

# Red Line Extension Project: Connecting 95th/Dan Ryan to 130th Street

## Red Line Extension

The CTA is extending the Red Line from the existing terminal at 95th/Dan Ryan to 130th Street. The 5.6-mile Red Line Extension (RLE) will include four new fully-accessible stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Multimodal connections at each station will include bus, bike, pedestrian, and park & ride facilities.

RLE also includes a new railyard and maintenance shop near 120th Street that will contribute to improved reliability and consistent service across the entire Red Line, from Howard station to the Far South Side. This project is one part of the CTA's Red Ahead Program to extend and enhance the entire Red Line.



## Red Line Extension Construction and Service Timeline

The CTA has made significant progress on RLE, currently estimating the start of construction in 2025 and RLE service beginning in 2029. The anticipated construction is dependent upon a number of factors, including federal funding approvals, further engineering and design, and procurement of construction contracts. RLE is a multi-step process that can take multiple years to complete each step. The CTA is committed to actively moving RLE forward to bring much-needed rapid transit rail service to Far South Side residents and communities.

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## Why is the Red Line Extension Project Needed?

Chicago's most-traveled rail line with millions of rides each year, the Red Line carries over 30% of the CTA's rail customers and is one of a handful of U.S. transit lines that run 24/7. Extending the Red Line to 130th Street provides a long-awaited and much needed connection to jobs, education, and commerce, while also serving as a catalyst for economic development.



### Improving the Transit Experience

RLE provides a new, more direct connection to the Red Line – this means an easier trip and less time commuting. RLE will provide up to 30-minute time savings to riders traveling from the future 130th Street station to the Loop and facilitate access to multiple CTA rail lines and bus routes. Modern and fully-accessible RLE stations will include elevators, wide platforms to allow for fast boarding, and lighting and other customer security features, all to improve passenger comfort.



### A Better System for Everyone

RLE is an equitable investment that will result in strength and vitality for communities in the RLE area, benefits that will extend to the entire city.

RLE will help Far South Side residents reliably access jobs and opportunities outside their neighborhoods, which includes jobs within communities along the RLE project footprint and throughout the region. RLE will bring a 47% increase in newly accessible jobs within an hour commute of the RLE project area. Red Line riders, including residents from other areas of the city, will benefit from access to destinations and community assets on the Far South Side.



### New Opportunities for Chicagoans

RLE will pay dividends locally during construction and, once implemented, RLE is estimated to generate more than 25,000 jobs throughout Cook County in the coming years. Nationally, transit projects have up to a 5-to-1 economic return on investment. As with any major CTA capital project, the CTA will require significant levels of Disadvantaged Business Enterprise (DBE) participation for construction and professional services. The CTA is pursuing DBE participation on all RLE contracts and conducting early outreach to identify opportunities for Small Business Enterprise (SBE) participation.



### Connecting People and Investing in Neighborhoods

RLE will be one of the single biggest investments on the Far South Side in decades and is a critical investment for CTA to expand its rapid transit network. RLE is expected to drive investment and create new economic opportunities for businesses and residents. Working with members of the community and the City of Chicago, a [RLE Transit-Supportive Development \(TSD\) Plan](http://www.transitchicago.com/rle/tsd/) (<http://www.transitchicago.com/rle/tsd/>) is intended to help spur complementary economic growth near the future RLE stations.

RLE is estimated to catalyze, or set the table, for \$1.7 billion in real estate development in the half-mile station area between 2029-2040.