject: please run the extended red line on the West side of the Railroad

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Jennifer Chang in Chicago

#124

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:50 PM
To: Jane Florine
Subject: RE: Red Line Extension

Jane,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Jane Florine [mailto:janeefh@gmail.com]
Sent: Thursday, October 27, 2016 6:02 AM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Jane Florine

#125

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:50 PM
To: ringerfamily@embarqmail.com
Subject: RE: Red Line Extension

Tricia,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: ringerfamily@embarqmail.com [mailto:ringerfamily@embarqmail.com]
Sent: Thursday, October 27, 2016 6:20 AM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity

for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Tricia Ringer

#126

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:51 PM
To: wade.n.harsy@ipact.com
Subject: RE: request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line

Wade,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Wade N. Harsy [mailto:harsy@ipact.com]
Sent: Thursday, October 27, 2016 7:29 AM
To: Red Extension
Subject: request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

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Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Wade N Harsy

#127

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:51 PM
To: antbebe@sbcglobal.net
Subject: RE: Help Save Our Parking Lot!

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: antbebe@sbcglobal.net [mailto:antbebe@sbcglobal.net]
Sent: Thursday, October 27, 2016 8:34 AM
To: Red Extension
Subject: Fwd: Help Save Our Parking Lot!

Sent from my T-Mobile 4G LTE device

------ Original message------
From: Cru Inner City
Date: Wed, Oct 26, 2016 8:03 AM
To: antbebe@sbcglobal.net;
Subject: Help Save Our Parking Lot!

Would you email the Chicago Transit Authority on our behalf? View this email in your browser

We need your help to save our parking lot!

The CTA is planning to extend the Red Line from 95th Street down to 130th Street, which is GREAT! There will even be a stop right outside the Agape Community Center. Wow!**Here's how you can help:** Please email the CTA to let them know you want the Red Line Extension to run on the WEST side of Union Pacific Railroad. That route provides the best chance of us preserving our parking lot. You can use the sample email below. Please do it today!

Thanks so much!

Sample Email:

RedExtension@transitchicago.com

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Copyright © 2016 Cru Inner City, All rights reserved.
You are receiving this email because you are a financial and/or prayer partner of Cru Inner City.

Our mailing address is:
Cru Inner City
342 W 111th St
Chicago, Il 60643

Add us to your address book

Want to change how you receive these emails?
You can update your preferences or unsubscribe from this list

#128

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:51 PM
To: David-Carol
Subject: RE: Red Line Extension

Carol,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: David-Carol [mailto:dcbaun@hotmail.com]
Sent: Thursday, October 27, 2016 10:11 AM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Carol Baunach

#129

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, October 27, 2016 12:52 PM
To: Cindy Johnson
Subject: RE: Agape Center Parking lot, Roseland

Cindy,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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

-----Original Message-----
From: Cindy Johnson [mailto:dcjohnson723@yahoo.com]
Sent: Thursday, October 27, 2016 2:11 PM
To: Red Extension
Subject: Agape Center Parking lot, Roseland

I am writing concerning the planning of the extension of the Red Line and the possibility of minimizing or eliminating the parking lot belonging to the Agape Center in Roseland. I have served at the Center and I know that the Cru ministry team that works and serves the neighborhood in many wonderful ways DESPERATELY NEED TO KEEP THEIR PARKING LOT!! Ministry team members need a safe location to park, throughout the year other teams come from across the nation to volunteer and need off-street parking for their large vehicles, and my own teenaged daughter tutored at the center after school and needed a safe parking location.

I understand the need to make the Red Line better for the city, but don't take away the essential parking from a wonderful, established ministry like the Agape Center!

Thank you,
Cindy Johnson

Sent from my iPad

#130

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:37 AM
To: Pierre Casimier
Subject: RE: Petition

Pierre,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Pierre Casimier [mailto:pierrecasimier@yahoo.com]
Sent: Thursday, October 27, 2016 3:06 PM
To: Red Extension
Subject: Petition

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thanks for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Pierre Casimier

#131

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:38 AM
To: Eric Sullivan
Subject: RE: Red Line Extension project.

Eric,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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

-----Original Message-----
From: Eric Sullivan [mailto:esullivan28@uchicago.edu]
Sent: Thursday, October 27, 2016 3:24 PM
To: Red Extension
Subject: Red Line Extension project.

Hello,

I just wanted to write in my support for the Red Line Extension project. As someone who lives right off the red line, I get a ton of use out of it and would definitely explore farther south neighborhoods if and when the line extends farther. I hope to see this project move forward swiftly.

Thank you,
Eric Sullivan

#132

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:38 AM
To: Kevin Durand
Subject: RE: Save CRU Parking Lot.

Kevin,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Kevin Durand [mailto:kgdnchrist88@gmail.com]
Sent: Thursday, October 27, 2016 3:29 PM
To: Red Extension
Subject: Save CRU Parking Lot.

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years.

Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area.

For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.
For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Sincerely,

Keviπ

#133

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:39 AM
To: K Chelstrom
Subject: RE: Red Line Extension to 130th St-Route Considerations

Kristian,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: K Chelstrom [mailto:kchelstrom@hotmail.com]
Sent: Thursday, October 27, 2016 4:45 PM
To: Red Extension
Subject: Red Line Extension to 130th St-Route Considerations

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Kristian Chelstrom

#134

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:39 AM
To: Claire Florine
Subject: RE: Red Line Extension Request

Claire,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Claire Florine [mailto:claireflorine@gmail.com]
Sent: Thursday, October 27, 2016 6:39 PM
To: Red Extension
Subject: Red Line Extension Request

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

~Claire Florine

"Life is not about comfort; it's about calling."
- TheWannabeMinimalist.com

#135

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:40 AM
To: Mary Hartsfield
Subject: RE: The red line being extended

Mary,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Mary Hartsfield [mailto:maryhartsfield93@yahoo.com]
Sent: Thursday, October 27, 2016 11:49 PM
To: Red Extension
Subject: The red line being extended

I am diagreeing with the extention due to safety issues. A women was killed on the red line, my purse was snatched on the red line, some of the passengers told me to ring the bell after i felt the tug on my purse. The conductor said she saw the young man when he jumped off the EL at 63Rd street. I call the the police they transfered me to 311. I waited on the police, but i talk with one of the CTA attendent name Yvonne Johnson at 55 st she really helped me by calling police, when they would not come to help me look for my purse where the man jump off EL. I went to 63Rd Street where the man dumped my purse. Before an extention saftey issues need to be address. Sincerely,

Mary Hartsfield
Maryhartsfield1010@gmail.com
(708) 731-6711

#136

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:40 AM
To: Tedi Marshall
Subject: RE: CTA Red Line extension plans and Cru Inner City parking lot

Pastor Marshall,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Tedi Marshall [mailto:wordfellowshipministries@yahoo.com]
Sent: Friday, October 28, 2016 2:30 PM
To: Red Extension
Cc: Tedi Marshall
Subject: CTA Red Line extension plans and Cru Inner City parking lot

To Whom It May Concern,

I am appealing to you on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout the Chicagoland to serve the poor.

Cru holds events throughout the year that already overwhelm current parking in the area. An example is the annual Thanksgiving event in which my ministry has joyfully participated and witnessed its success. This year Cru will have 500 volunteers working to pack and distribute 2,650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain its existing parking spaces so it can continue to serve the neighborhood and city in excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Respectfully,

Pastor Tedi H. Marshall

WORD Fellowship Ministries

#137

From: Feedback
Sent: Monday, October 31, 2016 6:58 AM
To: Red Extension
Subject: FW: Transit Chicago Contact Us - Red Line Expansion

FYI – This has been referred to Media. Thank you!

CTA FEEDBACK TEAM

From: Laura Botten [mailto:lbotten@us99.com]
Sent: Friday, October 28, 2016 4:56 PM
To: Feedback
Subject: Transit Chicago Contact Us - Red Line Expansion

Address:
Address2:
Address3:
City:
State:
Country: United States
Zip: 60601
Phone:
Comment: Hello!

I heard about the possibility to expand the red line to 130th. Is there a CTA representative that would like to call in to the US99 public affairs radio program to discuss this? This would be a short taped interview over the phone to air at a later date.

Please email me at lbotten@us99.com if this is something you'd be interested in.

Thank you, and have a great weekend!

Laura Botten
Host of Weekend Journal on US99, Chicago's Hottest Country

#138

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:41 AM
To: GMcin98355@aol.com
Subject: RE: SAVE OUR PARKING LOT

Genevieve,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: GMcin98355@aol.com [mailto:GMcin98355@aol.com]
Sent: Friday, October 28, 2016 5:31 PM
To: Red Extension
Subject: SAVE OUR PARKING LOT

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Genevieve McInnis

#139

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:41 AM
To: Beth Mason
Subject: RE: Red Line Placement

Beth,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Beth Mason [mailto:beth.mason@cru.org]
Sent: Friday, October 28, 2016 5:57 PM
To: Red Extension
Subject: Red Line Placement

Dear CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. I've been apart of the ministry the last 10 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Beth Mason

#140

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:41 AM
To: Brett Phalin
Subject: RE: Request on behalf of cru inner city

Brett,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Brett Phalin [mailto:brett.phalin@gmail.com]
Sent: Friday, October 28, 2016 7:16 PM
To: Red Extension
Subject: Request on behalf of cru inner city

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Brett Phalin

#140 (continued)

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:42 AM
To:
Subject: FW: Request on behalf of cru inner city

From: Brett Phalin [mailto:brett.phalin@gmail.com]
Sent: Friday, October 28, 2016 7:17 PM
To: Red Extension
Subject: Re: Request on behalf of cru inner city

I am making this request as a Chicago resident living in the Pilsen neighborhood

On Friday, October 28, 2016, Brett Phalin <brett.phalin@gmail.com> wrote:

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Brett Phalin

#141

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:43 AM
To: Junetta Casimier
Subject: RE: New 111th Street Red line Stop

Mrs. Casimier,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Junetta Casimier [mailto:mrsjuneetta@gmail.com]
Sent: Saturday, October 29, 2016 8:52 AM
To: Red Extension
Subject: New 111th Street Red line Stop

Hello CTA,
It is exciting to hear that you are extending train service to 130th Street. I have lived on the South Side of Chicago all my life, so I am sure that this extension will be extremely helpful to many citizens.

My only request is that you would spare the Agape Community Center parking lot, which is on the East side of the railroad tracks at Eggleston. The small parking lot is vital to the functions of this community space. I know first hand how deletion of parking could cripple this vital institution. Residents would be constantly inconvenienced when staff, volunteers and program participants take their already limited parking spots.

Most disturbing of all is that the safety of the children who attend the Center would be compromised. (Presently, though not ideal, it is fairly easy to escort children to and from the building because there are no gates or barriers blocking the view across the lot, for example.)

I volunteer regularly at the Agape Center and attend worship services there weekly. This parking area has been carefully monitored and maintained through years of service to the people of Roseland.

Please consider placing the Red Line stop on the WEST Side of the tracks, which is already vacant, un-used land.

We greatly appreciate having a voice in this this matter. Thanks for informing us of your planning and progress.

Sincerely,
Mrs. Junetta Casimier

#142

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:43 AM
To: Caryn Corriere
Subject: RE: Red Line extension request

Caryn,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Caryn Corriere [mailto:corrierecl@gmail.com]
Sent: Saturday, October 29, 2016 11:07 AM
To: Red Extension
Subject: Red Line extension request

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain its existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Caryn Corriere

We worry about what a child will be tomorrow, yet we forget he is someone today.
Stacia Tauscher

Speak to the earth, and let it teach you. Job 12:8

Too often we give children answers to remember rather than problems to solve.
Roger Lewin

#143

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:43 AM
To: Will Osgood
Subject: RE: Save the Parking Lot

Will,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Will Osgood [mailto:rmhswill@yahoo.com]
Sent: Saturday, October 29, 2016 3:37 PM
To: Red Extension
Subject: Save the Parking Lot

Dear CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Will Osgood

#144

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:44 AM
To: Jim and Kim Herlihy
Subject: RE: Red line Extension

Jim,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Jim and Kim Herlihy [mailto:jkktrl@wowway.com]
Sent: Saturday, October 29, 2016 5:39 PM
To: Red Extension
Subject: Red line Extension

CTA,
I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.
For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.
Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.
Yours Truly,

Friend of Agape Center
Jim Herlihy

#145

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:45 AM
To: Christy Steffens
Subject: RE: Letter to the Editor

Alphonse,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Christy Steffens [mailto:christy.steffens@gmail.com]
Sent: Sunday, October 30, 2016 6:26 PM
To: ctc-TribLetter@tribune.com
Cc: Red Extension
Subject: Letter to the Editor

9/30/2016

Editor

Chicago Tribune

CC:Red Extension@transitchicago.com

Sir:

The 5.3 mile, 4-stations extension of the Red Line SW along Route 57 will cost $2.3 billion, according to your p.4 article this date. This will save (current?) commuters 20 minutes getting downtown.

If this investment has a 50-year expected useful life and maintenance is 2% of $2.3 billion per year, annual costs for upkeep and depreciation are $92 million, 2022-2072.

Total Chicago rail ridership last year was last year was 242 million. No figures were given for Red Line use – if we assume 10 million current riders now board at stations closer to home, the time saved costs $27/hour plus whatever it costs to operate and maintain the rolling stock.

10 million riders per year averaged over a 260-day workweek and a 10-hour (5 morning and evening) rush period requires about 100 eight-car trains per day departing at 6 minute intervals.

Within the next decade there may be self-driving trucks and cars. The future may see Uber and fleet vehicles on call and fewer individually owned autos. Chicago lost 200,000 people during the 2000-2010 period. What will ridership numbers be in 2050?

These public rail transit billions of dollars come from motorist gasoline taxes and should be used for toll road construction. A quarter of the Federal gas tax goes to grants for rail transit and bus and bike takeovers of existing roads – not exactly what motorists prefer. These transit projects are found money for big city politicians and their unions.

Truly yours,

Alphonse I. Johnson

Lisbon, Illinois

(815) 736-6009

#146

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:46 AM
To: collyn02@yahoo.com
Subject: RE:

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: collyn02@yahoo.com [mailto:collyn02@yahoo.com]
Sent: Monday, October 31, 2016 12:29 PM
To: Red Extension
Subject:

I vote to extend the train to 130th street.

Sent from my Boost Mobile Phone.

#147

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, October 31, 2016 11:47 AM
To: David Vartanoff
Subject: RE: Comment on EIS

David,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: David Vartanoff [mailto:david@vartanoff.com]
Sent: Monday, October 31, 2016 1:26 PM
To: Red Extension
Subject: Comment on EIS

Agreeing with the urgent need for improved public transit in the project area (and nearby underserved areas as well), a far better and more cost effective project could be implemented much sooner by upgrading service on existing rail lines and fare integration.

1. Implement the Gray Line Project (also sometimes called the Gold Line) on both the Metra Electric and the South Shore as far as Hegewisch. This includes much more frequent "rapid transit" frequencies and greater span of service.
2. Restore stations along the South Shore between Kensington, and Hegewisch including 130th/Altgeld, also restore the former Wildwood Station at 130th & Indiana on ME.
3. Increase frequency and span of service on the Rock Island Suburban Line. The RI, brackets the proposed Red Line from the west offering riders a quicker transfer if headed north.
4. Fully integrate fares on RI, ME, and Gray(Gold) trains to Hegewisch with all CTA services. This means deploying Ventra readers on all RI, ME, CSS&SB platforms within CTA's service territory such that a rider can use the optimal combination of rail and bus for his/her trips.

Comparison of travel times;

In section 3.2 of the EIS, travel time from Altgeld Gardens to the Loop (given as Jackson % State) estimates 28 min to 95+25 min on the Red Line +some figure for transfer time or nearly an hour. Current CSS&SB

timetables show 32 min Hegewisch to Van Buren(Jackson) and Michigan which the EIS calls an average commute time for the region. Adding as much as 8 minutes for several stops north of Hegewisch, a single seat ride would be less than 40 min from Altgeld to Van Buren.

Even with the recently improved flow of buses at 95th St terminal, riders from east of the MED mainline would have a faster trip simply changing to ME at their 95th St station if the trains ran often enough.

Given that all of these public transit services are taxpayer supported, the current double fare status of Metra (unless one's origin and destination are immediately adjacent a Metra route) is obsolete, and may constitute a Title VI disparate impact. Full fare integration will open up multiple new transit options greatly increasing mobility for all potential riders.

Historic background;
CSS&SB had several stations between Kensington and Hegewisch as late as 1960 including Altgeld and Ford City.
Precedent for Metra operation dates to a period of CSS&SB railcar shortage in the 1990s when RTA ran a trainset of diesel pulled bi-level cars between Randolph (now Millennium) and Hegewisch.

Metra Electric when operated by Illinois Central ran very frequent service all day with skeletal service after midnight, and included a local station at 130th and Indiana Avenue.

David Vartanoff
1434 W Addison
Chicago 60613

#148

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, November 03, 2016 8:02 AM
To: paulwkarnatz@gmail.com
Subject: RE: Red Extension

Paul,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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

-----Original Message-----
From: paulwkarnatz@gmail.com [mailto:paulwkarnatz@gmail.com]
Sent: Monday, October 31, 2016 4:13 PM
To: Red Extension
Subject: Red Extension

This is an excellent idea and I hope it is able to move forward. The clear transit disadvantages the south side faces (fewer stops, distance between stops, etc) need to be fixed as well as other improvements to CTA as a whole. Congratulations on moving this project forward!

Paul Karnatz

#149

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, November 03, 2016 8:03 AM
To: Monica Reeves
Subject: RE: Please place Red Line Extensions along the WEST side of the Union Pacific Line

Monica,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Monica Reeves [mailto:mlschaef@me.com]
Sent: Monday, October 31, 2016 9:11 PM
To: Red Extension
Subject: Please place Red Line Extensions along the WEST side of the Union Pacific Line

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Monica Reeves

#150

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, November 03, 2016 7:59 AM
To: v Ford
Subject: RE: Homes

Veronica,

Thank you for your interest in the Red Line Extension Project.

CTA has published the Draft Environmental Impact Statement (EIS), which is available for public review and comment on the project website. The Draft EIS reviews potential impacts that could result from implementation of the project. Currently, CTA is considering two alignment options on either side of the existing Union Pacific Railroad, known as the East and West Options. In addition to the information provided in the Draft EIS related to displacements, a summary, Frequently Asked Questions, and other information related to displacements is available on the project website here. With the East Option, 91 residential buildings would be displaced and with the West Option, 28 residential buildings would be displaced.

Government programs designed to benefit the public as a whole can result in acquisition of private property and, sometimes, in the displacement of people from their residences or businesses. State and federal constitutions recognize the need for public agencies to purchase private property for public use and assure full protection of the rights of each property owner. To mitigate the impact of any acquisitions required, property owners are protected by the federal Uniform Act on Relocation Assistance and Property Acquisition. Property owners would be paid not less than fair market value for their land and buildings. 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 for property owners as well as commercial and residential tenants who must move because of the RLE Project.

CTA has been conducting outreach to all potentially affected property owners and outreach will continue as a final alignment option is selected and the project moves into next stages of planning and development. CTA does not anticipate acquiring any property for this project until after completion of the environmental phase and timelines are dependent upon federal reviews and approvals of the project.

Project area residents will benefit from improved transit connectivity to south of 95th street and reduced congestion at 95th Street Terminal as some bus routes would directly connect to proposed stations far south. Additional impacts and benefits are listed in the Draft EIS that is available here.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the Red Line Extension Project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: v Ford [mailto:veronicaford3@gmail.com]
Sent: Tuesday, November 01, 2016 7:01 AM
To: Red Extension
Subject: Homes

Morning,
I am a resident of the area. I am interested to know , how many homes will be effected by this expansion? What is the plan for the residents living in the homes the city is trying to buy? What is the benefit for the residents living on 97th, 98th Lafayette? How will this project help 95th street?
I can not make the meeting. If any of these questions can be answered, it would be appreciated.

Respectfully,
Veronica Ford

#151

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, November 03, 2016 9:46 AM
To: kevinmhanna@yahoo.com
Subject: RE: Comment from a red line user

Kevin,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: kevinmhanna@yahoo.com [mailto:kevinmhanna@yahoo.com]
Sent: Tuesday, November 01, 2016 11:30 AM
To: Red Extension
Subject: Comment from a red line user

I wholeheartedly support the extension. I too must take a bus from 95th to get to where I need to go.

Going to 130th is only the first step in an integrated public transport system that is needed, as illustrated by the following link:
TransitFuture

TransitFuture

Check out this awesome interactive map of a new transit system for Chicagoland.

Imagine what could be if these simple (relatively, as opposed to building new track, etc) changes were made?

I hope you will consider this plan as well for future connectivity to all residents of the greater Chicagoland area.

Thank you for your time and consideration.

Best,

Kevin Hanna Director of Film and Theater kevinmhanna@yahoo.com 773-334-1744

#152

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, November 03, 2016 9:46 AM
To: Jean SmilingCoyote
Subject: RE: comments on Draft EIS

Jean,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Jean SmilingCoyote [mailto:maiinganikan@yahoo.com]
Sent: Tuesday, November 01, 2016 12:14 PM
To: Red Extension
Subject: comments on Draft EIS

I'm not going to this open house today, mostly because I live on the far north side and the logistics are daunting, to say the least. Throw in the Cubs game tonight, and it's *easy* to stay home. I'm not personally familiar with any of the locations which would be affected by this extension, so I'll leave the detailed comments to local residents and businesses.
Your Preferred Alternative makes sense to me - even though I'm not personally familiar with the area, my B.A. in Geography gives me competence in reading maps, and using Google Maps if I want for more detail and photos.
I'll let local residents decide between East and West Alternatives.
There is one detail that puzzles me. In the early pages, you mention that substations which would be needed are "inconsistent with adjacent land uses." You did not include any artist's conception of what any new substation would look like (or sound like); also no maps showing what the adjacent land uses are and look like. I did find mention that these substations would be buildings (as opposed to a ComEd substation on Ravenswood a short walk south of my home, which is open to the elements, and not inconsistent with the neighbors, which include residential and small business). Later in the document, you mention landscaping and architectural factors which would decrease the inconsistency with adjacent land uses (latter is my way of putting it). I am puzzled by your inconsistency concern. Unless these substations emit noise which is a *big* problem for adjacent land uses, architecture and landscaping should be able to eliminate the inconsistency. Architects have years of experience putting various utilities inside buildings which present a perfectly acceptable *faux* appearance to the neighbors. Maybe someone can figure out how to design the substation exterior so

it both looks like what it is *and* is very attractive. That would be better than faux. Feel free to ask me for brainstorming help when you reach that point. No charge.

Jean SmilingCoyote
1823 W. Granville Ave.
Chicago IL 60660
773-743-8918

#153

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

WE WANT YOUR INPUT

on the Red Line Extension (RLE) Project

CTA, as project sponsor to the Federal Transit Administration (FTA), is accepting comments on the impacts and mitigation measures identified in the RLE Project Draft Environmental Impact Statement (EIS). CTA is accepting comments on the Draft EIS until November 30, 2016. All comments received during this period and the responses to those comments will be incorporated into the Final EIS. Please **PRINT**.

Name Priscilla McMullen

Address 345 W. 101 St

City Chgo Ill. **State** Ill. **Zip** 60628

Email Address Priscillamcmullen55@Gmail

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** We are homeowners that are Seniors and disabled will impact our lives. ~~it~~ don't want to go to a senior home, Please stay on the west side

What are your concerns about the **West Option?**

Comments: ~~Stay~~ Keep the railing on the Westside See no need or reason to come to the Eastside. Residents been in their homes since 1960's.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#154

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

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Name Michael Rivers, Jr.

Address 8738 S Michigan Ave

City Chicago **State** Illinois **Zip** 60619

Email Address michaelrivers619@yahoo.com

☐ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** none

What are your concerns about the **West Option?** none

Comments: The East option is the better option

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over ⟶

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: None

Land Use and Economic Development: None

Property Displacements: None

Neighborhoods & Communities: None

Visual Impacts (how it would look): None

Noise & Vibration: None

Impacts to Historic Resources: None

Safety & Security: None

Hazardous Materials: None

Wetlands: None

Parks: None

Construction Impacts: None

Project Funding: None

Other: None

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**

Customer Information: (888) YOUR-CTA (888 968-7282)
Para más información en Español, llame al (312) 681-2710
All written comments must be submitted by 4:30 PM on November 30, 2016.

#155

RED AHEAD
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Red Line Extension

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Name Melvina Grace

Address 10042 So. Perry Ave

City Chicago **State** IL **Zip** 60628

Email Address gracemelvina@rocketmail.com

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** Would be the best but what about the properties that would surround the around

What are your concerns about the **West Option?** Looks more comfortable but what about the properties that surround the project?

Comments:
The park seems like a beautiful idea to bring life into a neighborhood fallen. But question remains about properties surrounding the park due to elderly and disabled properties

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: No comment because, it's beneficial less walking distance to commute.

Land Use and Economic Development: What will happen to properties in the that area.

Property Displacements:

Neighborhoods & Communities:

Visual Impacts (how it would look): I would love to see how it would look

Noise & Vibration: Yes. Elderly leaves in area

Impacts to Historic Resources: N/A

Safety & Security: Very important due to neighbor not being safe, will this cause a problem for more di

Hazardous Materials: Elderly and disable live in area

Wetlands:

Parks: Improvement needed very well

Construction Impacts: Is this going to affect all westbound properties

Project Funding: Are property taxes, other taxes going up to fund. → ??

Other:

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**

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#156

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Moving Ahead to a Better Red

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Name Clarence D. Williams

Address 34 W. 115 ST.

City Chicago **State** IL **Zip** 60628

Email Address Clarence D. Williams

☒ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** Black People NOT getting Their Fair Share

What are your concerns about the **West Option?** The Same

Comments: CTA already KNOWS what it is going to do. they Should be honest With the people.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: _____

Property Displacements: Fair Share

Neighborhoods & Communities: _____

Visual Impacts (how it would look): _____

Noise & Vibration: _____

Impacts to Historic Resources: _____

Safety & Security: _____

Hazardous Materials: _____

Wetlands: _____

Parks: _____

Construction Impacts: _____

Project Funding: _____

Other: _____

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**

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#157

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Name Lori Shelby-conley

Address 234 E. 107th St

City Chi **State** IL **Zip** 60628

Email Address Lshelbyconley@gmail.com

☒ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?**

What are your concerns about the **West Option?**

Comments:

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over ⟶

#158

RED AHEAD
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Red Line Extension

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Name Allen Brown

Address 6108 S. Wentworth

City Chicago **State** IL **Zip** 60628

Email Address

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** I like the East option It seems more convient and it will have a better economic impact.

What are your concerns about the **West Option?** OK not my favorite

Comments: As far as parks effected. I would like to see bigger field houses with Activity Centers. Such as workout facilities indoor basket ball etc. This will impact alot of the young community to have some thing positive. Also out parks should incorporate running and walking track. This will impact Health And vitality of community residence.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#159

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Red Line Extension

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Name Freda Madison

Address 9407 S. Parnell Ave

City Chicago **State** IL **Zip** 60628

Email Address doctorno@ameritech.net

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** East option may be better. It is closer to the 95th station

What are your concerns about the **West Option?** West option won't to make sure park area + parking which brings in more traffic + people. Security would be necessary for the community. Also ~~communities~~ communities need to address, as far as, housing, board up and abandon building. If the area is going to developed the housing structure that will remain should be developed and addressed as well.

Thank you.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#160

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Name Elaina McLaurin

Address 241 W. 112th Pl

City Chicago **State** IL **Zip** 60628

Email Address

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** Construction, debris, and noise

What are your concerns about the **West Option?** Construction, debris, and noise.

Comments: My property will not be taken, however I'm concerned about the polution, debris, noise & construction effects on my home and well being.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: NO

Land Use and Economic Development: Yes

Property Displacements: Yes

Neighborhoods & Communities: Yes

Visual Impacts (how it would look): Yes

Noise & Vibration: Yes, along with debris

Impacts to Historic Resources: Yes

Safety & Security: Yes

Hazardous Materials: Yes

Wetlands: Yes

Parks: Yes

Construction Impacts: Yes

Project Funding: Yes

Other:

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**

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#161

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Red Line Extension

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Name Adrienne R. Anglin

Address 331 West 99th Place

City Chicago **State** IL **Zip** 60628

Email Address AAnglin331@GMail.com

☐ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?**

What are your concerns about the **West Option?** Street closures and redirection of Traffic Through the Neighborhood. - Loss of the Valley at the corner. By the park

Comments: The Wendell Smith Park should "Not" have an enclosed fence that would stop the foot Traffic at 99th Street. That is the ONLY opening for crossing by foot until 101st Street. Many people cross there and if its closed, the walkers will find A way To make an openings! Will the Street directions change. Will ~~Why~~ Eggleston still allow the crossing at 101st St?

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: _____

Property Displacements: Will This affect The property value or decrease it?

Neighborhoods & Communities: _____

Visual Impacts (how it would look): _____

Noise & Vibration: There is already VIBRATIONS from The RR That Shake The foundation. Now There are 2 TRAINS IN SAME SPACE.

Impacts to Historic Resources: _____

Safety & Security: _____

Hazardous Materials: _____

Wetlands: _____

Parks: Park availability for Neighborhood

Construction Impacts: Will 99th Place Loose The ally and Become a dead end Street Not allowing you To turn around.

Project Funding: _____

Other: _____

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**

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#162

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Name TANISHA E. PEARSON

Address 1027 W. 109th Street

City CHGO **State** IL **Zip** 60643

Email Address notanordinary cliche@gmail.com

☒ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?**

What are your concerns about the **West Option?**

Comments: I am excited to hear about the upcoming project. I would encourage moving the construction date (start date) up.

I hope that the city take full advantage of making sure the displaced residents recieve fair relocation funds.

I hope that the community is involving in building (extending) the Red Line! Meaning involve local construction companies.

Also, involve young men & women, churches, banks & seniors as much as possible.

All stakeholders should have a voice.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: _____

Property Displacements: _____

Neighborhoods & Communities: _____

Visual Impacts (how it would look): _____

Noise & Vibration: _____

Impacts to Historic Resources: Incorporate & preserve the names & attributes of the community.

Safety & Security: _____

Hazardous Materials: Please test the soil & other harardous materials. Make sure everything is safe to the residents.

Wetlands: _____

Parks: _____

Construction Impacts: Use Latino & Black owned companies

Project Funding: _____

Other: _____

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**

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#163

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

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Name Lavell McGill Lavell McGill

Address 11149 S Eggleston 11149 S Eggleston

City Chicago **State** IL **Zip** 60628

Email Address lmcg568@gmail.com lmcg568@gmail.com
LMC2568@Gmail.com

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** Property

What are your concerns about the **West Option?** Property with the green line and two lanes.
Property taxes going up?

Comments:

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#164

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Name Valerie Lilley

Address 11143 S. Eggelston Ave

City Chicago **State** IL **Zip** 60628

Email Address Valerie.Lilley@yahoo.com

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** Noise

What are your concerns about the **West Option?** People walking through my neighborhood + blocks. Parking on my street and noise ~~from~~ @ all hours.

Comments:

Can you please put a Whole Foods Mini Mart in the 111th Station?

How about getting a Whole Foods in Roseland all together?

Build a wall or fence around 111th St Station; Keep our blocks safe.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: _____

Property Displacements: _____

Neighborhoods & Communities: _____

Visual Impacts (how it would look): _____

Noise & Vibration: Noise

Impacts to Historic Resources: _____

Safety & Security: Can you put a safety wall around our block - shield from parking lot @ 111th + Eggleston

Hazardous Materials: _____

Wetlands: _____

Parks: _____

Construction Impacts: _____

Project Funding: _____

Other: _____

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**

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#165

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Name SANDRA L. MUÑOZ

Address 206 E. 116th ST.

City CHICAGO **State** IL **Zip** 60628

Email Address

☐ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** THE EAST OPTION WOULD DISPLACE MORE PEOPLE, IT WOULD ALSO PERMANENTLY AFFECT PARK SPACE. I AM ALSO CONCERNED ABOUT THE VISUAL AND NOISE DURING CONSTRUCTION.

What are your concerns about the **West Option?**

Comments: THE LOCATION FOR THE TOWN HALL MEETING WAS NOT WELL THOUGHT OUT. AN AUDITORIUM WOULD HAVE BEEN BETTER. I COULD NOT HEAR THE SPEAKER OR SEE THE SCREEN THAT PROVIDED THE VISUAL IMPACT OF PROJECT. THERE WERE SOME CHAIRS SET UP IN FRONT OF THE SCREEN AND TABLES AND CHAIR BEHIND THEM. IT WAS LIKE A CHURCH RECEPTION RATHER THAN A PUBLIC MEETING. PEOPLE CONTINUED TO TALK DURING THE PRESENTATION AND CONTINUED TO CIRCULATE AROUND, TOO MUCH CONFUSION. ALSO, THERE WAS NO PUBLIC DISCUSSION OF PROJECT. IT SEEMED A SITUATION WERE YOU COULD SAY YOU HAD A PUBLIC FORUM WITHOUT HAVING PEOPLE PARTICIPATE IN A OPEN DISCUSSION.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: _____

Property Displacements: WILL PEOPLE RECEIVE FINANCIAL ASSISTANCE AND HELP FINDING AFFORDABLE HOUSING.

Neighborhoods & Communities: THIS PROJECT WILL DISPLACE A FULL BLOCK IN MY AREA. I WONDER HOW MUCH YOU CONSIDER THE HUMAN FACTOR (FRIENDS, FAMILY, NEIGHBORS)

Visual Impacts (how it would look): _____

Noise & Vibration: _____

Impacts to Historic Resources: _____

Safety & Security: WHAT SAFETY MEASURES WILL BE IN PLACE DURING CONSTRUCTION

Hazardous Materials: _____

Wetlands: _____

Parks: _____

Construction Impacts: I AM CONCERNED ABOUT THE MESS IT WILL CAUSE, TRAFFIC, PARKING, CONSTRUCTION VEHICLES AND NOISE, THE DUST + DIRT.

Project Funding: _____

Other: _____

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**

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#166

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Red Line Extension

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Name Kenneth Samuels

Address _____

City _____ **State** _____ **Zip** _____

Email Address Ksam212067@comcast.net

☐ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** _____

What are your concerns about the **West Option?** _____

Comments: Concern for lack of information concerning/relating to the schools and children.

As A member of the Far South Community Action Council I am concerned that there is no information as it relates to the Hubs of our community - our schools ... our children.

Also, is there a way to connect the activities of Construction & Development to utilizing our closed Schools - West Pullman, Kohn, ... Burnham ~ or is there a plan of Connectivity that I missed.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: use of closed schools

Property Displacements: _____

Neighborhoods & Communities: Impact on children & Active schools

Visual Impacts (how it would look): _____

Noise & Vibration: _____

Impacts to Historic Resources: _____

Safety & Security: _____

Hazardous Materials: _____

Wetlands: _____

Parks: _____

Construction Impacts: _____

Project Funding: _____

Other: _____

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**

Customer Information: (888) YOUR-CTA (888 968-7282)
Para más información en Español, llame al (312) 681-2710
All written comments must be submitted by 4:30 PM on November 30, 2016.

#167

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

WE WANT YOUR INPUT

on the Red Line Extension (RLE) Project

CTA, as project sponsor to the Federal Transit Administration (FTA), is accepting comments on the impacts and mitigation measures identified in the RLE Project Draft Environmental Impact Statement (EIS). CTA is accepting comments on the Draft EIS until November 30, 2016. All comments received during this period and the responses to those comments will be incorporated into the Final EIS. Please **PRINT**.

Name Betty Jones

Address 9921 S. Yale

City Chg **State** Ill. **Zip** 60628

Email Address

☐ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** When will you know for sure

What are your concerns about the **West Option?**

Comments:

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: Very concern about street closing

Land Use and Economic Development:

Property Displacements: Where will you store equipments

Neighborhoods & Communities:

Visual Impacts (how it would look):

Noise & Vibration: O'Hare airport — noise does impact

Impacts to Historic Resources:

Safety & Security: always

Hazardous Materials: ✓

Wetlands:

Parks: ✓ need a new park

Construction Impacts: ✓ parking

Project Funding: How much will the housing be value at.

Other:

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**

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#168

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Name CHEENA CREDIT

Address 1022 W 108th ST

City Chicago **State** IL **Zip** 60643

Email Address Cheenacc@aol.com

☒ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** LETS BE HONEST THERE TRULY IS NO MAJOR ~~DIFFERENCE~~ DIFFERENCE BETWEEN THESE TWO CHOICES.

What are your concerns about the **West Option?** TAKING AWAY of GREEN SPACE; HOMES ON EGGLESTON DIRECTLY FACING THE TRAINS; INCREASED TRAFFIC, PEDESTRIAN, CAR, etc. PROPERTY VALUE

Comments: FIRST, JUST SO YOU KNOW I GREW UP ON W 102ND PL, MY PARENT AND THE PARENTS of GRAMMAR/HIGH SCHOOL FRIENDS ARE STILL THERE.

(1) Despite STUDIES DONE FOR NOISE & VIBRATION, I STILL BELIEVE THIS will HAVE A ADVERSE EFFECT ON COMMUNITY. THERE IS A DIFFERENCE BETWEEN FREIGHT TRAINS COMING ONCE A DAY AND AN ELEVATED TRAIN RUNNING ALL DAY & NIGHT. IS IT possible TO PROVIDE RESIDENCE W/ NOISE REDUCTION WINDOWS OR SOMETHING.

(2) THIS AREA CANNOT BE COMPARED TO OTHERS, THIS IS SINGLE FAMILY HOMES, NOT 2-4 FLAT APARTMENTS.

(3)

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#169

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Red Line Extension

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Name DIANE THIBPEN

Address 11321 S. PRINCETON

City CHGO **State** IL **Zip** 60628

Email Address Mzdee369@gmail.com

☐ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** This entire situation is just wrong. People have worked hard, abide by the law. And now we are being pushed out.

What are your concerns about the **West Option?**

Comments: I pray this does not affect the east side. I have lived in this community and have all of my life.

This is Just Wrong!

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#170

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Red Line Extension

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Name GREGORY WALKER JR

Address 6705 S. MERRILL AVE ~~20~~ 2B

City CHICAGO **State** ILLINOIS **Zip** 60649

Email Address GREGORYIT CHICAGO@GMAIL.COM
all together

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** I don't like the East Option because an entire park is gone.

What are your concerns about the **West Option?** Hoping this doesnt effect the Roseland Pumping Station in any way

Comments: For 103rd, 107th, 111th, 115th, State, Michigan Ave, I would like to propose that all businesses or residential properties that are needing to move. I propose that they have an option to rebuild next to any space being bought by CTA. I would also like to suggest that at 115th there is plenty of mixed property. At 130th, I suggest that the tracks end in a loop, rather than a stub. That way you could have a more convient turn around of trains. Also possibly asking NICTD to form a station there to attract riders, thus making it a "super station". Overall, I'm really excited that this extension is ~~beng~~ being sought out. I believe it not only helps south side residents, but also people from Indiana and south suburbs get downtown and home

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: ~~Lots~~ How would the 34 South Michigan Run? Honestly I hope maybe the Hours change; but I hope it operates from 95th to Algeld.

Land Use and Economic Development: _____

Property Displacements: _____

Neighborhoods & Communities: _____

Visual Impacts (how it would look): _____

Noise & Vibration: _____

Impacts to Historic Resources: Hope this doesn't effect the Roseland Pumping Station.

Safety & Security: I would like to see all stations with a CTA worker plus two (2) armed security officers for at least the first 2 years

Hazardous Materials: _____

Wetlands: _____

Parks: _____

Construction Impacts: _____

Project Funding: _____

Other: _____

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**

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#171

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Name Ethel LeFlore

Address 352 W. 112nd St

City Chicago **State** IL **Zip** 60628

Email Address

☐ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** The noise lots of people dont mind selling.

What are your concerns about the **West Option?**

Comments: I Wouldn't mind! moving its Ok by me. I would love to move so people can use public transportation to and from the city. It also create jobs for the city.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#172

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

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Name LeRonnie Cameron

Address 348 W 102ND ST

City Chicago, IL **State** IL **Zip** 60628

Email Address ~

☒ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** They should put it on Dan Ryan to I-57 or on the Westside of the UPR. GO WEST YOUNG MAN GO WEST

What are your concerns about the **West Option?**

Comments:

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#173

RED AHEAD
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Red Line Extension

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Name Doris Atwater

Address 355 W. 101st Pl.

City Chicago **State** IL **Zip** 60628

Email Address

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** No concerns

What are your concerns about the **West Option?**

Comments: I would love to relocate due to damage and noise is ruining my house. The community is not the same. Please do consider the EAST side.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#174

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

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Name Mary Thomas

Address 3558 W. 101st STREET

City CHICAGO **State** IL. **Zip** 60628

Email Address Sharimanner4@yahoo.com

☒ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** I reside in one of the homes on 101st Street that will be affected by the RLE Project. The disruption that will occur in the neighborhood cannot be measured.

What are your concerns about the **West Option?**

Comments: Currently, when using public transportation I am required to walk to 103rd Street to catch the 103rd St. bus. I will still have to travel to 103rd to catch the RLE. Additional buses would solve the situation, instead of disrupting neighborhoods in order to gain a few extra minutes of travel time. I have resided in my home since 1970. My neighbors, whose homes are also affected by the project, have lived there for longer periods. Funds used for this project could be used in a much better fashion. I do not believe that economic development would improve. It has not improved at the 95th Street station. Express buses would serve the same purpose.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: _____

Property Displacements: _____

Neighborhoods & Communities: Entire Communities will be disrupted in order to gain 3 or 4 minutes of travel

Visual Impacts (how it would look): It would look terrible with 3 lines, tracks on the ground with the UP Railroad and elevated tracks.

Noise & Vibration: _____

The noise and vibration of the RLE will be terrible for those remaining in area.

Impacts to Historic Resources: _____

Safety & Security: I am concerned that the neighborhood will not receive increased police protection.

Hazardous Materials: _____

Wetlands: _____

Parks: _____

Construction Impacts: _____

Project Funding: _____

Other: _____

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**

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#175

RED AHEAD
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Red Line Extension

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Name Dr. Bobbie King-Donelson

Address 9804 S. Prairie

City Chicago **State** IL **Zip** 60628

Email Address bjk8107@gmail.com

☒ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?**

What are your concerns about the **West Option?**

Comments:

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#176

RED AHEAD
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Red Line Extension

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Name Dr. Carmen Palmer & Mrs. Sharon Banks Pinchain

Address 10552 S. Vernon Ave

City Chicago **State** IL **Zip** 60628

Email Address cpphd94@gmail.com

☐ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?**

What are your concerns about the **West Option?** 116th & Michigan's impact on Kids off the Block (KOB)

Comments: The impact on the schools & the school population -

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: Need a positive draw of businesses, (Non-fast foods) Black owned well represented

Property Displacements: _____

Neighborhoods & Communities: Inclusion in decisionmaking re business choices & Community benefits agreement

Visual Impacts (how it would look): A lot of green space and a balance out to the hard concrete - Art inclusion; Flowers Trees & representative expressions of the community

Noise & Vibration: AT A MINIMUM

Impacts to Historic Resources: None

Safety & Security: Bicycling & beat officers at the city level NOT SSAs

Hazardous Materials: NONE! GET RID OF Cell Phone Towers

Wetlands: Maintained

Parks: Intermingled & well lit/Attractive Planters, waste baskets, bike racks

Construction Impacts: D

Project Funding: TIF Monies; SBA Presence from on set to the end

Other: Schools Protected and assessible

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**

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#177

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

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Name ALVIN BLACK

Address 9559 S. PERRY AVE.

City CHICAGO, **State** IL **Zip** 60628

Email Address brownblackc@gmail.com

☐ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?**

What are your concerns about the **West Option?** MAKES THE MOST SENSE

Comments:

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#178

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Red Line Extension Project

Property Acquisition and Relocation Community Meeting

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. CTA is still evaluating two potential options for the preferred alignment: the East Option and the West Option. The property impacts will be different depending upon which option is selected. **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.** 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, along with state regulations. CTA is holding this meeting to allow potentially impacted property owners and lessees the opportunity to learn more about the project and what it could mean for your property.

Name LILLIE DAMPEER — AKA LOT 283

Address 11546 S. State St

City Chicago **State** IL **Zip** 60628

Email Address tomdampeer67@yahoo.com

☐ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☑ Phone ☑ Email

Please describe your questions or concerns. IM a part of the West Option which is great. I hope the West optuon is Choosen so my home will be a part of the Property Acquistion My Conern is one the RED LINE Ex is Complete there will be more traffic/people in the AREA, The NOISE Level with 2 Trains.

I'm A ~~Senior~~/ Senior AND HANDycap with health ISSUES During Construction will Nurses, Therapist AND (IF THE NEEDED) AN EMERgency Vehicles have ACCES To my home?

THAT IS Why I HOPE THE WEST OPTION IS Chose.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

Additional Comments: I believe this could be good for the Community

I hope also that the CTA give into consideration how the economy has impacted the value of Homes in my Neighborhood.

[redacted] Thank You.
Lot 283

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)**

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#179

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Name FRANK A. LOPRESTI

Address 7244 W. ARCHER, UNIT 2-S

City SUMMIT **State** IL **Zip** 60501

Email Address FRANKALOPRESTI@YAHOO.COM

☒ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?**

What are your concerns about the **West Option?**

Comments:

1) THIS RED LINE EXT. PROJECT NEEDS TO BE COMPLETED !!!

2) "EAST" VS. "WEST" OPTION: NO ACTUAL PREFERENCE – LET THE NEIGHBORHOOD RESIDENTS DECIDE !!

3) HERE'S A SUGGESTION: WOULDN'T IT BE NICE IF NICTD/SOUTH SHORE R.R. BUILT A NEW STATION AT THE PROPOSED 130 TH STREET TERMINAL (TO FACILITATE TRANSFERS BETWEEN NICTD/SOUTH SHORE AND THE CTA) – ???

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: _____

Property Displacements: _____

Neighborhoods & Communities: _____

Visual Impacts (how it would look): _____

Noise & Vibration: _____

Impacts to Historic Resources: _____

Safety & Security: _____

Hazardous Materials: _____

Wetlands: _____

Parks: _____

Construction Impacts: _____

Project Funding: CAN WE, REALISTICALLY, EXPECT THAT THIS PROJECT WILL, IN FACT, RECIEVE THE NECESSARY FEDERAL, STATE, AND LOCAL FUNDING -???

Other: _____

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**

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(JUST ASKING !!)

RedExtension@transitchicago.com transitchicago.com/RedEIS facebook/thecta @cta

BUILDING A NEW CHICAGO

cta

#180

RED AHEAD
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Red Line Extension

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Name Antony Johnson

Address 3351 W 21 th St

City Chicago **State** Illinois **Zip** 60623

Email Address 3351 W 21 th St

☒ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?**

que padria suceder a mi propiedad

What are your concerns about the **West Option?**

Comments:

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#181

RED AHEAD
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Red Line Extension

WE WANT YOUR INPUT

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Name CONSTANCE CARROLL

Address 11232 So. Eggleston

City Chicago **State** IL **Zip** 60628

Email Address CONSTANCECARROLL@SBCGlobal.Net

☒ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** How far east of the Railroad? Will it go both ways (EAST + West) for parking etc? (How far EAST - West?

What are your concerns about the **West Option?** How far west from the railroad?

Comments: Will there be parks, parking and other business' to improve the community? Will employment be available for residents? IF SO How CAN We Apply? It seems that the project is well on the way. When will it start and when is the estimated time of completion?

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: _____

Property Displacements: How go west at the railway how far will you go from 111th & Eggleston south of 111th street?

Neighborhoods & Communities: _____

Visual Impacts (how it would look): _____

Noise & Vibration: _____

Impacts to Historic Resources: _____

Safety & Security: Since there will be more people traveling there the neighborhood will there be additional policing on security?

Hazardous Materials: Will here be informed of hazardous Materials being used.

Wetlands: _____

Parks: _____

Construction Impacts: _____

Project Funding: _____

Other: _____

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#182

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Name Emma Moncure

Address 11227 S. Eggleston

City Chicago **State** Ill. **Zip** 60628

Email Address

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** ~~I would like for it to come~~

What are your concerns about the **West Option?** I would like for it to come to west because it be a better Kind transit to go for.

Comments:

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#183

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Name ANNA Williams

Address 349 W 99TH Pl

City Chgo **State** IL **Zip** 60628

Email Address N/A

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** I Will have to relocate,

What are your concerns about the **West Option?** No problem,

Comments: Relocation Will Someone help to relocate me,
How will they discuss my home all on some day.
DO they have City home available.
Is there a time limit to Moved.
DO I need some to assist my property.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#184

RED AHEAD
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Red Line Extension

WE WANT YOUR INPUT

on the Red Line Extension (RLE) Project

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Name Julie A Pate

Address 345 W 99th

City Chicago **State** IL **Zip** 60628

Email Address LadyJulieann1@yahoo.com

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** My concern about either side is my foundation Noise control Dirt and Dust. Noise barriers who will pay for damages to my home

What are your concerns about the **West Option?** Concerns are the same want to be comfortable in my home

Comments: I have no problem with improvement I think it's a good thing, may improve propley value, love the way the park will look

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: _____

Property Displacements: _____

Neighborhoods & Communities: _____

Visual Impacts (how it would look): ✓ _____

Noise & Vibration: ✓ _____

Impacts to Historic Resources: _____

Safety & Security: _____

Hazardous Materials: ✓ _____

Wetlands: _____

Parks: _____

Construction Impacts: ✓ _____

Project Funding: _____

Other: _____

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**

Customer Information: (888) YOUR-CTA (888 968-7282)
Para más información en Español, llame al (312) 681-2710
All written comments must be submitted by 4:30 PM on November 30, 2016.

#185

113

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Red Line Extension Project

Property Acquisition and Relocation Community Meeting

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Name YVONNE FARLOW

Address 352 W 107th St.

City Chicago **State** IL **Zip** 60628

Email Address farlyvon@yahoo.com

☐ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☑ Phone ☐ Email

Please describe your questions or concerns. I have an inherited house the location is good for me I'll pay taxes only with utilities and I'm comfortable where I'm at not surrounded by a lot of houses I would like to stay until I decide to move

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#186

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Moving Ahead to a Better Red

Red Line Extension

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Name Scott + Maureen Perazzolo

Address 245 W. 114 Street

City Chicago **State** IL **Zip** 60628

Email Address Scottap@ymail.com /or moep245@gmail.com

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?**

What are your concerns about the **West Option?** What about possible foundation damage to our houses during Construction

Comments: ① We are concerned about noise and air quality during and after construction.

② We are concerned about the vibrations of our houses during and after construction.

③ How will this project impact the value of our property.

④ Will there be any changes to our streets and alley that leads to Wentworth

⑤ Will our Street 114th become a main Street. Will it be Connected to Wentworth.

⑥ Will we be compisated for any inconvenience or given any grants for home improvements to reduce noise. Like they did for the residences living near Midway air port.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#187

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

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Name Annie Anderson

Address 10958 So Eggleston ~~Chicago~~

City Chicago **State** IL **Zip** 60620

Email Address leeanneand@live.com.

☒ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?**

What are your concerns about the **West Option?**

Comments:

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: _____

Property Displacements: _____

Neighborhoods & Communities: _____

Visual Impacts (how it would look): _____

Noise & Vibration: Parking Near my Home

Impacts to Historic Resources: _____

Safety & Security: _____

Hazardous Materials: _____

Wetlands: _____

Parks: _____

Construction Impacts: _____

Project Funding: _____

Other: _____

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Para más información en Español, llame al (312) 681-2710
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#188

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

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Name Maedell Stiffend

Address 12635 S. Yale Ave

City Chicago **State** IL **Zip** 60628

Email Address

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** How much housing will be moved

What are your concerns about the **West Option?** How much housing will be removed

Comments:

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

_____

Land Use and Economic Development: _____

_____

Property Displacements: info _____

_____

Neighborhoods & Communities: _____

_____

Visual Impacts (how it would look): _____

_____

Noise & Vibration: _____

_____

Impacts to Historic Resources: _____

_____

Safety & Security: _____

_____

Hazardous Materials: _____

_____

Wetlands: _____

_____

Parks: _____

_____

Construction Impacts: _____

_____

Project Funding: _____

_____

Other: _____

_____

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#189

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Name MACY JOHNSON

Address 346 W. 101st STREET

City CHICAGO **State** IL **Zip** 60628

Email Address grandmay1@sbcglobal.net

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** Wendell Smith Park and too many homes will be affected.

What are your concerns about the **West Option?** There is a spacious parkway which is more feasable than the limited space on the East Option.

Comments: Has CTA considered placing more buses on Michigan Avenue. There could be several express buses extending to 130th Street.

Bishop Ford is an option and also Halsted Street. Fewer homes and families will be displaced. Dan Ryan is another option.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: _____

Property Displacements: A huge number of homes will be destroyed.

Neighborhoods & Communities: _____

Visual Impacts (how it would look): _____

Noise & Vibration: This is already prevelant because of the present railroad.

Impacts to Historic Resources: _____

Safety & Security: _____

Hazardous Materials: _____

Wetlands: _____

Parks: Wendell Smith Park will be affected.

Construction Impacts: _____

Project Funding: _____

Other: _____

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**

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#190

RED AHEAD
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Red Line Extension

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Name ROSEMARY WYCHE

Address 322 W 101st St.

City CHICAGO **State** IL **Zip** 60628

Email Address RWYCHE@AMERITECH.NET

☒ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** The structure of my home & the vibration from ~~the~~ earther trains already affects the ~~noise~~ ~~construction~~ construction

What are your concerns about the **West Option?** So another train will accelerate ~~its~~ the problems.

Comments:

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#191

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

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Name Gebell D. Huey

Address 352 W. 101st Street

City Chgo **State** Ill. **Zip** 60628

Email Address

☐ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?**

What are your concerns about the **West Option?**

Comments: The Red Line would be more beneficial to start from 95 and Dan Ryne To along side The Bishop Ford Connected To 130th Street there are metra train at 103rd Vincine a metra train at 103rd and walden, So what I am saying Spread out the transportation
I think ford area would be the perfect route. less home woues have to be moved right on the West side of the rail tracks on the west 101st Street - There is a park but if fixed will not have To move people homes which are owned by Seniors And this is the ages that we are Retired and enjoying our home in our elder age - Do not Make us move at this late Date,

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#192

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

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Name Rogers C. McKee II

Address 9710 S. Phillips Ave

City Chicago **State** IL **Zip** 60617

Email Address

☒ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** More attractive - will increase business in the area, which means less unemployment

What are your concerns about the **West Option?** Very effective (Reduces Population density).
Also, all of the above improvements.

Comments:
I think this will often bring a major improvement to the Rosehill/Albany community.
I can visualize retail growth in Rosehill and by reducing Population density & increasing business and employment

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

#193

248 + 245

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Red Line Extension Project

Property Acquisition and Relocation Community Meeting

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Name Solomon R. Morgan

Address 11426 S Perry

City Chicago **State** Illinois **Zip** 60628

Email Address SRM11439p@gmail.com

☑ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☐ Phone ☐ Email

Please describe your questions or concerns. Relocation information concerning M1 Zoning

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#194

245 Red Building

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Red Line Extension Project

Property Acquisition and Relocation Community Meeting

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Name Solomon R. Morgan

Address 11439 S. Perry AVE.

City Chicago **State** Ill **Zip** 60628

Email Address SRM11439p@gmail.com

☑ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☐ Phone ☐ Email

Please describe your questions or concerns. East Building is a Pullman Building last? If you knock it down please SAVE the bricks an limestone. I fought the city until I was broke trying to prove it. it was the Milk delivery service they Shoed the horses an delivered to all pullman.

SAVE it !!! or SAVE the bricks.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over →

#195

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

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Name LARRY L JORDAN

Address 857 W 107TH ST

City CHICAGO **State** IL **Zip** 60643

Email Address

☐ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?**

What are your concerns about the **West Option?**

Comments:

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

ORIGINAL

STATE OF ILLINOIS)
) SS:
COUNTY OF COOK)

PUBLIC COMMENTS AT THE
CTA OPEN HOUSE
RED LINE EXPANSION PROJECT

PUBLIC COMMENTS MADE)
BEFORE THE COURT REPORTER)

PUBLIC COMMENTS MADE at the hearing of the above-entitled matter before Shelly White, Certified Shorthand Reporter, and notary public in and for the County of Cook, on November 1, 2016, at 211 East 115th Street, Chicago, Illinois, beginning at 5:30 p.m. and ending at 7:30 p.m.

Reported by: Shelly White, C.S.R.
License No.: 0084-002196

TESTIMONY OF: PAGE

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MS. CAMPBELL: I live in the West Chesterfield neighborhood of the Roseland community area. It is a neighborhood bordered by two major highways.

Number one, on the west, State Street; this runs along and provides access to the Dan Ryan Expressway, which is Interstate 94 or I-94.

Number two, on the south is 95th Street, which is US Highway 12 and 20.

In addition, there is the east boundary in my neighborhood, which is Martin Luther King, Jr., Drive. It is a major street, heavily traveled.

And then number four on the north the boundary is 87th Street. Previously it was 91st Street prior to the extension beyond the Baltimore and Ohio Railroad, which remains within West Chesterfield, that part of the neighborhood.

Chapter one page three of the Draft Environmental Impact Statement reads: CTAs Red Line HRT service currently terminates at the 95th Street terminal. The 95th Street terminal is among CTAs busiest stations.

The Red Line operates 24 hours per day, seven days per week as do some of the connecting bus routes.

In addition, the glossary within that same Draft Environmental Impact Statement reads that the station, the 95th Street station serves thousands of customers each day and is a vital part of the south side.

With that background, I will share my memo of February 21, 2012. And the subject is environmental issues.

As a resident of West Chesterfield since 1938, I fully appreciate the CTA Red Line terminal at 95th Street and the Dan Ryan expressway.

My parents chose to purchase land and build a home at my present location, which is two blocks from the terminal because of the 119th and Morgan Street car route, which at that time traveled north through Roseland on Michigan Avenue, stopped and turned west at 95th Street and proceeded on State Street to downtown Chicago, where they were employed.

Today, as in 1938, the terminal

serves neighbors as well as suburbanites in the same manner. And it is an advantage, definitely an advantage.

Along with the benefits, my neighborhood is negatively impacted by harmful pollution that -- which means exhaust fumes from cars, local and interstate buses, trucks, and the commuter trains traveling on 95th Street, which, as I said before, is Highway 12 and 20, the Dan Ryan Expressway, I-94, and State Street.

It is not healthy to add any facility to invite more vehicles into the neighborhood. Many studies support this. Most recently, Tusk University found car and exhaust to be harmful to brain function and factors increasing stroke risks.

Shortly after the current terminal opened, in 1969, there was a meeting downtown where CTA, business, and neighborhood residents dealt with the fact that the business community had expected and was requesting more parking at the terminal.

To answer this, CTA pointed out that there were over twenty, 2-0, twenty 95th Street bus routes entering the terminal and that unrestricted

parking existed along these 20 routes and allowed for easy access to the rapid transit trains at the terminal.

This is still the case. Research will show the same or increased number of routes today in the year 2017.

I repeat. Research will show the same or increased number of routes today, especially for the future, considering that the 95th Street terminal is to be served by two terminals instead of one. And will have major drop-off points on the bridge over the Dan Ryan Expressway at 95th Street.

Plus, TOD, that's capital T-O-D, Transit-Oriented Development planned for the 9400 block on State Street is where there will be businesses in that entire block. And that will require more automobiles for access.

One asks that the CTA and the City of Chicago respect my neighborhood quality of life and not include parking lots or any facilities that accommodate motor vehicles within my neighborhood's boundaries as outlined at the beginning. Our health and other factors depend on it.

#197 MR. MAY: I have comments that address two concerns.

One is the need to coordinate Red Line routing and station locations in consideration of proposed electric line service upgrades.

The second is to study whether the south leg of the Red Line extension to 130th Street should be replaced by an express bus circulator and shuttle to the nearest 'el' station.

A transit concept that will affect the area served has developed a lot of interest in the last couple of years. All of its four versions: Gray line, gold line, Chicago cross rail, and consolidated connector proposed remodeling the Metra Electric line, which runs through Roseland to offer frequent local service similar to a CTA 'el' line or a European metro line.

These proposals suggest that the Red Line extension should be evaluated in concert with the electric line services option rather than ignoring the electric line, as has been done so far.

If an electric line proposal is

advanced, the goal in this neighborhood should be to coordinate the new Red Line and electric line services to maximize the number of riders served, their convenience and trip quality.

The second concern is the many problems of the south leg of the extension. It seems to me that instead of building the south leg of the CTA Red Line extension from 118th Street to 130th Street, a bus rapid transit type of service should be implemented. Buses would run a loop route in the neighborhood south of 130th Street and then run express to the CTA 95th Street station.

The problems with the Red Line south leg are, one, it costs a huge amount to build;

Two, its operating costs would be very high;

Three, it will serve relatively few riders, maybe 1500 people;

Four, the station is very inconveniently located, well beyond the northeast corner of the neighborhood served -- only thirty percent of residents live within half a mile of the 'el' station -- a circulator shuttle bus could have bus stops with shelters located within one eighth

of a mile of 90 percent of residents;

Number five, will not be in service for maybe five years or more or never;

Number six, eliminating the cost of the south leg make the rest of the extension much easier to fund and more likely to be built;

Number seven, a circulating shuttle bus running on a partially exclusive right-of-way would pick up riders near their homes and get them onto the 'el' in the same amount of time as the Red Line extension at a fraction of the capital and operating cost.

As to cost, note that the capital cost of the south leg may be $400,000. The area serves 6300 residents. If 1500 of them regularly ride the new extension, the capital cost per rider would be $266,000. That's the construction and design cost for each rider. $266,000.

Likewise, the operating costs of the south leg would be much higher than a bus circulator shuttle express service. It is much cheaper to operate, maintain, and replace PRT service than to operate, maintain, and replace the Red Line transit station.

And one train of 'el' as far as transit service quality, trip times from the neighborhood traveling to the Red Line will be shorter for the new bus rapid transit plus the Red Line without the south leg and for no transit service to the 130th Street -- and for no transit service at the 130th Street station than riding on the 'el', on the Red Line.

The convenience and comfort of using the proposed bus service with shelters at bus stops and transfer to the 'el' will be better than trips between home and the 130th Street station plus the one-seat travel on the 'el'.

Timing. The proposed Red Line extension will not be in service for many, at least five years. It may never be built. A bus rapid transit service from the neighborhood to the 95th Street station using improved shoulders of the Bishop Ford and a couple new exclusive ramps could be implemented in less than two years.

Once the extension is underway, if PRT service via Cottage Grove plus a new road plus Kensington to the new 118th Street station is better than the Bishop Ford shoulder to

95th Street, that service change could be made as soon as trains run on the extension.

Replacing the south leg of the 'el' extension with PRT service will significantly reduce total costs. This improves the possibilities of receiving funding for the project from 95th Street to 118th Street and bus service from the neighborhood.

Related effects on the CTA. Without the south leg of the extension, building a railcar and car shop at 123 -- 120th Street is less economical.

Also, if - service is provided on the Bishop Ford, perhaps PACE could use the improved shoulders to provide new computer bus routes from some south suburbs.

In addition to providing PRT service to the Red Line, perhaps a new stop could be built on the South Shore line at 130th Street to serve the neighborhood and to offer park-and-ride service for Bishop Ford riders heading to the Loop.

#198 MS. BROWN: I am worried about environmental impact that the vibrations and the construction will have on our property.

We stay at 12 West 115th Street. And the property is not going to be acquired by CTA. But because it's so close, especially if they do the east side option, that it's going to shake our property.

I've already had to have the ceiling fixed in the living room. I've had to have the front part of my house propped up because of the vibrations at the end of that block because of the railroad.

Because we live on a main street, 115th Street, so the shaking has caused damage inside my house, the foundation and to the ceiling in the front part of my house.

I'd like to know what CTA intends to do to protect our property, properties.

#199 MR. BEECHER: My name is Dallas Beecher. I am a retired general contractor that was self-employed for 40 years in Chicago. And I have experience working with various municipalities here in Chicago, including CHA, CTA, and others.

I would like to propose the original concept that was going east under the viaduct of King Drive down on the ground level and then headed

in the east direction, in the direction of Olive-Harvey College. And from there it would have to be a decision made of whether you're going to elevate the tracks or either underground the tracks to the east side of Bishop Ford expressway onto ground level along the tracks that exist now.

And the frontage road could be the path of those tracks. It would take you almost directly to 130th Street without any expense of demo-ing residential and at the same time it would offer parking facilities, transportation turnaround facilities, and maintenance on the frontage road.

And on the east side of Bishop Ford expressway, because at the, at this proposal that I'm presenting, you already have bridges that goes from east to west on 115th, 111th, and 103rd. You have a 103rd expressway that goes on ground level going east that's already there.

So you could have those stations that you have on the proposed route now. All you do is bring in the stations out to the east instead of to the west. And it's not interfering with residential.

The other part of the proposal, I

think Roseland as a community ought to, should -- somebody should propose demo-ing residential that been unoccupied for at least five years or more. Because investors usually look at blocks of opportunity as opposed to individual houses. And when they see a large sum of residential buildings, they can't visualize or don't want to go through the aspect of demo. Because I think that we have funds, State funds to do demo that's been over five years of occupancy.

Thank you.

Dallas Beecher, again, and he wants to finish proposal by saying that my proposal to be looked at will offer better opportunities for expansion for parking and out-of-state business, personnel, and job opportunities coming from Indiana for parking facilities. Transportation would be outside of town that you would have your railroad track expansion would be better utilized by the state of Indiana.

Thank you. That's it.

#200 MR. JORDAN: My comment is on the Green Line.

What they putting out right now is

still, is still just putting it right close to Eggleston on all like that. It should have been coming down Halsted. But I really got a little understanding of why. Because you got the buses going there. The train should go there, too.

And at the same time, how far is the train going to go? Is it about to 130th?

I just hope they've got enough room for senior citizens and for handicapped. We need more room for handicapped and so forth on the train. Because I'm one of the handicapped. And they need to make bigger doors or wider doors for wheelchairs and everything. Because my wife, she was scared of them riding the train. She got on the train, the buses and all like that. And the way people were treating them was really bad.

That was my comment for the day.

#201 MR. RAY COLEMAN, SR.: Yeah. I live at 355. I'm willing to relocate, if they buy my building.

I got my kids living there. So they're going to have to be relocated, I imagine. Because my son and he got two kids and a wife. And me and my wife is there.

So I'm going to make sure everybody have a place to stay if they buy the building, get a place big enough for my whole entire family.

So that consist of me, my wife, the grandkids, my son, his wife, and the kids, grandkids.

And we need somewhere -- if we could relocate in the neighborhood, it would be fine; but if not, I would like to accommodate for disability. Because I'm disabled. I've been disabled for 15 years. So I have to have, like, disable equipment in the house, you know -- rails and for the bathrooms, special pull up rails on the side and stuff to help me around there.

And I want them to relocate somewhere, if they have to -- hopefully, they can get out on their own. But if not, I want a place big enough for them to stay there with me, too. I don't want nobody in the streets in my family.

That's about it.

And I'm willing to go if they're going to pay me right.

#202 MS. THOMAS: Currently, when we use public transportation, we have to walk to 103rd Street.

My home will be affected by this project. It will be. And we've received a letter that it would be affected if they select the east option.

We have to walk two blocks to catch the bus. And we would have to walk two blocks to catch the Red Line extension. And we believe that this, our area would be better served by express buses, by increasing the number of buses that not only run to 103rd Street, but those that run out to Altgeld Gardens.

It would be less disruptive of the neighborhood. We don't believe that there's going to be any economic impact on the community. We could look to 95th Street to see what it's done for them. We can look at the increased crime there at 95th Street. And we do not want that in our neighborhood.

We just think there are other alternatives that could be made for this project.

We're also concerned about the safety of the neighborhood. It's an older neighborhood and with many senior citizens. And we don't believe that we will see increased police protection from the City with this new project.

#203 MS. HUEY: My comment is, I live right on 101st Street at the railroad track between Princeton and Eggleston. There's a park on the west side. I'm preferably not coming on the east side of the street at this point.

This is one of the decisions, you know, I want to put in.

There's a park on the west side of the street. Nobody is living -- nobody is there that whole entire park. I've been there ever since 1965. Nobody uses that park. Even people don't walk the dogs over there. It's just a park that's just there. And the City cuts the grass when needed. And people just dump trash.

Now that -- it starts at 99th and Eggleston and goes to 103rd and Eggleston. Then beyond 103rd and Eggleston all the way down the side of that tracks, the south -- you know, the Pacific tacks, it's hardly nothing that's really worth anything all down that, all down that track to 115th.

Now that is a good distance that CTA can use, you know. And then whatever they have to do from 115th then on out to 130th, you know, where

they're going to.

Then my other, my other decision that I thought would be really, you know, beneficial is I look at 103rd and Vincennes.

There's a Metra at 103rd and Wallace or Walton. There's another Metra close together. Then you go over across Western on 103rd, there's another train.

Now with the 'el', CTA coming right there on 103rd and Eggleston, that's a whole lot of cluttered transportation -- three Metras and one CTA.

And so why don't they spread this transportation out. And then if they're going to do that, go over to the Bishop Ford on go straight down from 95th and State to, all the way around to Bishop Ford, make that curve and go on to Bishop Ford can go straight down to Bishop Ford and go to 130th.

That's the second thing, you know, I wanted them to look at it. And to me it would, it would look really nice, you know, with the architect to build it up and, you know, make it, you know -- and that way they would, you know,

separate some of this transportation. It won't be all close together like it would be like on Eggleston, Racine, Walton and on and on, you know, going over east.

That's my comment.

#204 MS. CREDIT: I think you should do a better job of notifying the people in the immediate community.

I saw the listing on the back of the proposal that lists all the agencies that they sent this information out to. But I think for something this important in the older clientele in the community. It would have been best if every person who lived within the 21st Ward, 9th Ward, and 34th Ward got an actual letter in the mail stating this along with the proposals.

I'm concerned about my property value. Are they going to go up or are they going to go down? If I choose to sell my house, do you think I'll get what it's actually worth at this time knowing that a train is going to be coming through? Residential areas that are single family homes are totally different than residential areas that have two- and three-flats on them.

How does this affect my property taxes?

How does the noise and vibrations actually affect the foundation of my home? Has there been a long-term study done to let me know how that's going to come out, if that makes sense?

Why did it take two years from the last meeting to this current meeting?

If I had to choose between the east option or west option, I choose Halsted; but since that is no longer on the table, why don't you do the Gray Line?

Have studies already been done concerning increased pedestrian traffic? Will potential crime levels increase?

What is being done to communicate these findings to the public? Because I didn't see anything in the DIS draft.

For those of us who decide to stay, the homes that are not affected, is there a way that we can soundproof the homes? Maybe the City of Chicago could buy soundproof windows or put siding on homes that don't already have siding. Just a thought.

I think I'm done.

#205 MS. HORDE: The question is, how can we be involved in the outreach program?

In 2012 they reached out to groups. But there needs to be more outreach to the communities that are near 95th, I guess where the, where the main station is, that main station at 95th and State.

There needs to be more outreach there. Because I see that the overpass is going to be quite -- will rise up, will come up near 98th Street.

So there needs to be more outreach to the people in that area as far as to find out what's going on and how the changes are going to affect community in the northern part of Roseland.

And then there's a second one just a general question.

There, along the train tracks from 95th on to 47th Street there are these boxes that the trains go under. And we're trying to figure out what are they for and why do they have them there? Within the last ten years they've built them, but we don't know why they have the boxes

over the trains. Just one question, we want to know why.

That's it.

(Whereupon the above-entitled matter was concluded at 7:31 p.m.)

STATE OF ILLINOIS)
)
COUNTY OF COOK)

SHELLY WHITE, being first duly sworn, on oath says that she is a Certified Shorthand Reporter, that she reported in shorthand the proceedings given at the taking of said hearing, and that the foregoing is a true and correct transcript of her shorthand notes so taken as aforesaid, and contains all the proceedings given at said hearing.

License No. 084-002196

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ORIGINAL

STATE OF ILLINOIS)
)SS:
COUNTY OF COOK)

PUBLIC COMMENTS AT THE
CTA MEETING
RED LINE EXPANSION PROJECT

PUBLIC COMMENTS MADE)
BEFORE THE COURT REPORTER)

PUBLIC COMMENTS MADE at the hearing of the above-entitled matter before Tracy Jones, Certified Shorthand Reporter and notary public in and for the County of Cook on November 1, 2016, at 211 East 115th Street, Chicago Illinois, commencing at 5:30 p.m. and concluding at 7:30 p.m.

Reported by: Tracy Jones, CSR, RPR, CLR
Illinois CSR No.: 084-004553

APPEARANCES:

Ms. Addie Dixon

Ms. Macy Johnson

Ms. Kathy Jackson

Ms. Doris White

#206 MS. DIXON: I want to say right now, I'm tired of dodging bullets. I'm tired of can't stand in front of the window. I'm tired of every time I hear a noise, I've got to jump on the floor. I'm tired of the trains coming through, blowing their horns all night long. And I'm tired of the house shaking. So I'm ready to live my life and get out of there.

And if someone lives with me, make sure they're replaced. I want to make sure that the people that live with me are taken care of.

My name is Addie Dixon, 354 West 106th Street.

Plus, I'm sick. And the noise is making my condition worse. The noise is making my condition worse. I've got lymphedema, congestive heart failure, arthritis. And I'm tired of all that noise. I can't sleep. If they buy my house, I won't have to hear the noise no more. I'm tired of it.

I'm ready for the Red Line. I'm with you with your plans. I'm with you with your plans.

#207 MS. JOHNSON: Macy Johnson, 346 West 101st Street.

Number one, it bothers me to have so many displacements of homes and families in the area. If it must be done, I wish they would consider the west side of the train tracks. There's more spaciousness on that side. I don't see a lot of homes would be involved if they did it on the west side.

I wish there were other options. One was to put more express buses on Michigan Avenue that would go to the Gardens, 130th. And if that could not be done, what about Bishop Ford Expressway? That could be used as an option. And there's also Austin Street and possibly Dan Ryan. They have Els running through some other expressways, and those could be an option.

I guess I've said it.

#208 MS. JACKSON: Kathy Jackson, 9372 South Vanderpoel.

Maybe you can listen to me. What I'm concerned about is up until this year, 2016, people were able to call the CTA information and see what buses were running where. Now, as of 2016, you can only -- Before, you could call up to 12:00 or 1:00 o'clock at night. Now you can

only call to 7:00 o'clock. And people are out there leaving the hospital after 7:00 o'clock. People are leaving church, leaving school. People cars getting broke down. And they want to know what buses are where, where, where.

Because, you know, some buses stop running at a certain time. And some buses, you just don't know if and when they are running.

And you want to have the thing going out to 130th Street. But if people can't get information on it, it makes it very terrible. Like I said, when people getting out of church, getting cars broke down, people leaving school.

I was in Provident Hospital myself a few weeks ago, and they let me out of there after 11:00 at night. I was in the emergency. And if I didn't have no way of knowing what bus goes where, what can I do? What do you suggest I do?

And even if they raised the fare, it would be convenient for people to know if and when they can get somewhere at night.

I mean, a lot of people drive, but the people that don't drive are the ones that ride

the bus. So people need to be able to call in and find out what bus is where, when, and if so that if the buses stop running at certain times -- Like, I didn't know until recently that there was not even a bus on Michigan Avenue around the 30s and 40s and 50s. And so I'm standing out there, and wouldn't nothing come.

So maybe that's something that people might be able to consider. I would be in favor of getting a petition with a couple of thousand names on it for people who were in favor of it because the people who ride the buses are in favor of it. The people with cars, they doing all right until the car breaks down. Even if they raise the fare, people need to know when they can get it.

That's my comment.

They got this business about if you have a cell phone, you can look on the thing. Some people don't have cell phones, and some of these cell phones is not -- some people don't understand how to use that. Because you have to have some kind of phone to call and get the information where the bus is going. But anyhow,

that's a disadvantage to people out here wondering how to get home. And even if they raise the fare, like I said, it would be to the people's advantage.

#209 MS. WHITE: Doris White.

I think the best option is the east option because I go to the church that's going over eastbound, and once we get off a bus at 115th and Cottage Grove, there's no bus. So I would choose the east option over the west option because I feel it would work better for those that don't have a car and don't drive to church. And they have to take the bus. So having it going eastbound would benefit a lot of us, especially when it gets cold outside and we're having to walk. That makes a big difference.

And our pastor do provide yellow bus service on Sundays. But on Wednesdays, we have to somewhat get there on our own. So I would definitely go for the east option. That's all I have to say.

(Whereupon, these were all the proceedings had at this time.)

STATE OF ILLINOIS)
) SS:
COUNTY OF C O O K)

I, TRACY JONES, being first duly sworn, on oath state that I am a court reporter doing business in the City of Chicago; that I reported in shorthand the proceedings of said Public Comments; that the foregoing is a true and correct transcript of my shorthand notes so taken as aforesaid and contains the proceedings given during said Public Comments.

Tracy Jones

TRACY JONES, CSR, RPR, CLR

LIC. NO. 084-004553

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#210

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, December 07, 2016 10:29 AM
To: Czarnecky, James
Subject: RE: Project Contact List

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: Czarnecky, James [mailto:jczarnecky@wightco.com]
Sent: Tuesday, November 01, 2016 11:54 AM
To: Red Extension
Subject: Project Contact List

Please add me to the project contact list for future updates.

Thank you,
Jim

James T. Czarnecky, AICP
Vice President, Director of Transportation Planning
Wight & Company
211 North Clinton Street, Suite 300N
Chicago, IL 60661
312.261.5700 | d 312.261.5737 | m 630.849.9928
www.wightco.com

#211

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, November 03, 2016 9:55 AM
To: Main Email
Subject: RE: Red Line Extension

Gregory,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Main Email [mailto:gregofiitchicago@gmail.com]
Sent: Thursday, November 03, 2016 6:20 AM
To: Red Extension
Subject: Red Line Extension

Hello Red Line Team

My name is Gregory Walker and I had a couple more things that I had wanted to point out that wasn't on my sheet.
One note I didn't see is the fact that the CTA could have also used the I94/Bishop Ford area of to extend the red line. With the new service on Cottage Grove that could've been a new station.... promoting ridership there for Pullman residents. At or somewhere near 103rd there could've been a station. This would be great because Olive-Harvey is there and many people attend there from across the city; especially since they are currently expanding. It could be another boost for the line. You could still have stations at 111th, 115th, and 130th respectively.... this would be the end of the line in opposed to the middle as with the current idea(s). This could be maybe a 3rd or fourth alternative.
Another good point about the red line extension is the Altgeld Gardens areawould finally be connected to Hegewisch neighborhood. For decades both are on the outskirts of town and have been nearly land locked; making them inaccessible.

Just a few ideas...

Gregory Walker, Jr.
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his affiliates and subsidiaries. If you are not the intended recipient, you are hereby notified that any use of the information contained in or transmitted with the communication or dissemination, distribution, or copying of this communication is strictly prohibited by law. If you have received this communication in error, please immediately return this communication to the sender and delete the original message and any copy of it in your possession.

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_____

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#212

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, November 03, 2016 9:56 AM
To: Lindsay Bayley
Subject: RE: No public agency should spend money on parking garages

Lindsay,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Lindsay Bayley [mailto:lindsaybanks@gmail.com]
Sent: Thursday, November 03, 2016 9:22 AM
To: Red Extension
Subject: No public agency should spend money on parking garages

As a transportation planner who specializes in parking policy, I have argued for years that no public agency should spend money on parking for several reasons.

First, the financial benefits to the city of having tax-generating, productive uses next to the train far outweigh the benefits of storing cars all day long. I believe that even the benefits of a public park, that does not generate revenue would outweigh the benefits of having parking next to the train.

Second, the future of mobility is unknown. Demand for parking may drastically decline and garages are typically built with public funds to be paid out over 40 years. We don't know if we'll need parking next to the train in 5 years, let alone 40 years. It will be a waste of money and tax payers will be on the hook for it.

Third, if there is a demand for parking, the private sector can fill it. Let the market determine it. Build a park next to the station which you can allow a private developer build a garage on in the future.

And finally, no driver will pay what it actually costs to park there. So you will be subsidizing drivers at the expense of people arriving by bus, walking, and riding bicycles because of the added traffic and congestion. You will be shooting yourself in the foot. Your buses will suffer because of it.

Lindsay Bayley
Senior Planner, CMAP

312-386-8826

PS. In addition to authoring the "Parking Strategies to Support Livable Communities" paper, I also worked on the Red Line Extension CMAP LTA project and made most of the maps. I'm familiar with the area and the context.

#213

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, November 03, 2016 9:57 AM
To: Jeff Bongiovanni
Subject: RE: Criticisms of Red Line Extension

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Jeff Bongiovanni [mailto:jeffbongi@gmail.com]
Sent: Thursday, November 03, 2016 9:58 AM
To: Red Extension
Subject: Criticisms of Red Line Extension

I am grateful for any CTA capital investment, but the Red Line Extension project should increase its cost effectiveness by eliminating its plan to build parking garages near the new stations.

#214

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 09, 2016 9:31 AM
To: Robin Zelek
Subject: RE: Request from Zelek, Robin

Robin,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Robin Zelek [mailto:zealouszelek@gmail.com]
Sent: Friday, November 04, 2016 11:36 AM
To: Red Extension
Subject: Request from Zelek, Robin

Hello CTA,

I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Cru Inner City minstry at - 342 W 111th St, Chicago, IL 60628 - runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St.

Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

P.S. Go Chicago for winning the World Series!

Best regards,

Robin Zelek

#215

From: Simon, Neha <nsimon2@luc.edu>
Sent: Saturday, November 05, 2016 9:35 AM
To: Red Extension
Subject: Red Line Extension Interview Request

Hello,

My name is Neha Simon and I am a student reporter from Loyola University working on a story about the CTA Red Line Extension from 95th to 130th St.

Is there a CTA official I could speak with for 20 minutes on Monday to discuss the details of the project's proposed funding, tentative construction plans and the Red Ahead program?

My deadline is Tuesday and a comment from CTA would be extremely valuable to my story.

Best,
Neha Simon

#216

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 09, 2016 9:32 AM
To: Kristee J
Subject: RE: CTA Red Line extension

Kristeena,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Kristee J [mailto:kristeej@hotmail.com]
Sent: Sunday, November 06, 2016 7:26 AM
To: Red Extension
Subject: CTA Red Line extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Sincerly,

Kristeena Jackson-Billiot

Sincerely,

Kristeena Jackson-Billiot

#217

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, November 07, 2016 11:52 AM
To: Alexandria Whittler
Cc: Ferradaz, Irene
Subject: RE: Student reporter added onto email list?

Alexandria,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the Red Line Extension Project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

-----Original Message-----
From: Alexandria Whittler [mailto:awhittler77@gmail.com]
Sent: Monday, November 07, 2016 12:05 PM
To: Red Extension
Subject: Student reporter added onto email list?

Hello,

Ms. Ferradaz was kind enough to inform me about this email address to get information about upcoming redline expansion meetings. May I please add the below address to the list as well?

Thanks so much,

Alex Whittler
awhittler77@gmail.com

#218

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 09, 2016 9:33 AM
To: terry hamilton
Subject: RE: Red Line Alternate Route

Terry & Cora,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: terry hamilton [mailto:terryandcora@gmail.com]
Sent: Monday, November 07, 2016 5:18 AM
To: Red Extension
Subject: Red Line Alternate Route

Dear CTA,

We urge the CTA to choose the West Alternate for the red line extension.
The west alternate would allow the Agape Center at 342 W. 111th to preserve its parking space and continue to serve families in the south Chicago community.

Sincerely,

Terry & Cora Hamilton

#219

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 09, 2016 9:33 AM
To: Donald Janulis
Subject: RE: Red line extension

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Donald Janulis [mailto:donjanulis@gmail.com]
Sent: Monday, November 07, 2016 5:47 PM
To: Red Extension
Subject: Red line extension

As you consider t he new route I would plead for the west side in consideration of the Agape cnt.

#220

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 09, 2016 9:34 AM
To: Mr. Hopkins E hopkins
Subject: RE: Parking Lot at 111th Street

Erik,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

-----Original Message-----
From: Mr. Hopkins E hopkins [mailto:ehopkins216@yahoo.com]
Sent: Tuesday, November 08, 2016 10:04 AM
To: Red Extension
Subject: Parking Lot at 111th Street

CTA,
I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.
For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.
Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Erik Hopkins

#221

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, November 10, 2016 1:33 PM
To: D.J. Dragon Barnes
Subject: RE: Save the lot

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: D.J. Dragon Barnes [mailto:djmusicfox9@gmail.com]
Sent: Wednesday, November 09, 2016 4:14 PM
To: Red Extension
Subject: Save the lot

Hello CTA,

I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Cru Inner City minstry at - 342 W 111th St, Chicago, IL 60628 - runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St.

Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

#222

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, November 10, 2016 1:33 PM
To: Robin Zelek
Subject: RE: SAVE THE PARKING LOT - 111th Street

Robin,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Robin Zelek [mailto:rszelek@gmail.com]
Sent: Wednesday, November 09, 2016 4:24 PM
To: Red Extension
Subject: SAVE THE PARKING LOT - 111th Street

Hello CTA and FTA, I am happy to hear about the Red Line Extension, however, we need to save the Cru Inner City's parking lot. We need an option that will preserve Cru's existing parking spaces so it can continue to serve the neighborhood and city with excellence. Cru Inner City ministry is located at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. I request that the parking lot be saved for the following reasons...

- Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food.
- Thousands of people are served and mobilized through Cru's ministry.
- Cru has served the community and the city for 37 years.
- Cru runs after-school programming for kids throughout the year.
- Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor.

For these reasons I request that the CTA Red Line Extensions provides the best opportunity for Cru to maintain it's existing parking spaces so that it can continue to serve the city and neighborhood with excellence. Thank you for considering my request.

Robin Zelek

"You can't get a cup of tea big enough or a book long enough to suit me."
-C.S. Lewis

#223

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, November 10, 2016 1:34 PM
To: Gayle Koehler
Subject: RE: FEEDBACK

Gayle,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Gayle Koehler [mailto:gayle.koehler@wheaton.edu]
Sent: Thursday, November 10, 2016 11:51 AM
To: Red Extension
Subject: FEEDBACK

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain its existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Sincerely
Gayle

Gayle Koehler
Central Stores Manager
Wheaton College
630-752-5439 ph.
gayle.koehler@wheaton.edu

#224

Received 11/10/16

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

WE WANT YOUR INPUT

on the Red Line Extension (RLE) Project

CTA, as project sponsor to the Federal Transit Administration (FTA), is accepting comments on the impacts and mitigation measures identified in the RLE Project Draft Environmental Impact Statement (EIS). CTA is accepting comments on the Draft EIS until November 30, 2016. All comments received during this period and the responses to those comments will be incorporated into the Final EIS. Please **PRINT**.

Name PATRICIA WOODSON

Address 347 West 102ND PLACE

City Chicago **State** Illinois **Zip** 60628

Email Address Precious222Pat@yahoo.com

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** This Option would affect me most. I would have to sell my house in which I'm afraid I won't get what it's worth to me.

What are your concerns about the **West Option?** This option affect me because we have a train here already it blows all nite long 3-4-5 in the morning the more people the more it will have to blow. Now we will have Buses, train & Red line. No sleep! Plus the Bus turn around will be right behind me & I'm concerned about ~~the~~ the fumes.

Comments: With either option I would just like to sell my house. I know this will benefit a lot of people but as for me Not much.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: _____

Property Displacements: Not giving the Value of the Home.

Neighborhoods & Communities: _____

Visual Impacts (how it would look): _____

Noise & Vibration: NO Sleep from the Noise & The Vibration put Wear & Tear on the House.

Impacts to Historic Resources: _____

Safety & Security: _____

Hazardous Materials: ONly the fumes from the buses.

Wetlands: _____

Parks: _____

Construction Impacts: _____

Project Funding: _____

Other: AGAIN, this benefits A lot of PEOPLE AND its good for the Southside, But for me it might be a NIGHTMARE! NO Sleep! No Rest!

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**

Customer Information: (888) YOUR-CTA (888 968-7282)
Para más información en Español, llame al (312) 681-2710
All written comments must be submitted by 4:30 PM on November 30, 2016.

#225

MAILED 11-4-2016

received 11/10/16

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

WE WANT YOUR INPUT

on the Red Line Extension (RLE) Project

CTA, as project sponsor to the Federal Transit Administration (FTA), is accepting comments on the impacts and mitigation measures identified in the RLE Project Draft Environmental Impact Statement (EIS). CTA is accepting comments on the Draft EIS until November 30, 2016. All comments received during this period and the responses to those comments will be incorporated into the Final EIS. Please **PRINT**.

Name PATRICK McGEE

Address 9433 S. INDIANA AVE.

City CHICAGO **State** ILLINOIS **Zip** 60619-7213

Email Address

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** OKAY, IT SEEMS.

What are your concerns about the **West Option?** OKAY, IT SEEMS.

Comments: THE ROUTE SEEMS FINE SO FAR.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: _____

Property Displacements: _____

Neighborhoods & Communities: _____

Visual Impacts (how it would look): _____

Noise & Vibration: _____

Impacts to Historic Resources: _____

Safety & Security: _____

Hazardous Materials: _____

Wetlands: _____

Parks: _____

Construction Impacts: _____

Project Funding: _____

Other: LOOKS GOOD SO FAR - THE YARD LAYOUT SHOULD BE FORTHCOMING. PARKING COULD BE CONSIDERED.

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**

Customer Information: (888) YOUR-CTA (888 968-7282)
Para más información en Español, llame al (312) 681-2710
All written comments must be submitted by 4:30 PM on November 30, 2016.

#226

From: Red Extension <redextension@transitchicago.com>
Sent: Tuesday, November 22, 2016 12:19 PM
To: Claire Williams
Subject: RE: Comments -RLE project

Claire,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. Chapter 4.5 of the Draft EIS summarizes the noise and vibration impacts of the proposed extension along with mitigations. 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.

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: Claire Williams [mailto:sag19@sbcglobal.net]
Sent: Monday, November 14, 2016 11:15 AM
To: Red Extension
Cc: Claire Williams
Subject: Comments -RLE project

Although I am a little outside of the impact zone and really not that far (107th and Parnell) the following are my concerns:

1. NOISE- as it stands currently the freight trains lay on their horns from 115th- 95th street thru all crossings even though the crossings do not require a horn to be blown. I have expressed my concerns in the past, however nothing has been done. Given that is the current situation ,adding in either at grade or elevated CTA tracks in my opinion would only elevate and add to the noise that we already experience. How will CTA address their own added noise as well as bring the freight companies in the fold to mitigate the noise?

2. I am in support of the UPRR East solution to the RLE project

3. I am interested in knowing more about the programs that CTA and the City will put into place to make sure that local residents and businesses have the opportunity to gain employment and or obtain training in an effort to obtain employment. These programs should begin long before construction/design begins so that the residents/businesses are prepared at the time the project begins.

If there are any questions feel free to contact me:

Claire Williams, President, Environmental Design International inc.
312-446-2837

#227

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, November 17, 2016 1:06 PM
To: Mary E Washington
Subject: RE:

Mary,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Mary E Washington [mailto:emwashington7@gmail.com]
Sent: Wednesday, November 16, 2016 1:29 PM
To: Red Extension
Subject:

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Mary Washington

#228

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, November 17, 2016 1:05 PM
To: Willingham Olugbade
Subject: RE: Red Line Extension

Williemae,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Willingham Olugbade [mailto:wwolugbade@gmail.com]
Sent: Wednesday, November 16, 2016 1:21 PM
To: Red Extension
Subject: Red Line Extension

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Williemae Olugbade

#229

From: James Clinton <jamesclinton616624@gmail.com>
Sent: Saturday, November 19, 2016 7:59 AM
To: Red Extension
Subject: Red line

I would like the red line extension to run on the west side of the union Pacific railroad.

#230

From: Red Extension <redextension@transitchicago.com>
Sent: Tuesday, November 22, 2016 11:51 AM
To: Simply Marvalous
Subject: RE: Save Cru Inner City Parking Lot!

Marva,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Simply Marvalous [mailto:marvalous@live.com]
Sent: Saturday, November 19, 2016 9:45 AM
To: Red Extension
Subject: Save Cru Inner City Parking Lot!

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Marva Hamilton

#231

From: Red Extension <redextension@transitchicago.com>
Sent: Tuesday, November 22, 2016 11:52 AM
To: Pete Blodgett
Subject: RE: Red Line Extension Concern

Pete,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Pete Blodgett [mailto:pete@sunshinegospel.org]
Sent: Monday, November 21, 2016 9:30 AM
To: Red Extension
Subject: Red Line Extension Concern

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Grace & Peace,

Pete Blodgett
Pastor/Discipleship Coordinator
Woodlawn Community Church/Sunshine Gospel Ministries
w: 773.904.9800 ext. 14
c: 773.501.1321
f: 773.752.7370
www.woodlawncommunity.org
www.sunshinegospel.org

#232

From: Red Extension <redextension@transitchicago.com>
Sent: Tuesday, November 22, 2016 12:03 PM
To: Luke Moy
Subject: RE: Question

Thank you for your interest in the Red Line Extension Project.

The proposed alignment would extend the heavy rail Red Line from the existing 95th Street Terminal to 130th Street. The extension would not serve Hyde Park.

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

-----Original Message-----
From: Luke Moy [mailto:moyluke71@gmail.com]
Sent: Monday, November 21, 2016 7:40 PM
To: Red Extension
Subject: Question

With the red line extension project would it be possible for the line to be able to reach Hyde Park. My sister lives there and it would be easier to be able to get there without having to take a bus from the train during the night where it may not be safe.

Thank You

#233

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 7:50 AM
To: Michael Leavitt
Subject: RE: Red Line Extension WEST Side of Union Pacific Tracks

Michael,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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 Leavitt [mailto:mjjleavitt@gmail.com]
Sent: Wednesday, November 23, 2016 10:18 AM
To: Red Extension
Subject: Red Line Extension WEST Side of Union Pacific Tracks

CTA,

I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.

For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.

Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.

Yours Truly,

Michael J. Leavitt

#234

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 7:50 AM
To: Mary Anne Leavitt
Subject: RE: Red Line Extension WEST Side of Union Pacific Tracks

Mary Anne,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Mary Anne Leavitt [mailto:mamleavitt@gmail.com]
Sent: Wednesday, November 23, 2016 10:23 AM
To: Red Extension
Subject: Red Line Extension WEST Side of Union Pacific Tracks

CTA,
I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.
For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.
Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.
Yours Truly,

Mary Anne Leavitt

#235

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 9:01 AM
To: cecilia gutierrez
Subject: RE: East side or west side

Cecilia,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: cecilia gutierrez [mailto:gcecilia68@live.com]
Sent: Wednesday, November 23, 2016 9:47 AM
To: Red Extension
Subject: East side or west side

Keep me up with the 'red ahead" project,thank you,,cecilia gutierrez

Sent from my MetroPCS 4G LTE Android device

#236

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 9:00 AM
To: Srinivasan Iyer
Subject: RE: Request to add to email list

Srinivasan,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: Srinivasan Iyer [mailto:srinikiyer@gmail.com]
Sent: Thursday, November 24, 2016 9:09 PM
To: Red Extension
Subject: Request to add to email list

Hello,

I would like to be added to the contact list for the Red Line Extension ("Red Ahead") email list.

Thank you,

Srinivasan

#237

From: Jon Samuel <jonsamuel32@yahoo.com>
Sent: Friday, November 25, 2016 8:52 PM
To: Red Extension
Subject: East Option vs. West Option

I prefer the East Option to the West Option because the West Option cuts through Fernwood Parkway Park when turning south of I-57, whereas the East Option would only take a small portion of Wendell Smith Park.

I'd also like to talk about the remaining 6400 Series Nova buses because they're very old & need to be replaced. The 425 7900 Series Novas could only have replaced 425 of the 6400 Series Novas.

Also, how long is the testing going to go on with the new Nova buses 8200-8249 at garages other than Forest Glen?

#238

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:43 AM
To: Kellee
Subject: RE: The Agape Community Center

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Kellee [mailto:singergirl1024@comcast.net]
Sent: Monday, November 28, 2016 1:46 PM
To: Red Extension
Subject: The Agape Community Center

Please consider adjusting this construction project in order to maintain the parking lot of the Agape Community Center, which is located at 342 West 111th Street. Your construction would compromise the Center's parking space. There are many programs based in the Agape Center that are beneficial to the community (children's programs, homeless care, etc) including a church. Thank you for your consideration of this matter.

The Lord is my strength and my shield: my heart trusts in Him and He helps me.

#239

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:49 AM
To: Jon-Keith Evans
Subject: RE: Temporary Red Line Extension

Jon,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Jon-Keith Evans [mailto:jkeiit96@hotmail.com]
Sent: Monday, November 28, 2016 10:41 PM
To: Red Extension
Subject: Temporary Red Line Extension

A Proposal for a Temporary Red Line Extension

Bus Route 29TRX (Temporary Red Line Extension)

By Jon Keith Evans

Purpose: To provide a TEMPORARY solution to the transit desert that exists between 95th and 130th Streets on the North and South, and Halsted Street and the Bishop Ford Freeway to the West and East-until the Red Line Extension is completed by the use of Express, limited access buses along major arterial streets in the affected area. These buses would have limited stops at major East-West bus routes along the bus route.

Method:

There are only two major arterial streets between South Michigan Avenue and South Halsted Street. The first street is South Wentworth Avenue from 98th Place and Yale Avenue to 127th Street. The second major arterial street between Michigan and Halsted is South State Street from the Red Line Terminal to 127th Street.

These two streets are close to, and parallel the proposed route of the PERMANENT Red Line Extension, which runs along South Eggleston Avenue These two streets would be used in the Temporary Red Line Extension.

Modifications:

It will be necessary to make South Wentworth Avenue ONE WAY SOUTHBOUND from 98th Place and Yale Avenue to 127th Street, and to make South State Street ONE WAY NORTHBOUND from 127th and South State Street to 95th Street in order to accommodate residential traffic, thru traffic, and the proposed express buses.

Route:

Southbound from the 95th/State Red Line Terminal:

Southbound Lafayette and Yale to 98th Place and South Wentworth Avenue;

Southbound via South Wentworth Avenue to 127th Street; Eastbound to South Indiana Avenue, and Eastbound on 130th Street to FoMoCo

Northbound from FoMoCo:

130th Street Westbound to South Indiana Avenue to 127th Street; Westbound to South State Street; Northbound on South State Street to the 95th/State Red Line Terminal

Stops:

Southbound: 103rd/Wentworth; 107th and Wentworth; 111th and Wentworth; 115th and Wentworth; 119th and Wentworth; 121st and Wentworth to a shuttle to allow transfers to the Metra Electric *; 127th and Wentworth; the Metropolitan Water Reclamation Plant at 130th and Indiana; and FoMoCo

Northbound: From FoMoCo: Metropolitan Water Reclamation Plant at 130th and Indiana; 127th and State; 121st and State Street Metra Electric Station; 119th and State; 115th and State; 111th and State; 107th and State; 103rd and State; and the 95th/State Red Line Terminal

AND:

All Public Elementary Schools along either Wentworth Avenue or State Street as a safety measure.

It would be bad if an express bus were to strike a child. Making schools along the route bus stops would lessen the possibility of accidents involving children.

Hours of Operation

24 Hours daily with the following equipment:

0600-2000 Hours: Articulated buses such as the ones used on the J14 Bus Route
2000-2359 Hours: Conventional buses
0000-0600 Hours: Miniature, narrow, short wheelbase buses

Additional Features:

A bus route should run westbound and eastbound on 107th Street from South Western Avenue and 107th Street to 107th Street and Cottage Grove Avenue. This route would serve to assist riders that live between 103rd and 111th Street in the affected area. Any transit dependent rider in this area is presently deprived of transit.

A minibus shuttle that would run solely from the 121st and State Street Metra Electric Station and 121st and Wentworth Southbound in order to assist transferring passengers from the CTA to the Metra Electric should be included. This shuttle might be considered to connect the Stewart Ridge Metra Electric Station at 121st Street and Harvard Avenue.

Jon K. Evans
1633 West Madison Street
Apt. 1603 South
Chicago, Illinois 60607
312-631-3919 Home
773-844-0568 Cell
jkeiit963827@sbcglobal.net

JKEIIT96@hotmail.com

Sent from Mail for Windows 10

#240

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, December 07, 2016 9:51 AM
To: Valeria Davis
Subject: RE: Job opportunities

Valeria,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

Transit access for project area residents would increase to existing jobs in the region. The Chicago Metropolitan Agency for Planning estimates 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. New jobs would also be created with the $2.3B investment.

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: Valeria Davis [mailto:vdavis9@ccc.edu]
Sent: Monday, November 28, 2016 5:34 PM
To: Red Extension
Subject: Job opportunities

Does this mean the community will access to job opportunities.

Thank you in advance for your reply.

Valeria Davis

#241

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:50 AM
To: Sheryl Swope-Dupree
Subject: RE: Red Line Extension

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Sheryl Swope-Dupree [mailto:sswope-dupree@ccc.edu]
Sent: Tuesday, November 29, 2016 7:50 AM
To: Red Extension
Subject: Red Line Extension

To Whom It May Concern:
I think it is great that those who live in the far side of the city are being considered in relationship to transportation. This will be a beneficial improvement and convenience to all those who live on the far south side of the city. It is nice to know that the city is trying to do something to help those in need with transportation. While on the subject of transportation, it would be great for those teenagers that are in high school, whose parent are unemployed due to the economic conditions of the United States, be considered for free transportation. Transportation is quite expensive for those who don't have any means but are trying to get their education.
Thank you for listening and considering my request.
A Concerned Citizen

#242

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:50 AM
To: Sharon D. Lawson
Subject: RE: West - Option

Sharon,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Sharon D. Lawson [mailto:shad1boyz@gmail.com]
Sent: Tuesday, November 29, 2016 9:18 AM
To: Red Extension
Subject: West - Option

Have the red line extension on the west option.

Sharon

#243

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:50 AM
To: Paula McLennon
Subject: RE: Direction.

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Paula McLennon [mailto:threepaula@gmail.com]
Sent: Tuesday, November 29, 2016 10:55 AM
To: Red Extension
Subject: Direction.

East.

#244

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:51 AM
To: Harley, Keith
Subject: RE: Public Comments – CTA Draft Environmental Impact Statement for the Red Line Extension Project

Keith,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Harley, Keith [mailto:kharley@kentlaw.iit.edu]
Sent: Tuesday, November 29, 2016 12:15 PM
To: Red Extension
Subject: Public Comments – CTA Draft Environmental Impact Statement for the Red Line Extension Project

Please be advised that I represent People For Community Recovery (PCR). Please accept the attached document as PCR's comments on the Draft Environmental Impact Statement for the Red Line Extension Project.

PCR would welcome the opportunity to discuss these comments.

Keith Harley, Attorney at Law
Chicago Legal Clinic, Inc.
211 W. Wacker, Suite 750
Chicago, IL 60606
(312) 726-2938
(312) 726-4206 (fax)
kharley@kentlaw.iit.edu

CHICAGO LEGAL CLINIC, INC.
Carrie Kiger Huff, President · Edward Grossman, Executive Director · Marta C. Bukata, Deputy Director

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211 W. Wacker Dr.
Suite 750
Chicago, IL 60606
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Fax: 312-726-5206
TDD: 773-731-3477
Keith I. Harley
Greta M. Doumanian
Avani K. Kamdar
Jeff Whitehead

November 29, 2016

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

Via E-Mail: RedExtension@transitchicago.com

Re: Public Comments – CTA Draft Environmental Impact Statement for the Red Line Extension Project

To Whom It May Concern:

Please be advised that I represent People for Community Recovery ("PCR"), a not-for-profit organization based in the Chicago Housing Authority's Altgeld Gardens community.[1] PCR is dedicated to enhancing the quality of the environment for the residents of Chicago's southeast side. PCR provides public education on environmental, health and housing issues, and organizes local residents to advocate for environmental quality, public health and community well-being. PCR's founder, Hazel M. Johnson, is regarded as the "Mother of the Environmental Justice Movement". Her many contributions to Altgeld Gardens, Chicago's southeast side and the national environmental justice movement are commemorated by Hazel Johnson EJ Way, the name given to 130th Street, the southern terminus of the proposed Red Line Extension. Hazel's daughter, Cheryl Johnson, is a lifelong resident of Altgeld Gardens and the current Director of People for Community Recovery. Cheryl also serves on U.S. EPA's National Environmental Justice Advisory Council.

By way of summary, PCR enthusiastically endorses the transportation equity that will be achieved by the extension of the Red Line from 95th Street to 130th Street. The following public comments address alternatives, potential environmental consequences and mitigation measures that will ensure access to the CTA rail system further enhances the quality of life for Chicago's far south side neighborhoods and their thousands of residents. PCR formally requests that the EIS fully analyze these alternatives, consequences and mitigation measures so that this analysis is available to inform ultimate decisions about the design, construction and operation of the Red Line Extension.

PCR Comment One

Existing alternatives include no-build and route location alternatives. PCR asserts the Red Line Extension alternatives should include an alternative that incorporates the Red Line Extension

[1] http://www.peopleforcommunityrecovery.org/; 13330 S. Corliss, Chicago, IL 60827; (773) 840-4618.

into a comprehensive plan to provide a full range of transportation services and options for residents of the project area. This alternative is fully consistent with the purpose and need for the Red Line Extension. It is also reasonable because it is largely within the jurisdiction of the agencies that are promoting the Red Line Extension.[2]

PCR asserts that the Red Line Extension should be viewed as one part of a comprehensive plan to create enhanced public transportation access throughout the far south side. The purpose and need for the Red Line extension cannot be achieved unless there is also robust bus, pedestrian and bicycle access connecting the new stations – whatever their specific locations - to the interiors of the neighborhoods they are intended to serve. In the absence of a comprehensive analysis about how to connect the new stations to the interior of the neighborhoods they are intended to serve, there is a risk the stations will become an amenity for people who can utilize passenger vehicles to gain access to the stations, but practically exclude people who will need to access the stations by public bus, as pedestrians or as cyclists.

This risk is evident in one significant design element for the 130th Street station – the inclusion of large parking structure for passenger vehicles. This and other stations are also located immediately adjacent to the Bishop Ford Expressway and existing Expressway exits. In the absence of a comprehensive transportation access plan for the project area, the new Red Line Extension could be more accessible to a car owner living in Will County than a resident who lives in Hegewisch, Roseland, Vet's Park, South Deering, West Pullman or the western portion of Altgeld Gardens. The risk of the lack of access is especially true for children, seniors and disabled individuals living in the project area. PCR also notes that developing a comprehensive plan for bus, pedestrian and bicycle access also serves to mitigate the congestion and air pollution that will result from the widespread use of passenger cars, particularly in the communities which will be hosting the stations.[3]

For these reasons, PCR asserts the EIS should include an analysis of the Red Line Extension as one part of a comprehensive plan to provide a full range of transportation services and options to all residents of Chicago's far south neighborhoods. The FEIS should include an analysis of an enhanced, comprehensive, integrated transportation system because it is the only alternative that fully realizes the public purpose and need that generated the Red Line Extension proposal, within the project area itself.

PCR Comment Two

PCR asserts that the proposed 130th Street station must be integrated into a comprehensive site plan that enables safe public access to-and-from Altgeld Gardens and nearby resources like

[2] 40 CFR 1502.14 requires the EIS to examine all reasonable alternatives to the proposal. In determining the scope of alternatives to be considered, the emphasis is on what is reasonable rather than on whether the proponent or applicant likes or is itself capable of carrying out. Reasonable alternatives are those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant.

[3] Pursuant to 40 CFR 1502.14(f), mitigation is legally relevant to the analysis of the alternatives. If not addressed as part of the analysis of alternatives, mitigation is also relevant in the context of the EIS pursuant to 40 CFR 1502.16(h).

Beaubien Woods. [4] A comprehensive site plan to facilitate public use is necessary to enable Altgeld Gardens' residents to have access to the station. It is also essential to enable broader public access to the historic and cultural resources of the Altgeld Gardens historic district[5] and adjacent natural resources like the 279-acre Beaubien Woods Forest Preserve property[6], the Calumet River system and the southern portions of Millenium Reserve.[7]

PCR agrees with the proposal for the "south" alternative for the 130th Street station. However, this location is not without potential risks. In absence of a comprehensive approach to site planning, 130th Street could become a "de facto" southern wall separating the Red Line station from areas south of the station. This is because 130th Street is not designed to be pedestrian-friendly, but rather, functions as a major thoroughfare for commercial trucks serving local industries and for cars moving past – not to – communities like Altgeld Gardens. Consequently, it is not possible for pedestrians to walk safely from 130th and Ellis (the main entrance from 130th Street into Altgeld Gardens) to the proposed site of the 130th Street Station, or to cross 130th Street at any other street level location. Similarly, significant site planning is necessary to enable access via the underpass located near the intersection of 130th Street and the I-94 expressway. This underpass was not designed to provide north-south access under 130th Street. There was no reason to plan for this purpose because the underpass currently leads to an industrial property that is unsuitable for public access and use.

PCR stresses that enabling safe pedestrian access to the proposed 130th Street station is essential for local residents to benefit from the Red Line Extension. This dictates that the EIS as it relates to this Station cannot be limited to the four corners of the site (Station, bus center and parking garage), but must also include a comprehensive site plan than incorporates and integrates pedestrian access to and from the station to the south of 130th Street. PCR further asserts that only an alternative that incorporates a comprehensive, pedestrian-friendly site plan into the EIS is consistent with the goal of public access to the historic Altgeld Gardens district, to the public Beaubien Woods Forest Preserve District property and to the public Calumet waterways.

PCR Comment Three

Viewed properly, the Red Line Extension is not only a transit line that connects residents of the far south side to educational and employment opportunities in other parts of the city. Viewed properly, the Red Line Extension is not only a catalyst to off-site economic development in the project area. Rather, the design, construction and operation of the Extension itself provide a rich source of educational and economic opportunities for local residents. PCR asserts the EIS should analyze how educational and employment opportunities - directly within the control of federal, state and local agencies as they participate in the design, construction and operation of the Extension - can be used for to benefit residents of the far south side, now and in the future. This analysis would identify how the design, construction and operation of the Extension can be a

[4] This analysis is consistent with the requirements of 40 CFR 1502.16(g), which requires the EIS to incorporate the following considerations: urban quality, historic and cultural resources, and the design of the built environment.
[5] https://www.illinois.gov/ihpa/Preserve/Places/Documents/MOA-PA/Chicago%20Housing%20Authority%20PA.pdf
[6] http://fpdcc.com/beaubien-woods/
[7] http://www.millenniumreserve.org/

direct force multiplier in terms of its positive economic impacts on the region that will host the stations. This type of analysis is critical in order to understand how to mitigate the potentially gentrifying effects of the Red Line Extension in the project area. PCR believes this type of analysis is necessary to mitigate the possibility that the Red Line Extension will displace local residents rather than help to secure their futures.[8]

PCR asserts the EIS should include an analysis of an alternative approach that includes a proactive plan with the following kinds of elements, all of which are designed to enhance the economic and educational benefits that can be achieved in the project area:

1. create job training partnerships with local high schools, community colleges and universities that build practical skills related to the design, construction and operation of this and other major transit projects;

2. perform outreach to businesses and residents in the region that will host the Extension to encourage qualified businesses and workers to participate in the workforce that will design, construct and operate the Extension, and, to direct workers without the required skills and local businesses without the requisite qualifications into appropriate training programs to become prepared for jobs on this and other similar projects;

3. develop a curriculum for local teachers of children and young adults to enable them to teach and learn about the design, engineering, planning, economic, environmental and other aspects of implementing a major transit project in a complex urban setting, thus enhancing career development;

4. conduct outreach to local businesses and entrepreneurs about predictable commercial opportunities that will occur on and near station locations, along with a description of the federal, state and local government resources that are available to them to take advantage of these opportunities.

PCR Comment Four

The Red Line Extension will be a permanent addition to the project area. Consequently, the design choices for the physical infrastructure – the rail line, stations, station sites and related structures – must be made in light of the multi-decade, multi-generational impacts of these choices. For this reason, PCR asserts the physical infrastructure should incorporate state-of-the-art green building and sustainability techniques.

Green building and sustainability techniques are constantly evolving, and the common options used today may be superseded by the time final design choices are made for the Red Line Extension. Having said this, PCR asserts there are several existing alternatives that should be proactively incorporated into the design of the physical infrastructure. These alternatives address energy, water and aesthetic components of the project that entirely within the scope of an EIS.[9]

[8] 40 CFR 1502.16(a)and(b); 40 CFR 1508.8.; http://www.chicagotribune.com/news/ct-red-line-cta-extension-meeting-20161102-story.html
[9] 40 CFR 1502.6.

Incorporating these green building techniques will mitigate the potential negative consequences of this important transportation equity project.[10]

CTA has the existing capacity to incorporate state-of-the-art green building and sustainability elements into the Red Line Extension. In 2011, CTA was awarded an Illinois state grant to fund a Sustainable Facility Design and Construction training program. Nearly 20 CTA engineers earned their LEED credentials through this program.[11] In 2012, the CTA headquarters building was awarded Leadership in Energy and Environmental Design (LEED) Platinum certification, an upgrade from the LEED Gold certification received in 2007.[12]

PCR recommends a complete analysis of the green building and sustainability techniques that are available for every aspect of this major new infrastructure project.[13] PCR highlights three alternatives that are particularly valuable. These three alternatives illustrate the environmental and energy benefits that can be achieved by proactively incorporating green building and sustainability design elements into the Red Line Extension.

Regenerative Braking: Regenerative braking is a technology already used by CTA; however, it is not being used to its full capacity. The regenerative breaking technology employed by the CTA sends the energy generated in the braking process back to the third rail, which can only be utilized by another nearby train.[14] This power is lost if there is no train nearby to consume the power. The Red Line Extension provides a remarkable opportunity to take full advantage of the energy-related benefits of coupling regenerative braking with a system to store and utilize this power source.

Regenerative breaking technology with grid-ready energy storage techniques are already being utilized by transportation systems in the U.S., including in Philadelphia, Los Angeles, and Portland.[15] Coupling regenerative braking with storage capability allows the energy generated to be stored for later use by the transit system itself, or to be sold into the grid for a profit. The SEPTA system in southeastern Pennsylvania couples regenerative braking with a lithium ion battery system. A single substation utilizing this system (the Letterly substation) is saving SEPTA up to $60,000 per year in electricity bills and generating about $200,000 in revenue via the frequency regulation market. The Westlake-MacArthur Park Station in Los Angeles County

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[10] 40 CFR 1502.14; 1502.16.

[11] http://www.transitchicago.com/goinggreen/facilities.aspx

[12] Id.

[13] Other common techniques to achieve green building and sustainability goals are bicycle facilities, facilities for electric vehicle recharging, enhanced protections for sensitive lands including the use of conservation easements, providing for public open space, construction activity management and pollution prevention (beyond Chicago's construction and demolition waste recycling requirements), light pollution reduction, reducing indoor water use, energy benchmarking (beyond existing Chicago requirements); enhanced refrigerant management, storage and collection of recyclables, ensuring indoor air quality, employing low-emitting materials, enhancing natural light and energy efficient indoor and outdoor lighting systems. These techniques are common to LEED standards across a variety of building types, and are described in substantially greater detail at the U.S. Green Building Council website: http://www.usgbc.org/leed

[14] http://www.transitchicago.com/news_initiatives/5000s.aspx

[15] The information and case studies described in this section are taken from this public source material: https://www.scientificamerican.com/article/braking-trains-coupling-with-energy-storage-for-big-electricity-savings/ Additional technical information is available from this public source: http://www.sciencedirect.com/science/article/pii/S0196890413003518

Metro System utilizes a traditional flywheel system. Large amounts of regenerated electrical energy from trains can be turned to kinetic energy for storage in the flywheel in a short period of time. The flywheels can provide hundreds of thousands of cycles, without loss of energy-storage performance, making them ideal for this application. Supercapacitors are another technology to store the energy from regenerative braking systems. Supercapacitors have a much higher energy density than batteries, meaning they can charge and discharge extremely quickly; this is useful to meet quick spikes in electricity demand on the rail system. They also can cycle millions of times without degrading whereas batteries have shelf lives on the order of tens of thousands of cycles.

The Red Line Extension allows CTA to utilize the most modern design elements in a new transit segment (versus trying to retrofit these state-of-the-art techniques into existing infrastructure). Coupling regenerative braking with feasible storage systems maximizes the use the clean, existing energy that is generated from trains, conserving this energy for future use in the CTA system and/or distributing it as a clean energy source.

Solar Energy: The most feasible way to utilize clean, renewable power as part of the Red Line Extension is to incorporate solar power as part of the design of stations, rail line properties and other structures. CTA retrofitted a modest 12.8 kilowatt solar panel installation at 95th/Dan Ryan Red Line station in 2010.[16] These panels are used as a supplemental power source for station lighting and fare equipment.[17] Eight existing rail lubrication machines are powered by solar energy.[18]

The Red Line Extension offers a remarkable opportunity to incorporate clean solar energy on a much more ambitious scale. The potential environmental and energy benefits are substantial. Electric trains are so efficient that a single 300-watt solar panel (about 4x6 feet) can provide up to 7,000 miles of an individual's commuting miles per year, or 5 to 20 miles per day.[19] The national average, based on National Transportation Database data on the efficiency of the various U.S. electric train systems, is about 4,000 miles per year for each 300-watt solar panel.[20] Solar energy can also be utilized to help power the stations and structures that are part of the Red Line Extension.

Permeable Pavement: Permeable pavements infiltrate, treat, and/or store rainwater where it falls. They can be made of pervious concrete, porous asphalt, or permeable interlocking pavers.[21] This practice is particularly cost effective where land values are high and flooding or icing is a problem.[22] Permeable pavement minimizes runoff, recharges groundwater, traps suspended solids and pollutants, reduces surface temperatures (and the resulting heat island effect) and minimizes the need for retention basins and water collection areas.

There are also substantial financial benefits – minimizing the costs for retention basins, curbs, gutters, and other water collection installations; in winter conditions, permeable pavement

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[16] http://www.transitchicago.com/goinggreen/facilities.aspx
[17] Id.
[18] Id.
[19] https://www.greentechmedia.com/articles/read/railway-solar-may-be-a-sweet-spot-for-green-transportation
[20] Id.
[21] https://www.epa.gov/green-infrastructure/what-green-infrastructure
[22] Id.

systems typically require much less salt or other de-icing products than traditional pavements.[23] Permeable pavement systems can also have lower installation costs (reducing the need for underground piping, storm drains, and/or extensive sloping/grading needed) and lower life-cycle costs with an equal life expectancy to that of regular concrete.[24]

These three examples – developing a storage system to fully capitalize on clean, regenerative braking power, maximizing the use of clean, renewable solar power and implementing innovative storm water management infrastructure – are only three of several examples of superior environmental outcomes that can be achieved through green building and sustainability design elements. PCR believes the final EIS should fully analyze the full range of these superior environmental and energy opportunities to inform the ultimate decisions about the design, construction and operation of the Red Line Extension.

PCR Comment Five

PCR commends the agencies that are conducting this process for the robust opportunities for public participation they have provided. PCR urges the agencies that will undertake this project to continue to engage the residents of the project area at regular intervals as the project progresses. That is, the public engagement in the NEPA-based process should be the beginning, not the conclusion, of the opportunities for local residents to participate in the design, construction and operation of the red Line Extension. PCR is committed to continuing to engage with the full range of agencies that will be participating in this effort.

Thank you for your consideration of these comments. Please contact me if you have any questions or require additional information regarding these comments. Please also contact me if you cannot easily access the documents and resources that are cited as references in these comments.

Sincerely,

Keith Harley

Keith Harley
Attorney for People for Community Recovery

[23] https://www.go-gba.org/resources/green-building-methods/permeable-pavements/
[24] Id.

#245

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:53 AM
To: Russell, Tyran
Subject: RE: Comments on the RLE Draft EIS, submitted by the ROC (Redline Oversight Committee)

Lou,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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

-----Original Message-----
From: Russell, Tyran [mailto:loturner@illinois.edu]
Sent: Tuesday, November 29, 2016 6:39 PM
To: Red Extension
Subject: Comments on the RLE Draft EIS, submitted by the ROC (Redline Oversight Committee)

CTA
Please find attached comments on the Draft Environment Impact Statement (EIS) for the CTA Red Line Extension made in the name of the Redline Oversight Committee (ROC). For any follow-up questions, please contact Lou Turner: loturner@illinois.edu.
Sincerely,
Lou Turner

Comments on Draft Environmental Impact Statement for the Red Line Extension

By Lou Turner, for ROC (Redline Oversight Committee),[1] submitted November 29, 2016

Executive Summary

Public Input Requested

The CTA public relations department should be advised that the RLE Draft Environmental Statement (EIS) was not available at the Woodson Regional Library as referenced the Executive Summary (ES-11). The CTA's public outreach process to elicit public feedback has been severely limited, not only in terms of the availability of the Draft EIS, but in terms of the very limited number of public meetings (1) to engage far South Side residents. The Redline Oversight Committee (ROC) never got requests for meetings returned from CTA Board Secretary Greg Longhini (11/4; 11/15) or from Gerald Nichols of the CTA Government and Community Relations department (11/7).

Chapter 1 – Purpose and Need

1-3 – Why isn't Lowden Homes and Trinity United Church of Christ at 95th Street included in the impact area? The residents and parishioners are important stakeholders for the 95th Street terminal renovation and the RLE.

1-5 – Some explanation should be given as why it took 7 years from the completion of Alternatives Analysis to the Draft EIS. Dating the RLE from its inclusion in the 2005 SAFETEA-LU transportation bill to the CTA/FTA issuance of the Draft EIS, it has so far taken 11 years, and with the Final EIS not slated to be done until 2018, it will have taken 13 years for the RLE to pass its first two planning phases, namely Alternatives Analysis and Environmental Impact Statement (EIS). The CTA should provide an explanation for the delay. If the far South Side communities in the impact zone of the RLE can expect this pattern of delays, then the RLE will leave residents who will have to move in a state of insecurity. The CTA should be more sensitive to its timing of this process if it expects buy-in from the community.

Chapter 2 – Alternatives Considered

2-2 – The Draft EIS cites DCP's 2004 RLE referendum in the 9th and 34th Wards and the 38,000 votes the referendum received as one of the key inputs leading to making the current UPRR options the locally preferred alternative (LPA).

2-4 – CDOT looked at moving the UPRR freight operations from its current corridor in 2012 before deciding that it wasn't feasible. The Draft EIS should include as an appendix the CDOT study of this "Right-of-Way Option" and the rationale for its non-feasibility.

[1] ROC is made up former leaders and staff members of Developing Communities Project (DCP), many of whom having worked on the RLE from the time it was first considered in the CATS (Chicago Area Transportation Study) northeast Illinois regional transportation plan, in 2002-2003.

Why did the CTA investigate four alternatives between 2012 and 2014 after it had chosen the UPRR option as the LPA?

2-8 – Draft EIS states that the park & ride at Michigan will have retail space and community facilities. Why no retail and community space planned for the larger 130th Street station?

2-10 – The planning and construction schedule of the RLE (2005-2026) is twice the time it took for planning and construction of the Orange Line (1984-1993), which is more than twice the length of the RLE and, like the RLE, uses existing rail right-of-ways. The EIS should explain why the RLE has a two decades long planning and construction schedule.

The EIS should state whether the 7 construction segments of the RLE will be sequential or simultaneous, or indicate that those questions will be detailed in the Preliminary Engineering and/or Final Design phases. This is particularly important for segments U-7 (the train yard) and U-5 (the segment contiguous with the train yard).

Indicate the percentage of the Red Line that the RLE will constitute (e.g., 20 percent).

2-13 – [2.3.2 Construction Staging and 2.3.3 Pre-Construction Activities constitute minority contractor and employment opportunities.][2]

2-14 – [2.3.5 Demolition constitutes minority contractor and employment opportunities. Excavation activities on the project also represent minority contractor and employment opportunities.]

[Brown field remediation, e.g., soil removal, represents minority contractor and employment opportunities.]

2-15 – The public input and feedback that led to the choice of the UPRR locally preferred alternative should be cited.

2-16 – Explain the public input that led to the choice of the South Station Option at Altgeld Gardens.

2-19 – What legal obligation is the FTA under to issue the Final EIS and Record of Decision (ROD) once the EIS process has begun in spite of leadership and staffing changes at the FTA following the 2016 presidential election?

Chapter 3 – Transportation

3-4 – Explain why the transportation analysis did not account for a mode shift from vehicles to transit. What is the mode shift from bus to fixed rail transit, since 25 percent of the households in the impact area are without automobiles and are dependent on a bus mode of transportation? This should be calculated in measuring the LOS (level of service) in the area.

3-5 – ADA benefits of the RLE should be measured against the current negative ADA conditions of public transit, in the area (i.e., the No Build option).

[2] Bracketed passages are marked for possible minority contractor and workforce development opportunities.

3-6 – While there may be no severe impacts for freight rail with the RLE past 2026, any impacts during construction is reason to speed up construction of the RLE.

3-13 – With UPRR freight frequency averaging 27 trains per day within the API (i.e., more than an average of one train per hour), two Amtrak passenger trains per day, and a projected increase of freight rail traffic in the API (area of potential impact) suggests that vibration impacts on RLE pylons should be evaluated.

3-18 – The EIS does not calculate the added passenger volume produced by the RLE. The 2030 average weekday projected passenger volume on account of the UPRR Alternative is 42,000. What should the increased train car capacity be? The EIS only indicates an 8 to 10 car RLE station capacity. Is that sufficient for the increased passenger volume of 42,000?

3-19 – Is there a logistical problem between transit and freight rail traffic (NICTD/CSS & SBRR) when the RLE proceeds at-grade level around 119th Street?

3-21 – Wouldn't a park & ride at the 95th Street station mitigate the increased traffic volume impacts at the RLE stations.

3-22 – ADA accessibility should be more finely analyzed than currently done in the EIS. See the 2005 and 2009 Voorhees/DCP studies for data on the disability population. The very large disability population in the API (30,600) requires a more detailed evaluation of the impacts and benefits of the RLE. For example, the East Option will require mitigation for disabled passengers who will have to cross freight rail tracks to access stations, including from park & ride facilities.

Chapter 4 – Environmental Impacts and Mitigation

4-1 – That only "potential [mitigation] measures...are provided for public review and comment" in the Draft EIS and that the actual mitigation measures will be confirmed in the Final EIS with no opportunity for public response to the decisions made raises serious questions of public accountability. There needs to be public oversight post-Draft EIS for the rest of the planning process and ultimately for the construction process.

Why no rendering of the 111th Street station stop near Roseland Community Hospital, especially as it would be only the second hospital station stop in the CTA system, in Chicago, and represents a fundamental benefit of the RLE.

4-2 – Since there has been no community economic or land use plan conducted by the Chicago Department of Planning and Development for the communities in the API for decades, how is adverse land use and economic development to be determined?

4-3 – Since DCP is responsible 4 of the 12 studies used in the Draft EIS to "determine consistency of the project with the goals and policies presented in the local and regional land use plans," i.e., one-third of the studies used and the only studies specific to the project area of the RLE, DCP stakeholders and staff

should be included as members of the Project Management Team. The following are studies for which DCP was responsible or participated in:

- University of Illinois at Chicago Voorhees Center and Developing Communities Project, *The Case for Transit-Oriented Development in the Greater Roseland Area* (2005);
- University of Illinois at Chicago Voorhees Center and Developing Communities Project, *Transit Equity Matters: A Regional Analysis of the Red Line and Two Other Proposed CTA Transit Line Extensions* (2009);
- Developing Communities Project, Metropolitan Planning Council, CMAP, and Center for Neighborhood Technology, *What Will Your Station Look Like?* (2010);
- CMAP, Developing Communities Project, and CTA, *Improving Access, Increasing Livability: The CTA Red Line South Extension* (2012).

The goals and objectives delineated in "4.1.1 Regulatory Framework/Methods" were developed in the DCP studies.

The area characteristics of the RLE are predominantly single-family residential properties for which two key observations must be made: 1) any future "transit TIF" designation in the area will fall on low to moderate single-family homeowners, and 2) gentrification which is likely to occur will adversely impact low to moderate single-family homeowners. There is nothing in the Draft EIS that addresses these concerns.

The impact area of the RLE has major five characteristics: 1) single-family residential, 2) vacant lots, 3) commercial retail sites at Michigan, 4) industrial, freight rail, and public utilities south of 119th Street in the area of the proposed train yard, and 5) Altgeld Gardens public housing at 130th Street.

4-6 – The No Build Alternative at 4.1.3.1 is confusing because it mixes CMAP's GO TO 2040 development plan projections with a discussion of the RLE. Are the population and employment increases of 14 and 39 percent, respectively, projected in the CMAP plan due only to development infill, exclusive of the RLE, or do those projections reflect population and employment increases on account of the RLE?

There are no references to transit-oriented development (TOD) principles or criteria in analyzing the potential development impacts and benefits of the East and West options.

[Mitigation: Landscaping for the parking facilities and architectural design represent potential minority contracts and jobs.]

4-7 – [Construction impacts represent opportunities for short-term minority contracts and jobs.]

The Construction Outreach and Coordination Plan, and the Business Outreach Plan need to be made into an appendix of the EIS.

There needs to be a detailed zoning analysis of the impact areas around the stations if land is to be rezoned for stand-alone surface parking lots or garages. This should be done in concert with community stakeholders.

4-8 – [4.6 Displacements and Relocation of Existing Uses represent opportunities for minority contracts and jobs.]

4-9 – There should be an appendix devoted to spelling out 1) Illinois Eminent Domain provisions and where they may or may not apply in the impact area of the RLE, and 2) where the Uniform Act and Uniform Real Property Acquisition Policy will apply in determining fair-market value for displaced occupants. Moreover, there should be stakeholder charrettes for displaced occupants to go over the policy, the process and the intended outcomes.

The EIS should state at what phase of the planning process property acquisition occurs, and what the subsequent schedule is for property acquisition.

The revisions of mitigation activities from conceptual engineering to future engineering phases require monitoring and oversight, which is why it is important to know what public outreach the CTA intends to pursue for the remaining phases of the RLE project.

4-10 – [Demolition and building displacement represent minority contracts and employment opportunities.]

Vacant structures should not be identified as "displacements," which lowers the number of actual occupancy displacements for the East and West options.

4-11 – Either here or in an appendix, the discussions with UPRR over the distance of the RLE is to be located from UPRR freight tracks should be presented and the reason UPRR wanted a distance greater than 50 feet.

Because 50 of the 260 buildings marked for displacement are vacant, the actual occupancy displacement for the East Option is 210. Moreover, 21 of those are easements, i.e., parcels owned the City, which brings the total displacements is 189 for the East Option.

4-15 – However, according to the data used on 4-15 there are 50 privately owned vacant buildings and 30 city-owned vacant building identified for displacement on East Option, which brings the actual number of occupancy displacements to 177. So, while the most concentrated displacements are at 116th & Michigan (30 properties), the most vacant buildings to be displaced are between 105th and 115th Street.

Mitigation of displacement impacts calls for public oversight and monitoring. Not all commercial displacement will be mitigated by commercial space in the Michigan Ave. station or parking structure, especially as the RLE will attract new development to the area which will likely have a competitive advantage over local businesses.

Mitigation of impacts of single-family and other displacements through compensation and relocation will become a problem of what constitutes "fair-market value."

4-16 – Explain the difference between the number of displacements and the number of parcel and building acquisitions.

4-21 – Given the fewer number of occupancy displacements on the West Option, as well as other logistical advantages, such reducing pedestrian traffic to stations and park & rides, the West Option is the more advantageous alternative. The question is: how does this square with the cost effectiveness of the West Option. However, if the West Option is selected as the preferred alternative, does that mean that the CTA will rehab its vacant parcels and easements on the East Option? [If so, such rehabilitative development represents opportunities for minority contractors and jobs.]

The potential attraction of development to the area, again, raises the issue of gentrification, which the EIS does not address.

The community should be involved in the future design phases of the RLE. See Developing Communities Project, Metropolitan Planning Council, CMAP, and Center for Neighborhood Technology, *What Will Your Station Look Like?* (2010).

4-22 – The EIS does not account for potential gentrification of the area in terms of changes to the community character.

4-23 – The impacts on community character and cohesion, as well as on community resources, calls for the use of community benefit agreements (CBA) to protect the integrity of the community from gentrification and other forms of displacement.

4-23-27 – The profile of the existing conditions of the community in the impact area of the RLE highlights the need for a CBA to protect the community character and cohesion, as well as to insure that the community enjoys the benefits of the RLE.

4-27 – Because the new transit stops will become the focal points of the surrounding communities, attracting new development, CBAs with a transit-oriented development focus are essential for those communities impacted by the RLE project.

4-28 – Noise represents a serious impact on the communities along the impact zone of the RLE. However, the potential noise and vibration impacts of the RLE are significantly less than the noise and vibration that residents currently experience due the 27 UPRR freight trains passing through the area each day. Noise mitigation technologies used for the RLE should alleviate much of the noise impact.

[Rehabilitating Wendell Smith Park calls both for a CBA and minority contractors and workers.]

4-30 – [Storage of construction equipment as well as dust control at work sites represents opportunities for minority contracts and jobs.]

4-31 – [Excavation and hauling work represents minority contracts and jobs.]

[Liaison work for a Construction Outreach and Coordination Plan represents opportunities for minority contracts and jobs.]

[The advertising program for the RLE represents opportunities for minority contracts and jobs.]

4-33 – Without a TOD orientation the increased pedestrian activity around transit stations may become problematic. See University of Illinois at Chicago Voorhees Center and Developing Communities Project, *The Case for Transit-Oriented Development in the Greater Roseland Area* (2005).

It is likely that the occupants in the end-of-block parcels contiguous with the UPRR would have little trouble in moving due to the noise and vibration impacts of daily freight rail traffic.

Specify how the local community character would be changed by the proposed 5-story parking structure at the Michigan Ave. station stop.

4-35 – That the West Option runs through Washington Heights from I-57 to the 103rd Street station, but runs through Roseland on the East Option means that different community resources are at stake. A comparison of community resources for the two segments should be conducted, looking at the TOD benefits of each.

[Mitigation of visual impacts of the elevated RLE with tree planting and landscaping represents opportunities for minority contracts and jobs.]

4-43 – [Landscaping to mitigate the visual and aesthetic impacts of the RLE in residential neighborhoods represents opportunities for minority contracts and jobs.]

The statement that construction could take from "several months to a few years depending on the alignment location" is confusing and requires explanation, inasmuch as the construction schedule is stated to be 2022 to 2026.

[Construction fencing, demolition, construction of temporary walls, etc. represent opportunities for minority contracts and jobs.]

[Michigan station parking facility excavation and construction represents opportunities for minority contracts and jobs.]

4-45 – It is not clear how the mitigation measures for the Michigan station and parking facility leave adverse impacts.

4-48 – There several noise issues not covered in the Draft EIS. The EIS accounts for normal rolling noise, but not for noise produced by sharp turns of the rail line which produces squeal noise, e.g., between the 95th Street and the 103rd Street stations. See the FTA, *Wheel Rail Noise Control Manual* (1997).

Another noise issue not addressed in the EIS is transit station noise, and the use of sound absorption materials in transit stations to mitigate noise volumes.

The potential for noise in the vicinity of Roseland Community Hospital, near the 111th Street station, needs to be cited and analyzed in the EIS as a particular case.

Given the elevation of the RLE and the low level and small size of individual parcels in the impact area, what are the noise impacts specific to those conditions?

4-50 – The vibration impact analysis should distinguish between the existing freight rail vibration levels and the transit rail vibrations of an elevated Red Line Extension. The EIS doesn't make that distinction.

4-52 – As stated in the Draft EIS, the reason why vacant buildings are included in the count of noise-sensitive receivers is due to the likelihood that these vacant properties will be resold for residential development. This implies that the RLE will attract new residential development that could spearhead gentrification in the area.

It is also a fair assumption that the Preliminary Engineering and Final Design of the RLE will more than adequately mitigate any noise and vibration impacts of the RLE. For purposes of identification, the fact that the majority of the houses counted as noise and vibration sensitive receivers are between 105th and 115th Street means that a comprehensive plan for that area needs to be developed to mitigate potential gentrification. A CBA would be a critical part of such a plan.

4-55 – The description of the rail structure and service frequency of the RLE in conjunction with the current 27 trains per day of the UPRR suggests that combined noise and vibration impacts of the two train lines should be analyzed in the EIS. The offset that the RLE potential noise and vibration impacts are less than the current impacts of the UPRR freight rail traffic does not apply when both rail lines are running simultaneously. And given the projected increase in freight and passenger rail traffic on the UPRR tracks due to CREATE and Metra SES, the frequency of simultaneous traffic will exponentially increase.

4-59 – The EIS doesn't state that the most adverse and permanent noise impact will be the squealing noise made at the RLE turn at 99th and Eggleston. This should be made an explicit finding of the EIS.

4-60 – Although the expected vibration level of the RLE is below the FTA criteria and below UPRR levels, the EIS should consider the impact of the UPRR vibration impacts on the RLE pylons and elevated structure.

4-61 – Either in the Final EIS, or the Preliminary Engineering, the pile-driving areas during the RLE construction project should be identified.

4-66 – 4.6 Safety and Security section is inadequate and could benefit by conducting surveys of community residents' and transit riders' safety and security concerns. (For an example of such a survey, see Ryan Kaufman, *Roseland Transit Station: A Study of neighborhood and transit systems*, Masters of Architecture Thesis, Judson University, Elgin, Illinois, 2007.)

[Safety and security issues represent opportunities for minority contracts and jobs.]

4-69 – The fact that the West Option would have the park & ride on the same side as the station, reducing pedestrians crossing the UPRR tracks, is another advantage of the West Option over the East Option.

4-72 – What is meant by the statement that "At present, 11 groups are participating in the [Section 106 consultation] process," since the process took place several years ago?

4-76 – Pursuing further archaeological investigations on "the selected option" before the Final EIS is published could be a potential problem if an archaeological site is discovered. Archaeological sites may also be discovered during construction activities.

4-78 – Does the 9 foot distance of the RLE track structure from the Roseland Pumping Station of the East Option mean from the property line or from the building structure?

From the photo simulation in Figure 4-25 it doesn't look like pile-driving will be avoided "in the vicinity of the pumping station."

4-80 – The West Option summary is inadequate because the West Option is further removed from the Roseland Pumping Station than the East Option and is preferable for its diminished effects on the pumping station, including in terms of the effects of pile-driving. If the East Option is 9 feet from the pumping station, the West Option is more than twice that distance from it.

4-81 – The section analyzing the impact of hazardous materials in the API is tricky in that UPRR freight traffic moves hazardous materials through the area regularly. How does the EIS analyze the impact of UPRR and other freight rail transportation of hazardous materials on a major transit structure like the RLE?

4-84 – Define the "permanent envelope for an alternative."

4-86 – [Remediation of hazardous materials represents opportunities for minority contracts and jobs.]

The area of the proposed train yard requires an enhanced hazardous material analysis due to 1) extensive construction activities, and 2) ongoing equipment and grounds maintenance which could trigger OSHA and EPA violations of transit workers' health and safety.

If there are potential hazardous material impacts from the NICTD/CSS & SBRR, why not from UPRR traffic? What is the difference in the materials and products transported by the different rail lines?

4-87 – What coordination is proposed between the CTA and the freight rail lines to develop joint security and safety rail plans to respond to accidental spill scenarios?

[Excavation of contaminated materials represents opportunities for minority contracts and jobs.]

[Demolition of structures that house hazardous materials represents opportunities for minority contracts and jobs.]

Both sides of the right-of-way should be assessed regardless of which option is selected and both sides should be remediated. Then a scale or spectrum of mitigation measures should be created prioritizing immediate to intermediate term mitigation, e.g., before, during and after construction.

4-88 – [Abatement and disposal training represents opportunities for minority contracts and jobs.]

Specify in which phase of the planning process hazardous material mitigation plans would be developed, before and after construction.

4-90 – Was there any reconnaissance of the petcoke piles on the Calumet River? The EIS should assess their potential impacts on the API.

4-91 – With wetlands designations only valid for 5 years, what is the CTA's strategy for reconfirming wetland delineation over the duration of the RLE project, 2016-2026?

Again, with no public oversight of the Final EIS, Preliminary Engineering, and Final Design, there is no public accountability of CTA compliance with wetlands regulations.

4-93 – What is the official determination of the USACE regarding siting jurisdictional wetlands in the project area of the RLE?

Chapter 5 – Indirect and Cumulative Impacts

5-1 – Chapter 5 on "Indirect and Cumulative Impacts" does not account for the impact of gentrification which is very likely to occur due to the RLE. Gentrification would be covered under criteria for "changes to land use patterns, population density or growth rates."

Gentrification would also be covered be evaluation of "potential for indirect impacts on...economic development plans and goals." There is a discrepancy between "surrounding growth, trends, and goals" and the absence of an up-to-date development plan for the project area.

5-2 – The EIS does not explain why none of the TIP projects would have cumulative impacts in the project area of the RLE. The potential for gentrification due to the conjunction of TIP projects and the RLE is undeniable but unaccounted for by the CTA.

The increased frequency of freight rail traffic due to CREATE projects, added to the 27 trains per day of UPRR traffic, and in conjunction with the frequency of RLE transit traffic must be addressed in the EIS.

This section needs a map or several maps delineating the concurrent rail projects in the area which will run contiguous to the RLE alignment.

5-4 – The EIS should have renderings of the Michigan and 130th Street multi-level parking facilities given the structural footprint of these buildings on the project area.

The adverse impact of CREATE and Metra SES traffic on the East Option makes the West Option the rational choice.

Chapter 7 – Environmental Justice

7-7 – What are the public outreach and public meetings scheduled for the remaining stages of the project?

The single Draft EIS public meeting does not reflect robust or equitable outreach by the CTA.

7-9 – When the EIS states that the RLE was a “community-initiated project,” it should forthrightly cite Developing Communities Project (DCP) as the community organization that initiated the project.

The Voorhees/DCP study on transit equity compares Environmental Justice to non-Environmental Justice populations. This should be referenced in the EIS.

#246

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:53 AM
To: lou tarver
Subject: RE: RLE Comment

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: lou tarver [mailto:loutarver@hotmail.com]
Sent: Tuesday, November 29, 2016 4:53 PM
To: Red Extension
Subject: RLE Comment

I prefer the east option.

1. Noise pollution would affect fewer homeowners.

2. Fewer homeowners would suffer property value loss.

3. Most businesses close at night, so owners would not suffer from sleep deprivation.

4. Businesses near train stations could profit from the increased pedestrian traffic.

#247

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:52 AM
To: Gayle D.
Subject: RE: I vote on the Red Line extension going west

Gayle,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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

-----Original Message-----
From: Gayle D. [mailto:gayled627@msn.com]
Sent: Tuesday, November 29, 2016 4:43 PM
To: Red Extension
Subject: I vote on the Red Line extension going west

Not sure if this is what I'm supposed to be voting on.

If this isn't the right issue to vote on, I vote for the extension project to take place.

Sincerely,
Gayle Dicker

#248

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:52 AM
To: Yuri Popov
Subject: RE: Red line extension Draft EIS comment

Yuri,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

-----Original Message-----
From: Yuri Popov [mailto:yopopov@gmail.com]
Sent: Tuesday, November 29, 2016 1:08 PM
To: Red Extension
Subject: Red line extension Draft EIS comment

I hold a doctorate degree from the University of Chicago. I also happen to be a life-long transit rider, who lived in four different states (including my six years in Chicago) and rode trains and buses in dozens of cities around the country. While there is no doubt the Red line extension is needed and justified, I would like to draw your attention to a single major deficiency of the proposed preferred alternative.

The biggest issue with the proposed preferred alternative is that it lacks an integrated transfer between the CTA and the Metra Electric line at the Kensington/115th St. station. This station is served by more than 100 Metra trains, both expresses and locals, each and every weekday, and it would provide an excellent transfer point between the two rail systems. New origin-destination pairs would be created by a single transfer station. Many trips between southern suburbs and the city would be made possible by co-locating the two stations at Kensington/115th St. For example, a rail trip from Homewood or University Park to the Sox Stadium (U.S. Cellular Field) would become possible via the Metra Electric line and the CTA Red line with only a single transfer at Kensington/115th St. A convenient transfer between the CTA and Metra at this location would significantly increase ridership on both lines and make the proposed extension more cost efficient on the per-rider basis.

The preferred alternative proposed in the Draft EIS places a Red line station about half a mile away from the Metra station (at Michigan/115th), which is just far enough to be meaningless for practical use as an interchange point. In essence, the proposed preferred alternative continues a barbarian tradition of building two separate balkanized rail systems in the Chicago area, one for the city and the other for suburbs, with very few transfer opportunities between the two. One of the Red line stations must be located within an easy walking distance of the existing Metra station to

provide a convenient transfer. It seems almost criminal to invest in such a major rail extension and to ignore such an excellent transfer opportunity that would boost ridership on both rail systems so strongly.

Sincerely yours,
Yuri O. Popov, Ph.D.

#249

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:51 AM
To: Devontay Talbert
Subject: RE:

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Devontay Talbert [mailto:dtalbert2468@gmail.com]
Sent: Tuesday, November 29, 2016 12:39 PM
To: Red Extension
Subject:

East Opinion

#250

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:58 AM
To: Duana Love
Subject: RE: CTA Red Ahead Program

Duana,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: Duana Love [mailto:DLove@transmartinc.com]
Sent: Tuesday, November 29, 2016 10:27 AM
To: Red Extension
Subject: CTA Red Ahead Program

Good morning,

Please add me to the contact list for the CTA rail program.

Thank you.

Regards,

Duana A. Love, P.E.
Senior Program Director
TranSmart Technologies, Inc.
1431 Opus Place, Suite 110
Downers Grove, Illinois 60515
P: 630.796.3993 | M: 312.802.5620
DLove@transmartinc.com | www.transmartinc.com

#251

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:55 AM
To: Verrita Washington
Subject: RE: Input on the Red Line Extension Project

Verrita,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Verrita Washington [mailto:vwsh@msn.com]
Sent: Tuesday, November 29, 2016 11:18 PM
To: Red Extension
Subject: Input on the Red Line Extension Project

Enhancing service to underserved, transit-dependent residents as addressed by this project is an important community need. As a resident living near the proposed development area, the alternatives addressed in the Draft Environmental Impact Statement released for comment are very concerning. This input on the Red Line Extension (RLE) Project is, respectfully, submitted in opposition to either the East or West option of the Union Pacific Railway Alternative for the following reasons:

1. Noise and Vibration. For several years, area residents have petitioned for a "quiet zone" for the UPRR tracks based on the disruption caused by existing rail activity. Adding a commuter rail line with 24-hour service exacerbates the existing problem. Furthermore, the addition of a station at 111th and Eggleston will **add** audible braking with every train entering the station.

2. Visual Impacts/Property Value. The visual obstruction created by the elevated tracks will de-value the remaining residential properties in view and otherwise compromise homeowners' investment. Declining property values, problems recovering equity, and the potential inability to obtain a fair price upon re-sale are particularly troubling aspects.

3. Land Use and Economic Development. Both the East and West options are surrounded by mostly non-commercial, residential areas. Ancillary economic development afforded by the proposed plans will convert residential space into commercial space drawing increased pedestrian and vehicular traffic into remaining residential areas. Proposed new stations such as the one at 111th and Eggleston will require permit parking and other parking enforcement will be necessary on adjacent, residential streets.

For the reasons stated above, I submit these comments in opposition to the proposed Draft Environmental Impact Statement.

Sincerely,

Verrita Washington

#252

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:55 AM
To: Someone
Subject: RE: Opposition

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Someone [mailto:bsbbrianlvr@aol.com]
Sent: Tuesday, November 29, 2016 8:34 PM
To: Red Extension
Subject: Opposition

The red line is already going extremely far South and it should not be extended further South. There are murders and stabbings on the red and blue line sometimes, they are dangerous at night. Currently the red line is seen as safer then the blue ;line but stabbings have occurred on the red line as well. Chicago residents, citizens, Citizens, and transit users wish to be safe, as well as to get to their destination reasonably. The red line system already also has a long time of transit, and this will add additional time. The very worst of this effect will be even worse crowding so that people literally cannot board for several hours unless they wish to be touched and pushed by strangers. How can there possibly be any worse problem with this? This extension is trying to make an even worse problem. In addition, it appears that this extension will destroy wildlife habitats and biodiversity. Residents and citizens of the area beyond 95th Street already have access to transit in the form of several buses. If a train line absolutely must be put to further South, it should be done in the form of a new color which is not considered as part of the red line so that people on the train at night are not in danger unless they already live in a dangerous area anyway... the further South is more increased danger, and sitting at the end of the train if you have missed your stop, or waiting for your train to arrive if you are boarding, will be more dangerous. This will also greatly increase the level of disgustingness on the train - the majority of the red line and stations are much cleaner then other stations except for the ones in Chicago and Evanston, but the ones in the South areas are far less clean, sometimes on par with other line's stations, and all of the ones in the South have no heat, some even have not many benches. More stations will mean more stations which are dirty, making the trains themselves dirty, and lack of appropriate facilities. It will also cost tons of money to do all of this. This is a very bad idea and should not be done. It will be a great detriment to people who live or use transit in Chicago, and if other people want it to be considered an absolutely necessity then another color of train line can be built instead, keeping the red line free from the additional dirtiness factor and keeping it's travel time no longer then it currently is. The most reasonable thing to do would be to have bus lines go through these areas if there are specific places where the buses are too slow, because this option will not destroy the wildlife or marshy areas.

#253

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:54 AM
To: Nicky Moore
Subject: RE: RED-Line Extension

Nicholette,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Nicky Moore [mailto:faithfulmoore1@yahoo.com]
Sent: Tuesday, November 29, 2016 6:43 PM
To: Red Extension
Subject: RED-Line Extension

Hello my name is N. Moore and I do believe that the Extension will be an asset to our community; however if there will be a need to move current residents from their properties there should be Equitable payments to these residents. By this I am referring to the current Value of their homes, or business. Many residents and Business owners/operators properties may not be totally owned by them; they may still owe money to their lending institutions! Therefore each owner of real estate, rather it be their home or business will need to be fully compensated for the uprooting of their property. Please remember and take into consideration the current cost of Real Estate in Chicago, purchasing a home to replace the mortgage residents are paying currently may leave many without proper housing! Therefore every displace family will need to be given increase above their property's current value in order to relocate.
Thank you,.
Nicholette Moore
Current Resident

#254

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

WE WANT YOUR INPUT

on the Red Line Extension (RLE) Project

CTA, as project sponsor to the Federal Transit Administration (FTA), is accepting comments on the impacts and mitigation measures identified in the RLE Project Draft Environmental Impact Statement (EIS). CTA is accepting comments on the Draft EIS until November 30, 2016. All comments received during this period and the responses to those comments will be incorporated into the Final EIS. Please **PRINT**.

Name OMAR ALPHA KAMARA

Address 11528 S. LAFAYETTE AVENUE

City CHICAGO **State** IL **Zip** 60628

Email Address O_kamara@yahoo.com

☑ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** NOT SURE BUT GENERALLY THE NOISE LEVEL, ESPECIALLY BECAUSE THE CURVE FREIGHT TRAINS READ 24/7 NIGHT AND DAY ALIKE

What are your concerns about the **West Option?** SHOULD THIS LEAD TO THE ACQUISI OF MY PROPERTY AROUND WE CREATE A COMMUNITY PROJECT, I WILL BE CONCERNED ABOUT DISPLACEME

Comments: AND HOW MUCH SUPPORT WILL BE ACCORDED T ENHANCE SUCH A MOVE. AS INDICATED IN A SEPARATE LETTER APART THE PROPERTY THAT I OWN, OUR NOT FO PROFIT CORPORATIONS ALSO LEASE VACANT LOTS FOR THE COMMUNITY PROJECT, SO WE HAVE CONCERNS ABOUT BEING RELOCATED TO A SPOT THAT WILL ACCORD US SIMILAR OPPORTUNITIES, ESPECIALLY AS RELATES TO COSTS AND SUITABILITY FOR OUR PROJECTS ACTIVITIES.

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: NO, I THINK THIS PROJECT WILL ENHANCE TRANSPORTATION AS HIGHLIGHTED IN THE DRAFT EIS.

Land Use and Economic Development: NO IF THE IMPACT ON PARKS IS ADDRESSED AS PROPOSED.

Property Displacements: YES, ESPECIALLY FOR PROJECTS AND BUSINESSES IN THE COMMUNITY

Neighborhoods & Communities: NOT SURE, BUT CONCERNED.

Visual Impacts (how it would look): NO CONCERNED.

Noise & Vibration: YES, THERE IS ALREADY HIGH LEVEL NOISE CAUSED BY THE FREIGHT TRAINS

Impacts to Historic Resources: NOT SURE, BUT WITH PULLMAN ESTATES BEEN REVITALIZED, TRANSPORTATION WILL HELP THE COMMUNITIES.

Safety & Security: NOT SURE

Hazardous Materials: YES, POLLUTION MAY INCREASE AND WHAT IS ACCEPTABLE BY FEDERAL REGULATIONS DO NOT USUALLY AS

Wetlands: A QUITE HEALTHY ENVIRONMENT FOR RESIDENTS.

Parks: YES, BUT PLANS SEEM TO HAVE ADDRESSED THAT

Construction Impacts: YES, NOISE AND TRAFFIC INCONVENIENCE

Project Funding: NO.

Other:

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**

Customer Information: (888) YOUR-CTA (888 968-7282)
Para más información en Español, llame al (312) 681-2710
All written comments must be submitted by 4:30 PM on November 30, 2016.

This comment goes with the previous comment card.

African Diaspora Foundation, Inc. (ADFI)

11528 S Lafayette Avenue

Chicago, IL 60628

November 13, 2016

Chicago Transit Authority

567 West Lake Street

Chicago, IL 60661-1498

RE: Red Line Extension (RLE) Project

Dear sir/madam,

I am writing in response to a letter from CTA's Chief Planning Officer regarding the Red Line Extension (RLE) project indicating that our business and community project location at 11528 S Lafayette Avenue may be sought for acquisition, should the west option of RLE be preferred. African Diaspora Foundation, Inc. (ADFI) is a Not for Profit corporation organized to promote self-reliance in our communities. In five plus year of existence, we have been managing a community garden, a honey bee apiary, and organize recreational activities, especially for children in the community.

We have read through some RLE literature, and recently attended a public hearing on the draft Environmental Impact Statement (EIS). Although the project will agreeably have positive impact on the communities, for which we shall be most grateful, as a corporation we have concerns that should we be displaced from our current location, the business and community activities of ADFI may be negatively impacted if adequate assistance is not accorded to enhance smooth relocation to a nearby location.

Also, please note that we currently lease two neighboring vacant lots from Union Pacific Railroad Company that have been very instrumental in enabling our activities. One of the plot is the site of our community garden, and the other provides space for the recreational activities. A move will effectively take away this opportunity, thereby again negatively impacting our activities.

With full support for the proposed RLE project, this letter is simply meant to give advance notice of help that we would most definitely need should the decision be made that our current location will be acquired for the project. It is our hope that the provisions of the Uniform Relocation Assistance and Real Property Policies Act of 1970, and the good will of CTA will help us successfully navigate through those challenges, should ADFI be displaced from its current location.

We welcome the opportunity for further discussion about this matter, and I could be reached on cell phone at (815)348-0941, and by email at o_kamara@yahoo.com. Further comments are given on the attached completed comment card.

Sincerely,

Omar Alpha Kamara

President – ADFI

Property Owner of 11528 S Lafayette Avenue

PIN – 25-21-406-031-0000

CTA Parcel ID - 273

#255

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:56 AM
To: Elihu Blanks
Subject: RE: Red line extension

Elihu,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Elihu Blanks [mailto:eblanks@hotmail.com]
Sent: Wednesday, November 30, 2016 7:27 AM
To: Red Extension
Subject: Red line extension

Good Morning,

As a Chicago resident I'd like to vote for the red line extension to run along the west side of the up train line

Thank You,

Elihu Blanks

Sent From My Sprint Phone.

#256

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 8:56 AM
To: Garphelia Coleman
Subject: RE: East or west option

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Garphelia Coleman [mailto:cna6423@gmail.com]
Sent: Wednesday, November 30, 2016 1:00 AM
To: Red Extension
Subject: East or west option

I say go for the west option

#257

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

WE WANT YOUR INPUT

on the Red Line Extension (RLE) Project

CTA, as project sponsor to the Federal Transit Administration (FTA), is accepting comments on the impacts and mitigation measures identified in the RLE Project Draft Environmental Impact Statement (EIS). CTA is accepting comments on the Draft EIS until November 30, 2016. All comments received during this period and the responses to those comments will be incorporated into the Final EIS. Please **PRINT**.

Name Rev. Q.Z. + Nancy Garner

Address 347 W. 102nd St.

City Chicago **State** Illinois **Zip** 60628

Email Address

☒ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?**

We are in Compliance With the Red line to be on the east side of the UPRR

What are your concerns about the **West Option?**

Comments:

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: _____

Land Use and Economic Development: _____

Property Displacements: _____

Neighborhoods & Communities: _____

Visual Impacts (how it would look): _____

Noise & Vibration: My Concerns with Both trains. also customers Parking at the 103rd Station

Impacts to Historic Resources: _____

Safety & Security: _____

Hazardous Materials: _____

Wetlands: _____

Parks: _____

Construction Impacts: _____

Project Funding: _____

Other: _____

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**

Customer Information: (888) YOUR-CTA (888 968-7282)
Para más información en Español, llame al (312) 681-2710
All written comments must be submitted by 4:30 PM on November 30, 2016.

#258

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, December 01, 2016 8:04 AM
To: Cmhorde
Subject: RE: Noise level at 95th Street and the Dan Ryan

Christina,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Cmhorde [mailto:cmhorde@aol.com]
Sent: Wednesday, November 30, 2016 10:18 PM
To: Red Extension
Subject: Noise level at 95th Street and the Dan Ryan

To whom it concerns:

The noise level at 95th Street and the Dan Ryan is at high levels 24 hours a day. What can the city due about this situation? The high noise level will affect the neighborhoods' quality of life.

Thank you.

Christina Horde

#259

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, December 01, 2016 8:03 AM
To: Dylan's Email
Subject: RE: Comments On Red Line Extension

Dylan,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Dylan's Email [mailto:Dylan@midwesthsr.org]
Sent: Wednesday, November 30, 2016 7:39 PM
To: Red Extension
Subject: Comments On Red Line Extension

The Midwest High Speed Rail Association would like to submit the attached comments.

Best,

Dylan Hayward
Program Manager
Midwest High Speed Rail Association
4765 N. Lincoln Ave Chicago IL 60625 | 773-334-6758

Red Line Extension Draft EIS:

We support the goal of providing rapid transit service to south side communities in an effort to improve access to job opportunities and spur economic development in these areas. However, the red line draft EIS does not take into consideration the very viable option of converting the Metra Electric into a rapid transit service in order to serve this need.

The Metra Electric line could be modernized in order to run trains every 10 – 15 minutes and Ventra could be integrated in order to provide transfer ability between Metra, Pace and CTA. This would serve the same communities affected by the proposed red line extension and would provide the much needed access to the job rich economic center of downtown Chicago.

If the Metra Electric line was turned into a rapid transit service, many of the bus lines serving the same market would no longer be needed. These buses could be redeployed by CTA and Pace to provide better service to the surrounding communities making it easier to access Metra Electric stations and downtown Chicago.

This alternative option to provide rapid transit service to these underserved communities needs to be studied. We believe that taking advantage of Metra Electric's existing infrastructure is a cost effective option compared to building a brand new red line extension.

#260

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, December 01, 2016 8:01 AM
To: Deloris Lucas
Subject: RE: public comments

Deloris,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

Residential displacements due to Red Line Extension project are not anticipated in Riverdale community area.

In the event that CTA ultimately determines it is necessary to purchase private property for the RLE Project, it 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 rules, for property owners as well as commercial and residential occupants who must move because of the RLE Project. Additional information about potential displacements is available at link below - http://www.transitchicago.com/news_initiatives/planning/rlx/ppd.aspx

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

-----Original Message-----
From: Deloris Lucas [mailto:deelucas2002@yahoo.com]
Sent: Wednesday, November 30, 2016 4:30 PM
To: Red Extension
Subject: public comments

Thank you for working on the Red Line extension Project.

I am concerned about the proposed displaced Homeowners in the Roseland, Washington Heights, West Pullman...and recently read about

displaced homes in Riverdale.

Is this correct ? Will there be some displaced homeowners in Riverdale area?? Please explain.

I believe the displaced Homeowners should get more than Fair Market value + relocation expenses. These area are way below the poverty level and should get more as the Red Line gets extended.

I'm also concerend about the end of the line area @ 130th and Ellis. Most neighborhoods (Golden Gate, Riverside Village, Pangea Lakes and Concordia) are now far away from the propsed end of the line location 130th & Ellis. So far that it would take them/us at least 20 minuties to get to the end of the line.

THERE NEEDS TO BE A SHUTTLE BUS/EXPRESS BUS FOR THE RESIDENTS THAT LIVE NEAR THE PROPOSED END OF THE LINE.

Currently there is no bus service that will get area residents to the end of the lin location, under 20 minutes. If the expansion is to save time, there is no immediate time savings for local area rresidents to get to the end of the line.....unless a bus will get us there faster and with no additional cost.

It would also be foolish to pay a fare to ride down or up the street to get to the end of the line. OR Perhaps a special transfer can be issued so that additional costs are not transfered to the rider.

Please call, I would love to explain more about ideas to make the transition to better transit....better.

Sincerely

Deloris Lucas
President
Golden Gate Homeowners Association
13134 S. Vernon, Chicago, IL 60827

773-468-7941

#261

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 1:32 PM
To: Michael LaFargue
Subject: RE: EIS Draft

Michael,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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:mlafargue1@gmail.com]
Sent: Wednesday, November 30, 2016 3:23 PM
To: Red Extension
Subject: EIS Draft

I thought the EIS Draft is well written. I takes into consideration community concerns as jobs, parks, wet lands, home displacement, visual impact, sound impact, safety security, cultural issues.

The CTA team worked hard and well communicating the RLE Draft to many local organizations.

One Suggestion/Question:

To have less impact on home displacement and the Wendell Smith Park with the baseball diamond, is it possible the train operate on the West Option Side until 103rd Street, then with UPRR air rights, cross over to the East Option side?

Criticisms Heard:

The public hearing held at the church 211 E. 115th appeared to overwhelm and confuse some people with so much going on in one room.

Thank you for your work.

Michael LaFargue

#262

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 12:07 PM
To: Gwendolyn Rice
Subject: RE: Comments on the CTA Red Line Extension

Gwendolyn,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Gwendolyn Rice [mailto:gwendolynmrice@gmail.com]
Sent: Wednesday, November 30, 2016 1:40 PM
To: Red Extension
Subject: Comments on the CTA Red Line Extension

Please see my attached comments. The document that I am submitting covers all the areas of concerns listed on the comment card distributed at public meeting the November 1, 2016 meeting at St. John Baptist Church on 115th Street

Thank you,

Gwendolyn Mackel Rice
8600 South Prairie Avenue
Chicago, IL 60619

773-488-0590
gwendolynmrice@gmail.com

Comments on Draft Environmental Impact Statement for the Red Line Extension

By Lou Turner, for ROC (Redline Oversight Committee),[1] submitted November 29, 2016

and affirmed and submitted by Gwendolyn M. Rice on November 30, 2016

Executive Summary

Public Input Requested

The CTA public relations department should be advised that the RLE Draft Environmental Statement (EIS) was not available at the Woodson Regional Library as referenced the Executive Summary (ES-11). The CTA's public outreach process to elicit public feedback has been severely limited, not only in terms of the availability of the Draft EIS, but in terms of the very limited number of public meetings (1) to engage far South Side residents. The Redline Oversight Committee (ROC) never got requests for meetings returned from CTA Board Secretary Greg Longhini (11/4; 11/15) or from Gerald Nichols of the CTA Government and Community Relations department (11/7).

Chapter 1 – Purpose and Need

1-3 – Why isn't Lowden Homes and Trinity United Church of Christ at 95th Street included in the impact area? The residents and parishioners are important stakeholders for the 95th Street terminal renovation and the RLE.

1-5 – Some explanation should be given as why it took 7 years from the completion of Alternatives Analysis to the Draft EIS. Dating the RLE from its inclusion in the 2005 SAFETEA-LU transportation bill to the CTA/FTA issuance of the Draft EIS, it has so far taken 11 years, and with the Final EIS not slated to be done until 2018, it will have taken 13 years for the RLE to pass its first two planning phases, namely Alternatives Analysis and Environmental Impact Statement (EIS). The CTA should provide an explanation for the delay. If the far South Side communities in the impact zone of the RLE can expect this pattern of delays, then the RLE will leave residents who will have to move in a state of insecurity. The CTA should be more sensitive to its timing of this process if it expects buy-in from the community.

Chapter 2 – Alternatives Considered

2-2 – The Draft EIS cites DCP's 2004 RLE referendum in the 9th and 34th Wards and the 38,000 votes the referendum received as one of the key inputs leading to making the current UPRR options the locally preferred alternative (LPA).

[1] ROC is made up former leaders and staff members of Developing Communities Project (DCP), many of whom having worked on the RLE from the time it was first considered in the CATS (Chicago Area Transportation Study) northeast Illinois regional transportation plan, in 2002-2003.

2-4 – CDOT looked at moving the UPRR freight operations from its current corridor in 2012 before deciding that it wasn't feasible. The Draft EIS should include as an appendix the CDOT study of this "Right-of-Way Option" and the rationale for its non-feasibility.

Why did the CTA investigate four alternatives between 2012 and 2014 after it had chosen the UPRR option as the LPA?

2-8 – Draft EIS states that the park & ride at Michigan will have retail space and community facilities. Why no retail and community space planned for the larger 130th Street station?

2-10 – The planning and construction schedule of the RLE (2005-2026) is twice the time it took for planning and construction of the Orange Line (1984-1993), which is more than twice the length of the RLE and, like the RLE, uses existing rail right-of-ways. The EIS should explain why the RLE has a two decades long planning and construction schedule.

The EIS should state whether the 7 construction segments of the RLE will be sequential or simultaneous, or indicate that those questions will be detailed in the Preliminary Engineering and/or Final Design phases. This is particularly important for segments U-7 (the train yard) and U-5 (the segment contiguous with the train yard).

Indicate the percentage of the Red Line that the RLE will constitute (e.g., 20 percent).

2-13 – [2.3.2 Construction Staging and 2.3.3 Pre-Construction Activities constitute minority contractor and employment opportunities.][2]

2-14 – [2.3.5 Demolition constitutes minority contractor and employment opportunities. Excavation activities on the project also represent minority contractor and employment opportunities.]

[Brown field remediation, e.g., soil removal, represents minority contractor and employment opportunities.]

2-15 – The public input and feedback that led to the choice of the UPRR locally preferred alternative should be cited.

2-16 – Explain the public input that led to the choice of the South Station Option at Altgeld Gardens.

2-19 – What legal obligation is the FTA under to issue the Final EIS and Record of Decision (ROD) once the EIS process has begun in spite of leadership and staffing changes at the FTA following the 2016 presidential election?

Chapter 3 – Transportation

3-4 – Explain why the transportation analysis did not account for a mode shift from vehicles to transit. What is the mode shift from bus to fixed rail transit, since 25 percent of the households in the impact

[2] Bracketed passages are marked for possible minority contractor and workforce development opportunities.

area are without automobiles and are dependent on a bus mode of transportation? This should be calculated in measuring the LOS (level of service) in the area.

3-5 – ADA benefits of the RLE should be measured against the current negative ADA conditions of public transit, in the area (i.e., the No Build option).

3-6 – While there may be no severe impacts for freight rail with the RLE past 2026, any impacts during construction is reason to speed up construction of the RLE.

3-13 – With UPRR freight frequency averaging 27 trains per day within the API (i.e., more than an average of one train per hour), two Amtrak passenger trains per day, and a projected increase of freight rail traffic in the API (area of potential impact) suggests that vibration impacts on RLE pylons should be evaluated.

3-18 – The EIS does not calculate the added passenger volume produced by the RLE. The 2030 average weekday projected passenger volume on account of the UPRR Alternative is 42,000. What should the increased train car capacity be? The EIS only indicates an 8 to 10 car RLE station capacity. Is that sufficient for the increased passenger volume of 42,000?

3-19 – Is there a logistical problem between transit and freight rail traffic (NICTD/CSS & SBRR) when the RLE proceeds at-grade level around 119th Street?

3-21 – Wouldn't a park & ride at the 95th Street station mitigate the increased traffic volume impacts at the RLE stations.

3-22 – ADA accessibility should be more finely analyzed than currently done in the EIS. See the 2005 and 2009 Voorhees/DCP studies for data on the disability population. The very large disability population in the API (30,600) requires a more detailed evaluation of the impacts and benefits of the RLE. For example, the East Option will require mitigation for disabled passengers who will have to cross freight rail tracks to access stations, including from park & ride facilities.

Chapter 4 – Environmental Impacts and Mitigation

4-1 – That only "potential [mitigation] measures...are provided for public review and comment" in the Draft EIS and that the actual mitigation measures will be confirmed in the Final EIS with no opportunity for public response to the decisions made raises serious questions of public accountability. There needs to be public oversight post-Draft EIS for the rest of the planning process and ultimately for the construction process.

Why no rendering of the 111th Street station stop near Roseland Community Hospital, especially as it would be only the second hospital station stop in the CTA system, in Chicago, and represents a fundamental benefit of the RLE.

4-2 – Since there has been no community economic or land use plan conducted by the Chicago Department of Planning and Development for the communities in the API for decades, how is adverse land use and economic development to be determined?

4-3 – Since DCP is responsible 4 of the 12 studies used in the Draft EIS to "determine consistency of the project with the goals and policies presented in the local and regional land use plans," i.e., one-third of the studies used and the only studies specific to the project area of the RLE, DCP stakeholders and staff should be included as members of the Project Management Team. The following are studies for which DCP was responsible or participated in:

- University of Illinois at Chicago Voorhees Center and Developing Communities Project, *The Case for Transit-Oriented Development in the Greater Roseland Area* (2005);
- University of Illinois at Chicago Voorhees Center and Developing Communities Project, *Transit Equity Matters: A Regional Analysis of the Red Line and Two Other Proposed CTA Transit Line Extensions* (2009);
- Developing Communities Project, Metropolitan Planning Council, CMAP, and Center for Neighborhood Technology, *What Will Your Station Look Like?* (2010);
- CMAP, Developing Communities Project, and CTA, *Improving Access, Increasing Livability: The CTA Red Line South Extension* (2012).

The goals and objectives delineated in "4.1.1 Regulatory Framework/Methods" were developed in the DCP studies.

The area characteristics of the RLE are predominantly single-family residential properties for which two key observations must be made: 1) any future "transit TIF" designation in the area will fall on low to moderate single-family homeowners, and 2) gentrification which is likely to occur will adversely impact low to moderate single-family homeowners. There is nothing in the Draft EIS that addresses these concerns.

The impact area of the RLE has major five characteristics: 1) single-family residential, 2) vacant lots, 3) commercial retail sites at Michigan, 4) industrial, freight rail, and public utilities south of 119th Street in the area of the proposed train yard, and 5) Altgeld Gardens public housing at 130th Street.

4-6 – The No Build Alternative at 4.1.3.1 is confusing because it mixes CMAP's GO TO 2040 development plan projections with a discussion of the RLE. Are the population and employment increases of 14 and 39 percent, respectively, projected in the CMAP plan due only to development infill, exclusive of the RLE, or do those projections reflect population and employment increases on account of the RLE?

There are no references to transit-oriented development (TOD) principles or criteria in analyzing the potential development impacts and benefits of the East and West options.

[Mitigation: Landscaping for the parking facilities and architectural design represent potential minority contracts and jobs.]

4-7 – [Construction impacts represent opportunities for short-term minority contracts and jobs.]

The Construction Outreach and Coordination Plan, and the Business Outreach Plan need to be made into an appendix of the EIS.

There needs to be a detailed zoning analysis of the impact areas around the stations if land is to be rezoned for stand-alone surface parking lots or garages. This should be done in concert with community stakeholders.

4-8 – [4.6 Displacements and Relocation of Existing Uses represent opportunities for minority contracts and jobs.]

4-9 – There should be an appendix devoted to spelling out 1) Illinois Eminent Domain provisions and where they may or may not apply in the impact area of the RLE, and 2) where the Uniform Act and Uniform Real Property Acquisition Policy will apply in determining fair-market value for displaced occupants. Moreover, there should be stakeholder charrettes for displaced occupants to go over the policy, the process and the intended outcomes.

The EIS should state at what phase of the planning process property acquisition occurs, and what the subsequent schedule is for property acquisition.

The revisions of mitigation activities from conceptual engineering to future engineering phases require monitoring and oversight, which is why it is important to know what public outreach the CTA intends to pursue for the remaining phases of the RLE project.

4-10 – [Demolition and building displacement represent minority contracts and employment opportunities.]

Vacant structures should not be identified as “displacements,” which lowers the number of actual occupancy displacements for the East and West options.

4-11 – Either here or in an appendix, the discussions with UPRR over the distance of the RLE is to be located from UPRR freight tracks should be presented and the reason UPRR wanted a distance greater than 50 feet.

Because 50 of the 260 buildings marked for displacement are vacant, the actual occupancy displacement for the East Option is 210. Moreover, 21 of those are easements, i.e., parcels owned the City, which brings the total displacements is 189 for the East Option.

4-15 – However, according to the data used on 4-15 there are 50 privately owned vacant buildings and 30 city-owned vacant building identified for displacement on East Option, which brings the actual number of occupancy displacements to 177. So, while the most concentrated displacements are at 116th & Michigan (30 properties), the most vacant buildings to be displaced are between 105th and 115th Street.

Mitigation of displacement impacts calls for public oversight and monitoring. Not all commercial displacement will be mitigated by commercial space in the Michigan Ave. station or parking structure,

especially as the RLE will attract new development to the area which will likely have a competitive advantage over local businesses.

Mitigation of impacts of single-family and other displacements through compensation and relocation will become a problem of what constitutes “fair-market value.”

4-16 – Explain the difference between the number of displacements and the number of parcel and building acquisitions.

4-21 – Given the fewer number of occupancy displacements on the West Option, as well as other logistical advantages, such reducing pedestrian traffic to stations and park & rides, the West Option is the more advantageous alternative. The question is: how does this square with the cost effectiveness of the West Option. However, if the West Option is selected as the preferred alternative, does that mean that the CTA will rehab its vacant parcels and easements on the East Option? [If so, such rehabilitative development represents opportunities for minority contractors and jobs.]

The potential attraction of development to the area, again, raises the issue of gentrification, which the EIS does not address.

The community should be involved in the future design phases of the RLE. See Developing Communities Project, Metropolitan Planning Council, CMAP, and Center for Neighborhood Technology, *What Will Your Station Look Like?* (2010).

4-22 – The EIS does not account for potential gentrification of the area in terms of changes to the community character.

4-23 – The impacts on community character and cohesion, as well as on community resources, calls for the use of community benefit agreements (CBA) to protect the integrity of the community from gentrification and other forms of displacement.

4-23-27 – The profile of the existing conditions of the community in the impact area of the RLE highlights the need for a CBA to protect the community character and cohesion, as well as to insure that the community enjoys the benefits of the RLE.

4-27 – Because the new transit stops will become the focal points of the surrounding communities, attracting new development, CBAs with a transit-oriented development focus are essential for those communities impacted by the RLE project.

4-28 – Noise represents a serious impact on the communities along the impact zone of the RLE. However, the potential noise and vibration impacts of the RLE are significantly less than the noise and vibration that residents currently experience due the 27 UPRR freight trains passing through the area each day. Noise mitigation technologies used for the RLE should alleviate much of the noise impact.

[Rehabilitating Wendell Smith Park calls both for a CBA and minority contractors and workers.]

4-30 – [Storage of construction equipment as well as dust control at work sites represents opportunities for minority contracts and jobs.]

4-31 – [Excavation and hauling work represents minority contracts and jobs.]

[Liaison work for a Construction Outreach and Coordination Plan represents opportunities for minority contracts and jobs.]

[The advertising program for the RLE represents opportunities for minority contracts and jobs.]

4-33 – Without a TOD orientation the increased pedestrian activity around transit stations may become problematic. See University of Illinois at Chicago Voorhees Center and Developing Communities Project, *The Case for Transit-Oriented Development in the Greater Roseland Area* (2005).

It is likely that the occupants in the end-of-block parcels contiguous with the UPRR would have little trouble in moving due to the noise and vibration impacts of daily freight rail traffic.

Specify how the local community character would be changed by the proposed 5-story parking structure at the Michigan Ave. station stop.

4-35 – That the West Option runs through Washington Heights from I-57 to the 103rd Street station, but runs through Roseland on the East Option means that different community resources are at stake. A comparison of community resources for the two segments should be conducted, looking at the TOD benefits of each.

[Mitigation of visual impacts of the elevated RLE with tree planting and landscaping represents opportunities for minority contracts and jobs.]

4-43 – [Landscaping to mitigate the visual and aesthetic impacts of the RLE in residential neighborhoods represents opportunities for minority contracts and jobs.]

The statement that construction could take from “several months to a few years depending on the alignment location” is confusing and requires explanation, inasmuch as the construction schedule is stated to be 2022 to 2026.

[Construction fencing, demolition, construction of temporary walls, etc. represent opportunities for minority contracts and jobs.]

[Michigan station parking facility excavation and construction represents opportunities for minority contracts and jobs.]

4-45 – It is not clear how the mitigation measures for the Michigan station and parking facility leave adverse impacts.

4-48 – There several noise issues not covered in the Draft EIS. The EIS accounts for normal rolling noise, but not for noise produced by sharp turns of the rail line which produces squeal noise, e.g., between the 95th Street and the 103rd Street stations. See the FTA, *Wheel Rail Noise Control Manual* (1997).

Another noise issue not addressed in the EIS is transit station noise, and the use of sound absorption materials in transit stations to mitigate noise volumes.

The potential for noise in the vicinity of Roseland Community Hospital, near the 111th Street station, needs to be cited and analyzed in the EIS as a particular case.

Given the elevation of the RLE and the low level and small size of individual parcels in the impact area, what are the noise impacts specific to those conditions?

4-50 – The vibration impact analysis should distinguish between the existing freight rail vibration levels and the transit rail vibrations of an elevated Red Line Extension. The EIS doesn't make that distinction.

4-52 – As stated in the Draft EIS, the reason why vacant buildings are included in the count of noise-sensitive receivers is due to the likelihood that these vacant properties will be resold for residential development. This implies that the RLE will attract new residential development that could spearhead gentrification in the area.

It is also a fair assumption that the Preliminary Engineering and Final Design of the RLE will more than adequately mitigate any noise and vibration impacts of the RLE. For purposes of identification, the fact that the majority of the houses counted as noise and vibration sensitive receivers are between 105th and 115th Street means that a comprehensive plan for that area needs to be developed to mitigate potential gentrification. A CBA would be a critical part of such a plan.

4-55 – The description of the rail structure and service frequency of the RLE in conjunction with the current 27 trains per day of the UPRR suggests that combined noise and vibration impacts of the two train lines should be analyzed in the EIS. The offset that the RLE potential noise and vibration impacts are less than the current impacts of the UPRR freight rail traffic does not apply when both rail lines are running simultaneously. And given the projected increase in freight and passenger rail traffic on the UPRR tracks due to CREATE and Metra SES, the frequency of simultaneous traffic will exponentially increase.

4-59 – The EIS doesn't state that the most adverse and permanent noise impact will be the squealing noise made at the RLE turn at 99th and Eggleston. This should be made an explicit finding of the EIS.

4-60 – Although the expected vibration level of the RLE is below the FTA criteria and below UPRR levels, the EIS should consider the impact of the UPRR vibration impacts on the RLE pylons and elevated structure.

4-61 – Either in the Final EIS, or the Preliminary Engineering, the pile-driving areas during the RLE construction project should be identified.

4-66 – 4.6 Safety and Security section is inadequate and could benefit by conducting surveys of community residents' and transit riders' safety and security concerns. (For an example of such a survey, see Ryan Kaufman, *Roseland Transit Station: A Study of neighborhood and transit systems*, Masters of Architecture Thesis, Judson University, Elgin, Illinois, 2007.)

[Safety and security issues represent opportunities for minority contracts and jobs.]

4-69 – The fact that the West Option would have the park & ride on the same side as the station, reducing pedestrians crossing the UPRR tracks, is another advantage of the West Option over the East Option.

4-72 – What is meant by the statement that "At present, 11 groups are participating in the [Section 106 consultation] process," since the process took place several years ago?

4-76 – Pursuing further archaeological investigations on "the selected option" before the Final EIS is published could be a potential problem if an archaeological site is discovered. Archaeological sites may also be discovered during construction activities.

4-78 – Does the 9 foot distance of the RLE track structure from the Roseland Pumping Station of the East Option mean from the property line or from the building structure?

From the photo simulation in Figure 4-25 it doesn't look like pile-driving will be avoided "in the vicinity of the pumping station."

4-80 – The West Option summary is inadequate because the West Option is further removed from the Roseland Pumping Station than the East Option and is preferable for its diminished effects on the pumping station, including in terms of the effects of pile-driving. If the East Option is 9 feet from the pumping station, the West Option is more than twice that distance from it.

4-81 – The section analyzing the impact of hazardous materials in the API is tricky in that UPRR freight traffic moves hazardous materials through the area regularly. How does the EIS analyze the impact of UPRR and other freight rail transportation of hazardous materials on a major transit structure like the RLE?

4-84 – Define the "permanent envelope for an alternative."

4-86 – [Remediation of hazardous materials represents opportunities for minority contracts and jobs.]

The area of the proposed train yard requires an enhanced hazardous material analysis due to 1) extensive construction activities, and 2) ongoing equipment and grounds maintenance which could trigger OSHA and EPA violations of transit workers' health and safety.

If there are potential hazardous material impacts from the NICTD/CSS & SBRR, why not from UPRR traffic? What is the difference in the materials and products transported by the different rail lines?

4-87 – What coordination is proposed between the CTA and the freight rail lines to develop joint security and safety rail plans to respond to accidental spill scenarios?

[Excavation of contaminated materials represents opportunities for minority contracts and jobs.]

[Demolition of structures that house hazardous materials represents opportunities for minority contracts and jobs.]

Both sides of the right-of-way should be assessed regardless of which option is selected and both sides should be remediated. Then a scale or spectrum of mitigation measures should be created prioritizing immediate to intermediate term mitigation, e.g., before, during and after construction.

4-88 – [Abatement and disposal training represents opportunities for minority contracts and jobs.]

Specify in which phase of the planning process hazardous material mitigation plans would be developed, before and after construction.

4-90 – Was there any reconnaissance of the petcoke piles on the Calumet River? The EIS should assess their potential impacts on the API.

4-91 – With wetlands designations only valid for 5 years, what is the CTA's strategy for reconfirming wetland delineation over the duration of the RLE project, 2016-2026?

Again, with no public oversight of the Final EIS, Preliminary Engineering, and Final Design, there is no public accountability of CTA compliance with wetlands regulations.

4-93 – What is the official determination of the USACE regarding siting jurisdictional wetlands in the project area of the RLE?

Chapter 5 – Indirect and Cumulative Impacts

5-1 – Chapter 5 on "Indirect and Cumulative Impacts" does not account for the impact of gentrification which is very likely to occur due to the RLE. Gentrification would be covered under criteria for "changes to land use patterns, population density or growth rates."

Gentrification would also be covered be evaluation of "potential for indirect impacts on...economic development plans and goals." There is a discrepancy between "surrounding growth, trends, and goals" and the absence of an up-to-date development plan for the project area.

5-2 – The EIS does not explain why none of the TIP projects would have cumulative impacts in the project area of the RLE. The potential for gentrification due to the conjunction of TIP projects and the RLE is undeniable but unaccounted for by the CTA.

The increased frequency of freight rail traffic due to CREATE projects, added to the 27 trains per day of UPRR traffic, and in conjunction with the frequency of RLE transit traffic must be addressed in the EIS.

This section needs a map or several maps delineating the concurrent rail projects in the area which will run contiguous to the RLE alignment.

5-4 – The EIS should have renderings of the Michigan and 130th Street multi-level parking facilities given the structural footprint of these buildings on the project area.

The adverse impact of CREATE and Metra SES traffic on the East Option makes the West Option the rational choice.

Chapter 7 – Environmental Justice

7-7 – What are the public outreach and public meetings scheduled for the remaining stages of the project?

The single Draft EIS public meeting does not reflect robust or equitable outreach by the CTA.

7-9 – When the EIS states that the RLE was a "community-initiated project," it should forthrightly cite Developing Communities Project (DCP) as the community organization that initiated the project.

The Voorhees/DCP study on transit equity compares Environmental Justice to non-Environmental Justice populations. This should be referenced in the EIS.

#263

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, November 30, 2016 9:46 AM
To: Patrice Thomas
Subject: RE: Red Line Extension Project

Patrice,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: Patrice Thomas [mailto:p27recious@att.net]
Sent: Wednesday, November 30, 2016 11:44 AM
To: Red Extension
Subject: Red Line Extension Project

Morning.

I would like to be added to the project contact list for future updates.
Thank you in advance.

Patrice Thomas
p27recious@att.net

Don't let past hurt drive
present relationships.....

#264

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, December 07, 2016 9:43 AM
To: Charles Brown
Subject: RE: redline extension project

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

Section 4.5 of the Draft Environmental Impact Statement (EIS) evaluates the potential for noise and vibration impacts to the surrounding community. 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 (as proposed) also transmit less vibration through the ground than at-grade tracks.

We expect that the project could spur economic revitalization and the development of more livable, transit-supportive communities near the proposed stations.

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: Charles Brown [mailto:jhvh1951@yahoo.com]
Sent: Wednesday, November 30, 2016 9:18 AM
To: Red Extension
Subject: redline extension project

There never seems to be enough information given to persons in the community that may be affected by the expansion for example what wll happen if our homes are damaged because of vibrations , what will you do with the areas that once had homes w they become vacant lots filled with gravel ? Once again there never seems to be enough information

#265

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, December 01, 2016 8:05 AM
To: Michael T. Walsh
Subject: RE: Red Ahead Project Contact List

Michael,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: Michael T. Walsh [mailto:mwalsh@dearborncos.com]
Sent: Thursday, December 01, 2016 9:19 AM
To: Red Extension
Subject: Red Ahead Project Contact List

Kindly add me to the "Project Contact List" for Red Ahead…

Thank you!

Best regards,

Mike Walsh

Michael T. Walsh
President

Dearborn Engineers & Constructors, Inc.
a member of the Dearborn Companies

REALITY CAPTURED℠

7471 West 93rd Street
Bridgeview, IL 60455-2131
708.430.7600 x224 (T)
708.430.5094 (F)
708.921.6251 (M)
www.DearbornCos.com

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#266

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, December 05, 2016 11:19 AM
To: Lisa Burback
Subject: RE: Writing in Support of the Extension

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments.

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: Lisa Burback [mailto:lisa.burback@gmail.com]
Sent: Friday, December 02, 2016 12:35 PM
To: Red Extension
Subject: Writing in Support of the Extension

Big YAY to this!

#267

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, December 05, 2016 11:20 AM
To: Eric Bowden
Subject: RE: Red line expansion - WEST

Eric,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments.

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

-----Original Message-----
From: Eric Bowden [mailto:ebowden@accuradio.com]
Sent: Friday, December 02, 2016 2:45 PM
To: Red Extension
Subject: Red line expansion - WEST

I prefer the Western option.

--
Eric Bowden
ebowden@accuradio.com

#268

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, December 07, 2016 10:22 AM
To: tkabala@gmail.com
Subject: RE: East line extension

Thank you for your interest in the Red Line Extension Project. It is not clear from your email if you have a comment on this project or if you would like to be added to our contact list – please clarify.

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: tkabala@gmail.com [mailto:tkabala@gmail.com]
Sent: Friday, December 02, 2016 7:22 PM
To: Red Extension
Subject: East line extension

Sent from Mail for Windows 10

This email has been checked for viruses by Avast antivirus software.
www.avast.com

#269

From: Red Extension <redextension@transitchicago.com>
Sent: Tuesday, December 06, 2016 7:56 AM
To:
Subject: FW: Questions about Red Line

Media will be handling these questions.

From: Dileonardi, Emma [mailto:edileonardi@luc.edu]
Sent: Sunday, December 04, 2016 6:14 PM
To: Red Extension
Subject: Questions about Red Line

Hello, I am a journalism student writing about the red line extension and I have a few questions on the project.
1. Are there any people from the areas that are to be effected openly opposed to the project?
2. Do you think their complaints have any warrant, and will they affect the schedule of the project?
3. Will this extension affect the south side financially, both positively and negatively?

Thanks for the help,
Emma DiLeonardi

#270

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

WE WANT YOUR INPUT

on the Red Line Extension (RLE) Project

CTA, as project sponsor to the Federal Transit Administration (FTA), is accepting comments on the impacts and mitigation measures identified in the RLE Project Draft Environmental Impact Statement (EIS). CTA is accepting comments on the Draft EIS until November 30, 2016. All comments received during this period and the responses to those comments will be incorporated into the Final EIS. Please **PRINT**.

Name Doris H White

Address 3744 West Cullom Avenue 2nd Floor

City Chicago **State** IL **Zip** 60618

Email Address DHWHITE91@gmail.com

☒ **Check here** to also receive updates about other projects along the Red Line.

What are your concerns about the **East Option?** Will this option affect the Bishop Ford Expressway for those who drive?

What are your concerns about the **West Option?** Why is this option going to cause Residents to have to move that live between 99th St and 118th st on this option?

Comments: What if that homeowner does not want to Relocate, are they going to be made to move, or other alternatives to them having to move?
I pray that all of this falls into place for those who use public transportation and that whoever makes decisions in Regards to this project will be wise in the decisions of this project

Questions or comments can also be submitted via email to RedExtension@transitchicago.com.

Over →

Do you have concerns about RLE Project impacts related to the following resource areas? If yes, please explain.

Transportation: When buses have to be rerouted due to construction why are you not sure how long it will take.

Land Use and Economic Development: Will this be a good area, where you are considering?

Property Displacements: If a person is not able to be displaced, what are your options for them?

Neighborhoods & Communities: Do you think they would agree, despite the displacing of homes?

Visual Impacts (how it would look): Will it be handicap accessible e.g. elevators and esclators in good working condition.

Noise & Vibration: I am sure it will not be loud as if it was a freight train coming through

Impacts to Historic Resources: Will they have to be moved and why touch historical sites?

Safety & Security: Will there be Police Officers at these new stops along with canine dogs?

Hazardous Materials: Will this Redline extension project be around factories with hazardous materials?

Wetlands: What do you mean by wetlands?

Parks: Will it be closer to parks where we can get off and take our children to the parks?

Construction Impacts: What effect will it have on those who drive through the area where you want to build?

Project Funding: How will it be funded and by who?

Other: Why have you waited all this time to do this particular line now as other lines have been extended or new lines brought in?

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**

Customer Information: (888) YOUR-CTA (888 968-7282)
Para más información en Español, llame al (312) 681-2710
All written comments must be submitted by 4:30 PM on November 30, 2016.

#271

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, December 07, 2016 10:26 AM
To: viva carbins
Subject: RE: Updates

Viva,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: viva carbins [mailto:divaviva1@yahoo.com]
Sent: Tuesday, December 06, 2016 10:13 AM
To: Red Extension
Subject: Updates

To whom it may concern, I would like to be updated regarding the red line extension project. Thank you in advance.

Viva White
Viva La Diva

#272

From: Red Extension <redextension@transitchicago.com>
Sent: Tuesday, December 20, 2016 10:46 AM
To: Piotr Parlej
Subject: RE: Red Line extension project

Peter,

Thank you for your interest in the Red Line Extension Project.

CTA published the Draft Environmental Impact Statement in October this year. Future phases of the project, which include the Final Environmental Impact Statement, Engineering, and Construction are dependent on federal reviews and approvals and funding availability. Please continue to visit CTA website at http://www.transitchicago.com/procurement/ to learn about the procurement process and future CTA contract opportunities.

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: Piotr Parlej [mailto:piotrparlej@hotmail.com]
Sent: Wednesday, December 07, 2016 3:34 PM
To: Red Extension
Subject: Red Line extension project

I am writing with a brief question regarding the Red Line extension project.

I am trying to contact the project manager with CTA and also to find out if CTA is currently working with an engineer for the project, or if not, when CTA plans to advertise for engineering services.

Sincerely,

Peter Parlej

Research Analyst
Parking Market Research Company (R)
1311 Dolley Madison Blvd.
McLean, VA 22101
Phone: (703) 761-1681
Fax: (703) 761-1683

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#273

From: Red Extension <redextension@transitchicago.com>
Sent: Tuesday, December 20, 2016 10:48 AM
To: Emma Williams
Subject: RE: Red Line Extension feedback

Emma,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. 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.

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: Emma Williams [mailto:emma117494@gmail.com]
Sent: Monday, December 12, 2016 9:04 AM
To: Red Extension
Subject: Red Line Extension feedback

Hello.

I, personally, am very excited about the extension. I live and work on the north side and have friends and family in Beverly. Having this extension means fewer transfers to Metra when I go to visit them. I have wanted an extension such as this for a long time. Thank you so much. This is great!

Emma Williams.

Agency Comments

#274

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

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

BRUCE RAUNER, GOVERNOR ALEC MESSINA, ACTING DIRECTOR

October 28, 2016

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

RE: CTA Red Line Extension

Dear Sir/Madam:

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

Sincerely,

Alec Messina

Alec Messina
Acting Director

4302 N. Main St., Rockford, IL 61103 (815)987-7760
595 S. State, Elgin, IL 60123 (847)608-3131
2125 S. First St., Champaign, IL 61820 (217)278-5800
2009 Mall St., Collinsville, IL 62234 (618)346-5120

9511 Harrison St., Des Plaines, IL 60016 (847)294-4000
412 SW Washington St., Suite D, Peoria, IL 61602 (309)671-3022
2309 W. Main St., Suite 116, Marion, IL 62959 (618)993-7200
100 W. Randolph, Suite 10-300, Chicago, IL 60601

PLEASE PRINT ON RECYCLED PAPER

#275

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

Joseph,

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

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

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

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

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

Joseph Iacullo
Section Chief-Northeastern Illinois
Office of Intermodal Project Implementation
Illinois Department of Transportation
69 W. Washington, Suite 2100
Chicago, Illinois 60602
P:312-793-0035
C:312-519-4928
joseph.iacullo@illinois.gov
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#276

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

NOV 29 2016

REPLY TO THE ATTENTION OF: E-19J

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

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

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

Dear Mr. Assam and Ms. Morey:

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

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

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

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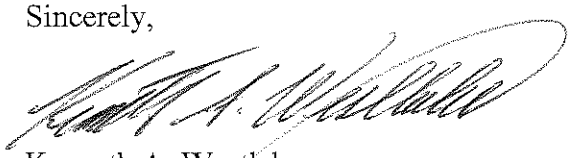
We have rated the DEIS as *Lack of Objections* (LO) (see enclosed "Summary of Rating Definitions"). While we do not have objections to the project, we offer recommendations in the enclosed detailed comments to help ensure protection of the environment and human health during project construction and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

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

Sincerely,



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

Enclosure: Summary of Rating Definitions
EPA's Detailed Comments

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

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION

Environmental Impact of the Action

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

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

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

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

Adequacy of the Impact Statement

Category 1-Adequate
The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alterative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information
The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate
EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

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

Environmental Justice and Community Engagement

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

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

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

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

Recommendations for the Final Environmental Impact Statement (FEIS):

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

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

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

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

Noise Impacts and Mitigation

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

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

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

Recommendations for the FEIS:

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

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

Air Quality Impacts and Mitigation

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

Recommendations for the FEIS and Record of Decision:

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

Station and Station Area Development

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

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

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

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

Recommendations for the FEIS:

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

Climate Change Adaptation and Resiliency

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

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

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

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

Recommendations for the FEIS:

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

Wetlands and Natural Areas

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

Recommendations for the FEIS:

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

#277

United States Department of the Interior

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

IN REPLY REFER TO:

November 30, 2016

9043.1
ER 16/0589

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

Dear Ms. Simon:

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

Section 4(f) Comments

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

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

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

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

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

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

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

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

We appreciate the opportunity to provide these comments.

Sincerely,

Lindy Nelson
Regional Environmental Officer

cc: NPS-Boswell

#278

FILE COPY

Illinois Department of Transportation

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

November 30, 2016

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

Dear Ms. Tandon:

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

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

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

130th Street at Indiana Avenue
A northbound right-turn lane is proposed at this intersection as mitigation for the project's traffic impacts. When this project enters into the preliminary engineering phase, an Intersection Design Study (IDS) as well as traffic signal and roadway improvement plans will need to be submitted to the Department for review and approval.

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

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

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

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

Very truly yours,

John Fortmann, P.E.
Region One Engineer

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

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

Prepared By: Jason Salley Ext. 4085
Bureau of Programming

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Protecting Our Water Environment

#279

Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET CHICAGO, ILLINOIS 60611-3154 312.751.5600

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December 20, 2016

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

INTRODUCTION

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

SUMMARY

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

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

BACKGROUND

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

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

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

CTA RLE DRAFT EIS IMPACT ON MWRD

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

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

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

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

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

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

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

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

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

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

POTENTIAL SYNERGIES

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

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

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

POTENTIAL ALTERNATIVES

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

CONCLUSION

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

Sincerely,

David St. Pierre

Tribal Comments

#280

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

Dear Ms. Hunter,

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

Regards,

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

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

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

Dear Ms. Tandon:

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

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

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

Sincerely,

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

Miami, OK 74355

Railroad Comments

#281

From: Tandon, Sonali <STandon@transitchicago.com>
Sent: Thursday, September 22, 2016 11:44 AM
To:
Cc:
Subject: FW: Chicago Transit Authority Red Line Extension - UPRR Coordination

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

Sonali,

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

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

Thank you for giving us the opportunity to comment.

Mark

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

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

---

Mark,

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

General Comments:

- Because of the increase in pedestrian traffic around UPRR tracks options to keep pedestrians off UPRR tracks will need to be evaluated.

- Barrier walls must be provided when CTA structures are within 50’ of the centerline UPRRs tracks. Barrier walls must be located outside UPRR ROW.

- Plans should be submitted to UPRR for review, comment and final approval at typical project progressions (Ex. 10%, 25%, 90%, 100%)

- If UPRR track design is required plans must be prepared using the UPRR checklist and Public Project Guidelines located here: http://www.up.com/customers/ind-dev/operations/specs/public_projects/index.htm

- If utilities will be relocated on UPRR ROW, provide existing/proposed utility locations and proposed utility relocation routes. Relocated utilities must not conflict with future UPRR track construction.

- Clearances from centerline of track to nearby existing/proposed structures must be included on the plan sheets.

- If grading is proposed on UPRR ROW, provide proposed grading/drainage plan.

East Option:

- Proposed plans show parking lots on both sides of the tracks for each station with this option. UPRR is concerned with the lack of plans in the current concept for controlling trespassers onto UPRR property and overall pedestrian safety.

- Parking for this concept is split on both sides of the tracks and therefore pedestrians will need to cross UPRR to get to the proposed stations. UPRR does not condone this as it is as a major safety risk for the public & UPRR.

- Minimum clearance of 50 ft. from centerline of the future UPRR track to the nearest proposed CTA track must be maintained throughout the project.

- Plans appear to show horizontal alignment modifications to existing UPRR tracks. Details are unknown, however the changes do not appear to meet UPRR track standards. Regardless, the conceptual track alignment changes are not favored by UPRR.

- Proposed Sub Station impacts ROW access. This structure should be placed outside of our ROW no less than 25' from centerline of tracks.

- UPRR ROW access is restricted, particularly in the area of the existing pumping station. 25' of clearance is required from centerline of future track location.

- Consider raising the Red Line structure near the pump station to avoid UPRR track shifts and reduced clearances.

West Option:

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

- Crossover on the North end of the project is encumbered by the overhead structure. Crossover may need to be relocated.

- Clearance to proposed piers must meet requirements outlined in the" Joint BNSF Railway and UPRR Guidelines" document Available here. If this is not possible detailed justification will be required for UPRRs review.

- Consider crossing UPRR tracks further to the South to increase the angle of the overhead crossing.

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

Thank you,

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

402.544.2407
Mail Stop 0910

BUILDING AMERICA®

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

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

Hi Mark,

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

Downloadable Link to CTA RLE Project Plans and Profiles
1. RP_CWC_CL_RLE Draft EIS Appendix F Plans and Profiles_20160825.pdf

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

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

Thank You,

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

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#282

Metra

547 W. Jackson Boulevard, Chicago, IL 60661 312.322.6900 metrarail.com

November 29, 2016

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

Re: CTA Red Line Extension Draft EIS

Dear Ms. Morey:

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

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

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

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

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

Sincerely,

Don Orseno
Executive Director/CEO

Metra is the registered service mark for the Northeast Illinois Regional Commuter Railroad Corporation.

#283

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

John V. Edwards
General Director
Passenger Policy

Nov 30, 2016

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

Sent electronically to RedExtension@transitchicago.com

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

Dear Ms. Morey:

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

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

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

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

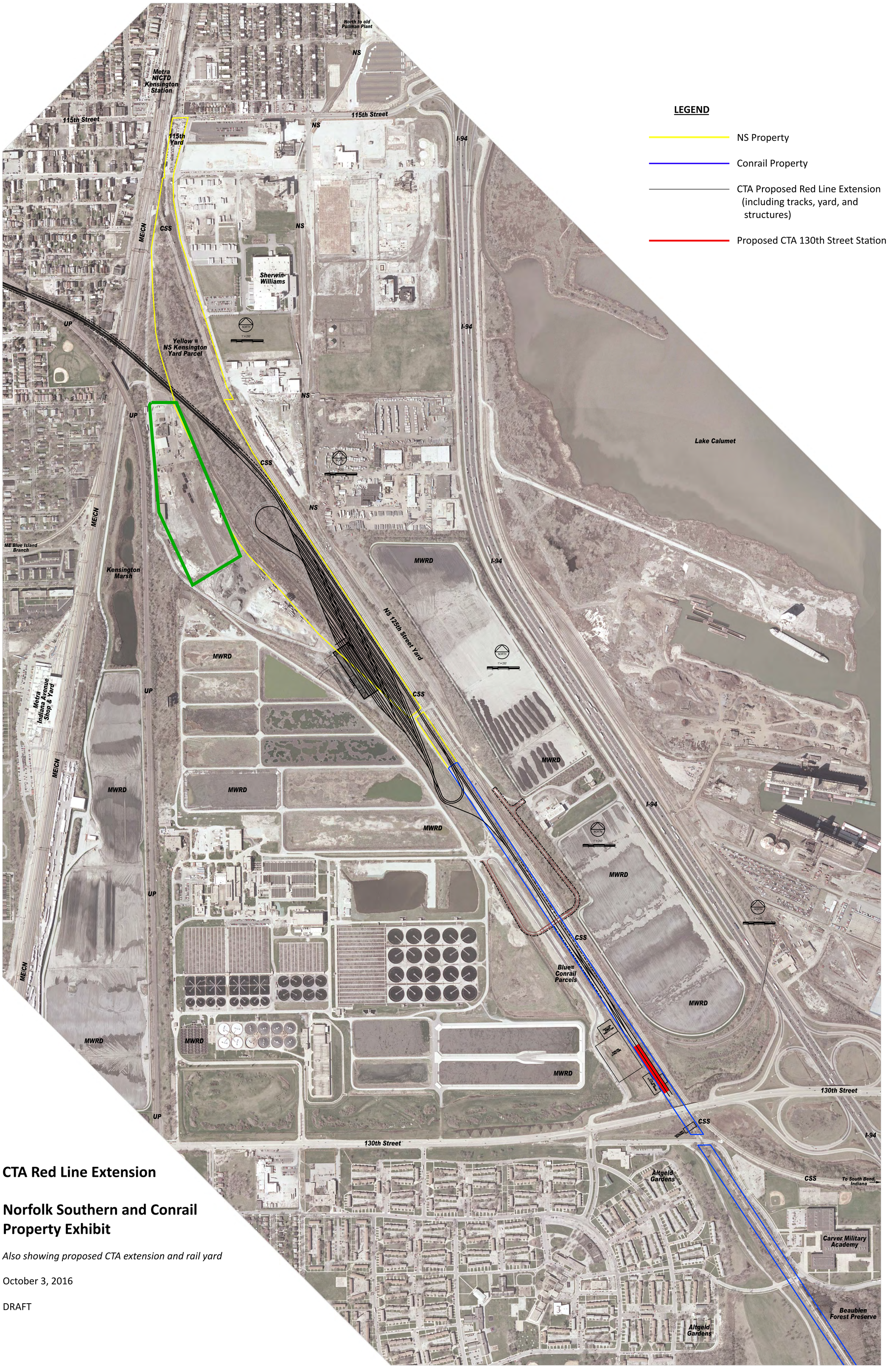
Again, Norfolk Southern appreciates the forum for making comments on the Chicago Red Line Extension DEIS. We look forward to remaining involved in this process.

Sincerely,

John V. Edwards

Enclosure:

Map, CTA Red Line Extension, NS & Conrail Property



CTA Red Line Extension

Norfolk Southern and Conrail Property Exhibit

Also showing proposed CTA extension and rail yard

October 3, 2016

DRAFT

CONRAIL®

#284

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

November 30, 2016

BY ELECTRONIC MAIL

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

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

Dear Ms. Morey:

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

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

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

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

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

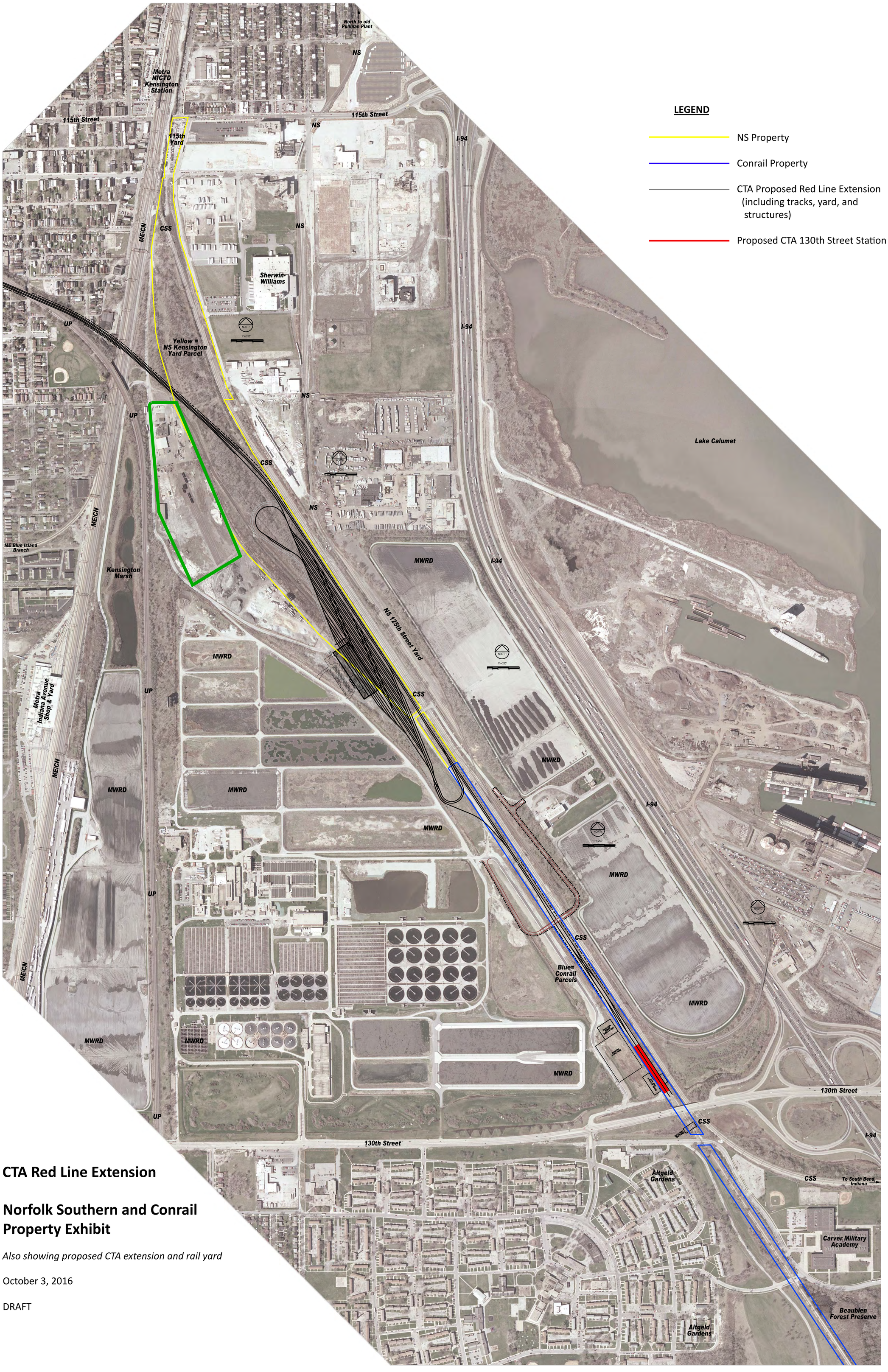
Conrail supports the efforts of CTA, the FTA, and others to enhance and extend the Chicago Redline. We believe it is important, however, to recognize that freight rail is as critical for economic development as passenger service. Conrail appreciates the opportunity to provide comments, and looks forward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

Sincerely,

Jocelyn Gabrynowicz Hill
Director of Public Affairs & Assistant General Counsel

Enclosure:

Diagram depicting CTA Red Line Extension and NS & Conrail Property



CTA Red Line Extension

Norfolk Southern and Conrail Property Exhibit

Also showing proposed CTA extension and rail yard

October 3, 2016

DRAFT

Attachment 9
Displacements Informational Materials

Website Informational Packet (including FAQs in English)

FAQs (Spanish)

FTA General Acquisition & Relocation Information Brochure

Property Owner Letter

Resident/Lessee Letter

Affected Agency Letters

Affected Railroad 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. CTA is currently considering two options of this alignment: the East Option and the West Option. The East Option would run to the east of the Union Pacific Railroad (UPRR) tracks between 99th Street and 118th Street, and the West Option would run to the west of the UPRR tracks in that segment. The alignment would be the same for the two options from 95th Street to 99th Street and from 118th Street to 130th Street.

Property impacts would be different depending upon which option is selected, and it is not known at this time whether acquisition of any specific property may be required. CTA will provide additional communication when the preferred option has been decided. The number of potential property impacts estimated at this time is summarized in the attached 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 (expected to be complete by the end of 2018) 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 RPM 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

What could happen to my property?

As part of its extensive planning for the RLE Project, CTA has determined that it ***may*** be necessary to acquire certain properties to implement the project. ***Because the project is still in the planning stage and CTA is still evaluating both the East and West Options, it is not known at this time whether acquisition of your property may be required.*** In some cases, your property may need to be acquired whether the East or West Option is selected. CTA will provide additional communication when the preferred option has been decided. As the project moves forward, 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. If your property is needed for the project, it could be redeveloped and used for tracks, stations, parking, or ancillary facilities.

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. What this means is that 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?

In the event that CTA ultimately determines it is necessary to purchase private property for the RLE Project, it 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 rules, 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 to ensure 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?

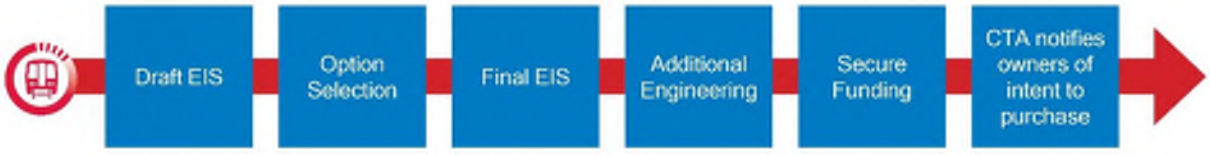
If you are required to move, a relocation agent will contact you, answer your questions, and provide additional information about relocation assistance advisory services and relocation payments eligibility. The goal of the relocation agents is to facilitate a smooth transition to the replacement housing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

What will happen next with the RLE Project? How will the decision be made between the East and West Option?

CTA will publish the environmental study, called the Draft Environmental Impact Statement (EIS), in early October. CTA will then hold a public hearing in the project area to provide more information and collect feedback about the project, its impacts, and potential mitigation measures. Based on public feedback, environmental review, and funding availability to conduct additional engineering, CTA expects to announce the selected option (either the East Option or the West Option) in 2017. CTA will address public comments to the Draft EIS in the Final EIS, which will also formalize the selected option, its impacts, and mitigation measures. Depending on funding availability and federal approvals, the Final EIS is expected to be published by the end of 2018. During preparation of the Final EIS, CTA plans to 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.

When will CTA notify me of their intent to purchase my property?

At this time, CTA does not plan to pursue acquisition of private property for the RLE Project until the environmental review is complete (expected to be complete by the end of 2018) and project funding is secured. CTA would then notify owners of affected properties of their intent to purchase.



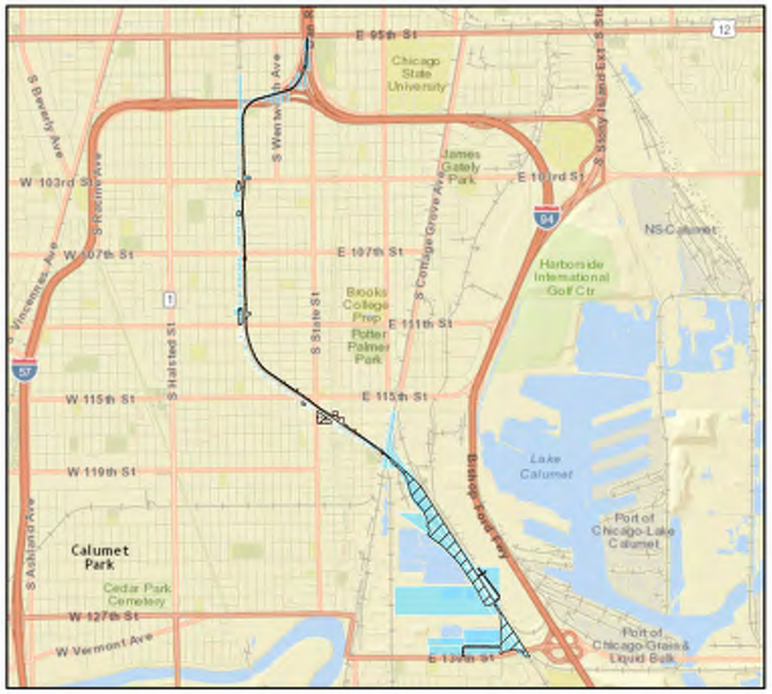
If I have additional questions about potential property acquisitions, who should I call?

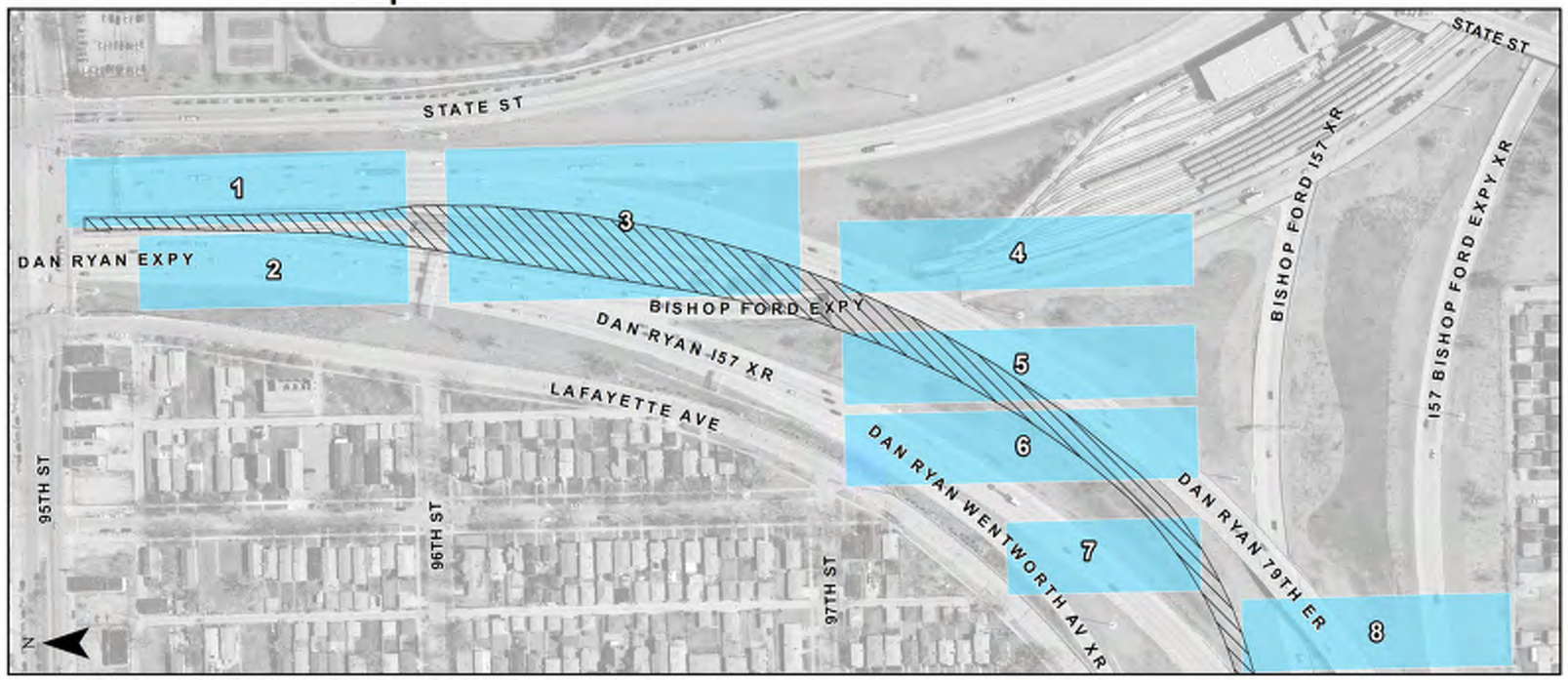
Contact CTA's customer service department by telephone at 1-888-YOUR-CTA (1-888-968-7282), or by e-mail at RedExtension@transitchicago.com.

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 hearings, and the status of environmental reviews, email RedExtension@transitchicago.com.

East Option





95th Street Station to the Dan Ryan/Bishop Ford Interchange

Dan Ryan/Bishop Ford Interchange to 99th Street

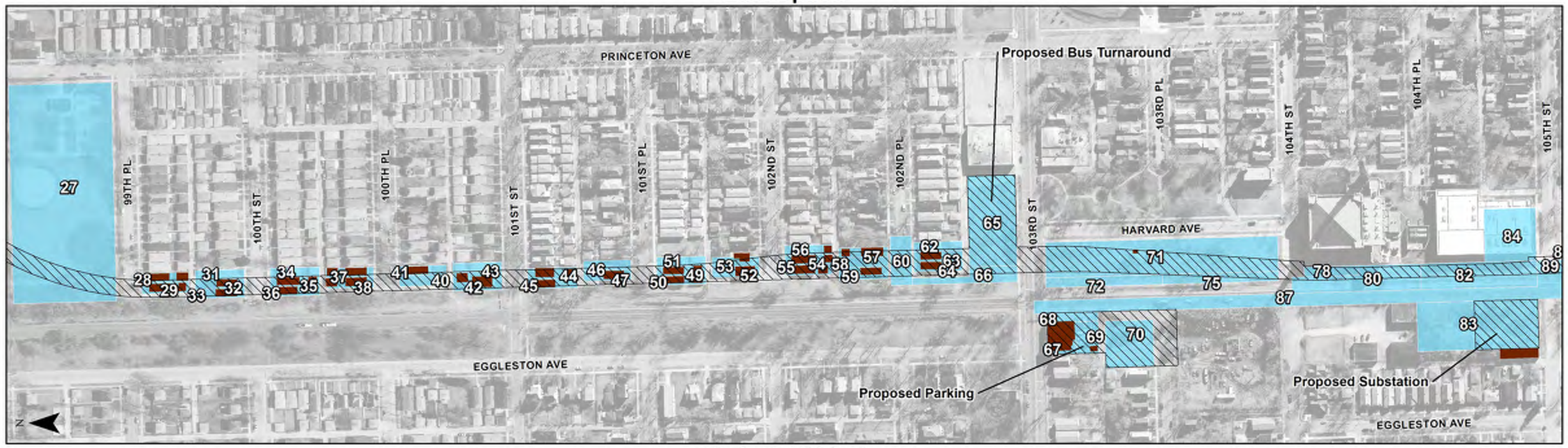
RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Red Line Extension Project Footprint | Displaced Building | Affected Parcel

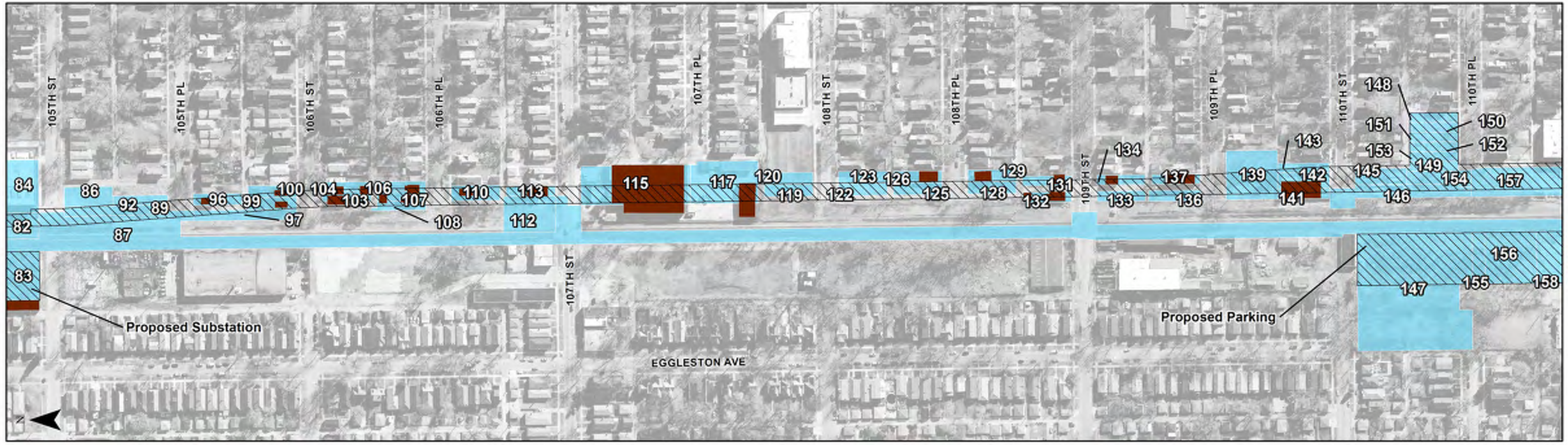
Parcels and buildings that may be displaced are shown to illustrate maximum impacts and possible locations. Due to the margin for error inherent in predicting displacements based on conceptual engineering, the actual displacements for each alternative may vary from what is shown. Some of the properties 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.

East Option



99th Place to 105th Street

105th Street to 110th Place



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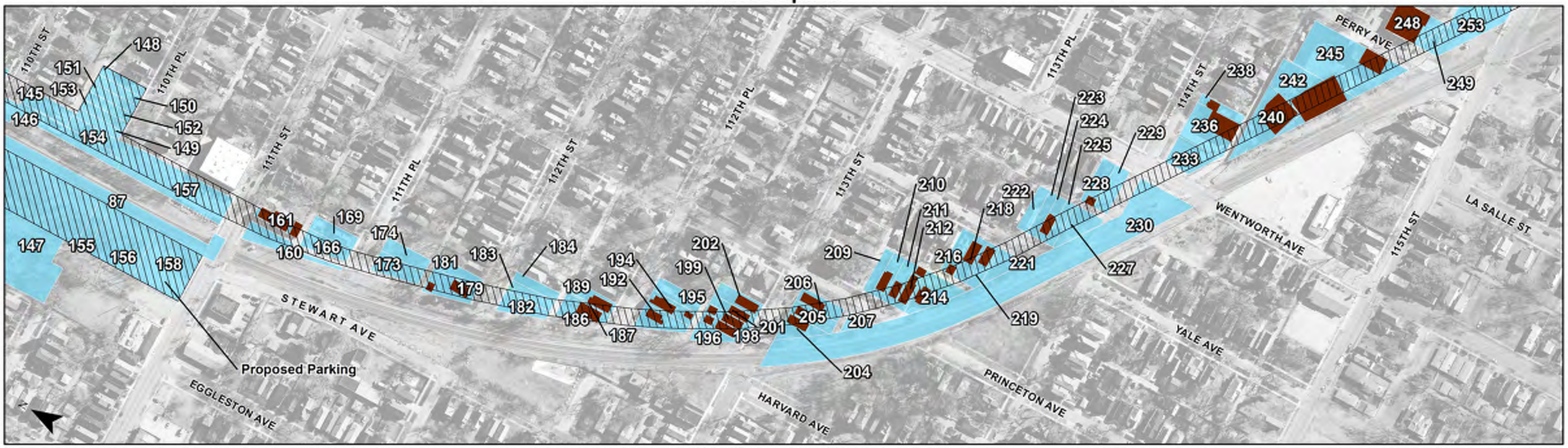
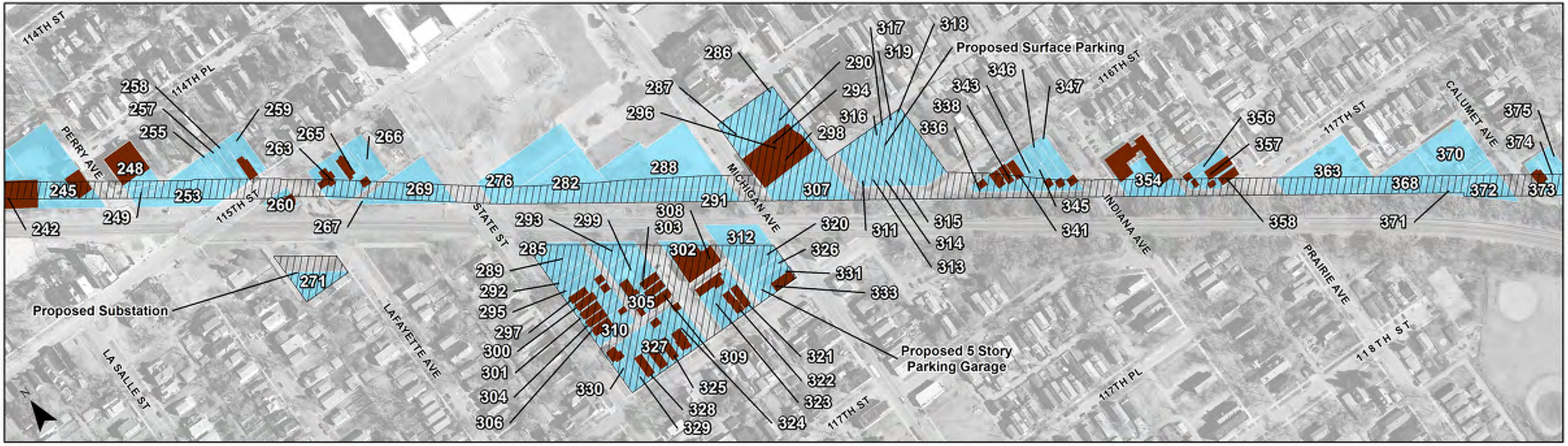
East Option



110th Place to Perry Avenue

Perry Avenue to Calumet Avenue



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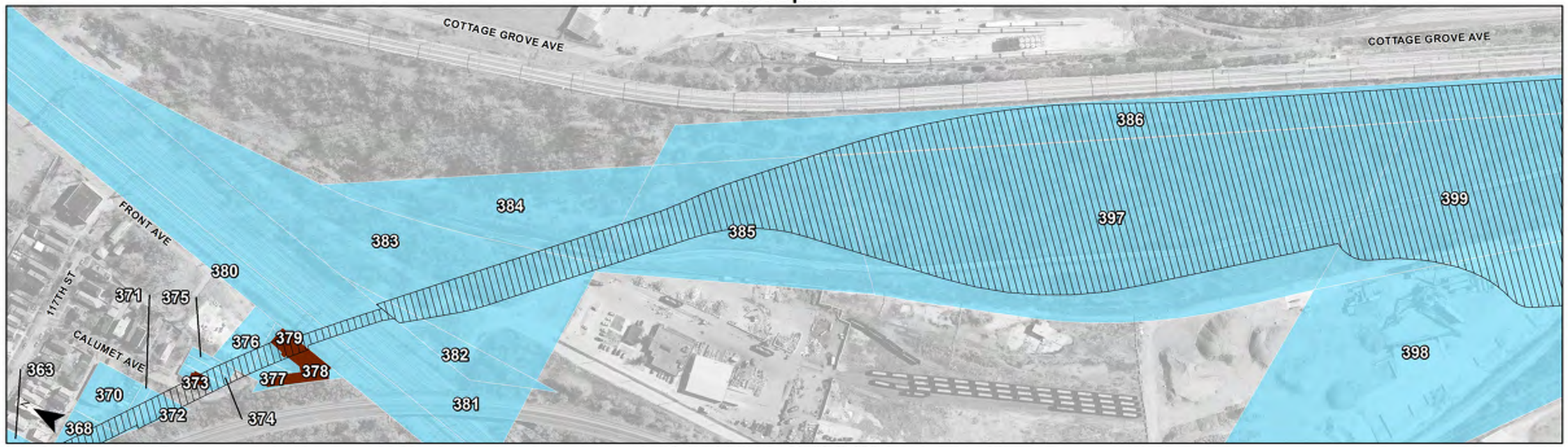
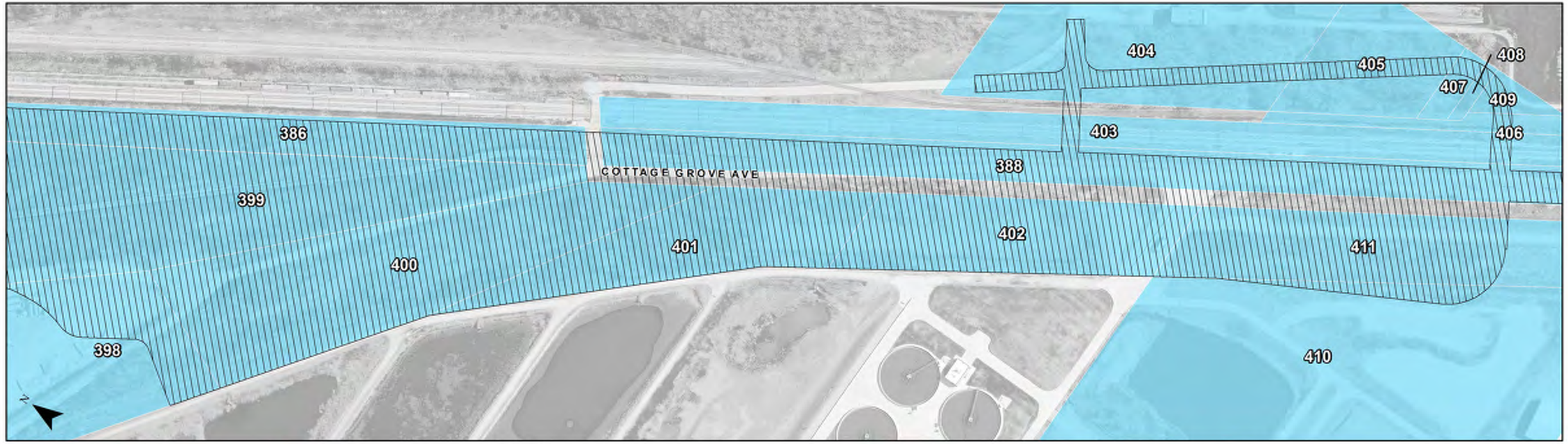
East Option



Calumet Avenue to 130th St Station

130th Street Station



RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Red Line Extension Project Footprint | Displaced Building | Affected Parcel

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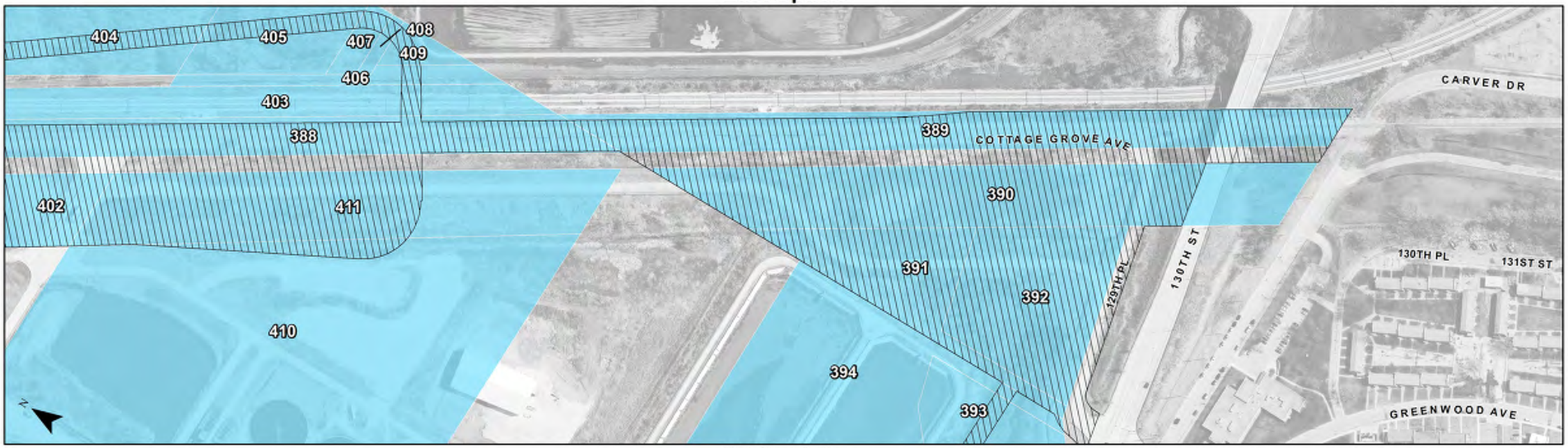
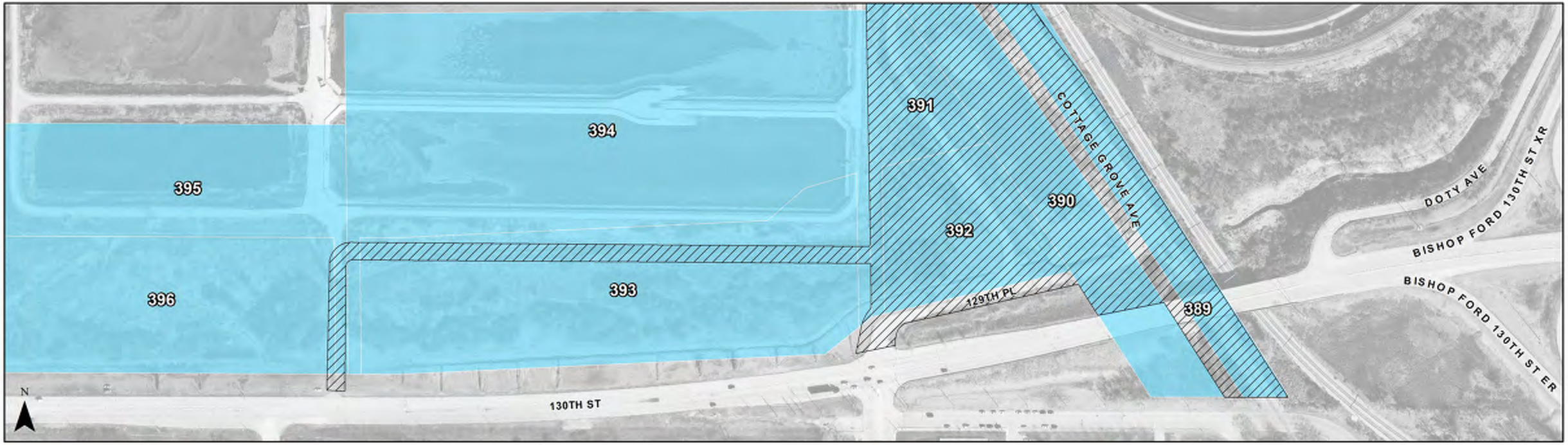
East Option



130th Street Station

130th Street Station



RED AHEAD
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Red Line Extension

Red Line Extension Project Footprint | Displaced Building | Affected Parcel

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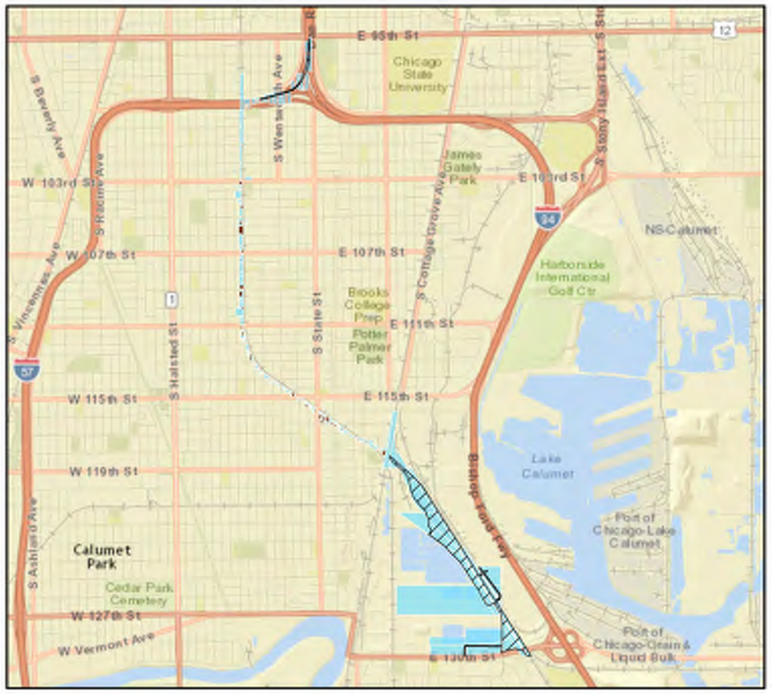
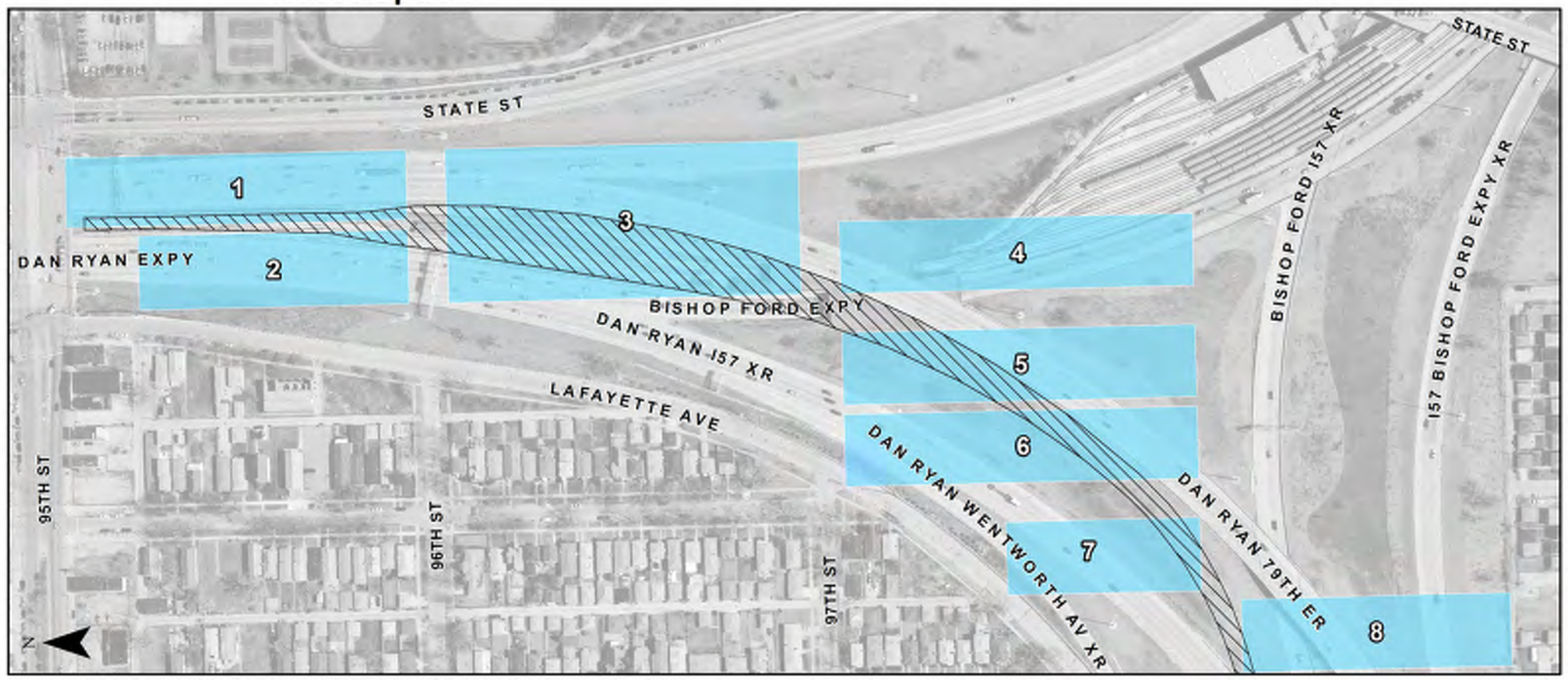
West Option





95th Street Station to the Dan Ryan/Bishop Ford Interchange

Dan Ryan/Bishop Ford Interchange to 99th Street

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Red Line Extension Project Footprint | Displaced Building | Affected Parcel

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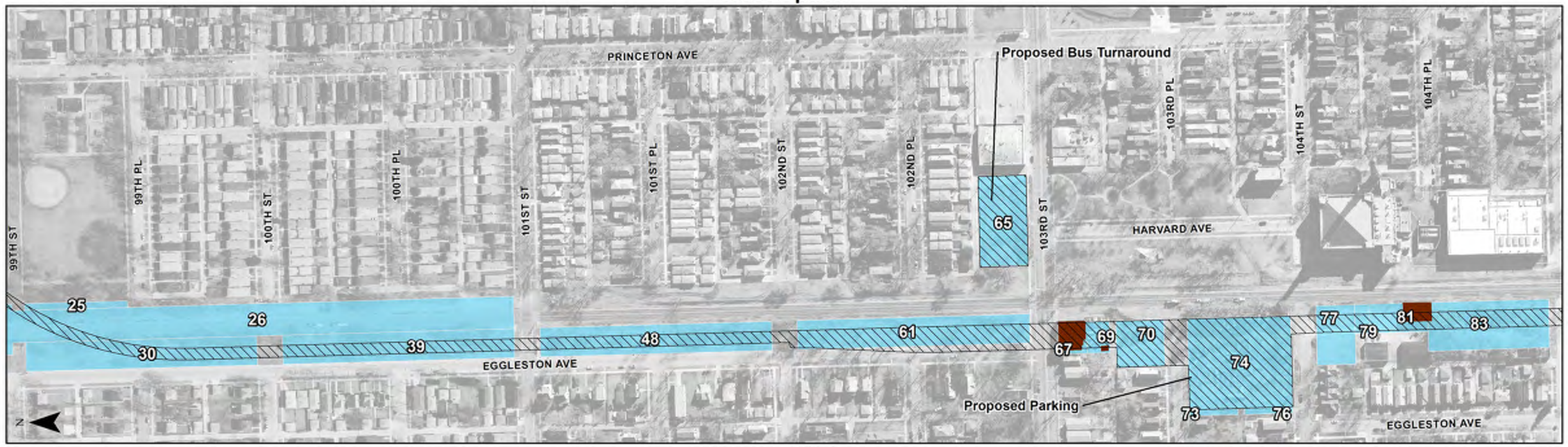
West Option



99th Place to 105th Street

105th Street to 110th Place

Red Line Extension Project Footprint | Displaced Building | Affected Parcel

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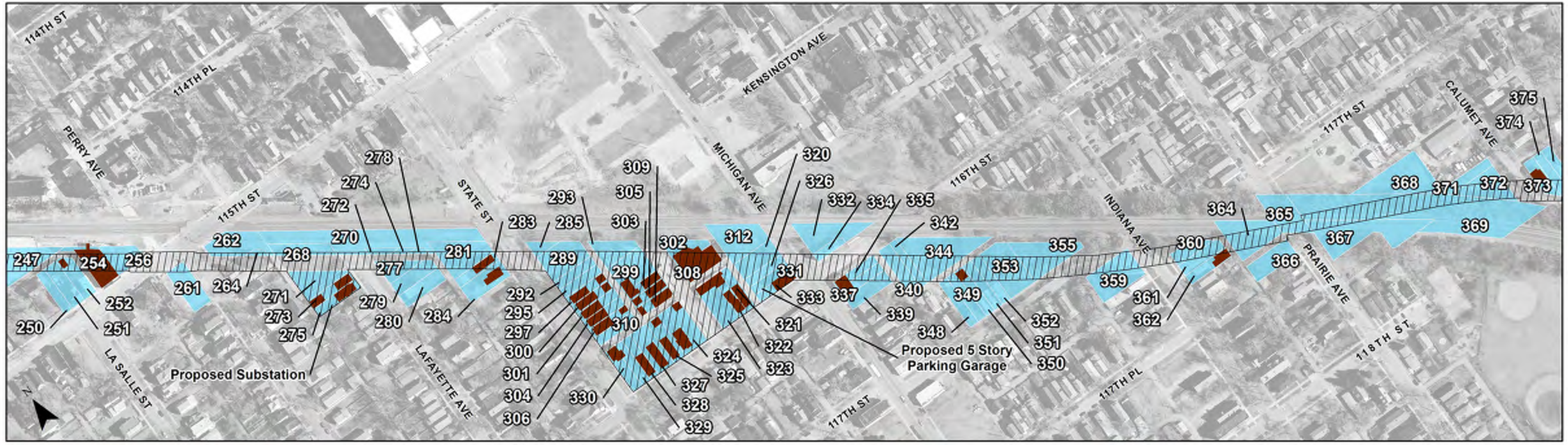
West Option

110th Place to Perry Avenue

Perry Avenue to Calumet Avenue



Red Line Extension Project Footprint | Displaced Building | Affected Parcel

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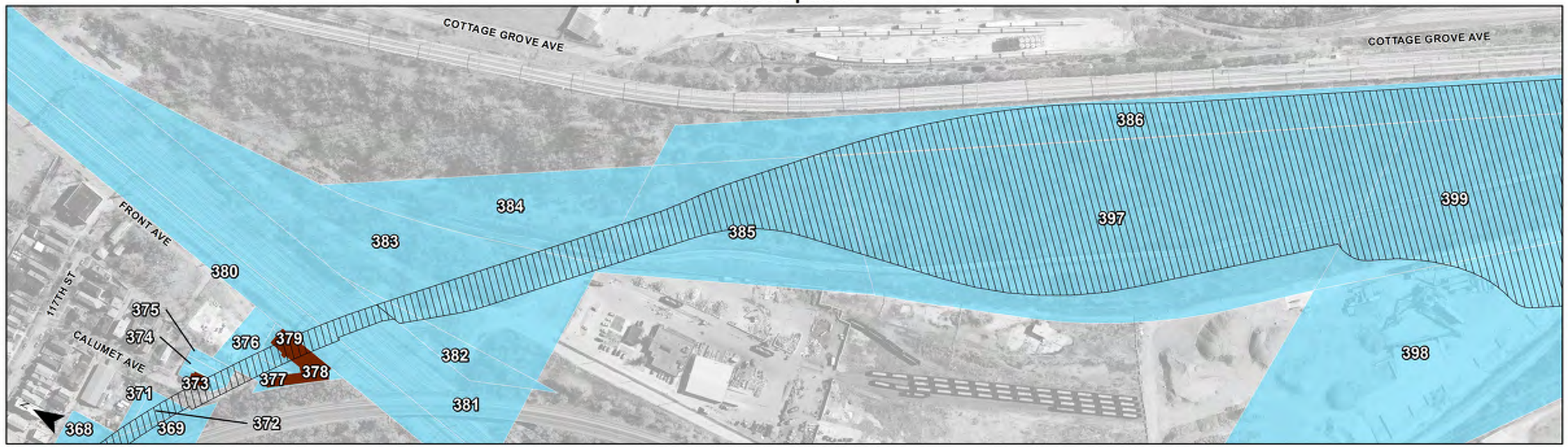
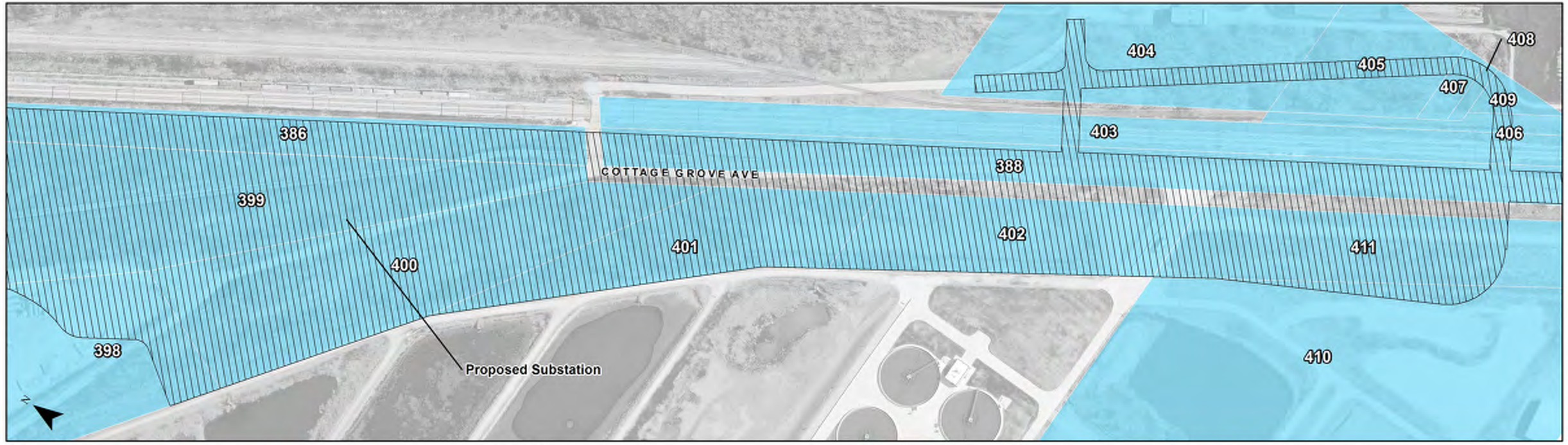
West Option





RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Red Line Extension Project Footprint | Displaced Building | Affected Parcel

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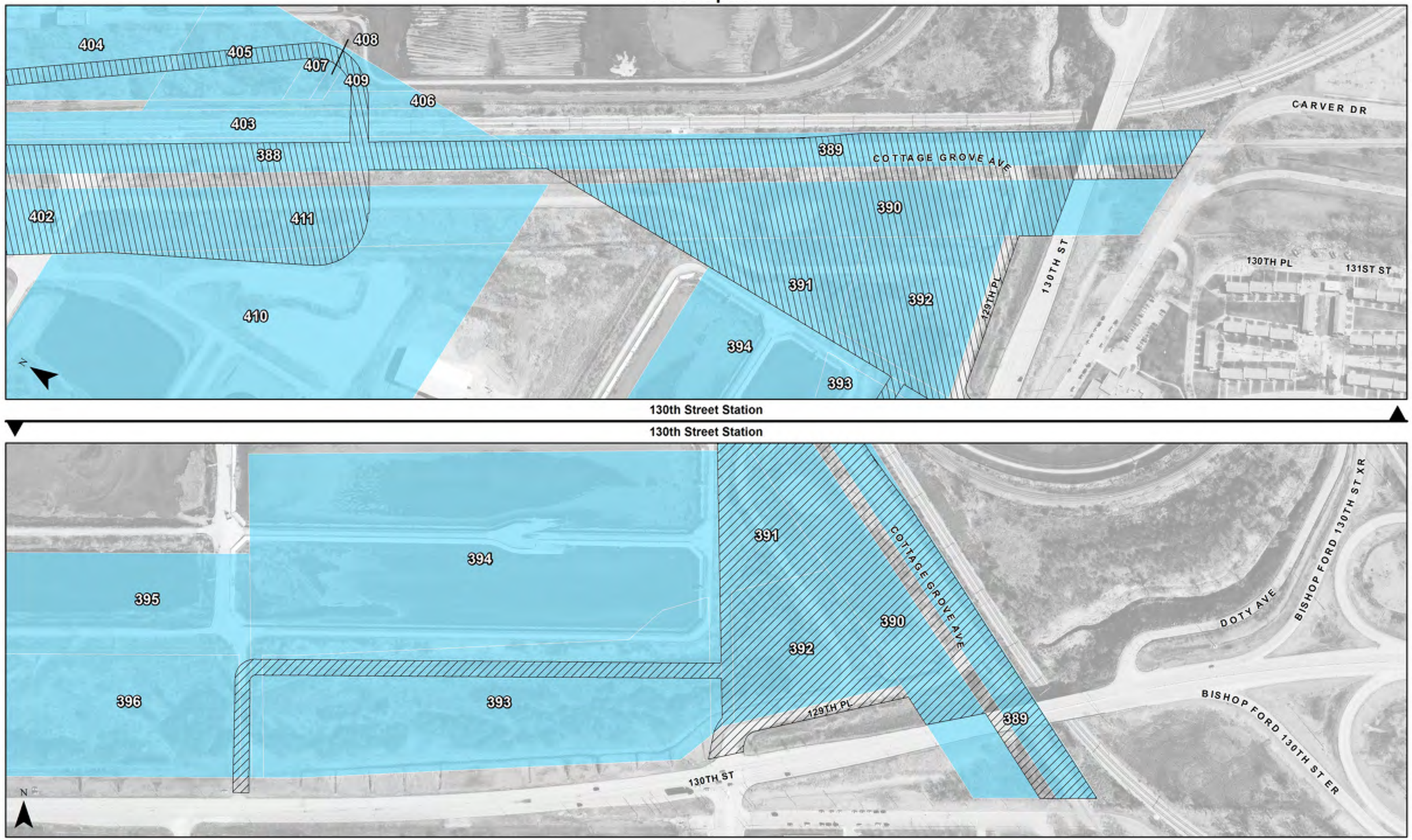

RED AHEAD
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Red Line Extension

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.

Union Pacific Railroad Alternative - East Option
Parcels Affected by Land Acquisitions

Count	Map ID	Parcel ID	Address	Land Use - Field (2015)	Displacement Type	East Option Displacement Use
1	27	25-09-400-047-0000	312 W. 99TH PLACE	Parkland	Affected Parcel	Right-of-way
2	28	25-09-401-002-0000	349 W. 99TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
3	29	25-09-401-001-0000	355 W. 99TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
4	31	25-09-401-019-0000	348 W. 100TH STREET	Single-family Residential	Affected Parcel	Right-of-way
5	32	25-09-401-018-0000	350 W. 100TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
6	33	25-09-401-017-0000	354 W. 100TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
7	34	25-09-408-003-0000	349 W. 100TH STREET	Single-family Residential	Affected Parcel	Right-of-way
8	35	25-09-408-002-0000	351 W. 100TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
9	36	25-09-408-001-0000	355 W. 100TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
10	37	25-09-408-018-0000	348 W. 100TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
11	38	25-09-408-017-0000	352 W. 100TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
12	40	25-09-409-001-0000	353 W. 100TH PLACE	Vacant	Affected Parcel	Right-of-way
13	41	25-09-409-002-0000	349 W. 100TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
14	42	25-09-409-047-0000	352 W. 101ST STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
15	43	25-09-409-018-0000	348 W. 101ST STREET	Single-family Residential	Affected Parcel	Right-of-way
16	44	25-09-416-002-0000	351 W. 101ST STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
17	45	25-09-416-001-0000	355 W. 101ST STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
18	46	25-09-416-018-0000	348 W. 101ST PLACE	Public (City of Chicago)	Affected Parcel	Right-of-way
19	47	25-09-416-017-0000	352 W. 101ST PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
20	49	25-09-417-002-0000	353 W. 101ST PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
21	50	25-09-417-001-0000	355 W. 101ST PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
22	51	25-09-417-003-0000	349 W. 101ST PLACE	Single-family Residential	Affected Parcel	Right-of-way
23	52	25-09-417-017-0000	352 W. 102ND STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
24	53	25-09-417-018-0000	348 W. 102ND STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
25	54	25-09-424-002-0000	351 W. 102ND STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
26	55	25-09-424-001-0000	353 W. 102ND STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
27	56	25-09-424-003-0000	347 W. 102ND STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
28	57	25-09-424-018-0000	348 W. 102ND PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
29	58	25-09-424-017-0000	350 W. 102ND PLACE	Vacant	Affected Parcel	Right-of-way
30	59	25-09-424-016-0000	354 W. 102ND PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
31	60	25-09-424-068-0000	10228 S. PRINCETON AVENUE	Industrial	Affected Parcel	Right-of-way
32	62	25-09-424-043-0000	347 W. 102ND PLACE	Single-family Residential	Affected Parcel	Right-of-way
33	63	25-09-424-042-0000	351 W. 102ND PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
34	64	25-09-424-041-0000	353 W. 102ND PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
35	65	25-09-424-060-0000	340 W. 103RD STREET	Vacant	Affected Parcel	Parking for 103rd Street Station
36	66	25-09-424-069-0000	350 W. 103RD STREET	Transportation (railroad)	Affected Parcel	Right-of-way
37	67	25-16-105-034-0000	405 W. 103RD STREET	Multifamily Residential	Parcel with Building Displacement	Parking for 103rd Street Station
38	68	25-16-105-036-0000	401 W. 103RD STREET	Public (City of Chicago)	Affected Parcel	Parking for 103rd Street Station
39	69	25-16-105-035-0000	403 W. 103RD STREET	Commercial	Parcel with Building Displacement	Parking for 103rd Street Station
40	70	25-16-105-033-0000	400 W. 103RD PLACE	Vacant	Affected Parcel	Parking for 103rd Street Station
41	71	25-16-200-001-0000	329 W. 103RD STREET	Parkland	Affected Parcel	Right-of-way
42	72	25-16-500-001-0000	359 W. 103RD STREET	Transportation (railroad)	Affected Parcel	Right-of-way
43	75	25-16-500-003-0000	361 W. 103RD STREET	Transportation (railroad)	Affected Parcel	Right-of-way
44	78	25-16-500-004-0000	361 W. 104TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
45	80	25-16-500-005-0000	360 W. 104TH PLACE	Public (City of Chicago)	Affected Parcel	Right-of-way
46	82	25-16-500-006-0000	360 W. 105TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
47	83	25-16-113-031-0000	400 W. 105TH STREET	Vacant	Affected Parcel	Substation
48	84	25-16-206-095-0000	346 W. 104TH PLACE	Commercial	Affected Parcel	Right-of-way

Union Pacific Railroad Alternative - East Option
Parcels Affected by Land Acquisitions

Count	Map ID	Parcel ID	Address	Land Use - Field (2015)	Displacement Type	East Option Displacement Use
49	86	25-16-210-001-0000	317 W. 105TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
50	87	25-16-999-001-0000	No Street Address	Transportation (railroad)	Affected Parcel	Right-of-way
51	89	25-16-500-007-0000	360 W. 105TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
52	92	25-16-210-038-0000	230 W. 105TH PLACE	Public (City of Chicago)	Affected Parcel	Right-of-way
53	96	25-16-211-077-0000	355 W. 105TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
54	97	25-16-500-029-0000	359 W. 105TH PLACE	Transportation (railroad)	Affected Parcel	Right-of-way
55	99	25-16-211-084-0000	354 W. 106TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
56	100	25-16-211-083-0000	352 W. 106TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
57	103	25-16-212-001-0000	355 W. 106TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
58	104	25-16-212-002-0000	351 W. 106TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
59	106	25-16-212-043-0000	350 W. 106TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
60	107	25-16-212-042-0000	352 W. 106TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
61	108	25-16-500-012-0000	358 W. 106TH PLACE	Transportation (railroad)	Affected Parcel	Right-of-way
62	110	25-16-217-001-0000	353 W. 106TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
63	112	25-16-500-014-0000	360 W. 107TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
64	113	25-16-217-039-0000	354 W. 107TH STREET	Single-Family Residential	Parcel with Building Displacement	Right-of-way
65	115	25-16-400-001-0000	346 W. 107TH PLACE	Industrial	Parcel with Building Displacement	Right-of-way
66	117	25-16-401-001-0000	347 W. 107TH PLACE	Industrial	Parcel with Building Displacement	Right-of-way
67	119	25-16-401-016-0000	252 W. 108TH STREET	Institution (School)	Affected Parcel	Right-of-way
68	120	25-16-401-017-0000	252 W. 108TH STREET	Institution (School)	Affected Parcel	Right-of-way
69	122	25-16-407-001-0000	351 W. 108TH STREET	Vacant	Affected Parcel	Right-of-way
70	123	25-16-407-002-0000	349 W. 108TH STREET	Vacant	Affected Parcel	Right-of-way
71	125	25-16-407-019-0000	352 W. 108TH PLACE	Vacant	Affected Parcel	Right-of-way
72	126	25-16-407-020-0000	348 W. 108TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
73	128	25-16-411-001-0000	351 W. 108TH PLACE	Vacant	Affected Parcel	Right-of-way
74	129	25-16-411-002-0000	351 W. 108TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
75	131	25-16-411-020-0000	350 W. 109TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
76	132	25-16-411-019-0000	354 W. 109TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
77	133	25-16-415-001-0000	355 W. 109TH STREET	Vacant	Affected Parcel	Right-of-way
78	134	25-16-415-002-0000	351 W. 109TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
79	136	25-16-415-021-0000	354 W. 109TH PLACE	Vacant	Affected Parcel	Right-of-way
80	137	25-16-415-022-0000	350 W. 109TH PLACE	Multifamily Residential	Parcel with Building Displacement	Right-of-way
81	139	25-16-419-032-0000	355 W. 109TH PLACE	Vacant	Affected Parcel	Right-of-way
82	141	25-16-419-036-0000	356 W. 110TH STREET	Industrial	Parcel with Building Displacement	Right-of-way
83	142	25-16-419-014-0000	352 W. 110TH STREET	Industrial	Affected Parcel	Right-of-way
84	143	25-16-419-015-0000	350 W. 110TH STREET	Vacant	Affected Parcel	Right-of-way
85	145	25-16-423-036-0000	349 W. 110TH STREET	Vacant	Affected Parcel	Right-of-way
86	146	25-16-423-037-0000	353 W. 110TH STREET	Vacant	Affected Parcel	Right-of-way
87	147	25-16-329-007-0000	11026 S. EGGLESTON AVENUE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
88	148	25-16-423-024-0000	336 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
89	149	25-16-423-019-0000	348 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Right-of-way
90	150	25-16-423-023-0000	338 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
91	151	25-16-423-022-0000	340 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
92	152	25-16-423-021-0000	342 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
93	153	25-16-423-020-0000	346 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Right-of-way
94	154	25-16-423-018-0000	352 W. 110TH PLACE	Vacant	Affected Parcel	Right-of-way
95	155	25-16-329-009-0000	11037 S. EGGLESTON AVENUE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
96	156	25-16-329-008-0000	11041 S. EGGLESTON AVENUE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station

Union Pacific Railroad Alternative - East Option
Parcels Affected by Land Acquisitions

Count	Map ID	Parcel ID	Address	Land Use - Field (2015)	Displacement Type	East Option Displacement Use
97	157	25-16-427-001-0000	356 W. 111TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-Way
98	158	25-16-329-005-0000	402 W. 111TH STREET	Vacant	Affected Parcel	Parking for 111th Street Station
99	160	25-21-501-003-0000	501 E. 112TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
100	161	25-21-200-001-0000	349 W. 111TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
101	166	25-21-200-014-0000	348 W. 111TH PLACE	Vacant	Affected Parcel	Right-of-way
102	169	25-21-200-015-0000	344 W. 111TH PLACE	Single-family Residential	Affected Parcel	Right-of-way
103	173	25-21-204-001-0000	345 W. 111TH PLACE	Vacant	Affected Parcel	Right-of-way
104	174	25-21-204-002-0000	341 W. 111TH PLACE	Vacant	Affected Parcel	Right-of-way
105	179	25-21-204-015-0000	340 W. 112TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
106	181	25-21-204-016-0000	336 W. 112TH STREET	Vacant	Affected Parcel	Right-of-way
107	182	25-21-208-003-0000	339 W. 112TH STREET	Vacant	Affected Parcel	Right-of-way
108	183	25-21-208-004-0000	335 W. 112TH STREET	Vacant	Affected Parcel	Right-of-way
109	184	25-21-208-005-0000	333 W. 112TH STREET	Vacant	Affected Parcel	Right-of-way
110	186	25-21-208-016-0000	330 W. 112TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
111	187	25-21-208-017-0000	330 W. 112TH PLACE	Single-family Residential	Affected Parcel	Right-of-way
112	189	25-21-208-018-0000	328 W. 112TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
113	192	25-21-212-010-0000	325 W. 112TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
114	194	25-21-212-011-0000	319 W. 112TH PLACE	Multifamily Residential	Parcel with Building Displacement	Right-of-way
115	195	25-21-212-012-0000	317 W. 112TH PLACE	Single-family Residential	Affected Parcel	Right-of-way
116	196	25-21-212-019-0000	320 W. 113TH STREET	Vacant	Affected Parcel	Right-of-way
117	198	25-21-212-020-0000	320 W. 113TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
118	199	25-21-212-021-0000	316 W. 113TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
119	201	25-21-212-022-0000	312 W. 113TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
120	202	25-21-212-023-0000	310 W. 113TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
121	204	25-21-217-001-0000	309 W. 113TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
122	205	25-21-217-002-0000	307 W. 113TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
123	206	25-21-217-003-0000	303 W. 113TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
124	207	25-21-217-012-0000	11332 S. PRINCETON AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
125	209	25-21-218-024-0000	11315 S. PRINCETON AVENUE	Vacant	Affected Parcel	Right-of-way
126	210	25-21-218-025-0000	11319 S. PRINCETON AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
127	211	25-21-218-026-0000	11321 S. PRINCETON AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
128	212	25-21-218-027-0000	11325 S. PRINCETON AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
129	214	25-21-218-028-0000	11327 S. PRINCETON AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
130	216	25-21-218-020-0000	11330 S. YALE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
131	218	25-21-218-021-0000	11334 S. YALE AVENUE	Multifamily Residential	Parcel with Building Displacement	Right-of-way
132	219	25-21-218-022-0000	11336 S. YALE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
133	221	25-21-218-023-0000	11342 S. YALE AVENUE	Vacant	Affected Parcel	Right-of-way
134	222	25-21-219-014-0000	11343 S. YALE AVENUE	Single-family Residential	Affected Parcel	Right-of-way
135	223	25-21-219-015-0000	11345 S. YALE AVENUE	Vacant	Affected Parcel	Right-of-way
136	224	25-21-219-016-0000	11347 S. YALE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
137	225	25-21-219-017-0000	11351 S. WENTWORTH AVENUE	Vacant	Affected Parcel	Right-of-way
138	227	25-21-219-018-0000	11355 S. WENTWORTH AVENUE	Vacant	Affected Parcel	Right-of-way
139	228	25-21-219-036-0000	11352 S. WENTWORTH AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
140	229	25-21-219-037-0000	11358 S. WENTWORTH AVENUE	Vacant	Affected Parcel	Right-of-way
141	230	25-21-501-001-0000	401 W. 111TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
142	233	25-21-228-001-0000	149 W. 114TH STREET	Vacant	Affected Parcel	Right-of-way
143	236	25-21-228-002-0000	135 W. 114TH STREET	Institution (Place of Worship)	Parcel with Building Displacement	Right-of-way
144	238	25-21-228-003-0000	131 W. 114TH STREET	Single-family Residential	Affected Parcel	Right-of-way

Union Pacific Railroad Alternative - East Option
Parcels Affected by Land Acquisitions

Count	Map ID	Parcel ID	Address	Land Use - Field (2015)	Displacement Type	East Option Displacement Use
145	240	25-21-228-046-0000	11424 S. PERRY AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
146	242	25-21-228-047-0000	11424 S. PERRY AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
147	245	25-21-228-023-0000	11426 S. PERRY AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
148	248	25-21-230-035-0000	11439 S. PERRY AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
149	249	25-21-230-034-0000	52 W. 115TH STREET	Vacant	Affected Parcel	Right-of-way
150	253	25-21-230-036-0000	52 W. 115TH STREET	Vacant	Affected Parcel	Right-of-way
151	255	25-21-230-019-0000	46 W. 115TH STREET	Vacant	Affected Parcel	Right-of-way
152	257	25-21-230-020-0000	44 W. 115TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
153	258	25-21-230-021-0000	42 W. 115TH STREET	Vacant	Affected Parcel	Right-of-way
154	259	25-21-230-022-0000	40 W. 115TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
155	260	25-21-406-029-0000	11502 S. LAFAYETTE AVENUE	Commercial	Parcel with Building Displacement	Right-of-way
156	263	25-21-407-001-0000	23 W. 115TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
157	265	25-21-407-002-0000	17 W. 115TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
158	266	25-21-407-003-0000	11 W. 115TH STREET	Vacant	Affected Parcel	Right-of-way
159	267	25-21-407-007-0000	11516 S. STATE STREET	Vacant	Affected Parcel	Right-of-way
160	269	25-21-407-029-0000	11514 S. STATE STREET	Vacant	Affected Parcel	Right-of-way
161	271	25-21-406-030-0000	11524 S. LAFAYETTE AVENUE	Transportation (railroad)	Affected Parcel	Substation
162	285	25-22-300-009-0000	11549 S. STATE STREET	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
163	286	25-22-304-047-0000	113 E. KENSINGTON AVENUE	Vacant	Affected Parcel	Parking for Michigan Avenue Station
164	287	25-22-304-050-0000	11555 S. MICHIGAN AVENUE	Vacant	Affected Parcel	Parking for Michigan Avenue Station
165	289	25-22-300-010-0000	11551 S. STATE STREET	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
166	290	25-22-304-049-0000	11557 S. MICHIGAN AVENUE	Vacant	Affected Parcel	Parking for Michigan Avenue Station
167	292	25-22-300-011-0000	11561 S. STATE STREET	Vacant	Affected Parcel	Parking for Michigan Avenue Station
168	293	25-22-300-070-0000	11556 S. WABASH AVENUE	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
169	294	25-22-304-005-0000	11563 S. MICHIGAN AVENUE	Industrial	Affected Parcel	Parking for Michigan Avenue Station
170	295	25-22-300-012-0000	11563 S. STATE STREET	Vacant	Affected Parcel	Parking for Michigan Avenue Station
171	296	25-22-304-006-0000	11565 S. MICHIGAN AVENUE	Industrial	Affected Parcel	Parking for Michigan Avenue Station
172	297	25-22-300-013-0000	11567 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
173	298	25-22-304-007-0000	11567 S. MICHIGAN AVENUE	Industrial	Parcel with Building Displacement	Parking for Michigan Avenue Station
174	299	25-22-300-069-0000	11562 S. WABASH AVENUE	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
175	300	25-22-300-014-0000	11569 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
176	301	25-22-300-015-0000	11571 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
177	302	25-22-300-071-0000	11557 S. WABASH AVENUE	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
178	303	25-22-300-021-0000	11572 S. WABASH AVENUE	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
179	304	25-22-300-016-0000	11573 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
180	305	25-22-300-022-0000	11574 S. WABASH AVENUE	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
181	306	25-22-300-017-0000	11575 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
182	307	25-22-304-008-0000	11579 S. MICHIGAN AVENUE	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
183	308	25-22-300-049-0000	11573 S. WABASH AVENUE	Commercial	Parcel with Building Displacement	Parking for Michigan Avenue Station
184	309	25-22-300-023-0000	11578 S. WABASH AVENUE	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
185	310	25-22-300-018-0000	11579 S. STATE STREET	Vacant	Affected Parcel	Parking for Michigan Avenue Station
186	311	25-22-304-027-0000	120 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
187	313	25-22-304-028-0000	122 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
188	314	25-22-304-029-0000	124 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
189	315	25-22-304-030-0000	128 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
190	316	25-22-304-031-0000	130 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
191	317	25-22-304-032-0000	132 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
192	318	25-22-304-034-0000	136 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station

Union Pacific Railroad Alternative - East Option
Parcels Affected by Land Acquisitions

Count	Map ID	Parcel ID	Address	Land Use - Field (2015)	Displacement Type	East Option Displacement Use
193	319	25-22-304-033-0000	134 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
194	320	25-22-300-059-0000	11582 S. MICHIGAN AVENUE	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
195	321	25-22-300-052-0000	38 E. 116TH STREET	Multifamily Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
196	322	25-22-300-051-0000	34 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
197	323	25-22-300-050-0000	32 E. 116TH STREET	Single-family Residential	Affected Parcel	Parking for Michigan Avenue Station
198	324	25-22-300-029-0000	20 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
199	325	25-22-300-028-0000	16 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
200	326	25-22-300-060-0000	11586 S. MICHIGAN AVENUE	Vacant	Affected Parcel	Parking for Michigan Avenue Station
201	327	25-22-300-027-0000	12 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
202	328	25-22-300-026-0000	8 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
203	329	25-22-300-025-0000	11583 S. STATE STREET	Single-family Residential	Affected Parcel	Parking for Michigan Avenue Station
204	330	25-22-300-024-0000	11583 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
205	331	25-22-300-061-0000	11588 S. MICHIGAN AVENUE	Vacant	Affected Parcel	Parking for Michigan Avenue Station
206	333	25-22-300-062-0000	11592 S. MICHIGAN AVENUE	Mixed-Use Commercial/Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
207	336	25-22-308-014-0000	151 E. 116TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
208	338	25-22-308-015-0000	153 E. 116TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
209	341	25-22-308-016-0000	155 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
210	343	25-22-308-017-0000	157 E. 116TH STREET	Multifamily Residential	Affected Parcel	Right-of-way
211	345	25-22-308-018-0000	159 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
212	346	25-22-308-019-0000	163 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
213	347	25-22-308-020-0000	165 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
214	354	25-22-311-013-0000	11631 S. INDIANA AVENUE	Public (City of Chicago)	Parcel with Building Displacement	Right-of-way
215	356	25-22-311-021-0000	11630 S. PRAIRIE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
216	357	25-22-311-024-0000	11632 S. PRAIRIE AVENUE	Multifamily Residential	Parcel with Building Displacement	Right-of-way
217	358	25-22-311-025-0000	11634 S. PRAIRIE AVENUE	Multifamily Residential	Parcel with Building Displacement	Right-of-way
218	363	25-22-316-001-0000	319 E. 117TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
219	368	25-22-316-035-0000	11712 S. Calumet Avenue	Commercial	Affected Parcel	Right-of-way
220	370	25-22-316-034-0000	11722 S. CALUMET AVENUE	Commercial	Affected Parcel	Right-of-way
221	371	25-22-316-030-0000	11726 S. CALUMET AVENUE	Vacant	Affected Parcel	Right-of-way
222	372	25-22-316-031-0000	11728 S. CALUMET AVENUE	Vacant	Affected Parcel	Right-of-way
223	373	25-22-317-013-0000	354 E. 118TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
224	374	25-22-317-014-0000	356 E. 118TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
225	375	25-22-317-015-0000	358 E. 118TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
226	376	25-22-317-030-0000	11742 S. FRONT AVENUE	Vacant	Affected Parcel	Right-of-way
227	377	25-22-317-031-0000	11810 S. CALUMET AVENUE	Industrial	Affected Parcel	Right-of-way
228	378	25-22-317-032-0000	11810 S. CALUMET AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
229	379	25-22-317-033-0000	375 E. 118TH STREET	Industrial	Affected Parcel	Right-of-way
230	380	25-22-317-035-0000	11800 S. FRONT AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
231	381	25-22-501-005-0000	360 E. 119TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
232	382	25-22-325-001-0000	370 E. 119TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
233	383	25-22-400-026-0000	11600 S. COTTAGE GROVE AVENUE	Industrial	Affected Parcel	Right-of-way
234	384	25-22-400-027-0000	11600 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
235	385	25-27-108-009-0000	11900 S. COTTAGE GROVE AVENUE	Public (City of Chicago)	Affected Parcel	Right-of-way
236	386	25-27-502-001-0000	12330 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
237	388	25-27-502-001-0000	12330 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
238	389	25-26-999-001-0000	No Street Address	Transportation (railroad)	Affected Parcel	Right-of-way
239	390	25-26-300-017-0000	12807 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	Right-of-way
240	391	25-26-300-015-0000	12813 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	Right-of-way

Union Pacific Railroad Alternative - East Option
Parcels Affected by Land Acquisitions

Count	Map ID	Parcel ID	Address	Land Use - Field (2015)	Displacement Type	East Option Displacement Use
241	392	25-26-300-014-0000	12817 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	Right-of-way
242	393	25-27-301-013-0000	310 E. 130TH STREET	Utility (MWRD)	Affected Parcel	Right-of-way
243	394	25-27-301-012-0000	325 E. 127TH STREET	Utility (MWRD)	Affected Parcel	Right-of-way
244	395	25-27-301-011-0000	350 E. 130TH STREET	Utility (MWRD)	Affected Parcel	Right-of-way
245	396	25-27-301-010-0000	360 E. 130TH STREET	Utility (MWRD)	Affected Parcel	Right-of-way
246	397	25-22-401-034-0000	1355 E. 121ST STREET	Transportation (railroad)	Affected Parcel	120th Street Yard
247	398	25-27-200-007-0000	12256 S. COTTAGE GROVE AVENUE	Industrial	Parcel with Building Displacement	120th Street Yard
248	399	25-27-200-009-0000	12256 S. COTTAGE GROVE AVENUE	Public (City of Chicago)	Affected Parcel	120th Street Yard
249	400	25-27-200-010-0000	12256 S. COTTAGE GROVE AVENUE	Public (City of Chicago)	Affected Parcel	120th Street Yard
250	401	25-27-200-012-0000	12534 S. COTTAGE GROVE AVENUE	Public (City of Chicago)	Affected Parcel	120th Street Yard
251	402	25-27-200-013-0000	12546 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
252	403	25-27-503-001-0000	12320 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	120th Street Yard
253	404	25-27-200-004-0000	12500 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
254	405	25-27-400-003-0000	12606 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
255	406	25-27-400-002-0000	12600 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	120th Street Yard
256	407	25-27-400-007-0000	12614 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
257	408	25-27-400-005-0000	12608 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
258	409	25-27-400-006-0000	12610 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
259	410	25-27-301-007-0000	300 E. 127TH STREET	Utility (MWRD)	Affected Parcel	120th Street Yard
260	411	25-27-400-009-0000	12618 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard

Note - The following parcels are defined as easements and are not included in the table: Map ID 1-21, 24, 276, 282, 288, 291, 312. 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.

Union Pacific Railroad Alternative - West Option
Parcels Affected by Land Acquisitions

Count	Map ID	Parcel ID	Address	Land Use - Field (2015)	Displacement Type	West Option 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	88	25-16-121-025-0000	10514 S. STEWART AVENUE	Commercial	Affected Parcel	Right-of-way
21	89	25-16-500-007-0000	360 W. 105TH STREET	Public (City of Chicago)	Affected Parcel	Substation
22	90	25-16-210-040-0000	232 W. 105TH STREET	Public (City of Chicago)	Affected Parcel	Substation
23	91	25-16-210-039-0000	232 W 105TH PLACE	Public (City of Chicago)	Affected Parcel	Substation
24	92	25-16-210-038-0000	230 W. 105TH PLACE	Public (City of Chicago)	Affected Parcel	Substation
25	93	25-16-121-031-0000	10520 S. STEWART AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
26	94	25-16-121-032-0000	10528 S. STEWART AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
27	95	25-16-121-022-0000	10530 S. STEWART AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
28	98	25-16-121-027-0000	10548 S. STEWART AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
29	101	25-16-121-028-0000	10552 S. STEWART AVENUE	Industrial	Affected Parcel	Right-of-way
30	102	25-16-121-029-0000	10558 S. STEWART AVENUE	Industrial	Affected Parcel	Right-of-way
31	105	25-16-129-030-0000	10638 S. STEWART AVENUE	Public (City of Chicago)	Affected Parcel	Right-of-way
32	109	25-16-129-031-0000	10632 S. STEWART AVENUE	Vacant	Affected Parcel	Right-of-way
33	111	25-16-129-029-0000	410 W. 107TH STREET	Vacant	Affected Parcel	Right-of-way
34	114	25-16-129-028-0000	400 W. 107TH STREET	Industrial	Parcel with Building Displacement	Right-of-way
35	116	25-16-307-025-0000	405 W. 107TH STREET	Vacant	Affected Parcel	Right-of-way
36	118	25-16-307-022-0000	400 W. 108TH STREET	Vacant	Affected Parcel	Right-of-way
37	121	25-16-315-025-0000	405 W. 108TH STREET	Vacant	Affected Parcel	Right-of-way
38	124	25-16-315-026-0000	405 W. 108TH STREET	Vacant	Affected Parcel	Right-of-way
39	127	25-16-315-027-0000	410 W. 109TH STREET	Vacant	Affected Parcel	Right-of-way
40	130	25-16-315-024-0000	410 W. 109TH STREET	Industrial	Parcel with Building Displacement	Right-of-way
41	135	25-16-320-011-0000	409 W. 109TH STREET	Industrial	Parcel with Building Displacement	Right-of-way
42	138	25-16-320-022-0000	410 W. 109TH STREET	Industrial	Affected Parcel	Right-of-way
43	140	25-16-320-023-0000	412 W. 109TH STREET	Industrial	Affected Parcel	Right-of-way
44	144	25-16-329-006-0000	401 W. 110TH STREET	Industrial	Parcel with Building Displacement	Right-of-way
45	147	25-16-329-007-0000	11026 S. EGGLESTON AVENUE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
46	155	25-16-329-009-0000	11037 S. EGGLESTON AVENUE	Public (City of Chicago)	Affected Parcel	Right-of-way
47	156	25-16-329-008-0000	11041 S. EGGLESTON AVENUE	Public (City of Chicago)	Affected Parcel	Right-of-way
48	158	25-16-329-005-0000	402 W. 111TH STREET	Vacant	Affected Parcel	Right-of-way

Union Pacific Railroad Alternative - West Option
Parcels Affected by Land Acquisitions

Count	Map ID	Parcel ID	Address	Land Use - Field (2015)	Displacement Type	West Option Displacement Use
49	159	25-21-107-009-0000	403 W. 111TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
50	162	25-21-107-007-0000	405 W. 111TH STREET	Commercial	Parcel with Building Displacement	Right-of-way
51	163	25-21-107-008-0000	401 W. 111TH STREET	Commercial	Affected Parcel	Right-of-way
52	164	25-21-107-025-0000	11114 S. STEWART AVENUE	Public (City of Chicago)	Affected Parcel	Right-of-way
53	165	25-21-107-026-0000	11116 S. STEWART AVENUE	Public (City of Chicago)	Affected Parcel	Right-of-way
54	167	25-21-107-027-0000	11118 S. STEWART AVENUE	Commercial	Parcel with Building Displacement	Right-of-way
55	168	25-21-107-028-0000	11124 S. STEWART AVENUE	Commercial	Parcel with Building Displacement	Right-of-way
56	170	25-21-107-029-0000	11128 S. STEWART AVENUE	Commercial	Affected Parcel	Right-of-way
57	171	25-21-107-030-0000	11130 S. STEWART AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
58	172	25-21-107-031-0000	11140 S. STEWART AVENUE	Vacant	Affected Parcel	Right-of-way
59	175	25-21-107-032-0000	11144 S. STEWART AVENUE	Vacant	Affected Parcel	Right-of-way
60	176	25-21-107-033-0000	11148 S. STEWART AVENUE	Vacant	Affected Parcel	Right-of-way
61	177	25-21-107-034-0000	11150 S. STEWART AVENUE	Vacant	Affected Parcel	Right-of-way
62	178	25-21-107-037-0000	406 W. 112TH STREET	Vacant	Affected Parcel	Right-of-way
63	180	25-21-501-002-0000	501 E. 112TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
64	185	25-21-208-001-0000	11201 S. STEWART AVENUE	Vacant	Affected Parcel	Right-of-way
65	188	25-21-208-002-0000	11225 S. STEWART AVENUE	Vacant	Affected Parcel	Right-of-way
66	190	25-21-212-001-0000	11229 S. STEWART AVENUE	Single-family Residential	Affected Parcel	Right-of-way
67	191	25-21-212-002-0000	11231 S. STEWART AVENUE	Single-family Residential	Affected Parcel	Right-of-way
68	193	25-21-212-009-0000	341 W. 112TH PLACE	Industrial	Parcel with Building Displacement	Right-of-way
69	197	25-21-212-017-0000	340 W. 113TH STREET	Mixed-Use Commercial/Residential	Parcel with Building Displacement	Right-of-way
70	200	25-21-212-018-0000	338 W. 113TH STREET	Vacant	Affected Parcel	Right-of-way
71	203	25-21-216-022-0000	335 W. 113TH STREET	Vacant	Affected Parcel	Right-of-way
72	208	25-21-217-004-0000	11325 S. HARVARD AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
73	213	25-21-217-005-0000	11327 S. HARVARD AVENUE	Single-family Residential	Affected Parcel	Right-of-way
74	215	25-21-217-027-0000	11334 S. PRINCETON AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
75	217	25-21-217-028-0000	11336 S. PRINCETON AVENUE	Single-family Residential	Affected Parcel	Right-of-way
76	220	25-21-217-029-0000	11340 S. PRINCETON AVENUE	Single-family Residential	Affected Parcel	Right-of-way
77	226	25-21-218-014-0000	233 W. 113TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
78	231	25-21-999-001-0000	No Street Address	Transportation (railroad)	Affected Parcel	Right-of-way
79	232	25-21-226-008-0000	235 W. 114TH STREET	Single-family Residential	Affected Parcel	Right-of-way
80	234	25-21-227-001-0000	11411 S. YALE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
81	235	25-21-999-001-0000	No Street Address	Transportation (railroad)	Affected Parcel	Right-of-way
82	237	25-21-227-002-0000	11413 S. YALE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
83	239	25-21-227-012-0000	11420 S. WENTWORTH AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
84	241	25-21-227-013-0000	11422 S. WENTWORTH AVENUE	Vacant	Affected Parcel	Right-of-way
85	243	25-21-228-042-0000	11423 S. WENTWORTH AVENUE	Vacant	Affected Parcel	Right-of-way
86	244	25-21-228-015-0000	11433 S. WENTWORTH AVENUE	Vacant	Affected Parcel	Right-of-way
87	246	25-21-228-016-0000	11437 S. WENTWORTH AVENUE	Vacant	Affected Parcel	Right-of-way
88	247	25-21-228-043-0000	11437 S. WENTWORTH AVENUE	Vacant	Affected Parcel	Right-of-way
89	250	25-21-228-044-0000	124 W. 115TH STREET	Single-family Residential	Affected Parcel	Right-of-way
90	251	25-21-228-045-0000	120 W. 115TH STREET	Single-family Residential	Affected Parcel	Right-of-way
91	252	25-21-228-034-0000	116 W. 115TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
92	254	25-21-228-037-0000	112 W. 115TH STREET	Vacant	Affected Parcel	Right-of-way
93	256	25-21-228-038-0000	106 W. 115TH STREET	Vacant	Affected Parcel	Right-of-way
94	261	25-21-405-008-0000	103 W. 115TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
95	262	25-21-406-001-0000	11513 S. PERRY AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
96	264	25-21-406-055-0000	11515 S. PERRY AVENUE	Vacant	Affected Parcel	Right-of-way

Union Pacific Railroad Alternative - West Option
Parcels Affected by Land Acquisitions

Count	Map ID	Parcel ID	Address	Land Use - Field (2015)	Displacement Type	West Option Displacement Use
97	268	25-21-406-030-0000	11524 S. LAFAYETTE AVENUE	Transportation (railroad)	Affected Parcel	Substation
98	270	25-21-999-001-0000	No Street Address	Transportation (railroad)	Affected Parcel	Right-of-way
99	271	25-21-406-030-0000	11524 S. LAFAYETTE AVENUE	Transportation (railroad)	Affected Parcel	Substation
100	272	25-21-407-008-0000	11535 S. LAFAYETTE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
101	273	25-21-406-031-0000	11528 S. LAFAYETTE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
102	274	25-21-501-007-0000	500 W. 113TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
103	275	25-21-406-058-0000	11530 S. LAFAYETTE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
104	277	25-21-407-008-0000	11535 S. LAFAYETTE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
105	278	25-21-407-008-0000	11535 S. LAFAYETTE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
106	279	25-21-407-009-0000	11537 S. LAFAYETTE AVENUE	Vacant	Affected Parcel	Right-of-way
107	280	25-21-407-010-0000	11541 S. LAFAYETTE AVENUE	Single-family Residential	Affected Parcel	Right-of-way
108	281	25-21-407-030-0000	11512 S. STATE STREET	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
109	283	25-21-407-031-0000	11546 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
110	284	25-21-407-032-0000	11548 S. STATE STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
111	285	25-22-300-009-0000	11549 S. STATE STREET	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
112	289	25-22-300-010-0000	11551 S. STATE STREET	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
113	292	25-22-300-011-0000	11561 S. STATE STREET	Vacant	Affected Parcel	Parking for Michigan Avenue Station
114	293	25-22-300-070-0000	11556 S. WABASH AVENUE	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
115	295	25-22-300-012-0000	11563 S. STATE STREET	Vacant	Affected Parcel	Parking for Michigan Avenue Station
116	297	25-22-300-013-0000	11567 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
117	299	25-22-300-069-0000	11562 S. WABASH AVENUE	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
118	300	25-22-300-014-0000	11569 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
119	301	25-22-300-015-0000	11571 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
120	302	25-22-300-071-0000	11557 S. WABASH AVENUE	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
121	303	25-22-300-021-0000	11572 S. WABASH AVENUE	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
122	304	25-22-300-016-0000	11573 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
123	305	25-22-300-022-0000	11574 S. WABASH AVENUE	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
124	306	25-22-300-017-0000	11575 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
125	308	25-22-300-049-0000	11573 S. WABASH AVENUE	Commercial	Parcel with Building Displacement	Parking for Michigan Avenue Station
126	309	25-22-300-023-0000	11578 S. WABASH AVENUE	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
127	310	25-22-300-018-0000	11579 S. STATE STREET	Vacant	Affected Parcel	Parking for Michigan Avenue Station
128	320	25-22-300-059-0000	11582 S. MICHIGAN AVENUE	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
129	321	25-22-300-052-0000	38 E. 116TH STREET	Multifamily Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
130	322	25-22-300-051-0000	34 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
131	323	25-22-300-050-0000	32 E. 116TH STREET	Single-family Residential	Affected Parcel	Parking for Michigan Avenue Station
132	324	25-22-300-029-0000	20 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
133	325	25-22-300-028-0000	16 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
134	326	25-22-300-060-0000	11586 S. MICHIGAN AVENUE	Vacant	Affected Parcel	Parking for Michigan Avenue Station
135	327	25-22-300-027-0000	12 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
136	328	25-22-300-026-0000	8 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
137	329	25-22-300-025-0000	11583 S. STATE STREET	Single-family Residential	Affected Parcel	Parking for Michigan Avenue Station
138	330	25-22-300-024-0000	11583 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
139	331	25-22-300-061-0000	11588 S. MICHIGAN AVENUE	Vacant	Affected Parcel	Parking for Michigan Avenue Station
140	332	25-22-304-009-0000	11583 S. MICHIGAN AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
141	333	25-22-300-062-0000	11592 S. MICHIGAN AVENUE	Mixed-Use Commercial/Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
142	334	25-22-304-010-0000	11589 S. MICHIGAN AVENUE	Vacant	Affected Parcel	Right-of-way
143	335	25-22-308-001-0000	11601 S. MICHIGAN AVENUE	Institution (Place of Worship)	Parcel with Building Displacement	Right-of-way
144	337	25-22-308-002-0000	11603 S. MICHIGAN AVENUE	Institution (Place of Worship)	Affected Parcel	Right-of-way

Union Pacific Railroad Alternative - West Option
Parcels Affected by Land Acquisitions

Count	Map ID	Parcel ID	Address	Land Use - Field (2015)	Displacement Type	West Option Displacement Use
145	339	25-22-308-003-0000	11607 S. MICHIGAN AVENUE	Public (City of Chicago)	Affected Parcel	Right-of-way
146	340	25-22-308-010-0000	115 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
147	342	25-22-308-011-0000	117 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
148	344	25-22-308-012-0000	119 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
149	348	25-22-308-024-0000	120 E. 117TH STREET	Vacant	Affected Parcel	Right-of-way
150	349	25-22-308-025-0000	124 E. 117TH STREET	Vacant	Affected Parcel	Right-of-way
151	350	25-22-308-026-0000	126 E. 117TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
152	351	25-22-308-027-0000	128 E. 117TH STREET	Single-family Residential	Affected Parcel	Right-of-way
153	352	25-22-308-028-0000	132 E. 117TH STREET	Single-family Residential	Affected Parcel	Right-of-way
154	353	25-22-308-029-0000	132 E. 117TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
155	355	25-22-308-030-0000	134 E. 117TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
156	359	25-22-310-038-0000	11700 S. INDIANA AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
157	360	25-22-315-001-0000	11705 S. INDIANA AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
158	361	25-22-315-003-0000	11707 S. INDIANA AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
159	362	25-22-315-004-0000	11709 S. INDIANA AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
160	364	25-22-315-016-0000	11714 S. PRAIRIE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
161	365	25-22-999-001-0000	No Street Address	Transportation (railroad)	Affected Parcel	Right-of-way
162	366	25-22-315-017-0000	11716 S. PRAIRIE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
163	367	25-22-316-013-0000	11763 S. PRAIRIE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
164	368	25-22-316-035-0000	11712 S. Calumet Avenue	Commercial	Affected Parcel	Right-of-way
165	369	25-22-500-001-0000	100 E. 116TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
166	371	25-22-316-030-0000	11726 S. CALUMET AVENUE	Vacant	Affected Parcel	Right-of-way
167	372	25-22-316-031-0000	11728 S. CALUMET AVENUE	Vacant	Affected Parcel	Right-of-way
168	373	25-22-317-013-0000	354 E. 118TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
169	374	25-22-317-014-0000	356 E. 118TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
170	375	25-22-317-015-0000	358 E. 118TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
171	376	25-22-317-030-0000	11742 S. FRONT AVENUE	Vacant	Affected Parcel	Right-of-way
172	377	25-22-317-031-0000	11810 S. CALUMET AVENUE	Industrial	Affected Parcel	Right-of-way
173	378	25-22-317-032-0000	11810 S. CALUMET AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
174	379	25-22-317-033-0000	375 E. 118TH STREET	Industrial	Affected Parcel	Right-of-way
175	380	25-22-317-035-0000	11800 S. FRONT AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
176	381	25-22-501-005-0000	360 E. 119TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
177	382	25-22-325-001-0000	370 E. 119TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
178	383	25-22-400-026-0000	11600 S. COTTAGE GROVE AVENUE	Industrial	Affected Parcel	Right-of-way
179	384	25-22-400-027-0000	11600 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
180	385	25-27-108-009-0000	11900 S. COTTAGE GROVE AVENUE	Public (City of Chicago)	Affected Parcel	Right-of-way
181	386	25-27-502-001-0000	12330 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
182	388	25-27-502-001-0000	12330 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
183	389	25-26-999-001-0000	No Street Address	Transportation (railroad)	Affected Parcel	Right-of-way
184	390	25-26-300-017-0000	12807 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	Right-of-way
185	391	25-26-300-015-0000	12813 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	Right-of-way
186	392	25-26-300-014-0000	12817 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	Right-of-way
187	393	25-27-301-013-0000	310 E. 130TH STREET	Utility (MWRD)	Affected Parcel	Right-of-way
188	394	25-27-301-012-0000	325 E. 127TH STREET	Utility (MWRD)	Affected Parcel	Right-of-way
189	395	25-27-301-011-0000	350 E. 130TH STREET	Utility (MWRD)	Affected Parcel	Right-of-way
190	396	25-27-301-010-0000	360 E. 130TH STREET	Utility (MWRD)	Affected Parcel	Right-of-way
191	397	25-22-401-034-0000	1355 E. 121ST STREET	Transportation (railroad)	Affected Parcel	120th Street Yard
192	398	25-27-200-007-0000	12256 S. COTTAGE GROVE AVENUE	Industrial	Parcel with Building Displacement	120th Street Yard

Union Pacific Railroad Alternative - West Option
Parcels Affected by Land Acquisitions

Count	Map ID	Parcel ID	Address	Land Use - Field (2015)	Displacement Type	West Option Displacement Use
193	399	25-27-200-009-0000	12256 S. COTTAGE GROVE AVENUE	Public (City of Chicago)	Affected Parcel	120th Street Yard
194	400	25-27-200-010-0000	12256 S. COTTAGE GROVE AVENUE	Public (City of Chicago)	Affected Parcel	120th Street Yard
195	401	25-27-200-012-0000	12534 S. COTTAGE GROVE AVENUE	Public (City of Chicago)	Affected Parcel	120th Street Yard
196	402	25-27-200-013-0000	12546 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
197	403	25-27-503-001-0000	12320 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	120th Street Yard
198	404	25-27-200-004-0000	12500 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
199	405	25-27-400-003-0000	12606 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
200	406	25-27-400-002-0000	12600 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	120th Street Yard
201	407	25-27-400-007-0000	12614 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
202	408	25-27-400-005-0000	12608 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
203	409	25-27-400-006-0000	12610 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
204	410	25-27-301-007-0000	300 E. 127TH STREET	Utility (MWRD)	Affected Parcel	120th Street Yard
205	411	25-27-400-009-0000	12618 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard

Note - The following parcels are defined as easements and are not included in the table: Map ID 1-19, 21-24, 312. 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

¿Qué podría sucederle a mi propiedad?
Como parte de la planificación considerable para el proyecto de RLE, CTA determinó que ***podría*** ser necesario adquirir ciertas propiedades para implementar el proyecto. ***Debido a que el proyecto todavía se encuentra en la etapa de planificación y CTA todavía está evaluando las opciones este y oeste, no se conoce en este momento si será necesario adquirir su propiedad.*** En algunos casos, podría ser necesario adquirir su propiedad independientemente de si se selecciona la opción este u oeste. CTA ofrecerá más información cuando se seleccione la opción preferida. A medida que avanza el proyecto, CTA realizará análisis adicionales de ingeniería, los cuales permitirán que se perfeccionen aun más las necesidades de las propiedades e identificará maneras para minimizar los impactos sobre las propiedades y concluir cuáles propiedades tienen que adquirirse para el proyecto de RLE. Si su propiedad es necesaria para el proyecto, podría ser rehabilitada y usada para rieles, estaciones, estacionamiento o instalaciones complementarias.

¿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. Lo que esto significa es que 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?
Si CTA determina en última instancia que es necesario comprar propiedades privadas para el proyecto de RLE, las leyes federales exigen que se 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 este 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 de los agentes 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? ¿Cómo se tomará la decisión entre la opción este y oeste?
CTA publicará un estudio ambiental, conocido como el borrador de Declaración de Impacto Ambiental (DIA), a principios de octubre. Luego CTA llevará a cabo una audiencia pública en el área del proyecto para proporcionar más información y recabar opiniones sobre el proyecto, sus impactos y posibles medidas de mitigación. Con base en las opiniones del público, la revisión ambiental y la disponibilidad de fondos para llevar a cabo más análisis de ingeniería, CTA espera anunciar la opción seleccionada (la opción este u oeste) en el 2017. CTA atenderá los comentarios públicos sobre el borrador de la DIA en la DIA final, la cual también formalizará la opción seleccionada, sus impactos y medidas de mitigación. Según la disponibilidad de fondos y aprobaciones federales, se espera que se publique la DIA final a finales del 2018. Durante el proceso de redacción de la DIA final, 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."

¿Cuándo me notificará CTA sobre su intención de comprar mi propiedad?
En este momento, CTA no tiene previsto hacer gestiones para adquirir propiedades privadas para el proyecto de RLE hasta que termine la revisión ambiental (se espera que termine a finales del 2018) y se obtengan los fondos para el proyecto. Entonces CTA notificaría a los dueños de las propiedades afectadas sobre su intención de compra.

¿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 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

FEDERAL TRANSIT ADMINISTRATION

GENERAL ACQUISITION & RELOCATION INFORMATION

FTA U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL TRANSIT ADMINISTRATION

SEE THE BACK PANEL OF THIS BROCHURE FOR INFORMATION ON CONTACTING YOUR LOCAL AGENCY.

GENERAL INFORMATION

Your local transit agency may need to purchase property from you with funding from the Federal Transit Administration (FTA) in order to benefit the general public. To assure fair and consistent treatment of all persons, the FTA will require your local transit agency to follow the Uniform Relocation Assistance and Real Property Policies Act of 1970, as amended. The Uniform Act is a law passed by Congress to promote uniformity and fairness when a local transit agency must acquire property or displace persons. There are two main parts of this process:

1. *Acquisition, which is the purchase of your real estate.*
2. *Relocation which offers additional benefits should you or your business be displaced.*

Acquisition of Real Property

The purchase of real estate by a transit agency begins with the appraisal of your property. An appraiser will inspect your property to determine the value. The property owner should accompany the appraiser while making this inspection. A second appraiser will then review and approve the work of the first appraiser and will recommend a value to the local transit agency.

You should then receive a written offer to purchase your property. You will have sufficient time to consider the offer or make any counter offers that you believe is fair.

If you elect to sell your property to the local transit agency, you will be paid the full amount less any encumbrances (mortgage, lien, etc.) owed on that property. Possession of vacant property may be taken the day of closing by the local transit agency; possession of occupied property will be at an agreed future date.

Relocation

Advisory Assistance will be offered to every displaced person. A Relocation Agent will visit you to explain all of the benefits and services that you may be eligible to receive.

Below is a very brief outline of the various types of financial benefits available if you or your business are required to move.

Residential Homeowner Occupants, are those that have owned and occupied their home for at least 180 days. Typical benefits include:

1. *Moving Costs*
2. *Price Differential Payment*
3. *Increased Mortgage Interest*
4. *Incidental Closing Costs*

90 day Occupant or Tenant, is either a tenant or a homeowner that has occupied their home for less than 180 days but at least 90 days. Relocation benefits include:

1. *Moving Costs*
2. *Rental Assistance Payment/Down Payment*

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

October 3, 2016

Via Certified Mail, Regular Mail, and Hand Delivery
Certified Mail ID: XXXXXXXXX

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

Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority (CTA) project known as 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 from the 95th Street Terminal to 130th Street.

Federal law requires that all major projects seeking federal funding identify, disclose, and mitigate for any adverse environmental impacts of a proposed project. In compliance with these requirements and to become eligible for federal funding, the Federal Transit Administration and CTA will be publishing a Draft Environmental Impact Statement (EIS) in early October. The Draft EIS provides a comprehensive identification of potential environmental impacts that could result from this project, including potential property impacts.

Through this extensive planning, CTA has determined that it ***may*** be necessary to acquire certain properties to implement the project. CTA is still evaluating two potential options for the preferred alignment: the East Option and the West Option. The property impacts will be different depending upon which option is selected.

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. The purpose of this letter is to let you know of the proposed RLE Project, its timeline and next steps, and to provide contact information to answer any preliminary questions you may have.

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.

The property referenced below has been identified by CTA as one that **may** be necessary for the construction of the RLE Project if the CTA moves forward with **[the East Option, the West Option, either the East or West Option]**. ***Because the CTA is still evaluating the two options, it is not known at this time whether acquisition of your property may be***

required. CTA will provide additional communication when the selected option has been decided.

The public records indicate that you are the owner of, or have an interest in, this property.

Owner of Record: XXXXXX
Property Address: XXXXXXXX
Property Identification Number (PIN): XXXXXXX
Potential Impact: [East Option, West Option, Both East and West Options]
CTA Parcel ID: XXX

Preferred Alignment Description: The preferred alignment of the proposed rail extension would run along elevated tracks south along I-94 from the 95th Street Terminal, then curve west along I-57 until reaching the Union Pacific Railroad (UPRR) corridor in the vicinity of Eggleston Avenue. The alignment would then turn south and follow the UPRR corridor to Prairie Avenue, where it would cross over the Metra tracks near 119th Street. South of this point, the alignment would follow the existing freight rail tracks and end with a station at 130th Street.

CTA is currently considering two options of this alignment: the East Option and the West Option. The East Option would run to the east of the UPRR tracks between 99th Street and 118th Street, and the West Option would run to the west of the UPRR tracks in that segment. The alignment would be the same for the two options from 95th Street to 99th Street and from 118th Street to 130th Street. As noted above, CTA has not yet chosen one of the two options of the preferred alignment.

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. What this means is that CTA will treat property owners fairly and will seek cooperative settlements of property acquisitions.

Based on public feedback, environmental review, and funding availability, CTA expects to announce the selected option (either the East Option or the West Option) in 2017. After that and over the next few years, CTA will move forward with additional engineering work, 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.

Depending on funding availability and federal approvals, the Final EIS is expected to be published by the end of 2018, 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.

Properties that **may** be affected by the East or West Option between XXX Street and XXX Street are invited to attend an informational open house meeting on DATE at TIME at LOCATION to discuss the RLE Project and what it could mean for your property. If you are unable to attend that meeting, you are welcome to join us at any one of the three meetings that will be held:

- **Tuesday, October 11** from 6:00 to 8:00 PM at Palmer Park, 201 E. 111th Street, Chicago (95th Street to 111th Street)

- **Wednesday, October 12** from 5:30 to 7:30 PM at Fenger Academy High School, 11220 S. Wallace Avenue, Chicago (111th Street to 115th Street)
- **Thursday, October 13** from 5:30 to 7:30 PM at Pullman Public Library, 11001 S. Indiana Avenue, Chicago (115th Street to 130th Street)

CTA will also be holding a public hearing on the Draft EIS in the coming weeks. During that meeting you will be able to learn more about the Draft EIS and findings from the environmental analysis, including impacts to properties. You will receive additional information about the public hearing in a separate mailing.

CTA's relocation liaison will be in your neighborhood visiting potentially displaced properties to discuss the relocation process and answer questions during the week of October 3, 2016.

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. If you are not the current property owner, please contact CTA customer service at the information above.

We welcome the opportunity to answer any questions you may have regarding the RLE Project. The 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.

Sincerely,

Carole Morey
Chief Planning Officer
Chicago Transit Authority

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

October 3, 2016

Via Certified Mail, Regular Mail, and Hand Delivery
Certified Mail ID: XXXXXXXXX

Current Resident/Lessee
[Insert Address]
[Insert, City, State, Zip]

Dear Current Resident/Lessee:

We are writing to share information about a proposed Chicago Transit Authority (CTA) project known as 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 from the 95th Street Terminal to 130th Street.

Federal law requires that all major projects seeking federal funding identify, disclose, and mitigate for any adverse environmental impacts of a proposed project. In compliance with these requirements and to become eligible for federal funding, the Federal Transit Administration and CTA will be publishing a Draft Environmental Impact Statement (EIS) in early October. The Draft EIS provides a comprehensive identification of potential environmental impacts that could result from this project, including potential property impacts.

Through this extensive planning, CTA has determined that it ***may*** be necessary to acquire certain properties to implement the project. CTA is still evaluating two potential options for the preferred alignment: the East Option and the West Option. The property impacts will be different depending upon which option is selected.

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. The purpose of this letter is to let you know of the proposed RLE Project, its timeline and next steps, and to provide contact information to answer any preliminary questions you may have. The information in this letter is not intended to affect your present occupancy in any way.

The property referenced below has been identified by CTA as one that **may** be necessary for the construction of the RLE Project if the CTA moves forward with **[the East Option, the West Option, either the East or West Option]**. ***Because CTA is still evaluating the two options, it is not known at this time whether acquisition of this property may be required.*** CTA will provide additional communication when the selected option has been decided.

The public records indicate that you occupy this property.

Owner of Record: XXXXXX
Property Address: XXXXXXXX
Property Identification Number (PIN): XXXXXXX
Potential Impact: [East Option, West Option, Both East and West Options]
CTA Parcel ID: XXX

Preferred Alignment Description: The preferred alignment of the proposed rail extension would run along elevated tracks south along I-94 from the 95th Street Terminal, then curve west along I-57 until reaching the Union Pacific Railroad (UPRR) corridor in the vicinity of Eggleston Avenue. The alignment would then turn south and follow the UPRR corridor to Prairie Avenue, where it would cross over the Metra tracks near 119th Street. South of this point, the alignment would follow the existing freight rail tracks and end with a station at 130th Street.

CTA is currently considering two options of this alignment: the East Option and the West Option. The East Option would run to the east of the UPRR tracks between 99th Street and 118th Street, and the West Option would run to the west of the UPRR tracks in that segment. The alignment would be the same for the two options from 95th Street to 99th Street and from 118th Street to 130th Street. As noted above, CTA has not yet chosen one of the two options of the preferred alignment.

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. What this means is that CTA will treat property owners fairly and will seek cooperative settlements of property acquisitions.

Based on public feedback, environmental review, and funding availability to conduct additional engineering, CTA expects to announce the selected option (either the East Option or the West Option) in 2017. After that and over the next few years, CTA will move forward with additional engineering work, 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.

Depending on funding availability and federal approvals, the Final EIS is expected to be published by the end of 2018, 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.

Properties that **may** be affected by the East or West Option between XXX Street and XXX Street are invited to attend an informational open house meeting on DATE at TIME at LOCATION to discuss the RLE Project and what it could mean for you. If you are unable to attend that meeting, you are welcome to join us at any one of the three meetings that will be held:

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CTA will also be holding a public hearing on the Draft EIS in the coming weeks. During that meeting you will be able to learn more about the Draft EIS and findings from the environmental analysis, including impacts to properties. You will receive additional information about the public hearing in a separate mailing.

CTA's relocation liaison will be in your neighborhood visiting potentially displaced properties to discuss the relocation process and answer questions during the week of October 3, 2016.

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.

We welcome the opportunity to answer any questions you may have regarding the RLE Project. The 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.

Sincerely,

Carole Morey
Chief Planning Officer
Chicago Transit Authority

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

October 3, 2016

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
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. The RLE Project would reduce commute times for residents, improve mobility and accessibility, and provide connection to other transportation modes. The RLE Project could also foster economic development, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts. The RLE Project would also provide a modern, efficient car storage yard and shop facility.

The extension would run along elevated tracks south from the 95th Street Terminal, then curve west along I-57 until reaching the Union Pacific Railroad (UPRR) corridor in the vicinity of Eggleston Avenue. The alignment would then turn south and follow the UPRR corridor to Prairie Avenue, where it would cross over the Canadian National/Metra tracks near 119th Street. South of this point, the alignment would follow the existing freight rail tracks and end with a station at 130th Street. The proposed extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street, and 130th Street. The attached figure shows the project alignment.

In accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA will be publishing a Draft Environmental Impact Statement (EIS), which analyzes the effects of implementing the project on the physical, human, and natural environments. Additional information about the Draft EIS will be provided to your agency under a separate cover.

CTA is still evaluating two potential options for the preferred alignment: the East Option and the West Option. The property impacts will be different depending upon which option is selected.

CTA has determined that City-owned properties would be affected by implementation of either the East or West Option. The table included with this letter provides information about the potentially affected properties, including whether they would be affected by either the East or West Option, or, in some cases, both options. Property owner information is based on information from the Cook County Assessor's Office; if you believe this information is incorrect based on your records, please let us know. As the project moves forward, 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. After additional engineering has been completed and CTA has selected a single option, CTA will work with the City regarding use of these parcels.

At this stage of project planning and as detailed in the attached table, CTA has determined that 41 parcels would be affected by the East Option, and 25 parcels would be affected by the West Option; 13 of these parcels would be affected whether the East or West Option is selected. The Streets and Sanitation building at 11631 S. Indiana Avenue would be displaced if the East Option is selected to accommodate the aerial structure and piers.

The East Option would impact Wendell Smith Park and Block Park and the West Option would impact Fernwood Parkway south of I-57. The East Option track structure would run through the northwestern corner of Wendell Smith Park and the western parcel of Block Park. The West Option track structure would run through Fernwood Parkway south of I-57. CTA has been coordinating with the Chicago Park District regarding impacts to these parks; analysis and coordination will be summarized in the Draft EIS. Block Park is owned by the City; CTA has been coordinating with OEMC regarding impacts to the communications tower located within the park.

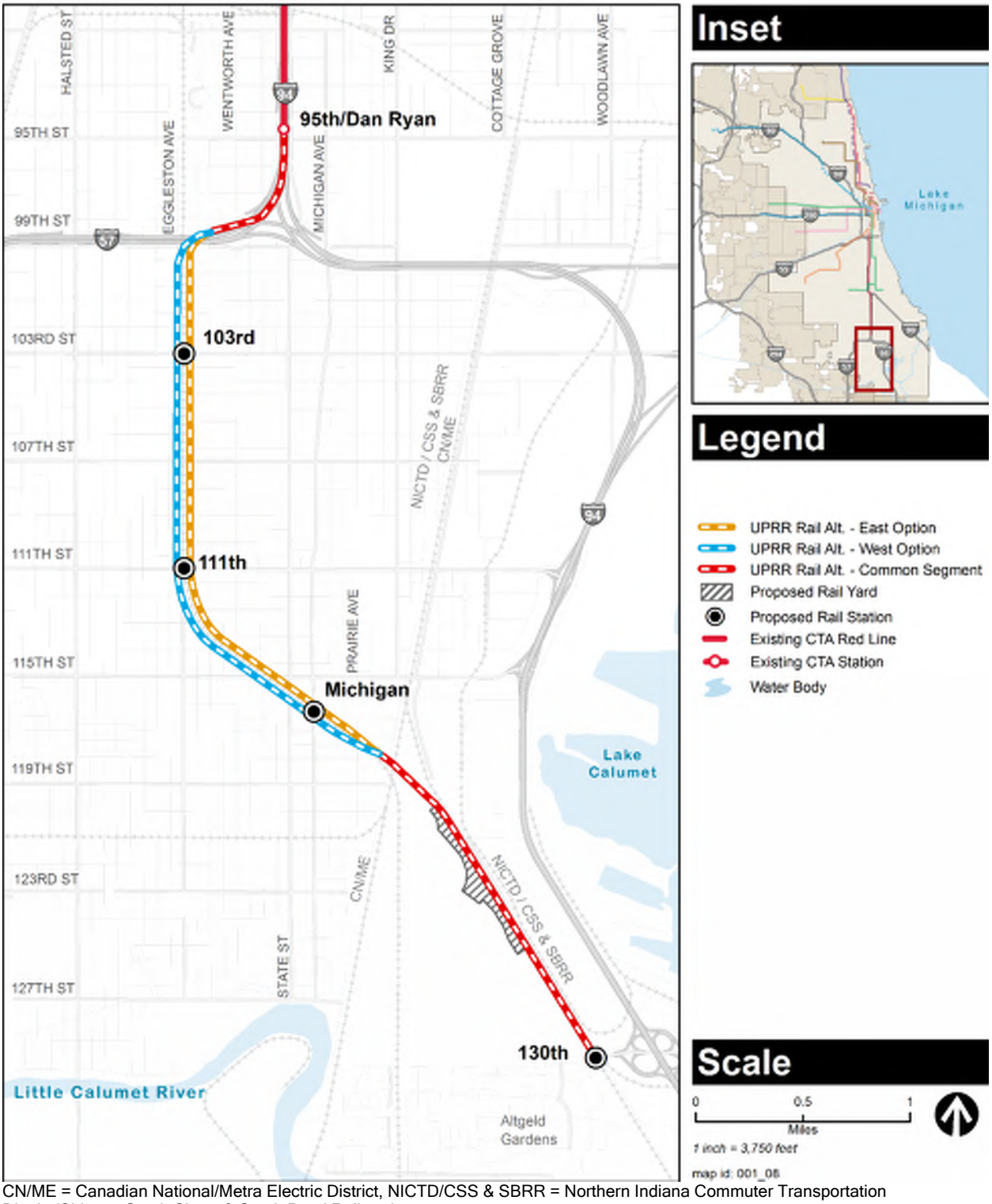
CTA intends to publish the Draft EIS in October 2016. After public review of the Draft EIS, CTA and FTA will complete any additional analyses required and prepare the Final EIS. The Final EIS will include and address all of the comments received during the Draft EIS public comment period. The Final EIS will document the results of the Draft EIS process, confirm whether the East or West Option is the selected option, and include a list of committed final mitigation measures. Depending on funding availability and federal approvals, the Final EIS is expected to be published by the end of 2018. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS.

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. 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: Erika Sellke



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

Red Line Extension Project - Union Pacific Railroad Alternative Options

The following City-owned parcels would be affected by either the East or West Option of the Red Line Extension Project.

Displaced Parcel Address	Parcel Identification Number	Option	Notes
348 W. 101ST PLACE	25-09-416-018-0000	East Option	Vacant parcel
401 W. 103RD STREET	25-16-105-036-0000	East Option	Vacant parcel
329 W. 103RD STREET	25-16-200-001-0000	East Option	Western parcel of Block Park. CTA has been coordinating with the Chicago Park District regarding impacts to this parcel. CTA has also been coordinating with OEMC regarding impacts to the communications tower located within the park.
429 W. 103RD PLACE	25-16-107-030-0000	West Option	Vacant parcel
428 W. 104TH STREET	25-16-107-031-0000	West Option	Vacant parcel
360 W. 104TH PLACE	25-16-500-005-0000	East Option	Vacant parcel
360 W. 105TH STREET	25-16-500-006-0000	East Option	Vacant parcel
346 W. 104TH PLACE	25-16-206-095-0000	East Option	The building on this parcel would not be affected; the CTA aerial structure would pass over the southeast portion of this parcel.
317 W. 105TH STREET	25-16-210-001-0000	Both East and West Options	Vacant parcel
360 W. 105TH STREET	25-16-500-007-0000	Both East and West Options	Vacant parcel
232 W. 105TH STREET	25-16-210-040-0000	West Option	Vacant parcel
232 W 105TH PLACE	25-16-210-039-0000	West Option	Vacant parcel
230 W. 105TH PLACE	25-16-210-038-0000	Both East and West Options	Vacant parcel
10638 S. STEWART AVENUE	25-16-129-030-0000	West Option	Vacant parcel
11026 S. EGGLESTON AVENUE	25-16-329-007-0000	Both East and West Options	Vacant parcel
336 W. 110TH PLACE	25-16-423-024-0000	East Option	Vacant parcel
348 W. 110TH PLACE	25-16-423-019-0000	East Option	Vacant parcel
338 W. 110TH PLACE	25-16-423-023-0000	East Option	Vacant parcel
340 W. 110TH PLACE	25-16-423-022-0000	East Option	Vacant parcel
342 W. 110TH PLACE	25-16-423-021-0000	East Option	Vacant parcel
346 W. 110TH PLACE	25-16-423-020-0000	East Option	Vacant parcel
11037 S. EGGLESTON AVENUE	25-16-329-009-0000	Both East and West Options	Vacant parcel

Displaced Parcel Address	Parcel Identification Number	Option	Notes
11041 S. EGGLESTON AVENUE	25-16-329-008-0000	Both East and West Options	Vacant parcel
356 W. 111TH STREET	25-16-427-001-0000	East Option	Vacant parcel
11114 S. STEWART AVENUE	25-21-107-025-0000	West Option	Vacant parcel
11116 S. STEWART AVENUE	25-21-107-026-0000	West Option	Vacant parcel
103 W. 115TH STREET	25-21-405-008-0000	West Option	Vacant parcel
11527 S. STATE STREET	25-22-300-007-0000	East Option	Vacant parcel
11562 S. WABASH AVENUE	25-22-300-019-0000	East Option	Vacant parcel
11552 S. MICHIGAN AVENUE	25-22-300-068-0000	East Option	Vacant parcel
11578 S. MICHIGAN AVENUE	25-22-300-058-0000	East Option	Vacant parcel
11579 S. MICHIGAN AVENUE	25-22-304-008-0000	East Option	Vacant parcel
120 E. 116TH STREET	25-22-304-027-0000	East Option	Vacant parcel
11578 S. MICHIGAN AVENUE	25-22-300-058-0000	Both East and West Options	Vacant parcel
122 E. 116TH STREET	25-22-304-028-0000	East Option	Vacant parcel
124 E. 116TH STREET	25-22-304-029-0000	East Option	Vacant parcel
128 E. 116TH STREET	25-22-304-030-0000	East Option	Vacant parcel
130 E. 116TH STREET	25-22-304-031-0000	East Option	Vacant parcel
132 E. 116TH STREET	25-22-304-032-0000	East Option	Vacant parcel
136 E. 116TH STREET	25-22-304-034-0000	East Option	Vacant parcel
134 E. 116TH STREET	25-22-304-033-0000	East Option	Vacant parcel
11607 S. MICHIGAN AVENUE	25-22-308-003-0000	West Option	Vacant parcel
115 E. 116TH STREET	25-22-308-010-0000	West Option	Vacant parcel
117 E. 116TH STREET	25-22-308-011-0000	West Option	Vacant parcel
119 E. 116TH STREET	25-22-308-012-0000	West Option	Vacant parcel
11631 S. INDIANA AVENUE	25-22-311-013-0000	East Option	This Department of Streets and Sanitation Building would be displaced.
319 E. 117TH STREET	25-22-316-001-0000	East Option	Vacant parcel
356 E. 118TH STREET	25-22-317-014-0000	Both East and West Options	Vacant parcel
358 E. 118TH STREET	25-22-317-015-0000	Both East and West Options	Vacant parcel
11900 S. COTTAGE GROVE AVENUE	25-27-108-009-0000	Both East and West Options	Vacant parcel

Displaced Parcel Address	Parcel Identification Number	Option	Notes
12256 S. COTTAGE GROVE AVENUE	25-27-200-009-0000	Both East and West Options	Vacant parcel
12256 S. COTTAGE GROVE AVENUE	25-27-200-010-0000	Both East and West Options	Vacant parcel
12534 S. COTTAGE GROVE AVENUE	25-27-200-012-0000	Both East and West Options	Vacant parcel

41 total parcels would be affected by the East Option.
25 total parcels would be affected by the West Option.
13 parcels would be affected whether the East or West Option is selected.

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

October 3, 2016

Michael Lange
Chicago Park District
541 N. Fairbanks Court
5th Floor
Chicago, IL 60611

Re: CTA Red Line Extension Project
Project-Related Impacts to Agency-Owned Properties

Dear Mr. Lange:

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 RLE Project would reduce commute times for residents, improve mobility and accessibility, and provide connection to other transportation modes. The RLE Project could also foster economic development, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts. The RLE Project would also provide a modern, efficient car storage yard and shop facility.

The extension would run along elevated tracks south from the 95th Street Terminal, then curve west along I-57 until reaching the Union Pacific Railroad (UPRR) corridor in the vicinity of Eggleston Avenue. The alignment would then turn south and follow the UPRR corridor to Prairie Avenue, where it would cross over the Canadian National/Metra tracks near 119th Street. South of this point, the alignment would follow the existing freight rail tracks and end with a station at 130th Street. The proposed extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street, and 130th Street. The attached figure shows the project alignment.

In accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA will be publishing a Draft Environmental Impact Statement (EIS), which analyzes the effects of implementing the project on the physical, human, and natural environments. Additional information about the Draft EIS will be provided to your agency under a separate cover.

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At this stage of project planning, CTA has determined that the East Option would impact Wendell Smith Park and Block Park and the West Option would impact Fernwood Parkway south of I-57. The East Option track structure would run through the northwestern corner of Wendell Smith Park and the western parcel of Block Park. The West Option track structure would run through Fernwood Parkway south of I-57. Block Park is owned by the City of Chicago; CTA is also coordinating with the City regarding property impacts to this parcel. CTA has been coordinating with Chicago Park District staff including Heather Gleason, Doreen O'Donnell, and Michael Lange, regarding impacts to parks in the project area through the Section 4(f) process and proposed mitigations.

Park	Address	Property Identification Number
Wendell Smith Park	312 W. 99th Place	25-09-400-047-0000
Block Park	329 W. 103rd Street	25-16-200-001-0000
Fernwood Parkway	No Street Address	25-09-999-001-0000

CTA intends to publish the Draft EIS in October 2016. After public review of the Draft EIS, CTA and FTA will complete any additional analyses required and prepare the Final EIS. The Final EIS will include and address all of the comments received during the Draft EIS public comment period. The Final EIS will document the results of the Draft EIS process, confirm whether the East or West Option is the selected option, and include a list of committed final mitigation measures. Depending on funding availability and federal approvals, the Final EIS is expected to be published by the end of 2018. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS.

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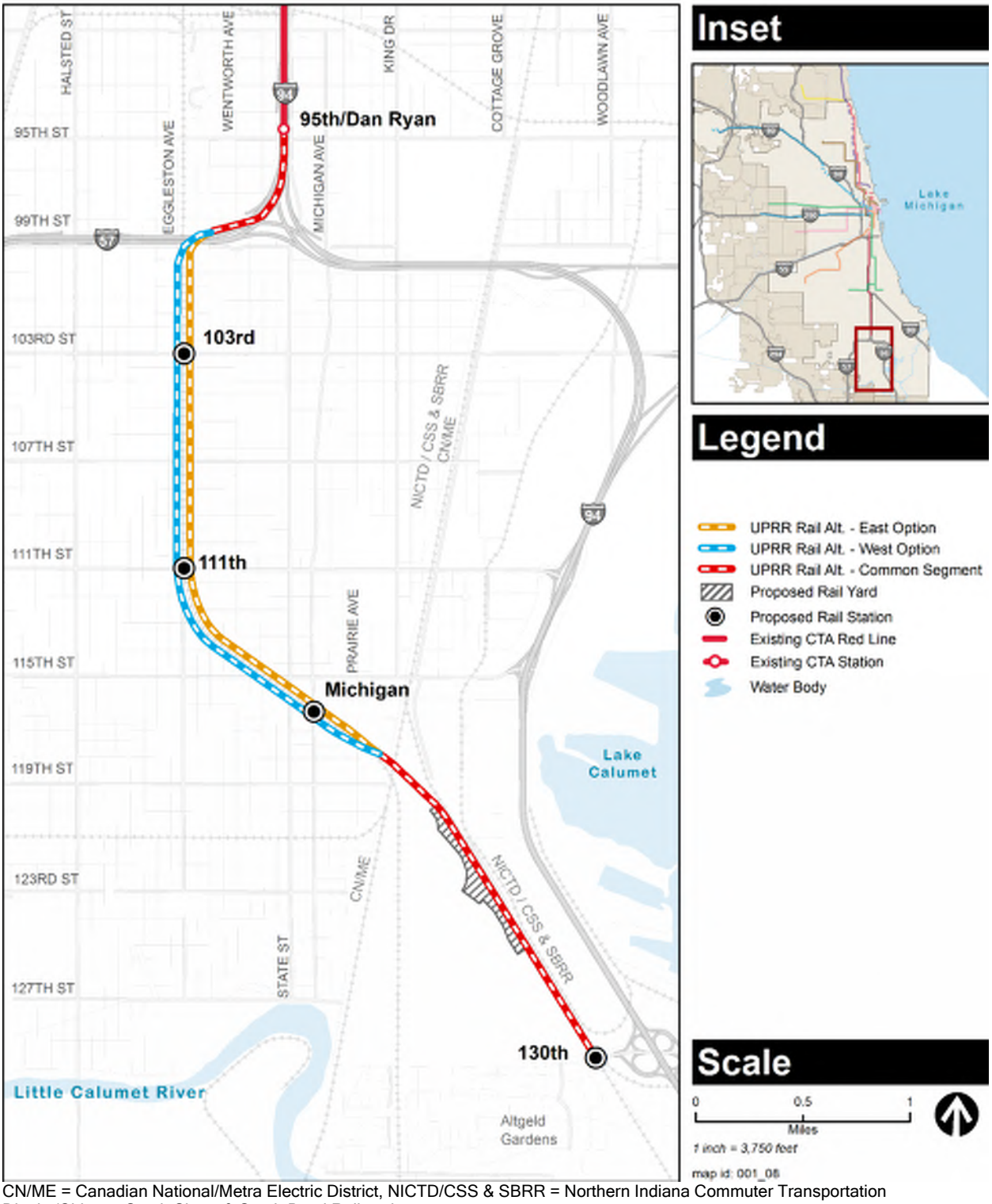
Sincerely,

Carole Morey
Chief Planning Officer
312.681.4100
cmorey@transitchicago.com

cc: Heather Gleason



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

Red Line Extension Project - Union Pacific Railroad Alternative Options

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

October 3, 2016

John Yonan
Cook County
69 W. Washington Street
Chicago, IL 60602

Re: CTA Red Line Extension Project
Project-Related Impacts to County-Owned Properties

Dear Mr. Yonan:

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 RLE Project would reduce commute times for residents, improve mobility and accessibility, and provide connection to other transportation modes. The RLE Project could also foster economic development, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts. The RLE Project would also provide a modern, efficient car storage yard and shop facility.

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In accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA will be publishing a Draft Environmental Impact Statement (EIS), which analyzes the effects of implementing the project on the physical, human, and natural environments. Additional information about the Draft EIS will be provided to your agency under a separate cover.

CTA is still evaluating two potential options for the preferred alignment: the East Option and the West Option. The property impacts will be different depending upon which option is selected.

CTA has determined that County-owned properties would be affected by implementation of either the East or West Option. The table included with this letter provides information about the potentially affected properties, including whether they would be affected by either the East or West Option, or, in some cases, both options. Property owner information is based on information from the Cook County Assessor's Office; if you believe this information is incorrect based on your records, please let us know. As the project moves forward, 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. After additional engineering has been completed and CTA has selected a single option, CTA will work with the County regarding use of these parcels.

At this stage of planning, CTA has determined that both the East and West Options would affect Cook County parcels within the I-94 and I-57 right-of-way. The East Option would affect 21 parcels and the West Option would affect 23 parcels; 20 of these parcels would be affected whether the East or West Option is selected. Most parcels would be affected whether the East or West Option is selected. The RLE aerial structure would be located in the median of I-94 immediately south of 95th Street Terminal, then would run along the north side of I-57 until the vicinity of 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.

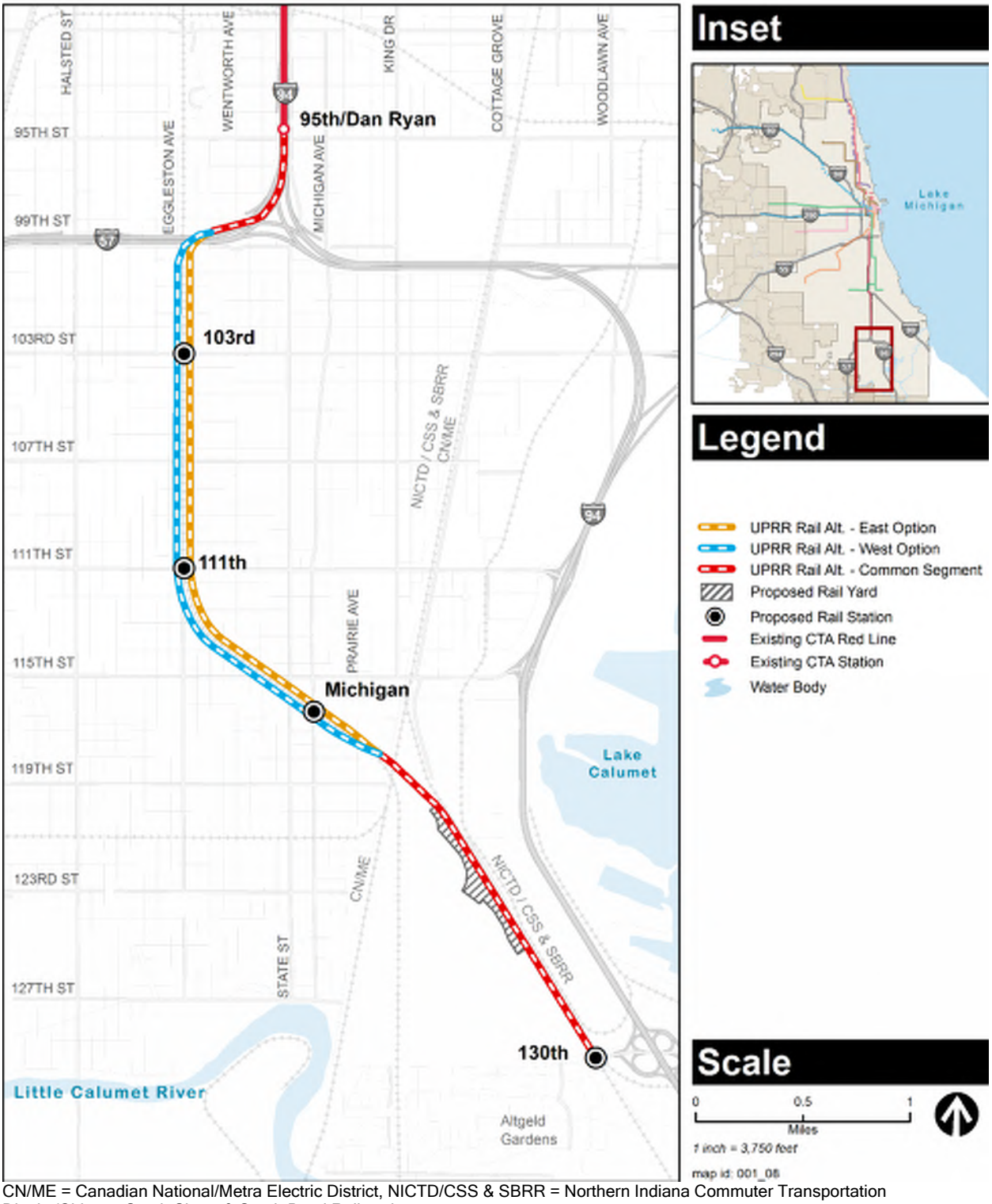
CTA intends to publish the Draft EIS in October 2016. After public review of the Draft EIS, CTA and FTA will complete any additional analyses required and prepare the Final EIS. The Final EIS will include and address all of the comments received during the Draft EIS public comment period. The Final EIS will document the results of the Draft EIS process, confirm whether the East or West Option is the selected option, and include a list of committed final mitigation measures. Depending on funding availability and federal approvals, the Final EIS is expected to be published by the end of 2018. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS.

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. 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: Susan Campbell



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

Red Line Extension Project - Union Pacific Railroad Alternative Options

The following County-owned parcels would be affected by either the East or West Option of the Red Line Extension Project.

Displaced Parcel Address	Parcel ID	Option
9512 S. State Street	25-09-207-050-0000	Both East and West Options
9511 W. 95th Street	25-09-207-049-0000	Both East and West Options
9600 S. Lafayette Avenue	25-09-215-001-0000	Both East and West Options
9721 S. Lafayette Avenue	25-09-223-043-0000	Both East and West Options
9720 S. Lafayette Avenue	25-09-222-042-0000	Both East and West Options
9701 S. Princeton Avenue	25-09-222-041-0000	Both East and West Options
9710 S. Perry Avenue	25-09-221-042-0000	Both East and West Options
9801 S. LaSalle Street	25-09-229-041-0000	Both East and West Options
9800 S. LaSalle Street	25-09-228-042-0000	Both East and West Options
9801 S. Wentworth Avenue	25-09-228-041-0000	Both East and West Options
9807 S. Yale Avenue	25-09-227-041-0000	Both East and West Options
9807 S. Yale Avenue	25-09-227-041-0000	Both East and West Options
9808 S. Yale Avenue	25-09-226-045-0000	Both East and West Options
9817 S. Princeton Avenue	25-09-226-041-0000	Both East and West Options
9820 S. Princeton Avenue	25-09-225-047-0000	Both East and West Options
9822 S. Princeton Avenue	25-09-225-026-0000	Both East and West Options
9824 S. Princeton Avenue	25-09-225-043-0000	Both East and West Options
9825 S. Harvard Avenue	25-09-225-044-0000	Both East and West Options
9822 S. Harvard Avenue	25-09-224-019-0000	West Option
350 W. 99th Street	25-09-225-048-0000	East Option
350 W. 99th Street	25-09-224-009-0000	West Option
354 W. 99th Street	25-09-224-011-0000	Both East and West Options
352 W. 99th Street	25-09-224-010-0000	West Option
356 W. 99th Street	25-09-224-020-0000	Both East and West Options

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

October 3, 2016

Catherine O'Connor
Metropolitan Reclamation Water District of Greater Chicago
100 E. Erie Street
Chicago, IL 60611-3154

Re: CTA Red Line Extension Project
Project-Related Impacts to MWRD-Owned Properties

Dear Ms. O'Connor:

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 RLE Project would reduce commute times for residents, improve mobility and accessibility, and provide connection to other transportation modes. The RLE Project could also foster economic development, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts. The RLE Project would also provide a modern, efficient car storage yard and shop facility.

The extension would run along elevated tracks south from the 95th Street Terminal, then curve west along I-57 until reaching the Union Pacific Railroad (UPRR) corridor in the vicinity of Eggleston Avenue. The alignment would then turn south and follow the UPRR corridor to Prairie Avenue, where it would cross over the Canadian National/Metra tracks near 119th Street. South of this point, the alignment would follow the existing freight rail tracks and end with a station at 130th Street. The proposed extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street, and 130th Street. The attached figure shows the project alignment.

In accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA will be publishing a Draft Environmental Impact Statement (EIS), which analyzes the effects of implementing the project on the physical, human, and natural environments. Additional information about the Draft EIS will be provided to your agency under a separate cover.

CTA is still evaluating two potential options for the preferred alignment: the East Option and the West Option. The property impacts will be different depending upon which option is selected.

CTA has determined that MWRD-owned properties would be affected by implementation of either the East or West Option. The table included with this letter provides information about the potentially affected properties. Property owner information is based on information from the Cook County Assessor's Office; if you believe this information is incorrect based on your records, please let us know. As the project moves forward, 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 stage of project planning, 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. These parcels would be affected whether the East or West Option is selected. The CTA structures would not affect MWRD operations at the plant. CTA met with Joe Schuessler on September 16, 2013 to discuss potential impacts to MWRD property.

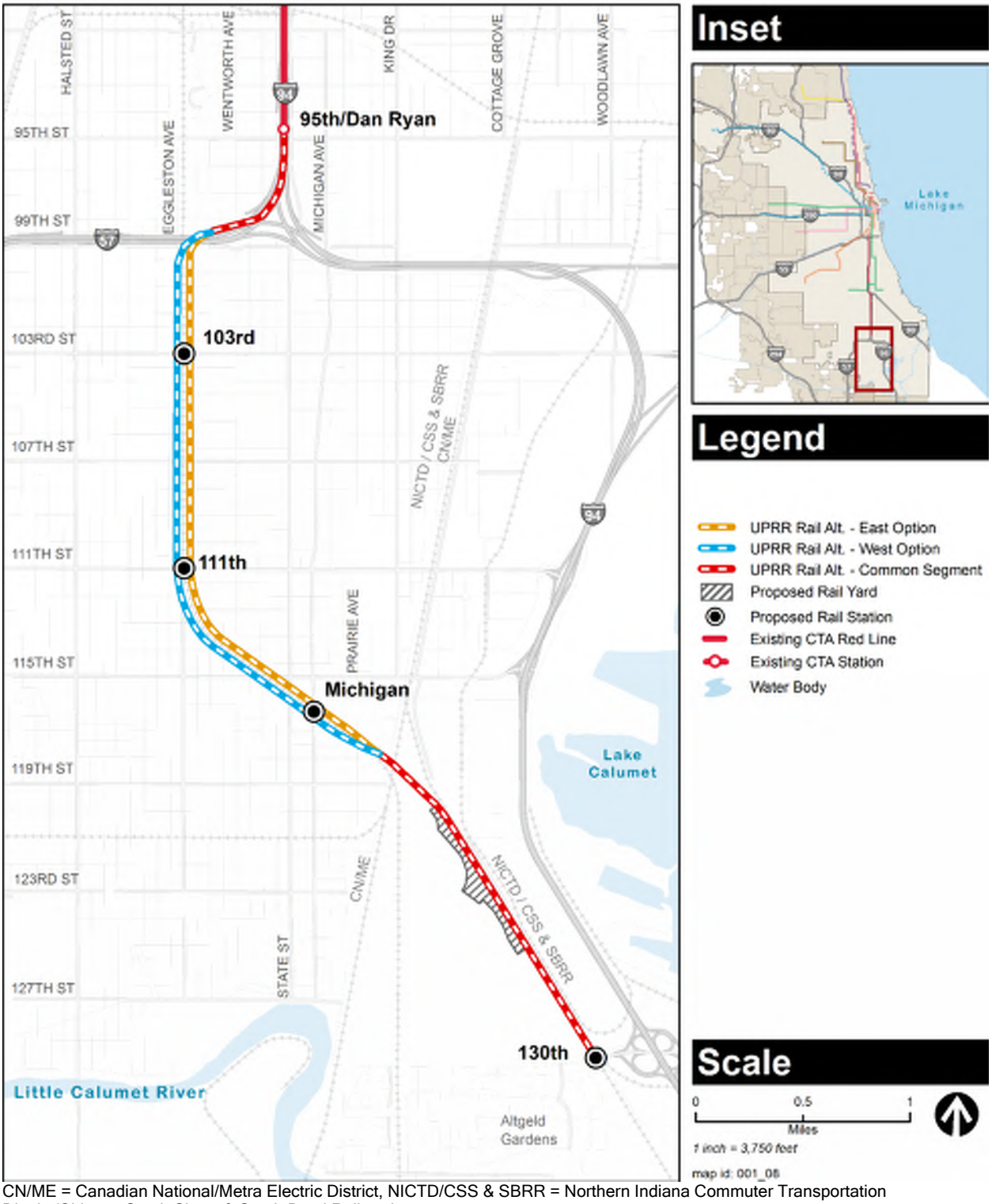
CTA intends to publish the Draft EIS in October 2016. After public review of the Draft EIS, CTA and FTA will complete any additional analyses required and prepare the Final EIS. The Final EIS will include and address all of the comments received during the Draft EIS public comment period. The Final EIS will document the results of the Draft EIS process, confirm whether the East or West Option is the selected option, and include a list of committed final mitigation measures. Depending on funding availability and federal approvals, the Final EIS is expected to be published by the end of 2018. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS.

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. 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: Joseph Schuessler



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

Red Line Extension Project - Union Pacific Railroad Alternative Options

The following MWRD-owned parcels would be affected by whether the East or West Option of the Red Line Extension Project is selected.

Parcel ID	Parcel 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
TEL 312 664-7200
www.transitchicago.com

October 3, 2016

John Parsons
Northern Indiana Commuter Transportation District
33 E. US Highway 12
Chesterton, IN 46304

Re: CTA Red Line Extension Project
Project-Related Impacts to NICTD-Owned Properties

Dear Mr. Parsons:

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 RLE Project would reduce commute times for residents, improve mobility and accessibility, and provide connection to other transportation modes. The RLE Project could also foster economic development, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts. The RLE Project would also provide a modern, efficient car storage yard and shop facility.

The extension would run along elevated tracks south from the 95th Street Terminal, then curve west along I-57 until reaching the Union Pacific Railroad (UPRR) corridor in the vicinity of Eggleston Avenue. The alignment would then turn south and follow the UPRR corridor to Prairie Avenue, where it would cross over the Canadian National/Metra tracks near 119th Street. South of this point, the alignment would follow the existing freight rail tracks and end with a station at 130th Street. The proposed extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street, and 130th Street. The attached figure shows the project alignment.

In accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA will be publishing a Draft Environmental Impact Statement (EIS), which analyzes the effects of implementing the project on the physical, human, and natural environments. Additional information about the Draft EIS will be provided to your agency under a separate cover.

CTA is still evaluating two potential options for the preferred alignment: the East Option and the West Option. The property impacts will be different depending upon which option is selected.

CTA has determined that NICTD-owned properties would be affected by implementation of either the East or West Option. The table included in this letter provides information about the potentially affected properties. Property owner information is based on information from the Cook County Assessor's Office; if you believe this information is incorrect based on your records, please let us know. As the project moves forward, 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 stage of project planning, CTA has determined that both the East and West Options would impact two NICTD parcels, 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.

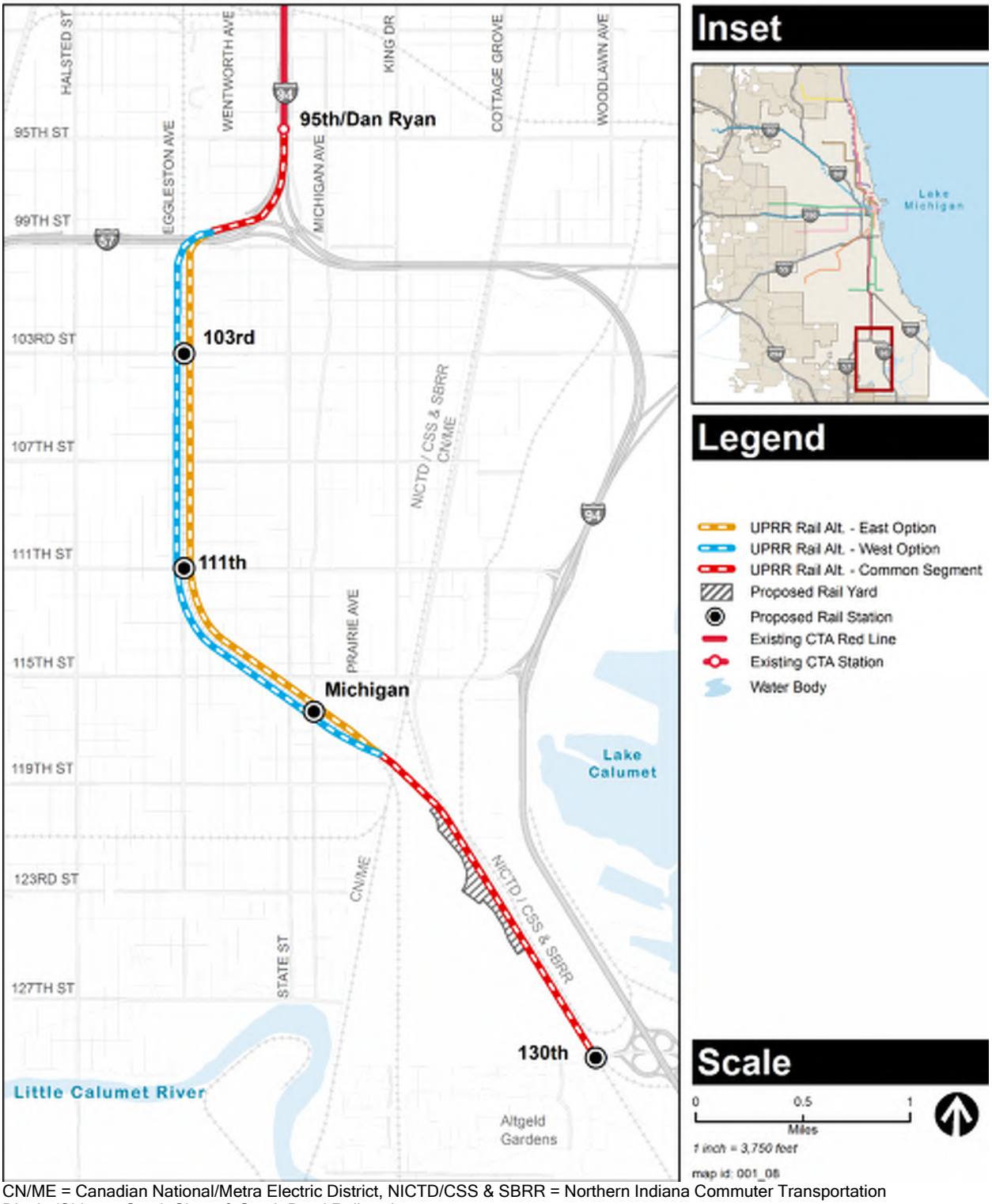
Property Identification Number	Address
25-27-503-001-0000	12320 S. Cottage Grove Avenue
25-27-400-002-0000	12600 S. Cottage Grove Avenue

CTA intends to publish the Draft EIS in October 2016. After public review of the Draft EIS, CTA and FTA will complete any additional analyses required and prepare the Final EIS. The Final EIS will include and address all of the comments received during the Draft EIS public comment period. The Final EIS will document the results of the Draft EIS process, confirm whether the East or West Option is the selected option, and include a list of committed final mitigation measures. Depending on funding availability and federal approvals, the Final EIS is expected to be published by the end of 2018. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS.

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. 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



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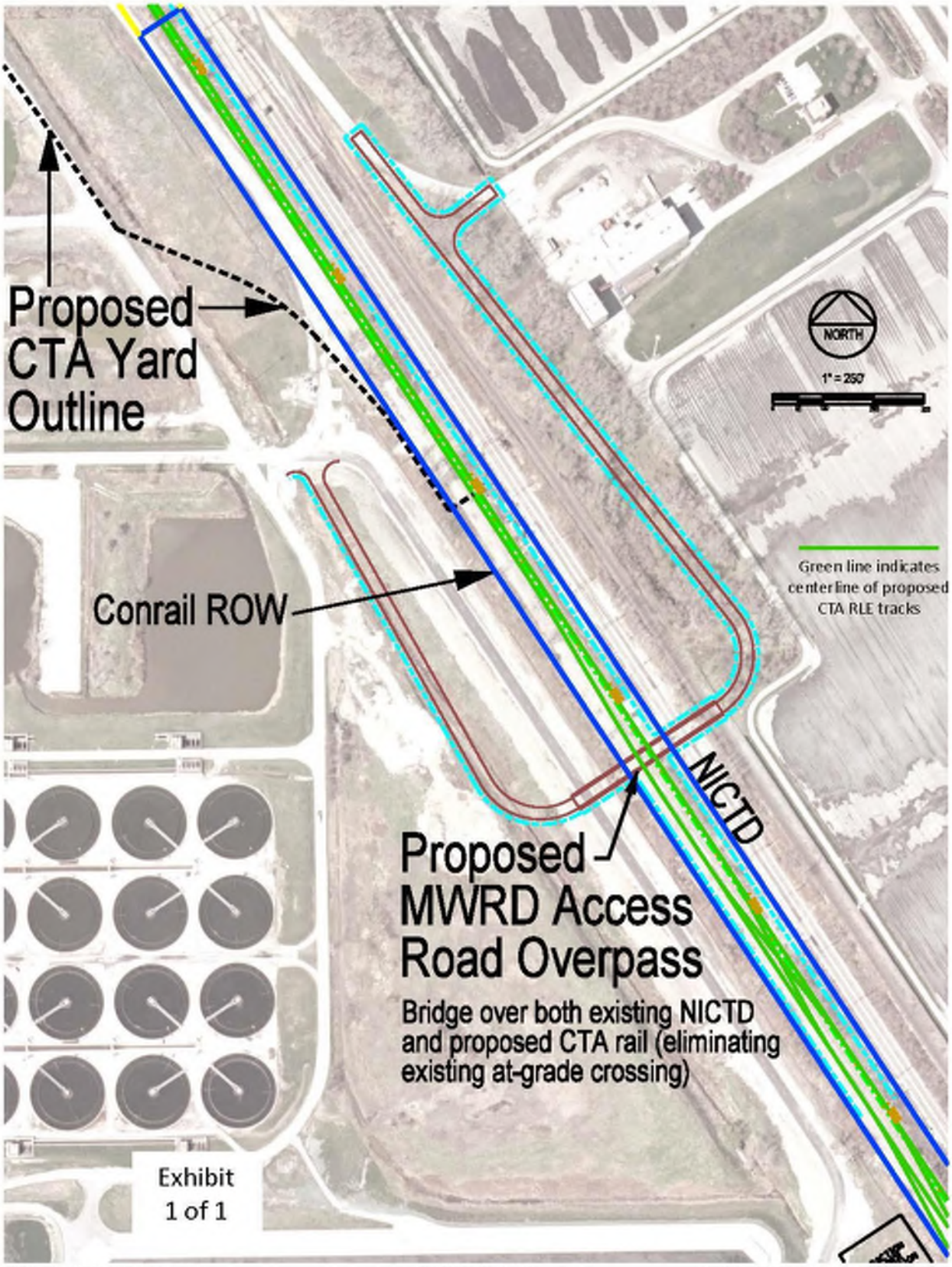
Red Line Extension Project - Union Pacific Railroad Alternative Options



CTA Red Line Extension | NICTD Exhibit | DRAFT September 30, 2016

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

October 3, 2016

Lynette Ciavarella
Metra
547 W. Jackson Boulevard
13th Floor
Chicago, IL 60661

Re: CTA Red Line Extension Project
Project-Related Impacts to Metra-Owned Properties

Dear Ms. Ciavarella:

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 RLE Project would reduce commute times for residents, improve mobility and accessibility, and provide connection to other transportation modes. The RLE Project could also foster economic development, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts. The RLE Project would also provide a modern, efficient car storage yard and shop facility.

The extension would run along elevated tracks south from the 95th Street Terminal, then curve west along I-57 until reaching the Union Pacific Railroad (UPRR) corridor in the vicinity of Eggleston Avenue. The alignment would then turn south and follow the UPRR corridor to Prairie Avenue, where it would cross over the Canadian National/Metra tracks near 119th Street. South of this point, the alignment would follow the existing freight rail tracks and end with a station at 130th Street. The proposed extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street, and 130th Street. The attached figure shows the project alignment.

In accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA will be publishing a Draft Environmental Impact Statement (EIS), which analyzes the effects of implementing the project on the physical, human, and natural environments. Additional information about the Draft EIS will be provided to your agency under a separate cover.

CTA is still evaluating two potential options for the preferred alignment: the East Option and the West Option. The property impacts will be different depending upon which option is selected.

CTA has determined that Metra-owned properties would be affected by implementation of either the East or West Option. The table included in this letter provides information about the potentially affected properties. Property owner information is based on information from the Cook County Assessor's Office; if you believe this information is incorrect based on your records, please let us know. As the project moves forward, 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 stage of project planning, CTA has determined that both the East and West Options would cross over three Metra parcels on an aerial structure, although the tracks and operations would not be affected. The RLE piers would be located on the first two parcels in the table below. The proposed vertical clearance is 23'0" (per Illinois DOT design manuals).

Property Identification Number	Address
25-22-317-035-0000	11800 S. Front Avenue
25-22-501-005-0000	360 E. 119th Street
25-22-325-001-0000	370 E. 119th Street

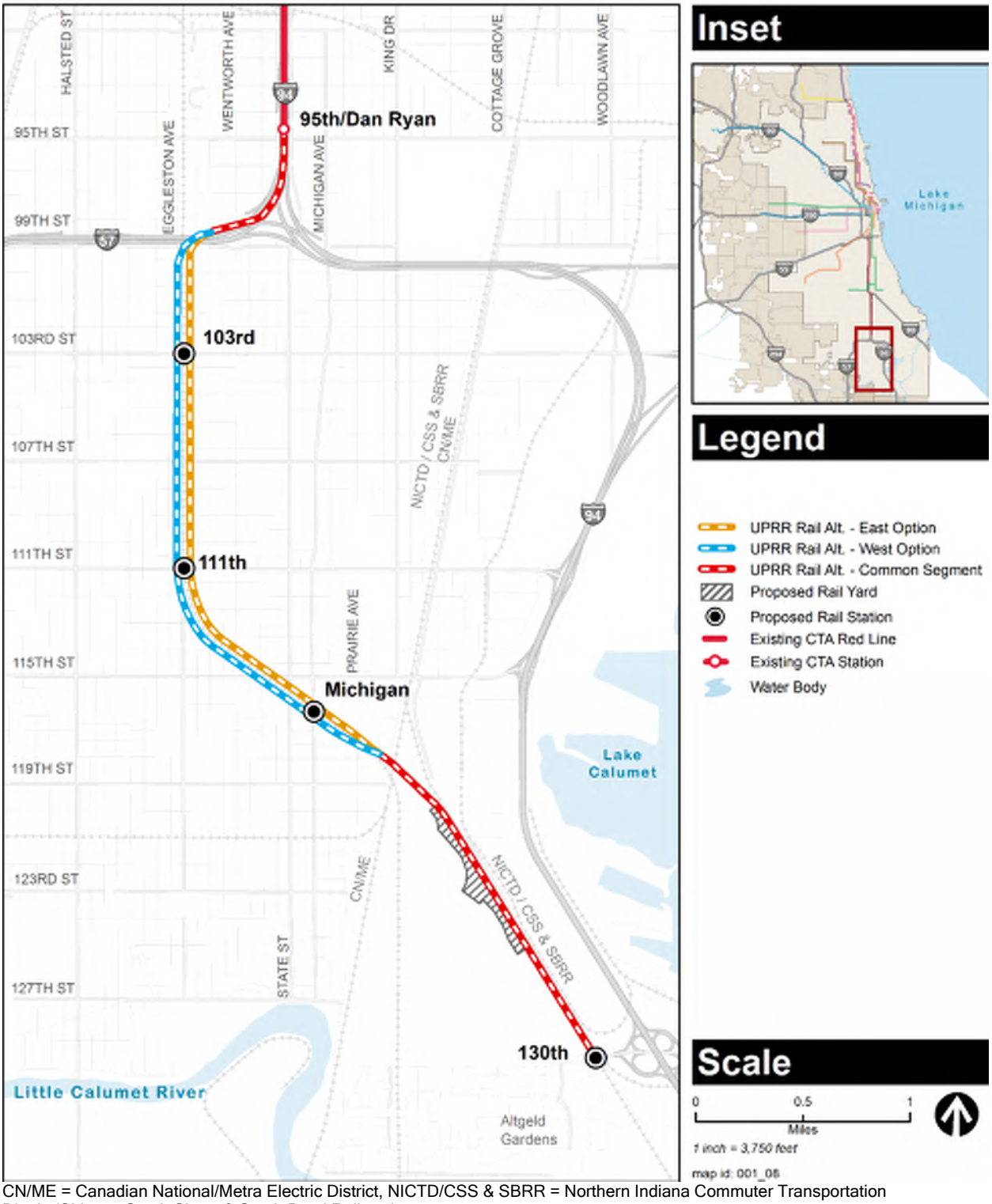
CTA intends to publish the Draft EIS in October 2016. After public review of the Draft EIS, CTA and FTA will complete any additional analyses required and prepare the Final EIS. The Final EIS will include and address all of the comments received during the Draft EIS public comment period. The Final EIS will document the results of the Draft EIS process, confirm whether the East or West Option is the selected option, and include a list of committed final mitigation measures. Depending on funding availability and federal approvals, the Final EIS is expected to be published by the end of 2018. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS.

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. 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: David Kralik



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

Red Line Extension Project - Union Pacific Railroad Alternative Options

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

October 3, 2016

Jim Kvedaras
CN Railway
Government Affairs, Southern Region
17641 S. Ashland Avenue
Homewood, IL 60430

Re: CTA Red Line Extension Project
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. The RLE Project would reduce commute times for residents, improve mobility and accessibility, and provide connection to other transportation modes. The RLE Project could also foster economic development, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts. The RLE Project would also provide a modern, efficient car storage yard and shop facility.

The extension would run along elevated tracks south from the 95th Street Terminal, then curve west along I-57 until reaching the Union Pacific Railroad (UPRR) corridor in the vicinity of Eggleston Avenue. The alignment would then turn south and follow the UPRR corridor to Prairie Avenue, where it would cross over the Canadian National/Metra tracks near 119th Street. South of this point, the alignment would follow the existing freight rail tracks and end with a station at 130th Street. The proposed extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street, and 130th Street. The attached figure shows the project alignment.

In accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA will be publishing a Draft Environmental Impact Statement (EIS), which analyzes the effects of implementing the project on the physical, human, and natural environments. Additional information about the Draft EIS will be provided to your agency under a separate cover.

CTA is still evaluating two potential options for the preferred alignment: the East Option and the West Option. The property impacts will be different depending upon which option is selected.

CTA has determined that CN-owned properties would be affected by implementation of either the East or West Option. The table included in this letter provides information about the potentially affected properties. Property owner information is based on information from the Cook County Assessor's Office; if you believe this information is incorrect based on your records, please let us know. As the project moves forward, 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 stage of project planning, CTA has determined that both the East and West Options would cross over three CN parcels on an aerial structure, although the tracks and operations would not be affected. The RLE piers would be located on the first two parcels in the table below. The proposed vertical clearance is 23'0" (per Illinois DOT design manuals).

Property Identification Number	Address
25-22-317-035-0000	11800 S. Front Avenue
25-22-501-005-0000	360 E. 119th Street
25-22-325-001-0000	370 E. 119th Street

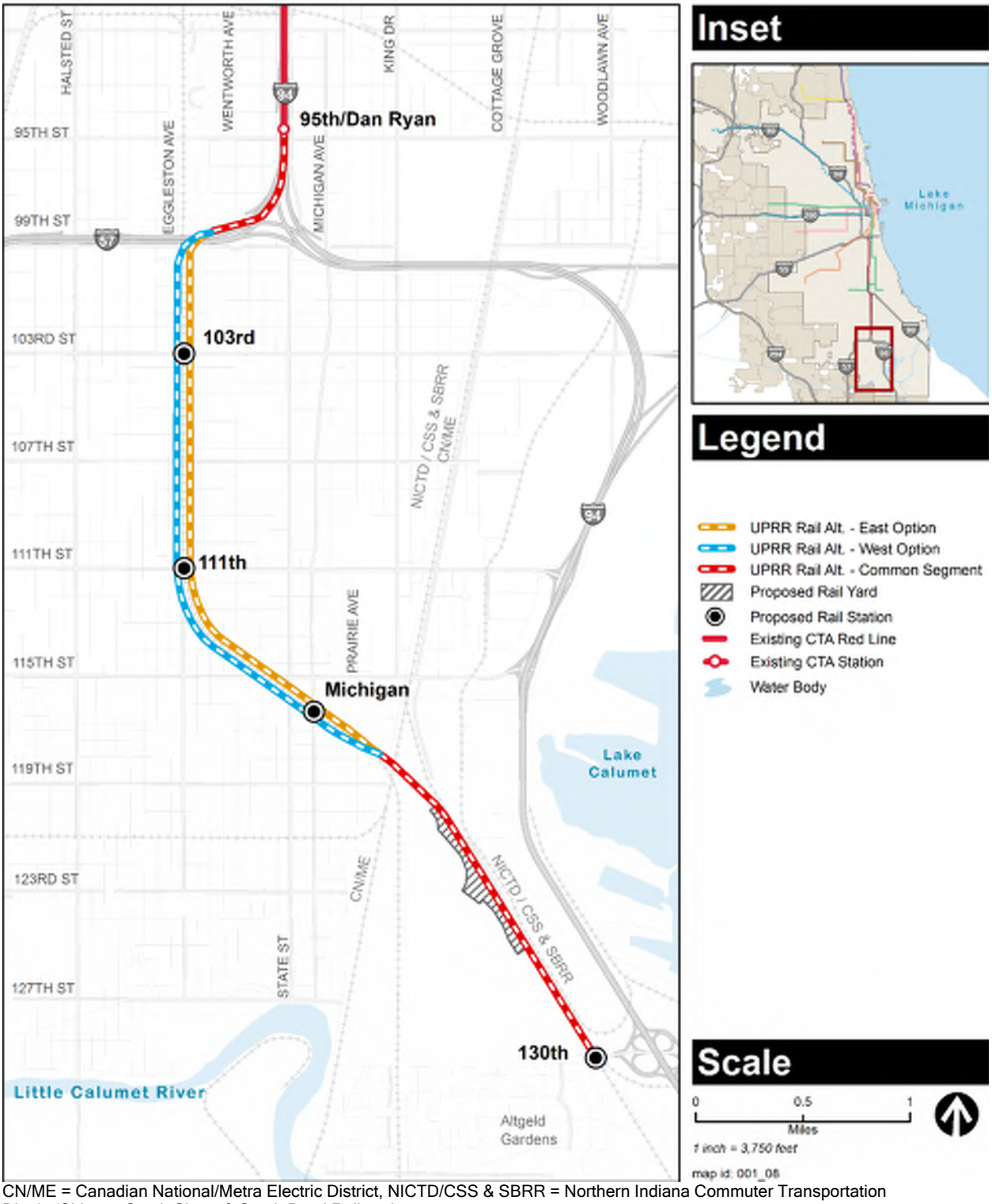
CTA intends to publish the Draft EIS in October 2016. After public review of the Draft EIS, CTA and FTA will complete any additional analyses required and prepare the Final EIS. The Final EIS will include and address all of the comments received during the Draft EIS public comment period. The Final EIS will document the results of the Draft EIS process, confirm whether the East or West Option is the selected option, and include a list of committed final mitigation measures. Depending on funding availability and federal approvals, the Final EIS is expected to be published by the end of 2018. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS.

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. 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: Arthur Spiros



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Red Line Extension Project - Union Pacific Railroad Alternative Options

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

October 3, 2016

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

Re: CTA Red Line Extension Project
Project-Related Impacts to UPRR-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. 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 extension would run along elevated tracks south from the 95th Street Terminal, then curve west along I-57 until reaching the Union Pacific Railroad (UPRR) corridor in the vicinity of Eggleston Avenue. The alignment would then turn south and follow the UPRR corridor to Prairie Avenue, where it would cross over the Canadian National/Metra tracks near 119th Street. South of this point, the alignment would follow the existing freight rail tracks and end with a station at 130th Street. The proposed extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street, and 130th Street. The attached figure shows the project alignment. CTA is still evaluating two potential options for the preferred alignment: the East Option and the West Option.

In accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA will be publishing a Draft Environmental Impact Statement (EIS), which analyzes the effects of implementing the project on the physical, human, and natural environments. Additional information about the Draft EIS will be provided to your agency separate from this letter.

CTA has determined that UP-owned properties would be affected by implementation of either the East or West Option. The property impacts will be different depending upon which option is selected. The table included with this letter provides information about the potentially affected properties, including whether they would be affected by either the East or West Option, or, in

some cases, both options. Property owner information is based on information from the Cook County Assessor's Office; if you believe this information is incorrect based on your records, please let us know. As the project moves forward, 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. After additional engineering has been completed and CTA has selected a single option, CTA will work with UP regarding use of these parcels.

At this stage of project planning, CTA has determined that the East Option would affect 18 UP parcels, and the West Option would affect 35 UP parcels; 6 of these parcels would be affected whether the East or West Option is selected. In addition, it is CTA's understanding that one vacant parcel that was formerly owned by the Chicago and Western Indiana Railroad (and is still shown as owned by that railroad by the Cook County Assessor) is also owned by UP.

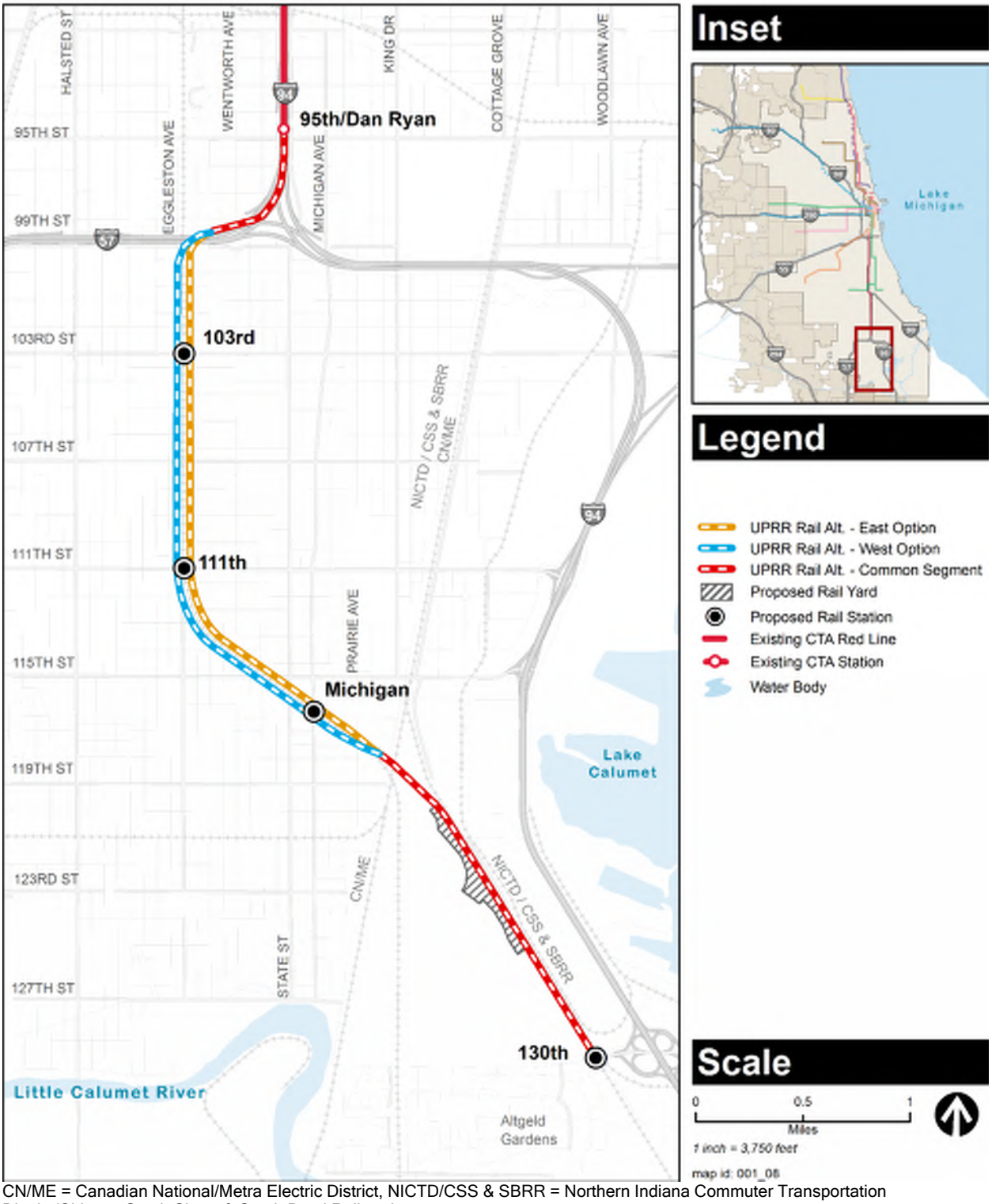
CTA has been in coordination with Mark Bristol and has provided UPRR with additional, detailed information about the RLE Project and its impacts on UP property and operations on August 30, 2016. Mark Bristol sent comments on this information on September 22, 2016. CTA will address those comments as the project progresses and will continue to coordinate with UP.

CTA intends to publish the Draft EIS in October 2016. After public review of the Draft EIS, CTA and FTA will complete any additional analyses required and prepare the Final EIS. The Final EIS will include and address all of the comments received during the Draft EIS public comment period. The Final EIS will document the results of the Draft EIS process, confirm whether the East or West Option is the selected option, and include a list of committed final mitigation measures. Depending on funding availability and federal approvals, the Final EIS is expected to be published by the end of 2018. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS.

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. 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



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

Red Line Extension Project - Union Pacific Railroad Alternative Options

The following UP-owned parcels would be affected by either the East or West Option of the Red Line Extension Project.

Parcel Address	Property Identification Number	Option
341 W. 99TH STREET	25-09-400-046-0000	West Option
351 W. 99TH STREET	25-09-500-002-0000	West Option
350 W. 103RD STREET	25-09-424-069-0000	East Option
359 W. 103RD STREET	25-16-500-001-0000	East Option
361 W. 103RD STREET	25-16-500-003-0000	East Option
361 W. 104TH STREET	25-16-500-004-0000	East Option
No Street Address	25-16-999-001-0000	East Option
359 W. 105TH PLACE	25-16-500-029-0000	East Option
358 W. 106TH PLACE	25-16-500-012-0000	East Option
A360 W. 107TH STREET	25-16-500-014-0000	East Option
403 W. 111TH STREET	25-21-107-009-0000	West Option
501 E. 112TH STREET	25-21-501-003-0000	East Option
501 E. 112TH STREET	25-21-501-002-0000	West Option
11332 S. PRINCETON AVENUE	25-21-217-012-0000	East Option
11325 S. HARVARD AVENUE	25-21-217-004-0000	West Option
11334 S. PRINCETON AVENUE	25-21-217-027-0000	West Option
233 W. 113TH STREET	25-21-218-014-0000	West Option
401 W. 111TH STREET	25-21-501-001-0000	East Option
No Street Address	25-21-999-001-0000	West Option
11411 S. YALE AVENUE	25-21-227-001-0000	West Option
No Street Address	25-21-999-001-0000	West Option
11420 S. WENTWORTH AVENUE	25-21-227-012-0000	West Option
44 W. 115TH STREET	25-21-230-020-0000	East Option
11513 S. PERRY AVENUE	25-21-406-001-0000	West Option
11524 S. LAFAYETTE AVENUE	25-21-406-030-0000	West Option
No Street Address	25-21-999-001-0000	West Option
11524 S. LAFAYETTE AVENUE	25-21-406-030-0000	Both East and West Options
11535 S. LAFAYETTE AVENUE	25-21-407-008-0000	West Option
500 W. 113TH STREET	25-21-501-007-0000	West Option
11535 S. LAFAYETTE AVENUE	25-21-407-008-0000	West Option
11535 S. LAFAYETTE AVENUE	25-21-407-008-0000	West Option
11512 S. STATE STREET	25-21-407-030-0000	West Option
11549 S. STATE STREET	25-22-300-009-0000	Both East and West Options
11551 S. STATE STREET	25-22-300-010-0000	Both East and West Options
11556 S. WABASH AVENUE	25-22-300-070-0000	Both East and West Options
11562 S. WABASH AVENUE	25-22-300-069-0000	Both East and West Options
11557 S. WABASH AVENUE	25-22-300-071-0000	Both East and West Options
11582 S. MICHIGAN AVENUE	25-22-300-059-0000	Both East and West Options
11583 S. MICHIGAN AVENUE	25-22-304-009-0000	West Option
132 E. 117TH STREET	25-22-308-029-0000	West Option

Parcel Address	Property Identification Number	Option
134 E. 117TH STREET	25-22-308-030-0000	West Option
11705 S. INDIANA AVENUE	25-22-315-001-0000	West Option
11707 S. INDIANA AVENUE	25-22-315-003-0000	West Option
11714 S. PRAIRIE AVENUE	25-22-315-016-0000	West Option
No Street Address	25-22-999-001-0000	West Option
11716 S. PRAIRIE AVENUE	25-22-315-017-0000	West Option
11763 S. PRAIRIE AVENUE	25-22-316-013-0000	West Option
100 E. 116TH STREET	25-22-500-001-0000	West Option
* 11700 S. INDIANA AVENUE	25-22-310-038-0000	West Option

* Former Chicago and Indiana Western Railroad parcel

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

October 3, 2016

Herbert Smith
Norfolk Southern Corporation
111 W. Washington Street
Suite 1920
Chicago, IL 60602

Re: CTA Red Line Extension Project
Project-Related Impacts to NS-Owned Properties

Dear Mr. Smith:

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 RLE Project would reduce commute times for residents, improve mobility and accessibility, and provide connection to other transportation modes. The RLE Project could also foster economic development, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts. The RLE Project would also provide a modern, efficient car storage yard and shop facility.

The extension would run along elevated tracks south from the 95th Street Terminal, then curve west along I-57 until reaching the Union Pacific Railroad (UPRR) corridor in the vicinity of Eggleston Avenue. The alignment would then turn south and follow the UPRR corridor to Prairie Avenue, where it would cross over the Canadian National/Metra tracks near 119th Street. South of this point, the alignment would follow the existing freight rail tracks and end with a station at 130th Street. The proposed extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street, and 130th Street. The attached figure shows the project alignment.

In accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA will be publishing a Draft Environmental Impact Statement (EIS), which analyzes the effects of implementing the project on the physical, human, and natural environments. Additional information about the Draft EIS will be provided to your agency under a separate cover.

CTA is still evaluating two potential options for the preferred alignment: the East Option and the West Option. The property impacts will be different depending upon which option is selected.

CTA has determined that NS-owned properties would be affected by implementation of either the East or West Option. The table included in this letter provides information about the potentially affected properties. Property owner information is based on information from the Cook County Assessor's Office; if you believe this information is incorrect based on your records, please let us know. As the project moves forward, 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 stage of project planning, CTA has determined that both the East and West Options would affect five NS and Conrail parcels. The RLE structure, as well as the proposed yard and shop and 130th Street station, would be located on NS property. Specifically, the spur track along parcel 25-22-401-034-0000, on which IHB currently operates 1-2 trains a week to serve the a scrap metal/recycling facility, would need to be taken out of use to allow for the RLE yard and shop. Both the industrial facilities along the spur track are also proposed for right-of-way acquisition with CTA's proposed project. CTA had initial conversations with NS and met with Herbert Smith on December 7, 2015 to discuss potential impacts to Norfolk Southern property. An additional follow-up email with the alignment justification and a roll plot map was sent to NS on October 3, 2016.

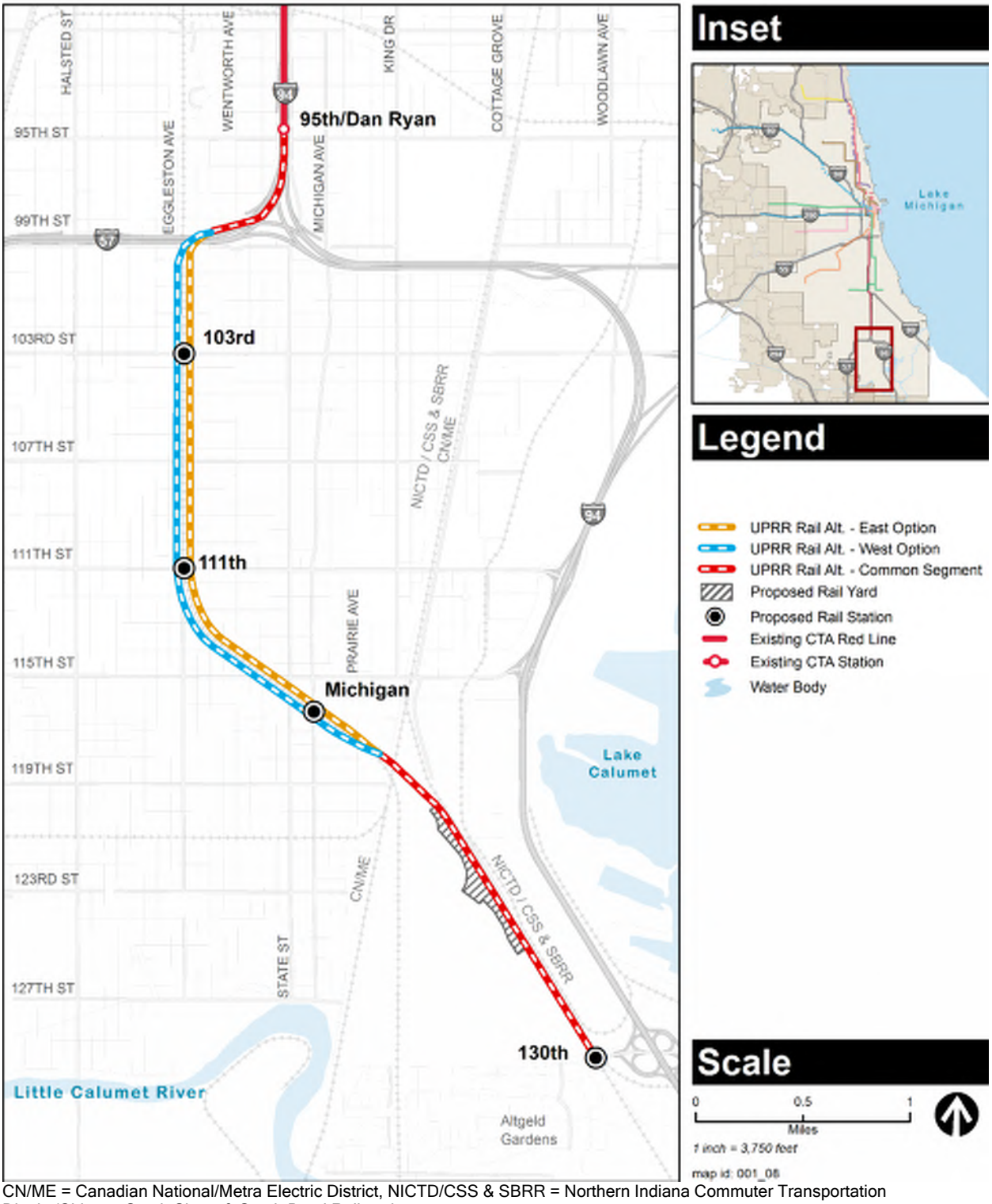
Parcel Identification Number	Address
25-22-400-027-0000	11600 S. Cottage Grove Avenue
25-22-401-034-0000	1355 E. 121st Street
25-27-502-001-0000	12330 S. Cottage Grove Avenue
25-27-502-001-0000	12330 S. Cottage Grove Avenue
25-26-999-001-0000	No Street Address

CTA intends to publish the Draft EIS in October 2016. After public review of the Draft EIS, CTA and FTA will complete any additional analyses required and prepare the Final EIS. The Final EIS will include and address all of the comments received during the Draft EIS public comment period. The Final EIS will document the results of the Draft EIS process, confirm whether the East or West Option is the selected option, and include a list of committed final mitigation measures. Depending on funding availability and federal approvals, the Final EIS is expected to be published by the end of 2018. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS.

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. 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



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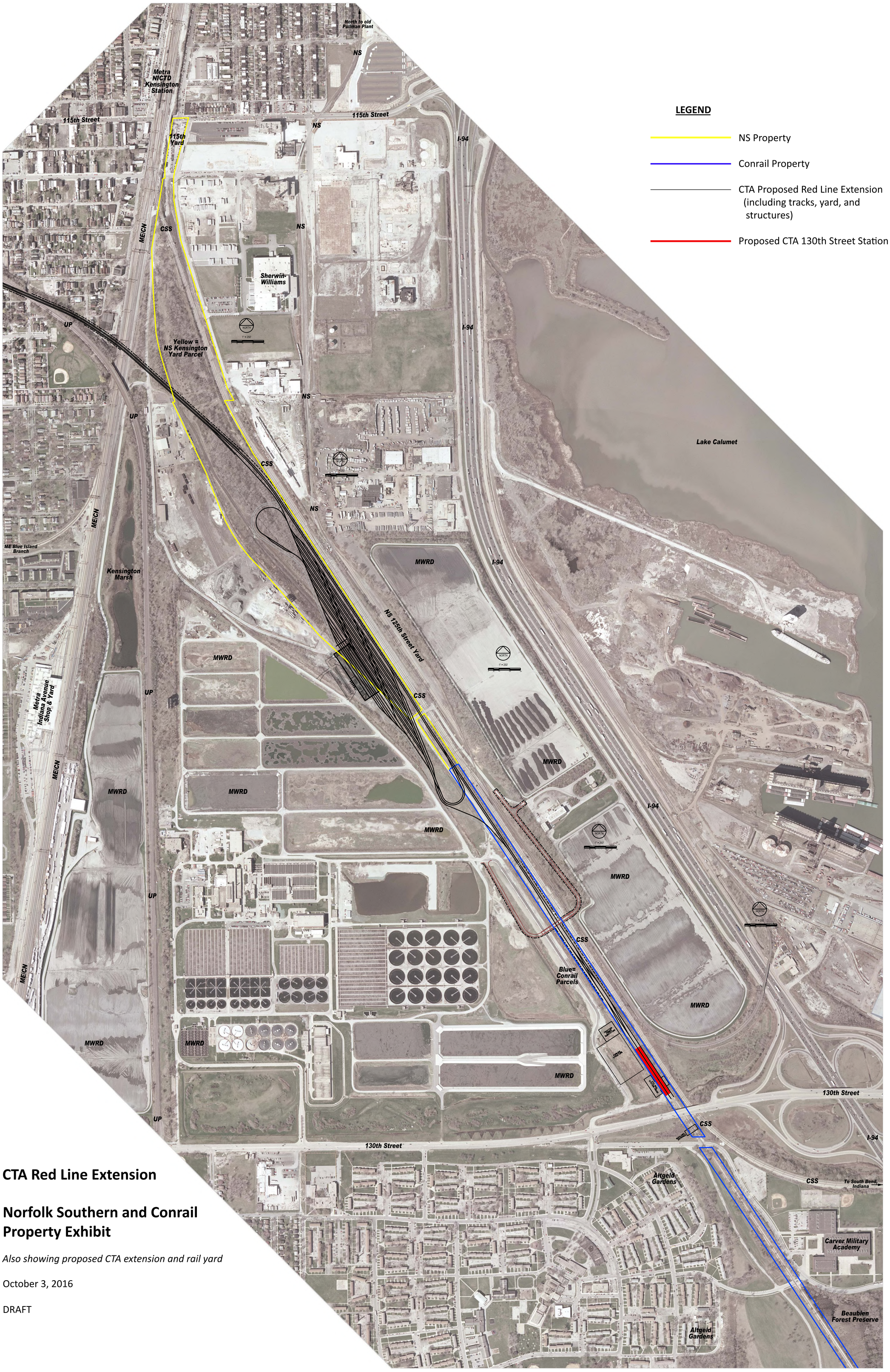
Red Line Extension Project - Union Pacific Railroad Alternative Options



CTA Red Line Extension

Norfolk Southern and Conrail Property Exhibit

Also showing proposed CTA extension and rail yard

October 3, 2016

DRAFT

Attachment 10
Displacements Meeting Materials

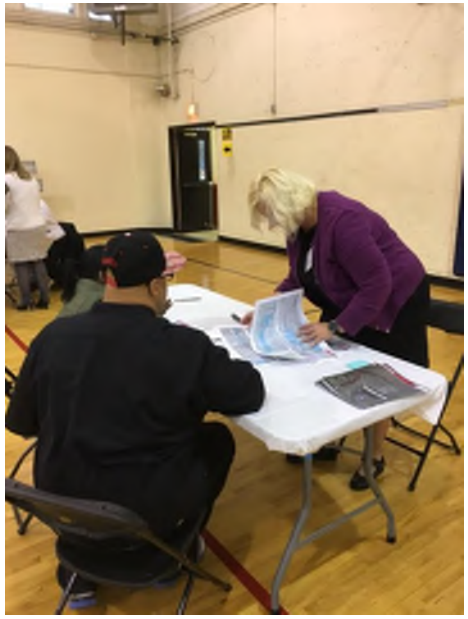
Photos

Sign-In Sheets

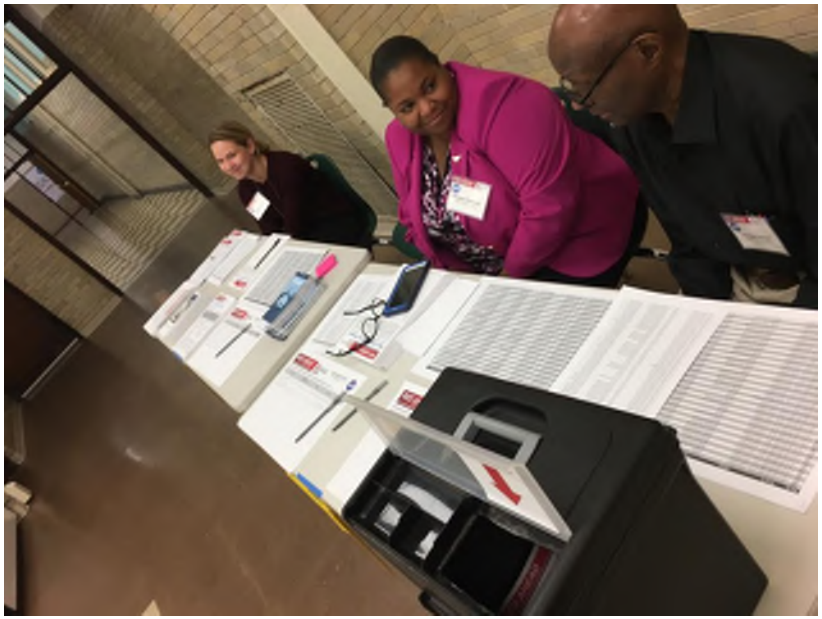
Comment Card

Exhibit Boards

Palmer Park – 10/11/2016



Fenger High School – 10/12/2016



Pullman Library – 10/13/2016

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Palmer Park Gymnasium
Tuesday, October 11, 2016
6:00 - 8:00 PM

cta

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
1	ANNA Williams	349 W 99th Pl	773-568-2087	N/A	✓
2	James T. Floyd	355 W. 99th PL	773-468-2932	N/A	✓
3	Hillian Brown	9920 S. Wentworth	773 968-9209	hillian.brown5k@yahoo	✓
4	Bettye Jones	9921 S. Yale	773-468-4019		✓
5	Andrea Barnes	11322 S. Yale	(773) 704-5412		✓
6	MS. DORIS A. ATWATER	355 W. 101ST PLACE	773-821-5995	MSatwater65@gmail.com	✓
7	Ed & Lou TARVER	350 W. 109th STREET	773-764-5096	edTARVER@HOTMAIL.com LOUTHRVER@HOTMAIL.com	✓
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RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Palmer Park Gymnasium
Tuesday, October 11, 2016
6:00 - 8:00 PM

cta

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
1	Earnestine Shell	9927 S. Yale Ave.	(773) 568-2102	eshell@sbcglobal.net	✓
2	Dione Williams	9900 S. Yale Ave	773 568-7551	dylynnx@Yahoo.	✓
3	Rosemary Wyche	322 W 101 Street	773 245 7782	RWYCHE@ameritech.net	✓
4	Ethel Letlow	352 W. 102nd st	(773) 490-2585		
5	LeRonnie Cameron	348 W 102ND ST	773-568-5136	msatwater65@gmail.com	
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RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Palmer Park Gymnasium
Tuesday, October 11, 2016
6:00 - 8:00 PM

cta

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
1	Julie A Pate	345 W 99 Pl	773-568-3760	Lady Julieann1@yahoo.com	
2	Joseph J. Johnson	346 W. 101st Street	773-264-5984	grandmay'@sbcglobal.net	
3	Reuben & Nancy Garner	347 W. 102nd St	773 660 1056		
4	Elizabeth Calderon	38 E 116 St	773-203-0920	eli330@sbcglobal.net	-
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Red Line Extension

Palmer Park Gymnasium
Tuesday, October 11, 2016
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cta

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
1	GRADY DAVIS	349 W. 111TH STREET	312-307-4396	NONE	YES
2	Cebell Huey	352 W. 101ST Street	773-568-0531	NA	YES
3	Monique Smith	336 W. 102nd st.	773 568-5484	queenmo19136@sbcglobal.net	NO
4	Smith, Michael W.	"	"	JTown1906@sbcglobal.net	YES
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RED AHEAD
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Red Line Extension

Palmer Park Gymnasium
Tuesday, October 11, 2016
6:00 - 8:00 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
1	DANIEL E PATE	345 W. 99 PL. 94 IKL+90 ILL 60628	773-568-3760		✓
2	JAMES PALMER	319 W 100TH PLACE	773 568 at I90		
3	WILLIAM MADISON	9904 S YALE	773-297-4493		
4	BERTHA MADISON	9924 S. YALE			
5	Ruby Oatis	353 W. 105nd Place	(773) 821-6034		
6	Annie Tigg	11321 S. Princeton			
7	Dereteria Carmichael	348 W. 102nd PL	773-559-7037	dcarmich@hotmail.com	
8	Alesia Hushaw	349 W. 99th Place	773-568-2087		
9	MICHAEL SHERLEY	347 W 99TH PLACE	(773) 918-2545	MS_MASONRY@YAHOO.COM	✓
10	Cecilia Gutierrez	11327 S princeton Ave	773 329 8115		
11	Marcelina Sainz	11572 S. WABASH AV.	773-715-8558		
12	Lela James	347 West 100 St	773-468-7533		

RED AHEAD
Moving Ahead to a Better Red

rx Red Line Extension

Fenger Academy High School
Wednesday, October 12, 2016
5:30 - 7:30 PM

cta

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
1	Laurence Clemens	11413 S. Yale Chicago, Il. 60628	773 710 3852		✓
2	Rodney Jones	352 W. 100TH place	773-971-4769		✓
3	Debra Tate	11515 South Perry Ave	773-468-9663		
4	Robert Tate	11515 South Perry Ave	" "		
5	Barbara Owens	124 W. 115th St	773-820-2023		
6	Charles Merr. H	124 w. 115th St	773-412-5205		
7	Sylvonow Morgan	11426 & Rear 11439 S Perry	773-750-9599		
8	Chester Wilson Jr	Alderman Austin D Rice	773-908-6961		
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RED AHEAD
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Red Line Extension

Fenger Academy High School
Wednesday, October 12, 2016
5:30 - 7:30 PM

cta

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
1	[signature]	11310 S. Emerald	773 928 5530	carlahsc@aol.com	✓
2	Carrie Wilkins	" "	"	Carrie Wilkins	✓
3	Jeffery & Patricia Cobb	404 406 W. 112th St	773-468-5622	JCBS55@Ameritech.net	✓
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RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Pullman Public Library
Thursday, October 13, 2016
5:30 - 7:30 PM

cta

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
1	Charles Jackson	135 W. 114th Street	708) 596-1034	C. Jacksonmonline@yahoo.com	
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RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Pullman Public Library
Thursday, October 13, 2016
5:30 - 7:30 PM

cta

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
1	Malinda Little	11583 S. State, Chgo, 60628	312.953.6337	mflittle8393@yahoo.com	✓
2	Karen Crawl	~~135~~ W 114th st Chgo 60628	773 731-5249	NewFaithC@att.net	✓
3	Ellis Mack	135 W 114th st Chgo 60628	773 731-5249	Karen.Crawl@gmail.com	✓
4	YVONNE FARLOW	352 W 107th st 60628	847 293 1120	Farlyvon@yahoo.com	✓
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RED AHEAD
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Red Line Extension

Pullman Public Library
Thursday, October 13, 2016
5:30 - 7:30 PM

cta

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
1	MARY Thomas	355 W. 101st St. Chgo IL 60628	773 568-6768	Sharimanner@yahoo.com	✓
2	GLORIA MAYES	11583 S. State	773 264-0136	glaies8442@yahoo.com	
3	LILLIE DAMPEER	11546 S. STATE ST.	773-264-3165 H 773-454-2234 cell	tomdampeer67@yahoo.com tomdampeer67@yahoo.com	✓
4	Maria yesenia olivas	155 E 116st	312-852-06-47		
5	Willie + Leola Spruill	20 W. 115th street	773-995-1403	SNOOK8607@sbcglobal.net	✓
6	TONY LITTLE	11583 S. State	773-341-4376		
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RED AHEAD
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Red Line Extension

Red Line Extension Project

Property Acquisition and Relocation Community Meeting

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. CTA is still evaluating two potential options for the preferred alignment: the East Option and the West Option. The property impacts will be different depending upon which option is selected. **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.** 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, along with state regulations. CTA is holding this meeting to allow potentially impacted property owners and lessees the opportunity to learn more about the project and what it could mean for your property.

Name _____

Address _____

City _____ **State** _____ **Zip** _____

Email Address _____

☐ **Check here** if you would like to be contacted to set up an in-person meeting to discuss your property.

Do you prefer to be contacted via phone or email? ☐ Phone ☐ Email

Please describe your questions or concerns. _____

Questions or comments can also be submitted via email to RedExtension@transitchicago.com

Over ⟶

Additional Comments:

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) 681-2710**

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Red Line Extension

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 liaisons, 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, provide them verbally to a court reporter during the public hearing on November 1, 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)**

cta

RED AHEAD
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Red Line Extension

UPRR Alternative

The extension would run along elevated tracks south from the 95th Street Terminal, and follow I-57 until reaching the Union Pacific Railroad (UPRR) corridor near Eggleston Avenue. The alignment would then turn south and follow the UPRR corridor to Prairie Avenue, where it would cross over the freight rail tracks near 119th Street. South of this point, the alignment would follow the existing freight rail tracks and end with a station at 130th Street.

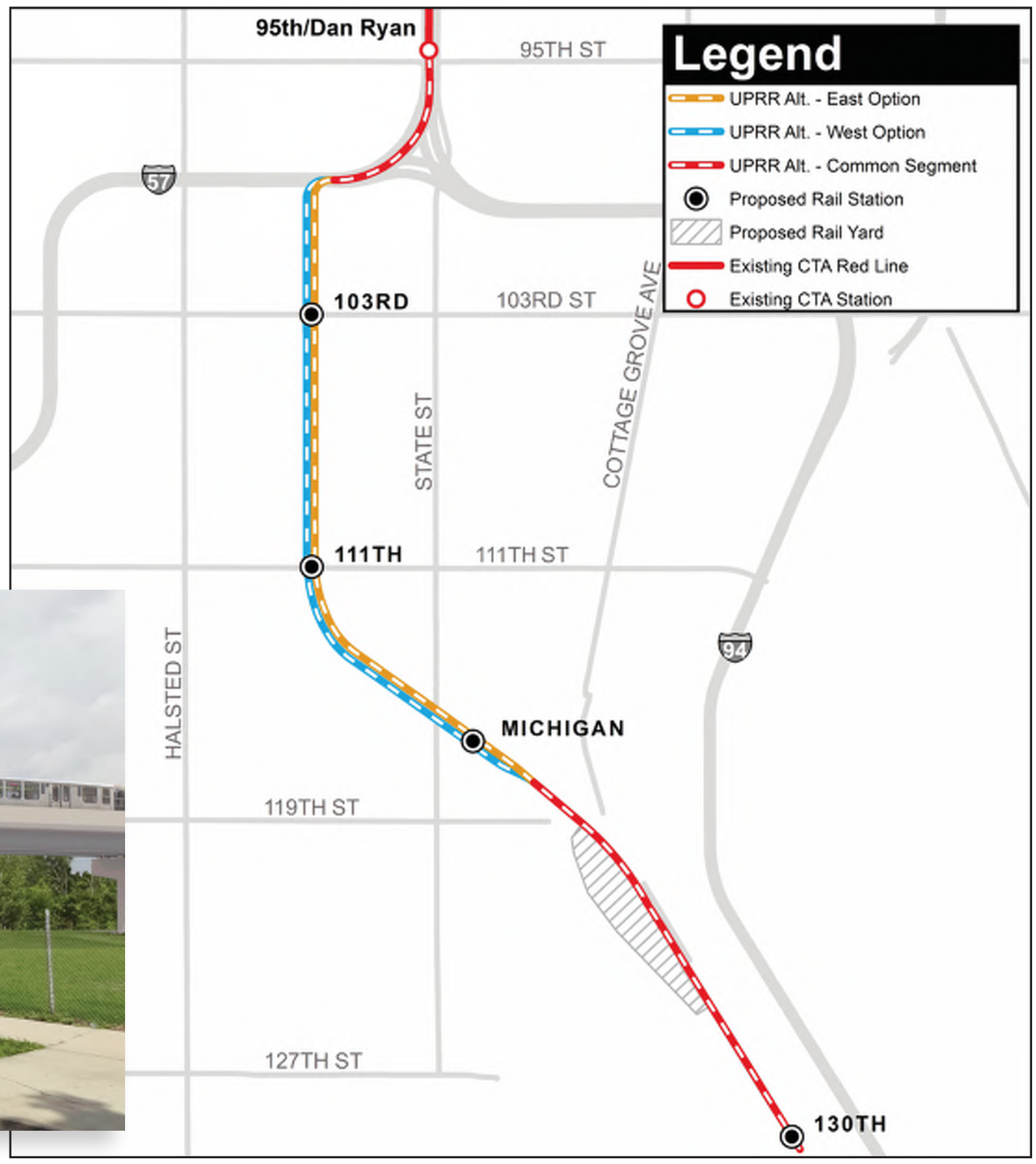
The Draft Environmental Impact Statement (EIS) evaluates two options for this alternative:

East Option

(east of UPRR tracks)

West Option

(west of UPRR tracks)



Property impacts would be different depending on which option is selected.

Because CTA is still evaluating both options, it is not known at this time whether acquisition of your property may be required.

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

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Red Line Extension

Visualizations

East Option

103rd Street Station *(facing northwest)*

West Option

103rd Street Station *(facing south)*

East Option

111th Street Station *(facing west)*

West Option

Michigan Avenue Station *(facing northwest)*

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

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Red Line Extension

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*

Next Steps