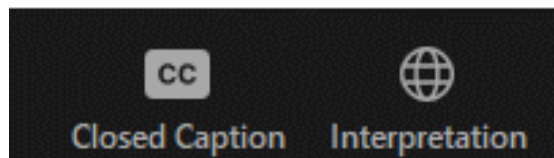


Red Line Extension Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation Virtual Public Hearing February 15, 2022

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

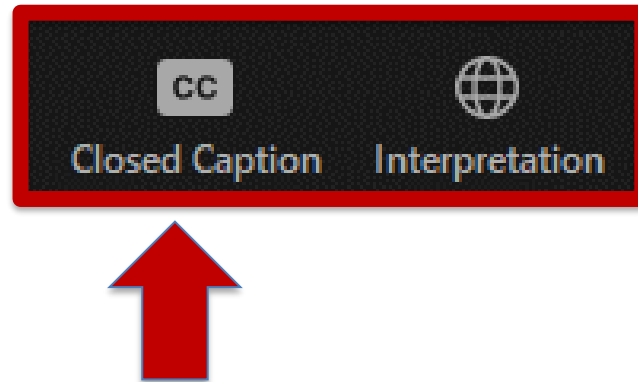
This virtual public hearing will be recorded and available online after the hearing at transitchicago.com/RLE/SEA and Facebook.com/CTARedExt



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

Audio de la presentación disponible en español solamente con asistencia por Zoom. Busque el icono de interpretación.

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



Audio de la presentación disponible en español

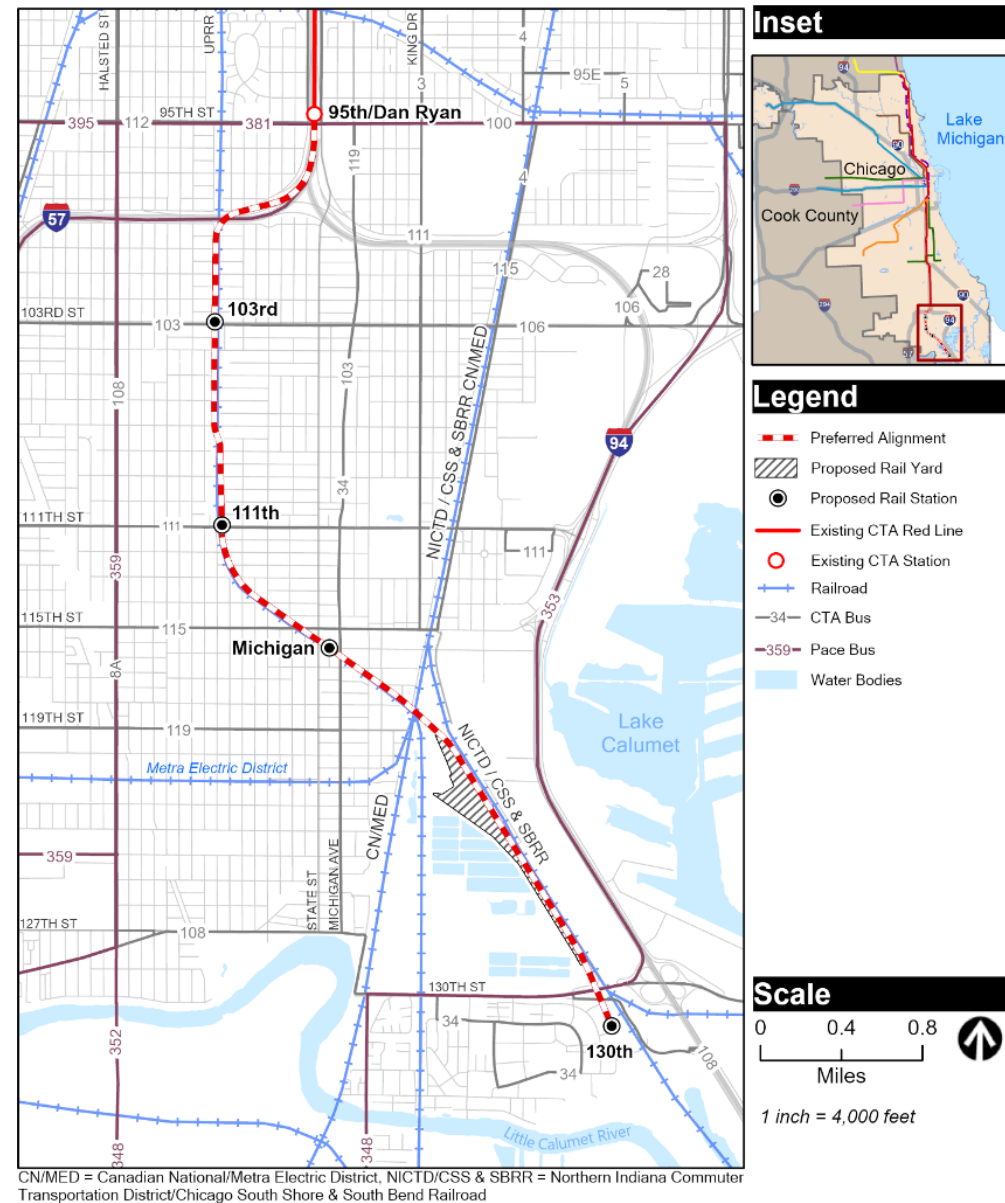
1. Busque el icono de interpretación en la barra de webinar de Zoom. Le mostramos el icono en esta diapositiva para ayudar a reconocerlo.
2. Haga clic en el icono y seleccione “Spanish” para escuchar al intérprete en la reunión.

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

Red Line Extension

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

February 15, 2022

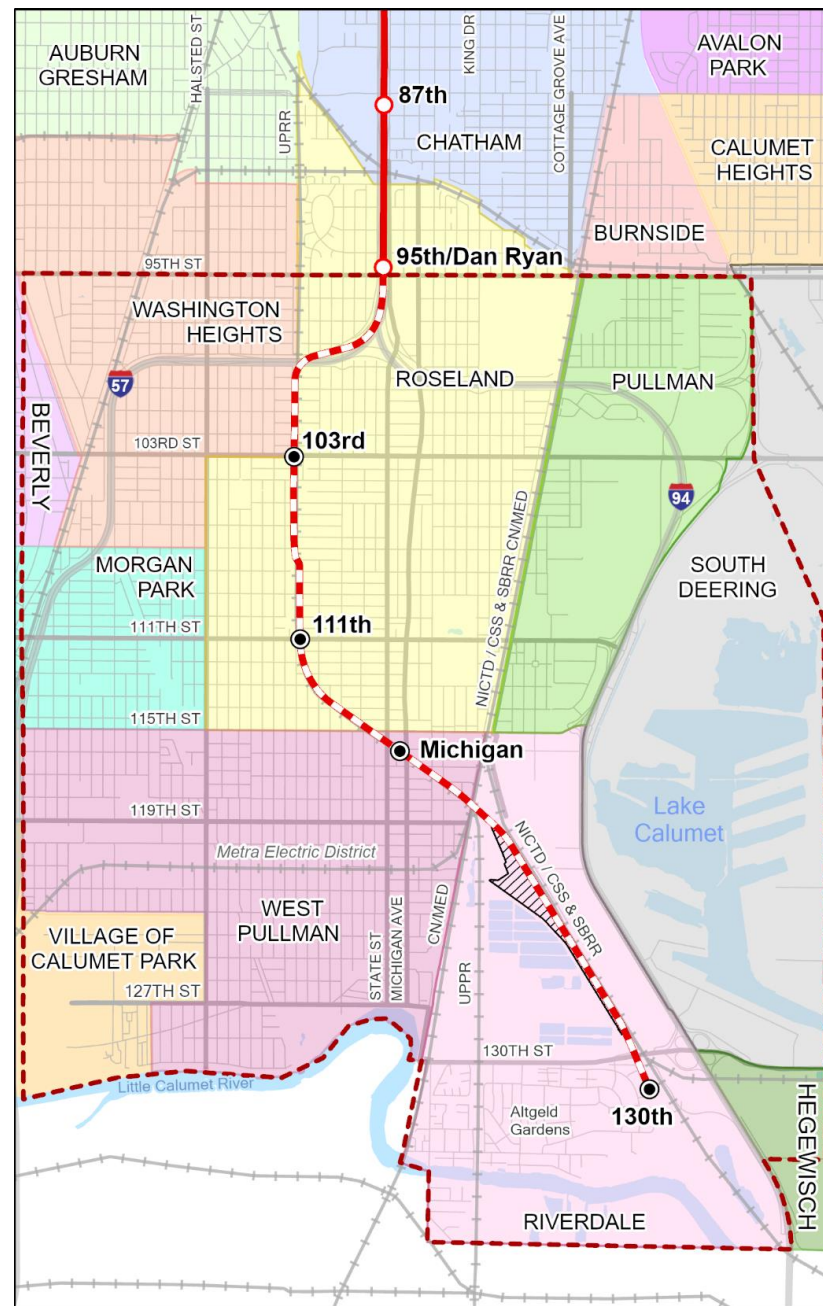


Purpose of this Public Hearing

RED AHEAD



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



- Virtual Public Hearing Today

6:00 PM – 8:00 PM Session Includes:

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

- In-Person Public Hearing

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

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

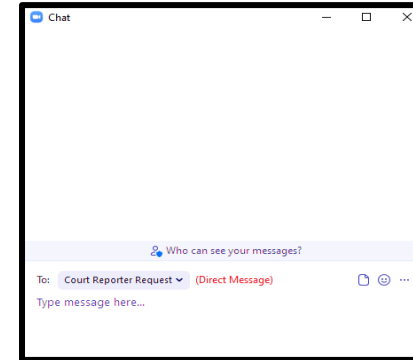


Make Official Comments

RED AHEAD



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



- **Email** RedExtension@transitchicago.com
- **Online comment form** tiny.cc/SEAcomments
- **Mail**
Chicago Transit Authority
Strategic Planning & Policy, 10th Floor
Attn: Red Line Extension Project
567 W. Lake Street
Chicago, IL 60661-1465

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- **Online Form** tiny.cc/SEAcomments
- **Written comments** accepted during the public comment period **January 31, 2022, through March 1, 2022**

Comments received during the 30-day public comment period and the responses to those comments will be incorporated into the project's Final EIS/Record of Decision (ROD).
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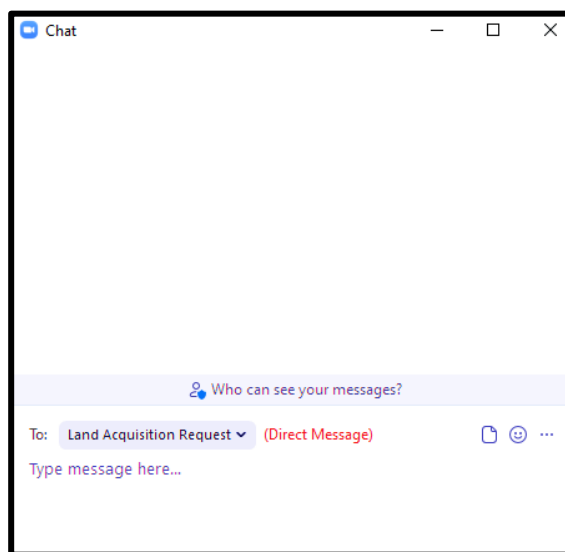
This meeting will be recorded and available online after the meeting at
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- If joining by Zoom, use the chat to ask a question live.



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



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



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

Our Presenters

RED AHEAD



Barbara Stubblefield
Red Line Outreach
(she/her)



Marlise Fratinardo
CTA Planning
(she/her)



Grace Dysico
NEPA
(she/her)



Robin Martel
NEPA
(she/her)



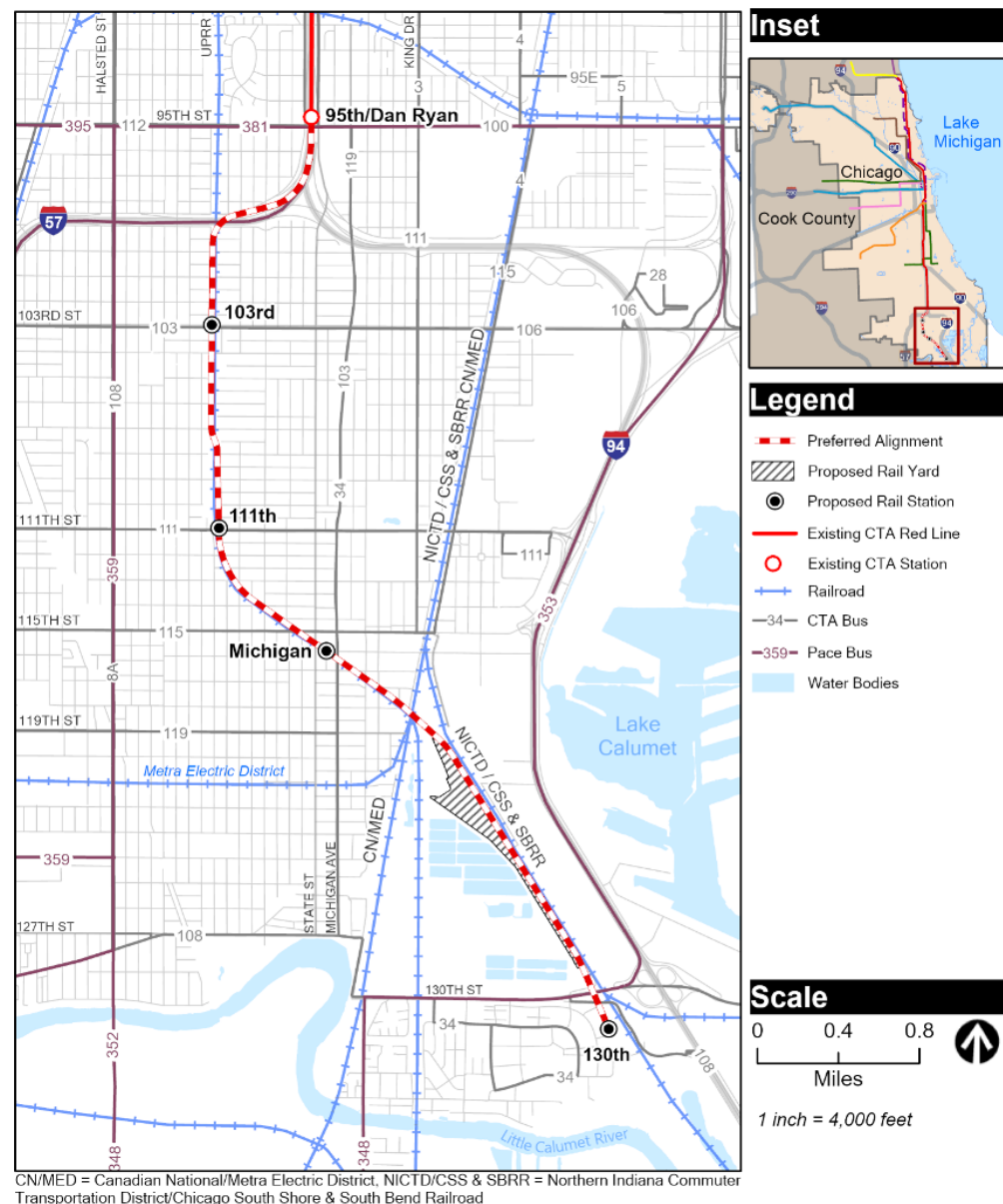
Ammar Elmajdoub
CTA Planning
(he/him)



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

Red Line Extension (RLE)

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



The Purpose and Need has not changed since the Draft EIS

Purpose Statement

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

Needs to be Addressed

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



Equity

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



Frequent Rail Service

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

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



Connectivity

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



Economic Opportunity

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



Sustainability

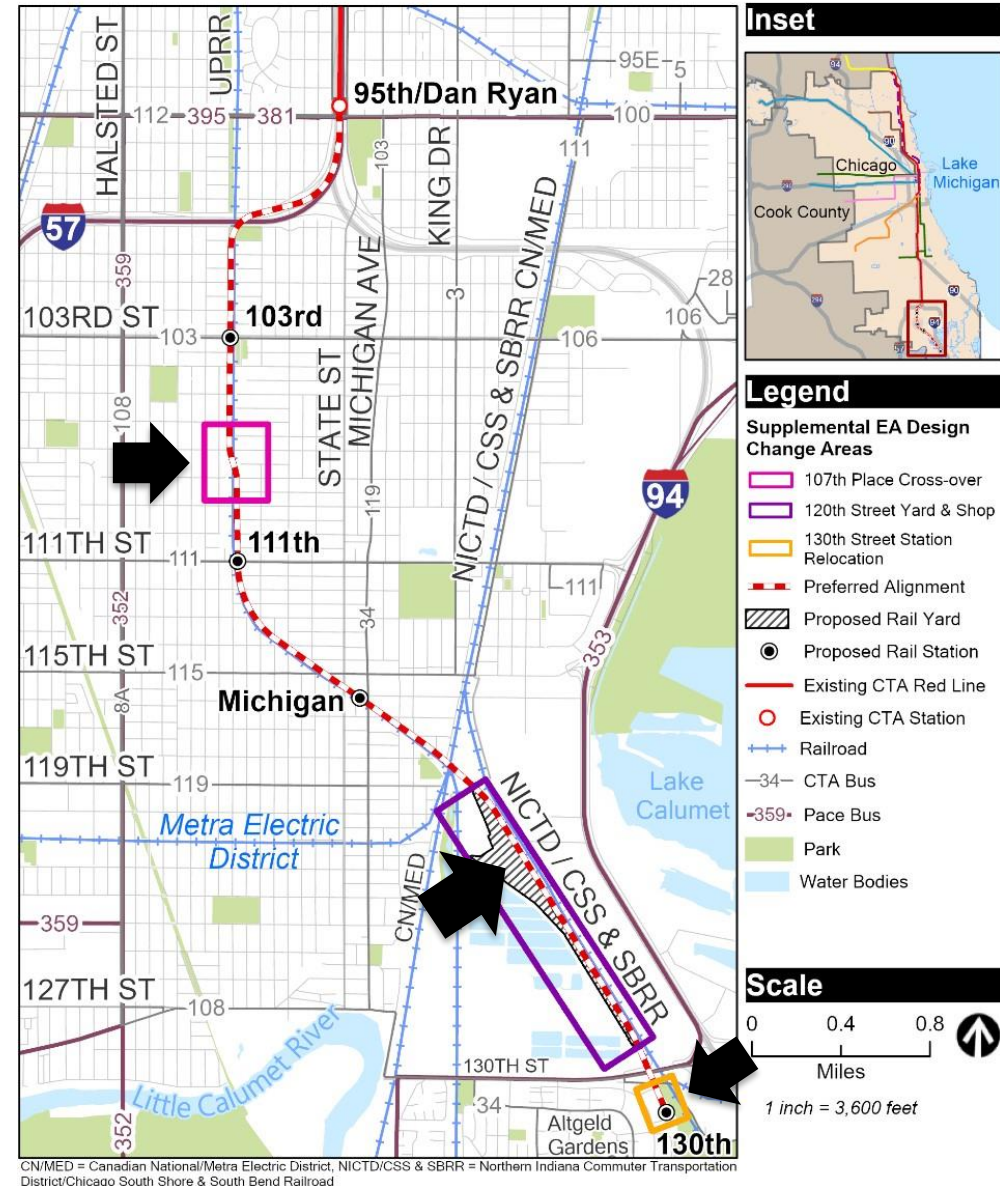
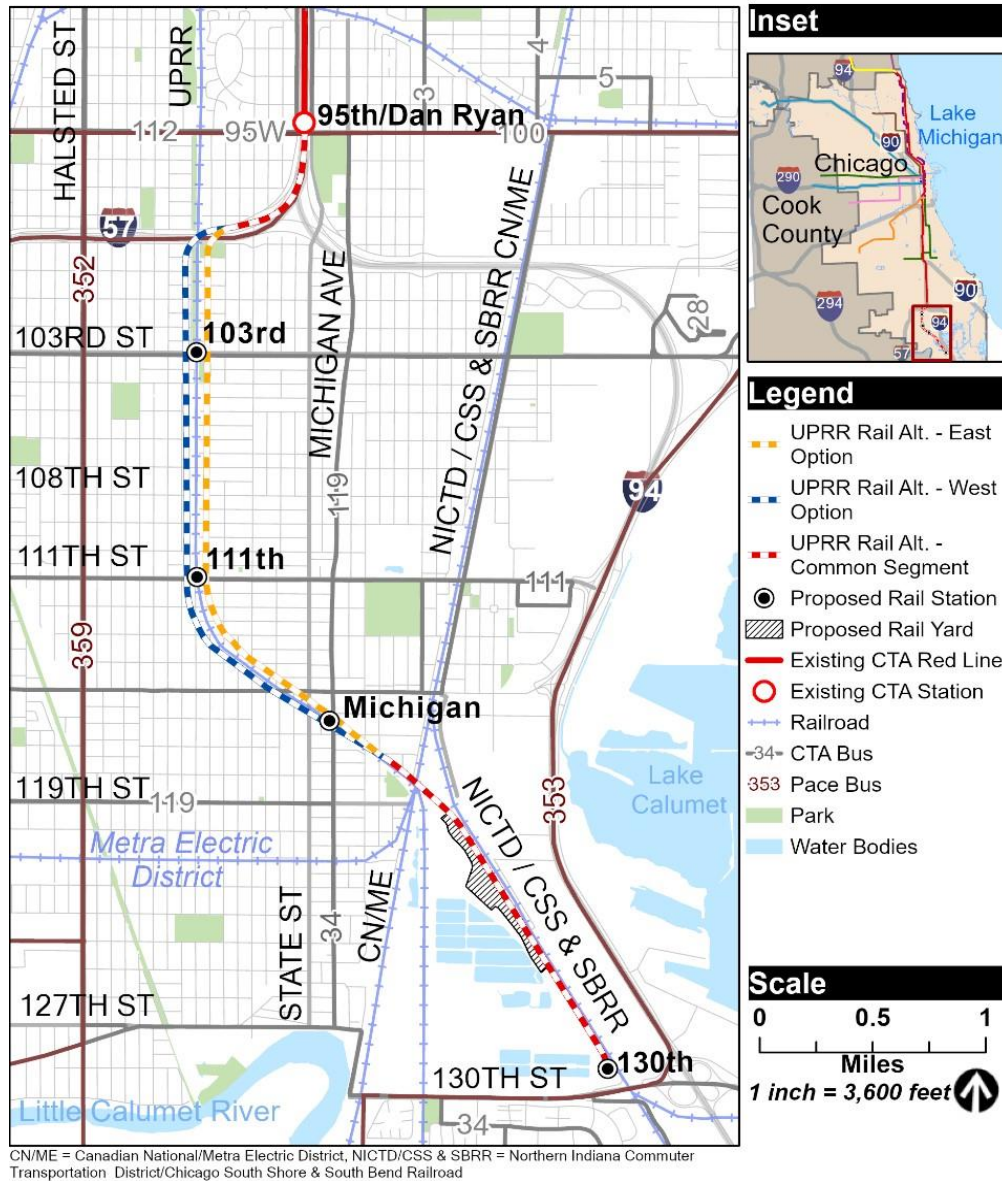
RLE will improve air quality, reduce greenhouse gas emissions, and save energy



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

Why is a Supplemental EA Needed?

RED AHEAD



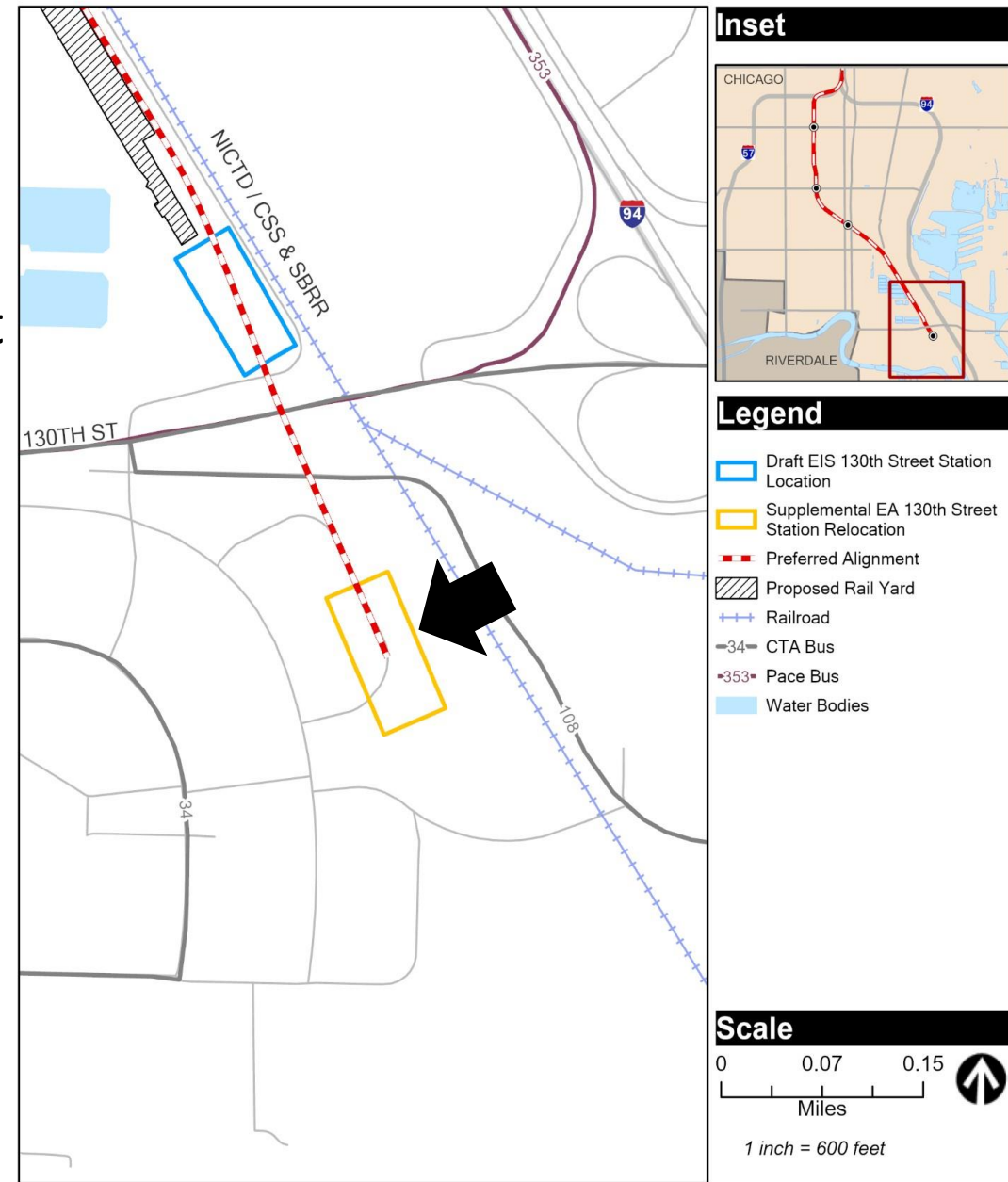
Draft EIS Alignment Options

Preferred Alignment



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

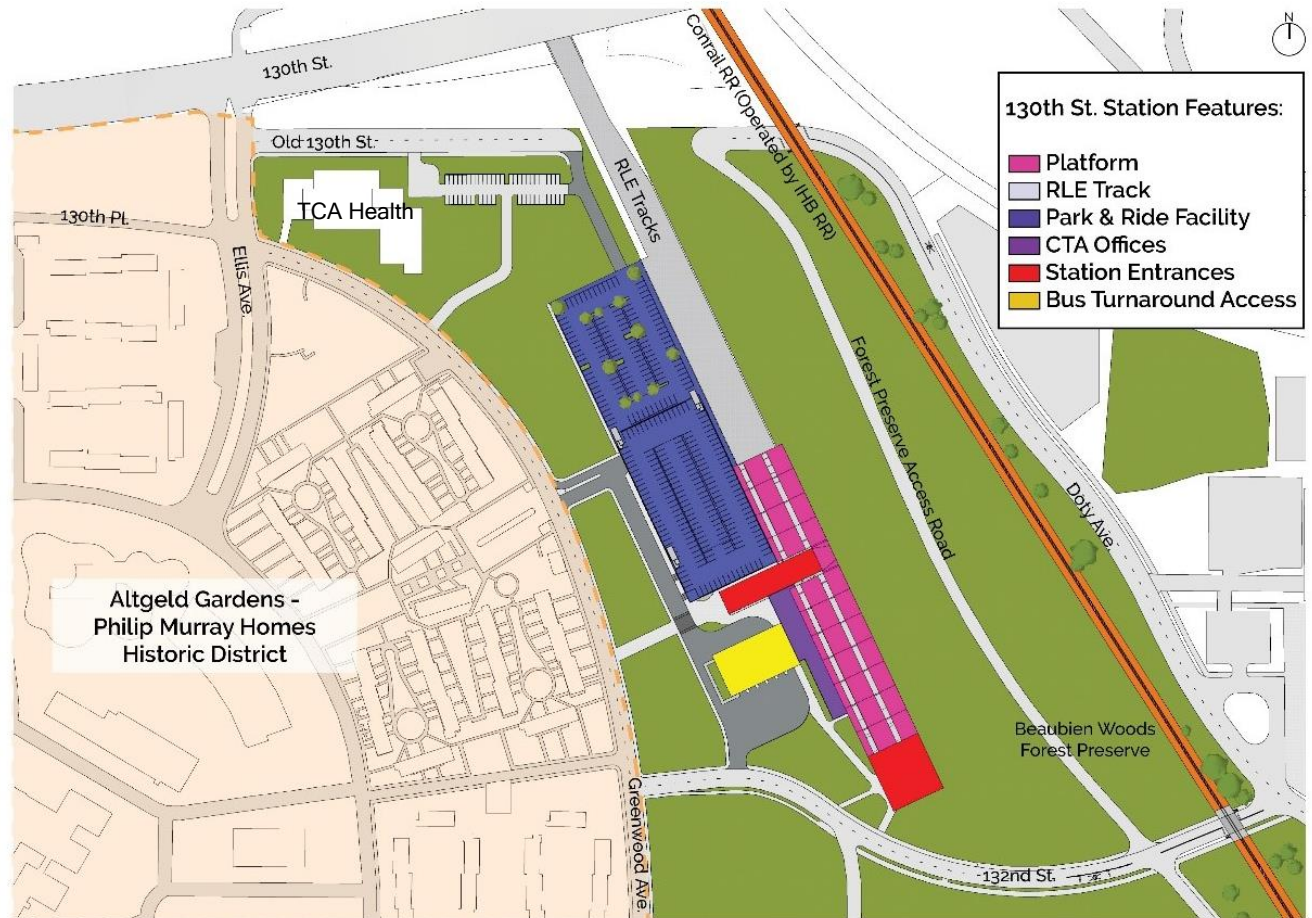
- Better transit connections
- Better accessibility
- Safer and more secure access
- Located farther from MWRD plant
- Better opportunities for future development
- Supports objectives in the 2013 Altgeld Gardens – Philip Murray Homes Master Plan



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

Transportation Impacts and Mitigations

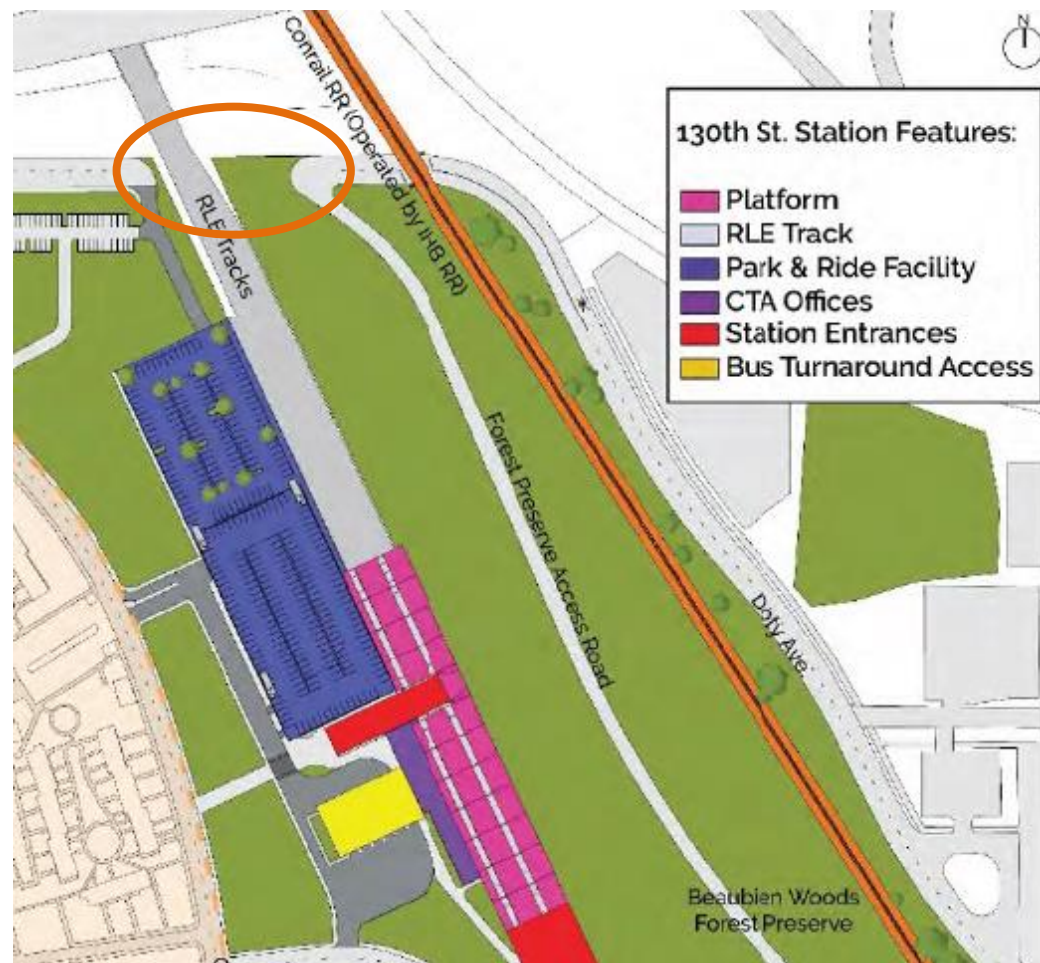
- Old 130th Street closure across new RLE tracks
- Removal of on-street parking along east side of Greenwood
- TCA Health parking mitigation
- Improvements to intersection of 130th Street and Ellis Avenue
- No adverse impact after mitigation



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

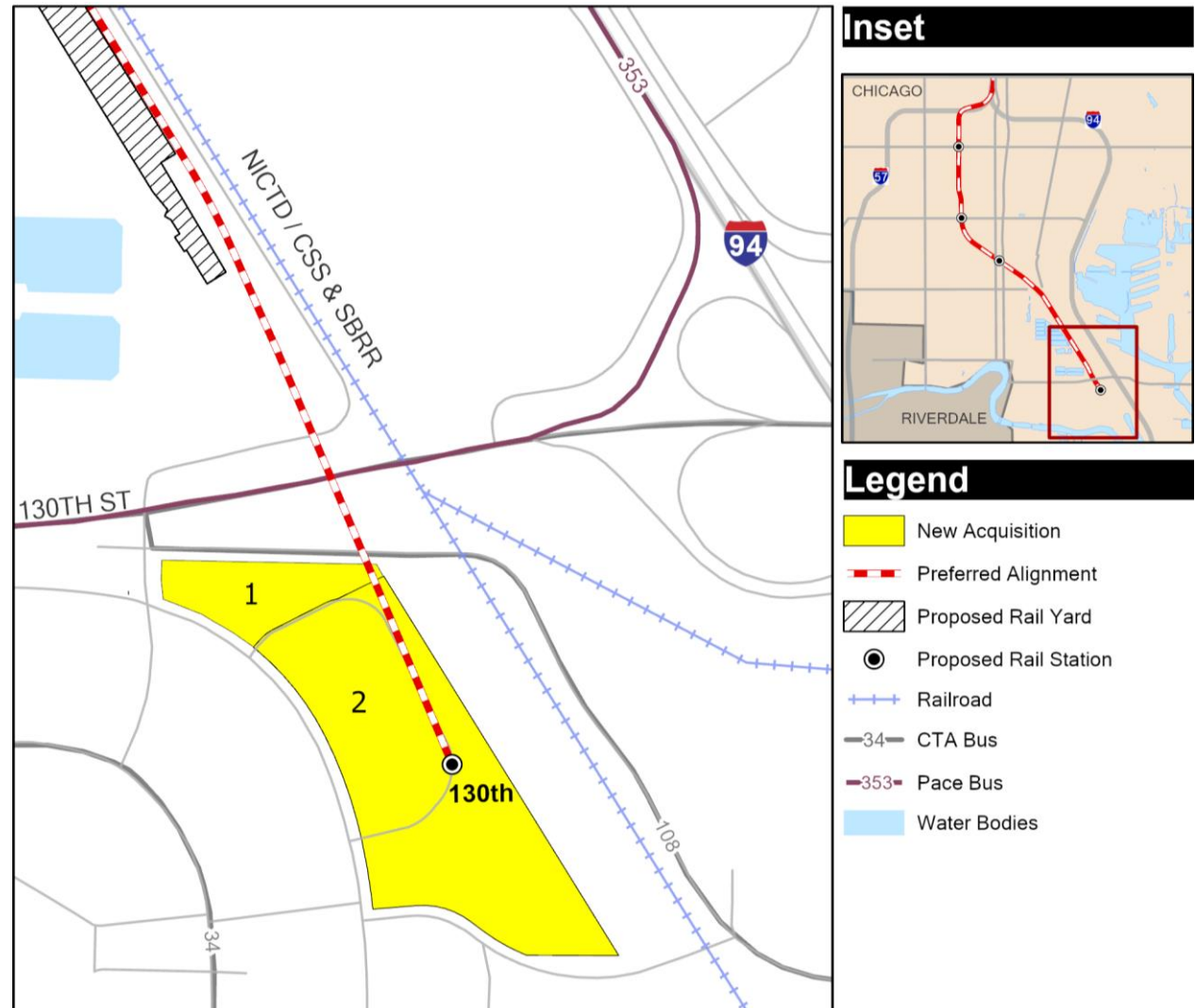
Mitigation for Access Road into Beaubien Woods Forest Preserve

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



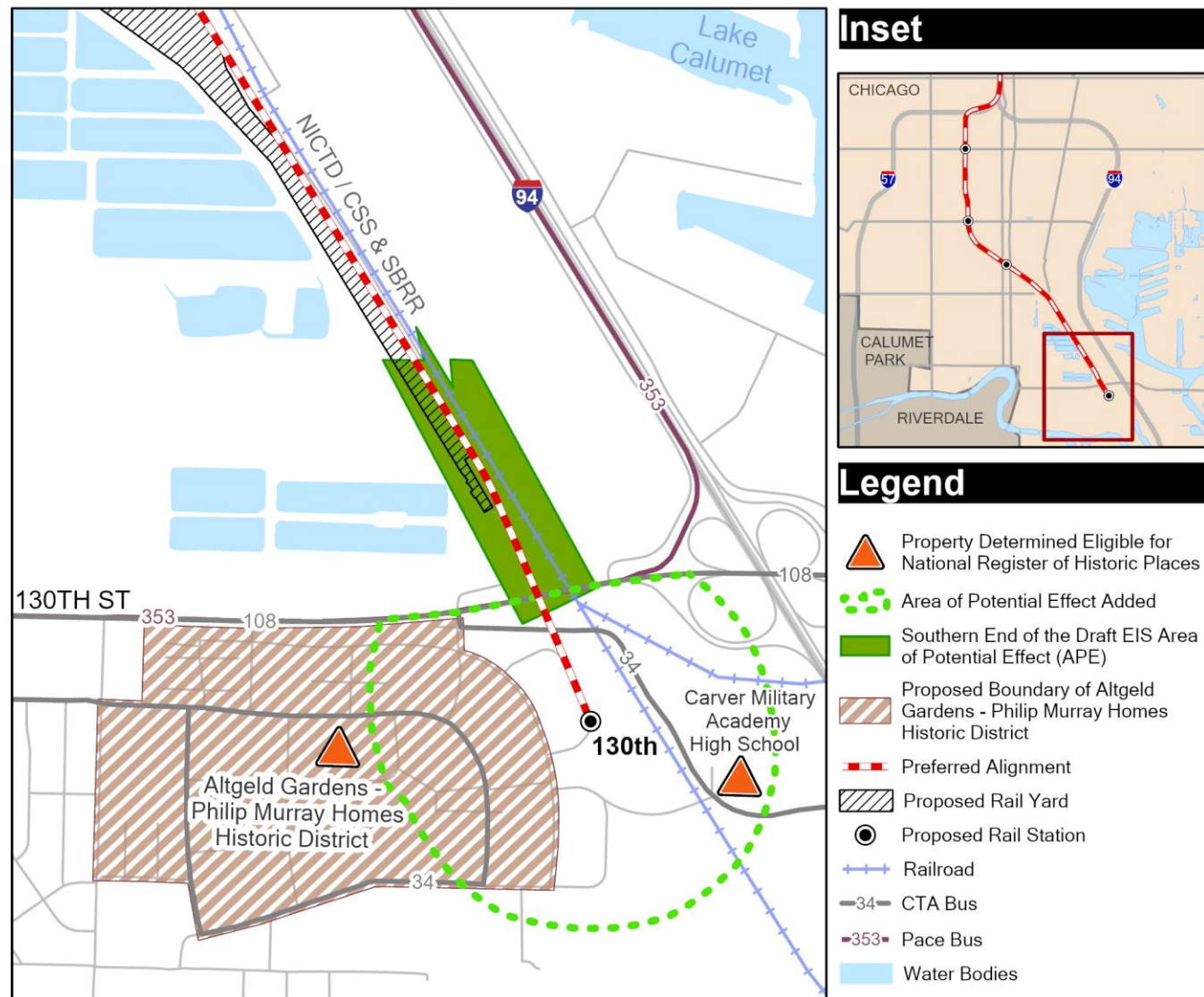
Parcel Impacts

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



Historical and Cultural Resource Analysis

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



Visualizations*

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



Existing Conditions



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



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

Visualizations*

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



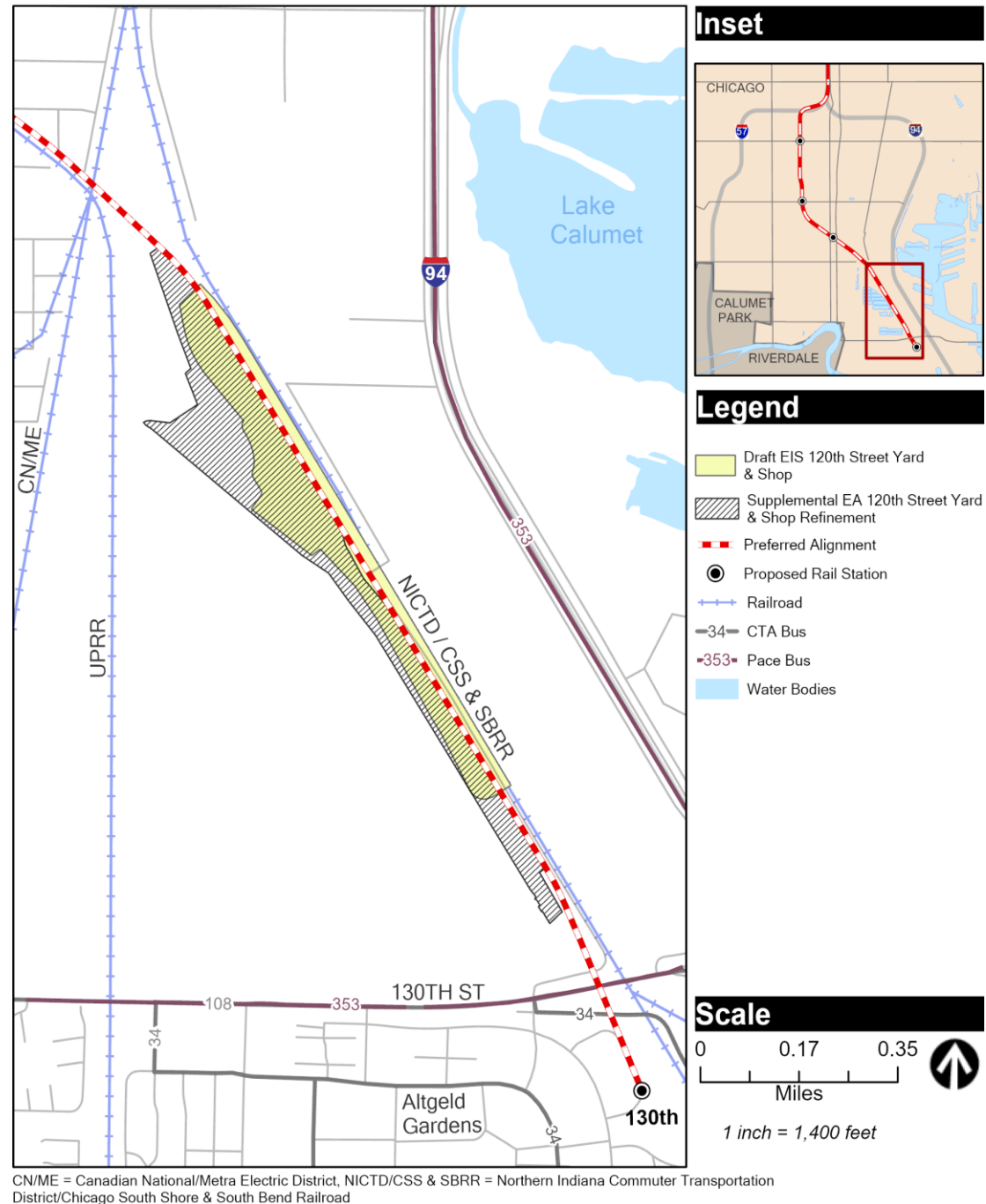
Existing Conditions



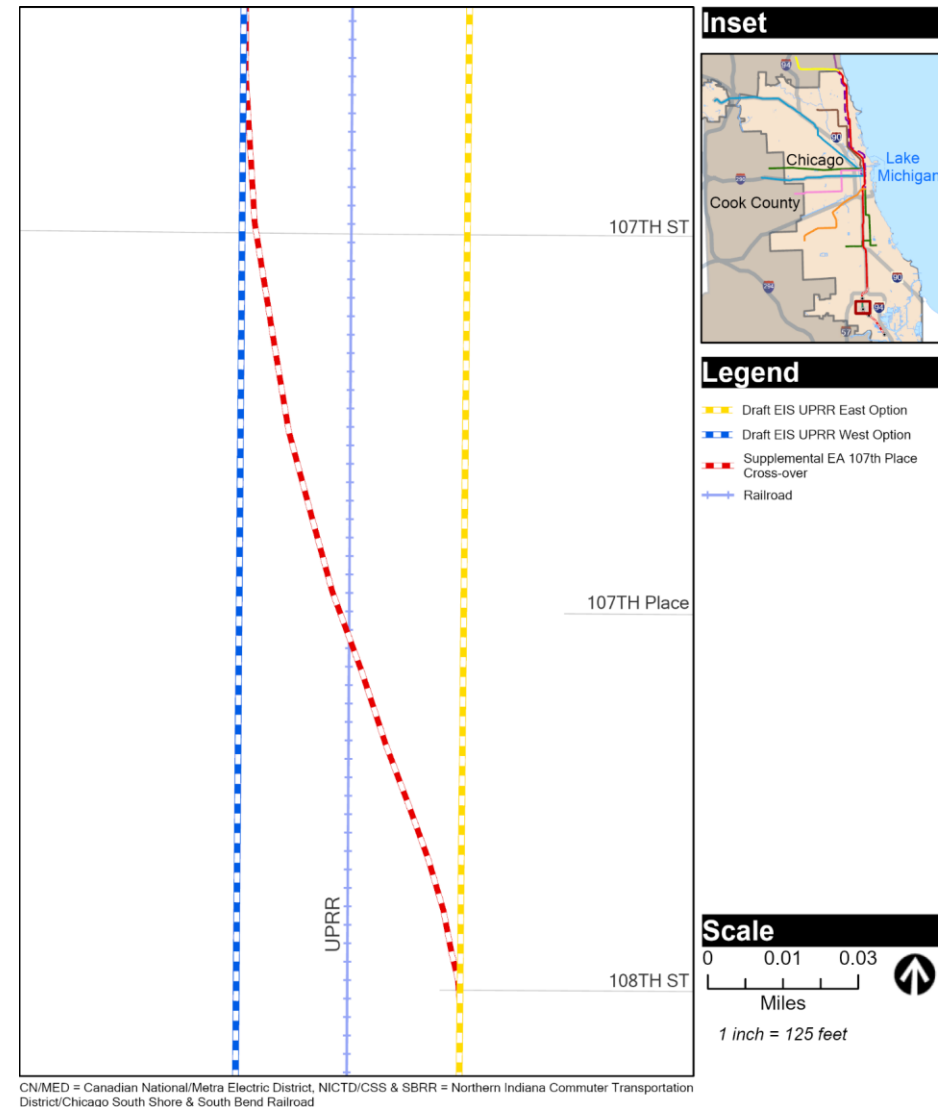
**Photo Simulation of the 130th Street Station,
Facing East from the Eastern Edge
of the Altgeld Gardens Neighborhood**

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

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



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



Visualizations*

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



Existing Conditions



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

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

Visualizations*

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



Existing Conditions



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

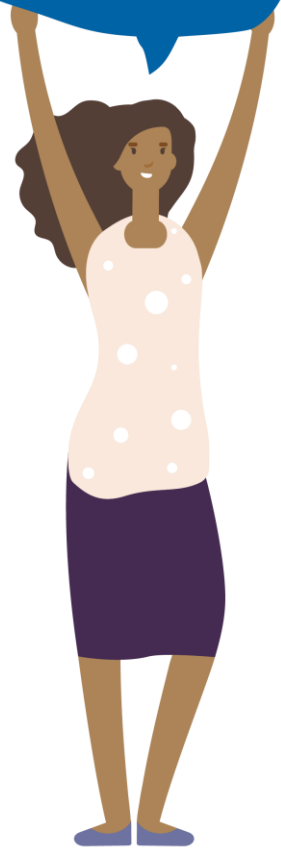
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Visual and Aesthetic Conditions	✓		✓
Noise and Vibration	✓		
Historic and Cultural Resources	✓		
Hazardous Materials	✓		
Wetlands	✓	✓	
Environmental Justice	✓		
Safety and Security	✓		
Air Quality	✓		
Water Resources	✓		
Biological Resources	✓	✓	
Indirect and Cumulative Impacts	✓		
Section 4(f)	✓		

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

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

**Send
us your
comments!**



- **Mail**

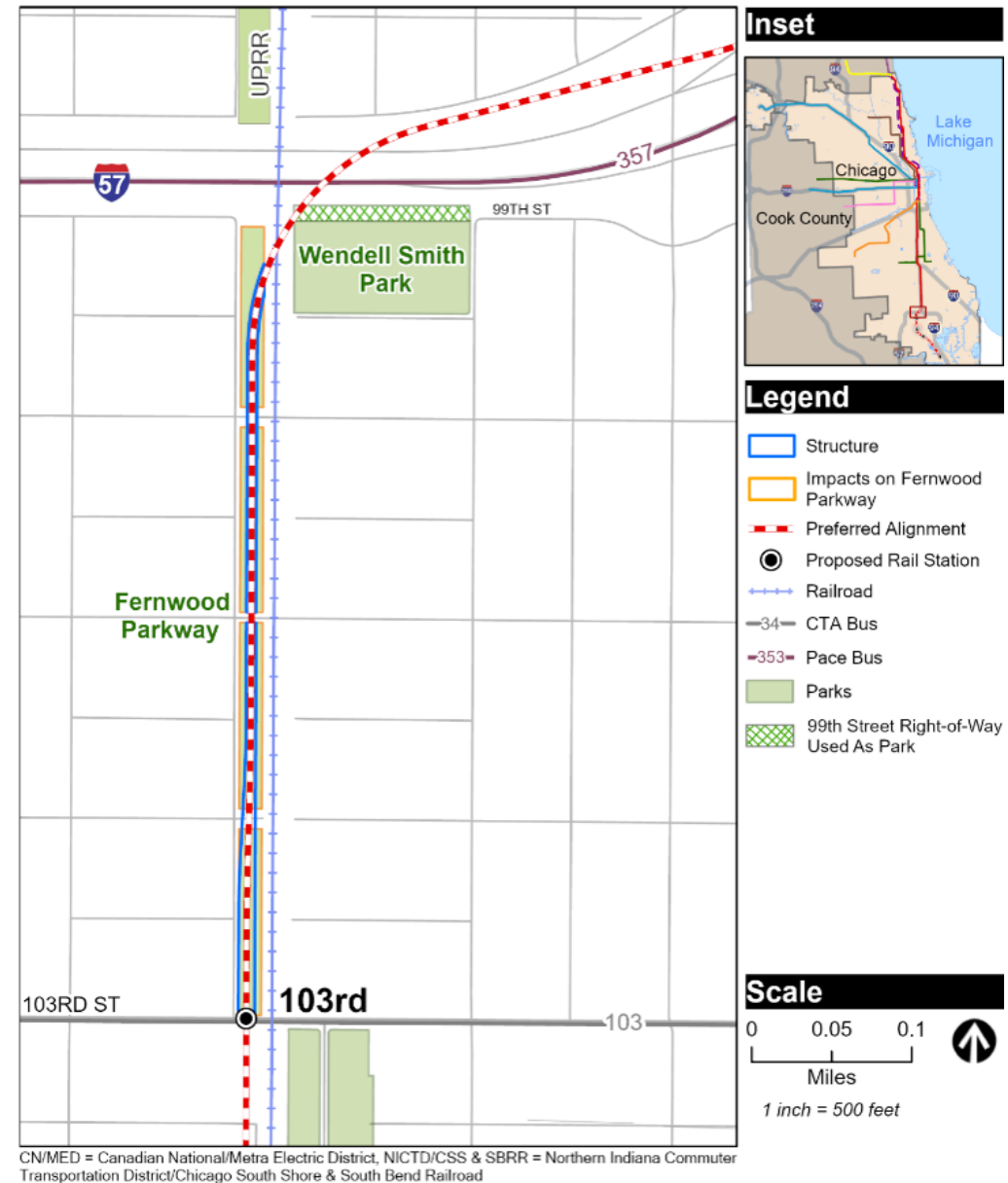
Chicago Transit Authority
Strategic Planning & Policy, 10th Floor
Attn: Red Line Extension Project
567 W. Lake Street
Chicago, IL 60661-1465

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



Updates to Impacts on Fernwood Parkway

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



Mitigation for Fernwood Parkway

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



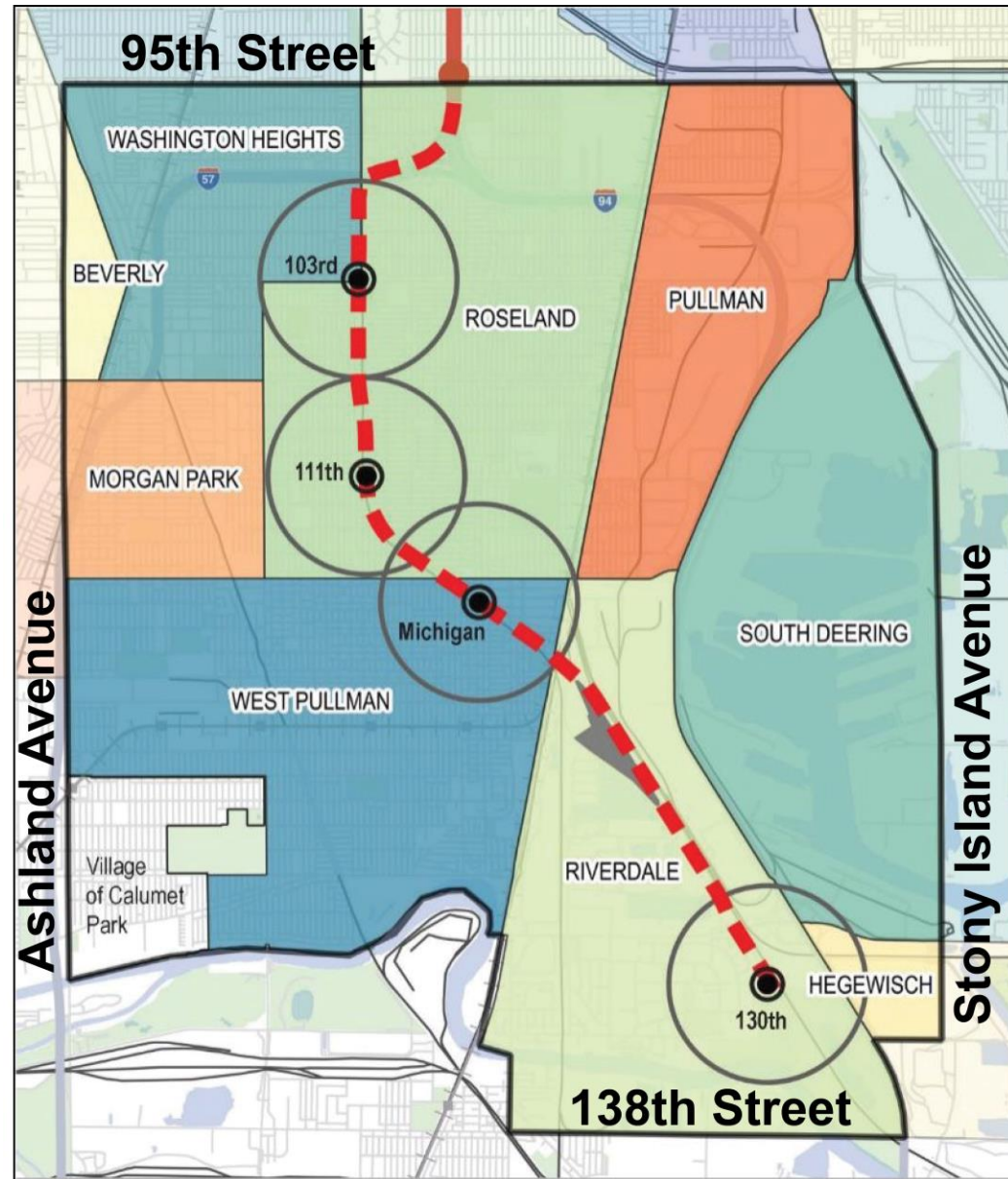
Parcels	Preferred Alignment
Affected Parcels without Building Displacements	130
Affected Parcels with Building Displacements <i>(Residential and Commercial Building Displacements)</i>	98
Total Affected Parcels	228

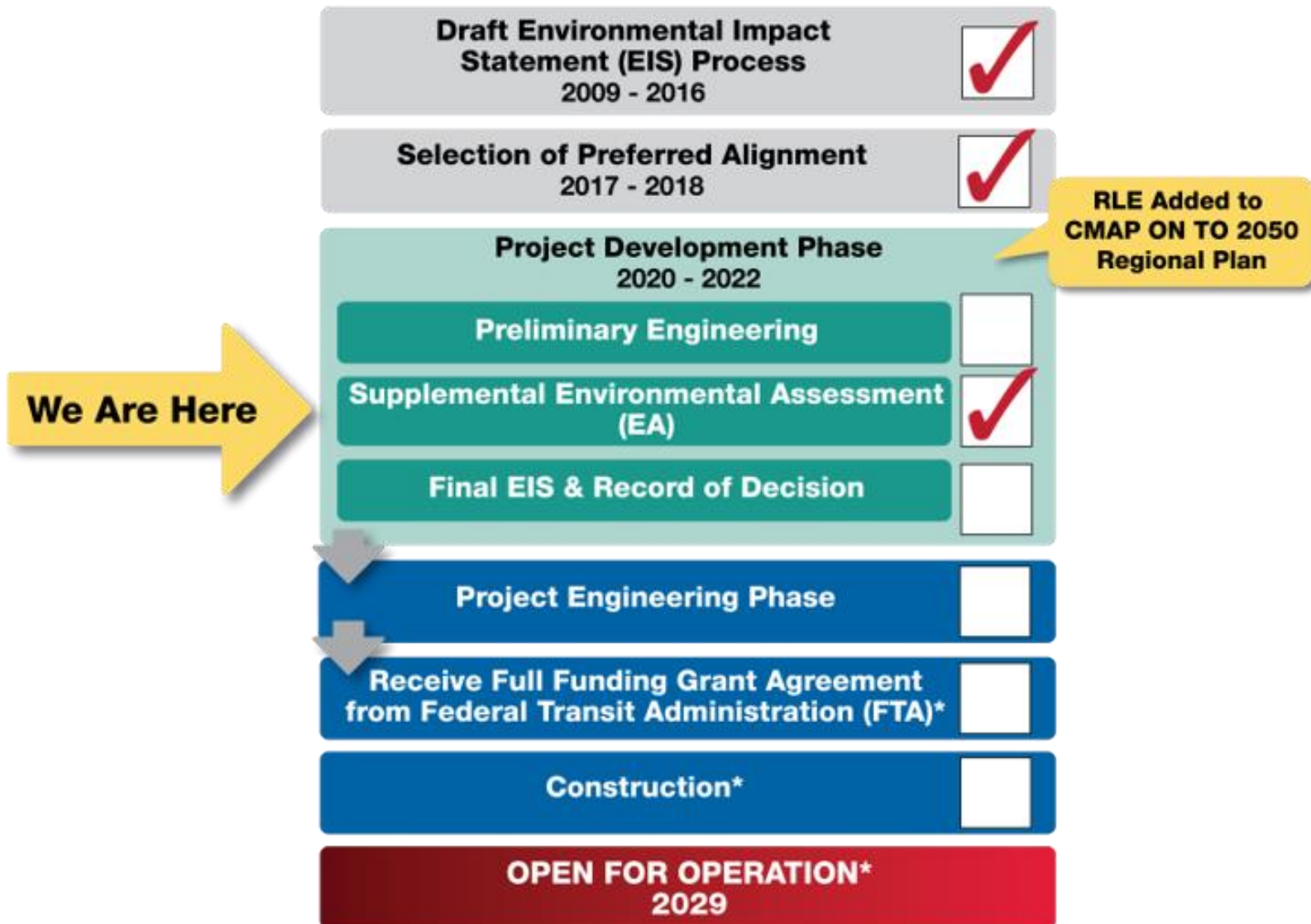
- Impacts are based on preliminary engineering represent maximum impacts of the Preferred Alignment.
- Displaced residents and businesses would be relocated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Plan Overview

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

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





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

- **Online Form**

tiny.cc/SEAcomments

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

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