Appendix E
Open House Meeting Materials

Comment Card

Project Factsheet

Project Handout

Glossary

FTA Uniform Relocation Act Brochure

Displacement Maps

Video Handout Card
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name ______________________________________________________________________________________________________

Address ____________________________________________________________________________________________________

City ________________________________________________________ State __________ Zip ___________________________

Email Address _______________________________________________________________________________________________

☐ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)

Lawrence to Bryn Mawr Modernization Project

Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)

Modernized Stations

Wider Platforms

ADA-Accessible Stations

Capacity Improvements (more trains)

Operational and Reliability Improvements

Transit Oriented Development

Modernized Stations

Wider Platforms

ADA-Accessible Stations

Capacity Improvements (more trains)

Operational and Reliability Improvements

Transit Oriented Development

Other

Why?

_____________________________________________________________________________________________________________

_____________________________________________________________________________________________________________

_____________________________________________________________________________________________________________

_____________________________________________________________________________________________________________

About which element of this project are you most concerned? (Circle all that apply)

Noise Impacts

Visual Impacts (how it would look)

Property Displacements

Impacts to Historic Resources

Construction Impacts

Project Funding

Other

Why?

_____________________________________________________________________________________________________________

_____________________________________________________________________________________________________________

_____________________________________________________________________________________________________________

_____________________________________________________________________________________________________________
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

RPM@transitchicago.com
transitchicago.com/RPMProject
facebook.com/thecta
@cta

Para información en Español, llame al 312-681-2712
За информацией на русском, звоните по телефону 312-681-2712
中文查詢, 請打電話 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
Red and Purple Modernization: Rebuilding Vital Infrastructure For Chicago’s Future

CTA is undertaking a major new initiative to completely rebuild the northern portion of the Red Line (Belmont station to Howard station) and the Purple Line (Belmont station to Linden station). The Red and Purple Modernization (RPM) Project would fully replace old, deteriorating infrastructure and stations along Chicago’s busiest rail line, and would pave the way for CTA to significantly increase train capacity and improve customer service for generations to come.

Why is the Red-Purple Modernization Program Needed?

Simply put, the Red and Purple lines have reached the end of their useful life spans. Most tracks and bridges are nearly 100 years old. Continuing to operate a busy rail line on this outdated infrastructure results in unusually high maintenance costs, the need for frequent repairs that disrupt service and slow travel, and outdated stations that can’t accommodate modern amenities for our customers.

This section of the Red and Purple lines carries more than 20 percent of all CTA rail rides and serves customers in some of the densest neighborhoods in Chicago. Rush hour ridership has jumped 40 percent in the last five years alone. The aging Red Line has reached capacity, and CTA cannot add trains to meet rising demand. If nothing is done, trains would grow even more crowded and service would deteriorate further.

Current conditions in the RPM corridor call for corrective action:

- Overcrowded trains during rush hour commute
- Outdated stations with very narrow and crowded platforms do not allow for elevators or upgraded amenities
- Slow service due to deteriorated track conditions (“slow zones”)
- An inefficient crossover intersection where the Red and Brown lines meet, causing train backups and service delays
- Nearly 100-year-old bridges and viaducts that need to be rebuilt

Building a better transit experience for our customers

A massive, multi-stage project scheduled to be completed in phases, RPM would deliver all the benefits of modern service and infrastructure when it is completed. Benefits for customers would include:

- Faster, smoother rides – New track, bridges, and viaducts, as well as electrical upgrades along the entire Red-Purple corridor, would allow CTA to safely increase the speeds for all trains while also offering a smoother, quieter ride.
- Modern, comfortable, fully ADA accessible stations along the entire corridor with elevators, wider platforms, and vastly improved amenities.
- Less crowding and more frequent service – With wider, longer station platforms along the entire line and upgraded electrical and signal capacity, CTA can run longer and more frequent trains during rush hour, reducing passenger wait times and alleviating overcrowding.

@RPM@transitchicago.com
transitchicago.com/rpmproject
facebook.com/thecta
@cta
RPM: Phase One

The first phase of the RPM improvements would include two main components:

1. Construction of the Red-Purple Bypass north of the Belmont station to eliminate delays where the Red, Purple, and Brown lines all intersect and trains must stand and wait for other trains to pass.

2. Completely rebuilding four aging stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and rebuilding all tracks, support structures, bridges, and viaducts between Leland and Hollywood Avenues. The new stations would include modern amenities and elevators to make them accessible to customers with disabilities, and the new tracks would significantly improve train speeds and service reliability.

Next Steps

CTA is conducting two Environmental Assessments, one each for the Red-Purple Bypass and the Lawrence to Bryn Mawr Modernization projects in order to qualify for federal funding. There are multiple opportunities to provide feedback throughout this process, including a public hearing once each Environmental Assessment is prepared.

Red Ahead

RPM 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 (beginning in summer 2014), the Wilson Station Reconstruction Project (beginning in fall 2014) and the Red Line Extension Project (currently in planning).
Modernización de las Líneas Roja y Púrpura: Reconstrucción de infraestructura vital para el futuro de Chicago

La CTA emprende una gran iniciativa nueva para reconstruir de forma completa la parte al norte de la Línea Roja (desde la estación de Belmont a la estación de Howard) y la Línea Púrpura (desde la estación de Belmont a la estación de Linden). El Proyecto de Modernización de las Líneas Roja y Púrpura (“RPM”, por sus siglas en inglés) reemplazaría por completo la infraestructura y estaciones viejas y en deterioro a lo largo de la línea ferroviaria más transitada de Chicago y allanaría el camino para permitir a la CTA aumentar de forma apreciable la capacidad ferroviaria y mejorar el servicio al cliente para las generaciones por venir.

¿Por qué es necesario el Programa de Modernización de las Líneas Roja y Púrpura?

Sencillamente, las Líneas Roja y Púrpura han llegado al fin de sus vidas útiles. La mayoría de las vías y los puentes tienen casi 100 años de edad. Para seguir manejando una línea ferroviaria muy transitada con esta infraestructura anticuada resultaría en costos excepcionalmente altos de mantenimiento, la necesidad para reparaciones frecuentes que estorbarían servicio y retrasarían los viajes, y las estaciones anticuadas que no podrían adaptarse a los elementos modernos de comodidad para nuestros clientes.

Esta sección de las Líneas Roja y Púrpura lleva más de 20 por ciento de todos los viajes en tren de la CTA y brinda servicio a los clientes en algunos de los vecindarios más densamente poblados de Chicago. El índice de viajeros durante las horas de máximo tránsito ha saltado en 40 por ciento solamente en los últimos cinco años. La Línea Roja envejecida ya ha alcanzado su capacidad y la CTA no puede agregar más vagones para cubrir la demanda cada vez mayor. Si no se hace nada, los trenes llegarían a ser aún más hacinados y el servicio se deteriorará aún más.

Las condiciones actuales en el corredor de la Modernización de las Líneas Roja y Púrpura piden medidas correctivas:

• Trenes en condición de hacinamiento durante los viajes de desplazamiento al trabajo en las horas de máximo tránsito
• Estaciones anticuadas con andenes muy estrechos y hacinados que no permiten la incorporación de ascensores ni elementos mejorados de comodidad
• Servicio lento debido a las condiciones de vías en deterioro (“zonas de velocidad lenta”)
• Una intersección ineficiente de vías entrecruzadas donde se juntan las Líneas Roja y Café, lo cual resulta en embotellamientos de trenes y demoras de servicio
• Puentes y viaductos de casi 100 años que tienen que ser reconstruidos

Para construir una mejor experiencia de tránsito para nuestros clientes

Un vasto proyecto de múltiples fases que está programado para realizar por fases, la Modernización de las Líneas Roja y Púrpura (RPM) entregaría todos los beneficios del servicio y la infraestructura modernos cuando sea terminado. Los beneficios para nuestros clientes incluirían:

• Viajes más rápidos y suaves – nuevas vías, puentes, y viaductos, así como mejoras eléctricas por todo el corredor de las Líneas Roja y Púrpura, lo cual permitiría la CTA aumentar las velocidades con seguridad para todos los trenes, al mismo tiempo que ofrecería un viaje más suave y silencioso.
• Estaciones modernas, cómodas, y con accesibilidad completa de acuerdo a la Ley sobre los Estadounidenses con Incapacidades (conocida por sus siglas en inglés como la “ADA”) a lo largo de todo el corredor, con ascensores, andenes más anchos, y elementos de comodidad sumamente mejorados.
• Con menos hacinamiento de pasajeros y servicio más frecuente – con andenes más anchos y más largos en las estaciones a lo largo de toda la línea y capacidad eléctrica y señalización actualizada, la CTA puede despachar trenes con recorridos más largos y más frecuentes durante la hora de máximo tránsito, así reduciendo los tiempos de espera para los pasajeros y el hacinamiento de pasajeros.

@RPM@transitchicago.com
transitchicago.com/rpmproject
facebook.com/thecta
@cta
Red Ahead

La Modernización de las Líneas Roja y Púrpura [RPM] forma parte del programa de la CTA, Red Ahead, una iniciativa global para mantener, modernizar y extender la línea ferroviaria más transitada de Chicago.

El programa de Red Ahead también incluye el Proyecto de Reconstrucción de la Línea Roja al sur (terminado en 2013), el Proyecto de la Terminal de la calle 95th (de próximo inicio en el verano de 2014), y el Proyecto de Reconstrucción de la Estación de Wilson (de próximo inicio en el otoño de 2014), y el Proyecto de Extensión de la Línea Roja (actualmente en etapa de planificación).

Próximos pasos

La CTA está llevando a cabo dos Evaluaciones Ambientales, cada una para los proyectos de Vía Periférica de las Líneas Roja-Púrpura y de Modernización desde Lawrence a Bryn Mawr, con el fin de calificarlos para el financiamiento federal. Habrá múltiples oportunidades para aportar comentarios a lo largo de este proceso, incluso una audiencia pública una vez que se haya llevado a cabo cada Evaluación Ambiental.

RPM: Fase Uno

La primera fase de las mejoras en la Modernización de las Líneas Roja y Púrpura incluiría dos componentes principales:

1. Construcción de una vía periférica para las Líneas Roja y Púrpura al norte de la estación Belmont, con el fin de eliminar demoras donde las Líneas Roja, Púrpura, y Café todas se entrecruzan y los trenes tienen que quedar parados mientras esperan hasta que pasen otros trenes.

2. Construcción completa de cuatro estaciones envejecidas (Lawrence, Argyle, Berwyn y Bryn Mawr) y reconstrucción de todas las vías, estructuras de soporte, puentes, y viaductos entre las avenidas Leland y Hollywood. Las nuevas estaciones incluirían elementos de comodidad moderna y ascensores para hacerlas accesibles a los clientes con incapacidades, y las nuevas vías mejorarían de forma apreciable la velocidad de los trenes y la fiabilidad del servicio.

Visualización conceptual preliminar de andenes nuevos más anchos
Building a better transit experience for our customers

When completed, the RPM Project would deliver all the benefits of modern service and infrastructure for customers.

- Faster, smoother rides – New track, bridges, and viaducts, as well as electrical upgrades along the entire Red-Purple corridor would allow CTA to safely increase the speeds for all trains while also offering a smoother, quieter ride.
- Modern, comfortable, fully ADA accessible stations along the entire corridor with elevators, wider platforms, and vastly improved amenities.
- Less crowding and more frequent service – With wider, longer station platforms along the entire line and upgraded electrical and signal capacity, CTA can run longer and more frequent trains during rush hour, reducing passenger wait times and alleviating overcrowding.

Next Steps

CTA is conducting an Environmental Assessment for the Red-Purple Bypass Project in order to qualify for federal funding. There are multiple opportunities to provide feedback throughout this process, including a public hearing once the Environmental Assessment is prepared.

Red Ahead

RPM 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 (beginning in summer 2014), the Wilson Station Reconstruction Project (beginning in fall 2014) and the Red Line Extension Project, which would extend the line south to 130th Street (currently in planning).

@ RPM@transitchicago.com
transitchicago.com/rpmproject
facebook.com/thecta
@cta
New Bypass at the intersection of the Red, Purple, and Brown lines

“Your attention please: We are standing momentarily, waiting for signal clearance. We expect to be moving shortly.” This message is heard on a daily basis by up to 150,000 customers who travel through the busy rail intersection where the Red, Purple, and Brown lines meet.

Currently, when northbound Brown Line trains travel across this intersection, any Red or Purple line trains approaching this intersection must stop and wait for signal clearance. This means as many as three Red and Purple line trains may be simultaneously delayed. This outdated track configuration dates back to 1907 and was not originally designed to connect three separate routes as it does today.

As part of the first phase of the Red and Purple Modernization (RPM) program, CTA plans to construct a new Red-Purple Bypass at this intersection to increase the speed and efficiency of all Red, Purple, and Brown line trains. This improvement would eliminate the need for trains to stop and wait for crossing trains.

With a bypass, Brown Line trains would proceed along a dedicated track providing a range of benefits:

- Reduce delays and crowding and improve reliability.
- Increase the number of trains CTA can run on the Red Line by 30 percent.
- Add six to nine trains per hour during rush periods.
- Speed Red and Purple Line trains by 60 percent through this intersection.
- Save customers a half million travel hours each year.

The RPM Corridor Vision

CTA is undertaking a major new initiative to completely rebuild the northern portion of the Red Line (Belmont station to Howard station) and the Purple Line (Belmont station to Linden station). The Red and Purple Modernization (RPM) program would fully replace old, deteriorating infrastructure and stations along Chicago’s busiest rail line, and would pave the way for CTA to significantly increase train capacity and improve customer service for generations to come.

Phase One Improvements

A massive, multi-stage project, RPM would be completed in phases. The first phase would include two main components:

1. Construction of the Red-Purple Bypass north of the Belmont station to eliminate delays where the Red, Purple, and Brown lines all intersect and trains must stand and wait for other trains to pass.
2. Completely rebuilding four aging stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and rebuilding all tracks, support structures, bridges, and viaducts between Leland and Hollywood Avenues. The new stations would include modern amenities and elevators to make them accessible to customers with disabilities, and the new tracks would significantly improve train speeds and service reliability.
Para construir una mejor experiencia de tránsito para nuestros clientes

Cuando esté completo, el Proyecto de Modernización de las Líneas Roja y Púrpura (RPM en inglés) entregará todos los beneficios del servicio moderno y la infraestructura para nuestros clientes.

- Viajes más rápidos y suaves – nuevas vías, puentes, y viaductos, así como mejoras eléctricas por todo el corredor de las Líneas Roja y Púrpura, lo cual permitiría a la CTA aumentar las velocidades con seguridad para todos los trenes, al mismo tiempo que ofrecería un viaje más suave y silencioso.

- Estaciones modernas, cómodas, y con accesibilidad completa de acuerdo a la Ley sobre los Estadounidenses con Incapacidades (conocida por sus siglas en inglés como la “ADA”) a lo largo de todo el corredor, con ascensores, andenes más anchos, y elementos de comodidad sumamente mejorados.

- Con menos hacinamiento de pasajeros y servicio más frecuente – con andenes más anchos y más largos en las estaciones a lo largo de toda la línea y capacidad eléctrica y señalización actualizada, la CTA puede despachar trenes con recorridos más largos y más frecuentes durante la hora de máximo tránsito, así reduciendo los tiempos de espera para los pasajeros y el hacinamiento de pasajeros.

Próximos pasos

La CTA está llevando a cabo una Evaluación Ambiental para el proyecto de Vía Periférica de las Líneas Roja y Púrpura, con el fin de calificarse para el financiamiento federal. Habrá múltiples oportunidades para aportar comentarios a lo largo de este proceso, incluso una audiencia pública una vez que se haya llevado a cabo la Evaluación Ambiental.

Red Ahead

La Modernización de las Líneas Roja y Púrpura (RPM) forma parte del programa de la CTA, Red Ahead, una iniciativa global para mantener, modernizar y extender la línea ferroviaria más transitada de Chicago.

El Programa de Red Ahead también incluye el Proyecto de Reconstrucción de la Línea Roja al sur (terminado en 2013), el Proyecto de la Terminal de la calle 95 (de próximo inicio en el verano de 2014), y el Proyecto de Reconstrucción de la Estación de Wilson (de próximo inicio en el otoño de 2014), y el Proyecto de Extensión de la Línea Roja, lo cual extenderá la línea ferroviaria al sur, hasta la calle 130 (actualmente en etapa de planificación).
Nueva vía periférica en la intersección de las Líneas Roja, Púrpura y Café

“Su atención, por favor: Nos quedamos parados por el momento, esperando la señal del paso libre. Esperamos seguir adelante dentro de poco.” Este mensaje lo oyen a diario hasta 150,000 clientes que viajan por la intersección ferroviaria donde se juntan las Líneas Roja, Púrpura y Café.

Actualmente, donde los trenes de la Línea Café que andan al norte atraviesan esta intersección, todos los trenes de las Líneas Roja o Púrpura deben parar y espera la señal del paso libre. Esto significa que hasta tres trenes de las Líneas Roja y Púrpura tienen que retrasarse simultáneamente. Esta configuración anticuada de vías remonta hacia 1907 y no fue originalmente diseñada a conectar tres rutas por separado como lo hace hoy en día.

Como parte de la primera fase del programa de Modernización de las Líneas Roja y Púrpura (“RPM”, por sus siglas en inglés), la CTA piensa construir una nueva vía periférica para las Líneas Roja y Púrpura en esta intersección, con el fin de aumentar la velocidad y la eficiencia de todos los trenes de las Líneas Roja, Púrpura, y Café. Esta mejora eliminaría la necesidad que tengan los trenes de parar y esperar que pasen otros trenes por el cruce.

Con una vía periférica, los trenes de la Línea Café procederían por una vía dedicada, la cual ofrecería una gama de beneficios:

- Reduciría las demoras y el hacinamiento y mejoraría la fiabilidad.
- Aumentaría el número de trenes de la CTA que pueden andar por la Línea Roja en 30 por ciento.
- Incorporaría seis a nueve trenes por hora durante los períodos de máximo tránsito.
- Aumentaría la velocidad de los trenes de las Líneas Roja y Púrpura en 60 por ciento para esta intersección.
- Ahorraría a los clientes medio millón de horas de viajes cada año.

La configuración actual de vías justo al norte de Belmont exige que hasta tres trenes de las Líneas Roja y Púrpura paren y esperen que cruze un solo tren de la Línea Café. Este sucede a lo largo de cada día de entresemana pero con mucho más frecuencia durante las horas de máximo tránsito. Cuando los trenes deben esperar la señal del paso libre cada tres a cuatro minutos. Esta configuración puede producir demoras con repercusiones para el servicio por todas las cuatro vías, demorando más de 40 por ciento de todos los trenes de las Líneas Roja y Púrpura durante la entresemana y los trenes de la Línea Café que andan al norte.

Una vía periférica brindaría una vía dedicada exclusivamente a los trenes de la Línea Café. Esto significa que los trenes y miles de clientes que viajan en todas las cuatro vías ya no tendrían que parar y esperar la señal del paso libre en esta intersección.

Visión del Corredor de la Modernización de las Líneas Roja y Púrpura (RPM)

La CTA emprende una gran iniciativa nueva para reconstruir de forma completa la parte al norte de la Línea Roja (desde la estación de Belmont a la estación de Howard) y la Línea Púrpura (desde la estación de Belmont a la estación de Linden). El Programa de Modernización de las Líneas Roja y Púrpura (“RPM”, por sus siglas en inglés) reemplazaría por completo la infraestructura y estaciones viejas y en deterioro a lo largo de la línea ferroviaria más transitada de Chicago y allanaría el camino para permitir a la CTA aumentar de forma apreciable la capacidad ferroviaria y mejorar el servicio al cliente para las generaciones por venir.

**Mejoras de la Fase Uno**

Un vasto proyecto de múltiples fases, la Modernización de las Líneas Roja y Púrpura se realizaría por fases. La primera fase incluiría dos componentes principales:

1. **Construcción de una vía periférica para las Líneas Roja y Púrpura** al norte de la estación Belmont con el fin de eliminar demoras donde las Líneas Roja, Púrpura, y Café todas se entrecruzan y los trenes tienen que quedar parados mientras esperan hasta que pasen otros trenes.

2. **Construcción completa de cuatro estaciones envejecidas (Lawrence, Argyle, Berwyn y Bryn Mawr)** y reconstrucción de todas las vías, estructuras de sostenimiento, puentes, y viaductos entre las avenidas Leland y Hollywood. Las nuevas estaciones incluirían elementos de comodidad moderna y ascensores para hacerles accesibles a los clientes con incapacidades, y las nuevas vías mejorarían de forma apreciable la velocidad de los trenes y la fiabilidad del servicio.
Glossary of Terms

The following are definitions of terms used as part of the Environmental Assessment process.

**Affected Environment:** The natural and built environmental elements of a project area potentially affected by an alternatives under consideration in the environmental analysis process.

**Alternative:** One of a number of specific transportation improvement proposals or options.

**Americans with Disabilities Act (ADA):** Federal regulation establishing legal requirements for accessibility for those with disabilities.

**Bypass:** A bridge that carries one rail alignment aerially over another.

**Chicago Transit Authority (CTA):** The CTA is an independent governmental agency created by state legislation. It operates the nation's second largest public transportation system and covers the City of Chicago and 35 surrounding suburbs. CTA is the local lead agency on the RPM Program.

**Core Capacity:** A new federal program to fund substantial improvements to existing transit lines that are currently at or over capacity (or expected to be in the next five years). This means that trains and/or stations are overcrowded and additional service cannot be added without the proposed improvements. To be eligible, these projects must increase passenger carrying capacity by at least 10 percent.

**Cumulative Effect:** The added environmental impact or effect of the project when added to the impacts of other separate past, present, and reasonably foreseeable future actions.

**Deck:** The surface of a bridge or elevated rail track section.

  - **Closed-deck structures** have a solid deck beneath the tracks. They allow for more effective noise barriers but require more active snow clearance and drainage maintenance.
  - **Open-deck structures** do not have a solid deck beneath the tracks, leaving spaces between railroad ties that are open to the ground below. Open-deck structures reduce snow clearance and drainage concerns, but make noise mitigation, such as barriers, ineffective because noise can spread through the open spaces beneath the tracks.

**Environmental Assessment (EA):** An EA is a document that evaluates the economic, social, and environmental effects of a proposed project. The National Environmental Policy Act (NEPA) requires an EA to be prepared when federal funds are being sought to fund all or part of a project. The EA is used to determine whether to prepare an Environmental Impact Statement (EIS) or Finding of No Significant Impact (FONSI).

**Environmental Justice:** Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to transportation planning and decision-making processes, per Executive Order 12898.

**Finding of No Significant Impact (FONSI):** A document briefly providing the reasons why a proposed action will not have a significant impact on the environment and for which an Environmental Impact Statement (EIS) will not be prepared.
Federal Transit Administration (FTA): The FTA is a division of the U.S. Department of Transportation that funds transit planning and programs. FTA is the federal lead agency on the RPM Program.

Headway: The time between trains. Related to train frequency, i.e. 15-minute headway means a train comes every 15 minutes.

Impact: An impact is a change in the condition or function of an environmental resource that occurs as a result of the proposed project. An impact can be adverse (negative) or beneficial (positive), permanent or temporary.

Infrastructure: Basic elements of the transit system including track, structures, signals, and power.

Lead Agency: The agency or agencies responsible for preparing the EAs in compliance with NEPA. FTA and CTA are the lead agencies for the RPM Program.

Mitigation: An action taken to minimize, reduce, or eliminate adverse (negative) impacts of a project.

National Environmental Policy Act (NEPA): Federal law that requires all agencies to examine and disclose the environmental impacts of their actions, incorporate environmental information into project decisions, and use public participation in the planning and implementation of all actions receiving federal funds.

National Register of Historic Places (NRHP): The national list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, or culture. It is maintained by the Secretary of the Interior under authority of Section 101(2)(1)(A) of the National Historic Preservation Act, as amended.

No Build Alternative: The No Build Alternative refers to an alternative under which no action would be taken (no infrastructure would be built and no service changed).

Purpose and Need: Identifies the reasons a proposed project is needed and reflects the project objectives discussed with the public during the vision study process.

Right-of-Way (ROW): In transit usage, the corridor along a railway that is controlled by a transit or transportation agency/authority.

Section 106: Section 106 of the National Historic Preservation Act deals with project effects on historic properties. It requires consultation with parties with expertise and interest in historic resources.

Transit Oriented Development (TOD): Development that is near a transit station and oriented to transit riders. TOD often includes a mix of uses, with residential on upper floors and retail on the ground floor. TOD projects are often designed to encourage walking, an active street life, and transit ridership, and can have fewer parking spaces and more residential units.

Travel Time: The time spent traveling from a place of origin to a place of destination.

Viaduct: A bridge-like structure over a street that allows trains to pass over the street and vehicles to pass under the tracks.

Stay Involved
visit: transitchicago.com/RPMProject email: RPM@transitchicago.com
mail: Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, 10th Floor, Chicago, IL 60661-1465
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:
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
Red-Purple Bypass Project

Legend

Station Platforms
- RPM Proposed Platform
- Existing Platform

RPM Proposed Track Alignment
- Purple Line Tracks
- Red Line Tracks

Existing Track Alignment
- Brown Line Tracks

Potential Property Impacts
- Building Displacement
- Land Area Displacement
- Temporary Construction Easement
- Development Opportunity Site

Not to Scale

Parcels and buildings that may be displaced are shown to illustrate magnitude of impacts and possible structure. Due to the range for error inherent in predicting displacements based on conceptual engineering, the actual displacements may not ultimately need to be acquired. Land only property impacts are shown on the portion of the lot required, however, this is subject to further confirmation based on project definition and discussions. Property acquisitions will be confirmed as project engineering progresses.

1366 N Clark St. 947 W Roscoe St. 3406 N Sheffield Ave. 3401-3407 N Clark St. 3413 N Clark St.
3421 N Clark St. 947-949 W Newport Ave.
Check out the video for the RPM Phase One Projects!
Visit: http://youtu.be/-r-QydsLhBw
Appendix F
Open House Exhibit Boards
Red and Purple Modernization (RPM)
Welcome to the Red-Purple Bypass Open House

CTA is announcing the first phase of the Red and Purple Modernization Program.

The purpose of tonight’s meeting is to:

- Share information on the RPM Program and Phase One improvements
- Discuss potential impacts and benefits of the proposed project
- Obtain public feedback on the proposed project to inform the environmental analysis and design

If you have questions, feel free to ask the representatives stationed around the boards.
The Red Ahead Program

Red Ahead is a comprehensive initiative for maintaining, modernizing, and expanding Chicago’s most traveled rail line.
RPM is needed NOW

The existing Red and Purple lines:

- Run on structures built more than 90 years ago = higher maintenance cost and slow travel speeds

- Shelter customers in stations built in the 1920’s = cramped and not ADA accessible

- Have had a 40% increase in morning and evening ridership over last five years = crowding and less reliability

- Provide 1 out of every 5 CTA train rides = great potential!

RPM Corridor Vision Goals

- Expand capacity
  - More trains with less crowding

- Speed service
  - Fewer curves and better infrastructure

- Improve reliability
  - More trains on-time

- Improve accessibility
  - All stations accessible to people with disabilities

- Build modern facilities
  - New wider stations, more reliable infrastructure for the next 60-80 years

- Support economic development
  - More jobs and new development opportunities

- Improve customer experience
  - Modern, quiet, and smooth ride
RPM – Phase One

- Build the **Red-Purple Bypass** north of Belmont
- Modernize stations, track, and structure from **Lawrence to Bryn Mawr**
- Track work to repair slow zones along the entire corridor, beyond the Phase One improvements
- Modernize signal system to increase capacity and reliability
- Combined, the Phase One projects are estimated to cost $1.7 billion at completion

**Why Phase One?**

- Benefits **88% of all current RPM trips** 110,000 every weekday
- Improvements would save RPM customers **1 million hours every year**

**Red-Purple Bypass Project**

- Single largest capacity expansion and time-saving element of RPM
- **150,000 rides every weekday** on Red, Purple, and Brown line trains have to travel through this intersection and would benefit from improved reliability and reduction in delay

**Lawrence to Bryn Mawr Modernization Project**

- Replaces 1+ miles of 90 year old retaining wall embankment – the most difficult RPM structures to maintain
- **28,000 trips** begin or end at the stations being reconstructed
- **45,000 people** live within ½ mile of these stations, twice as dense as the average Chicago neighborhood
- Allows for continuation of modern infrastructure from the adjacent Wilson Station Reconstruction Project **starting this year!**
**Red-Purple Bypass Project**

**Challenge: Red, Purple, and Brown Line Intersection**

- Up to **150,000 rides** pass through the busy rail intersection near Belmont every weekday
- A single Brown Line train can delay three other trains at a time
- The current intersection limits the number of trains which leads to delays on all three train lines
  - 40% of weekday trains are delayed, some trains up to four minutes
  - Delays weekday trains 450 hours a year
  - Results in unreliable service
  - Makes adding service difficult

---

**Project Purpose**

- **Expand capacity**
  - Ability to run an additional 6 to 9 Red Line and 6 to 8 Brown Line trains per hour
- **Meet existing and growing ridership demands**
  - Greater capacity for trains to operate would result in less crowding on overcapacity Red and Brown line trains
- **Improve travel times and reliability**
  - The increase in train service and reduction in train delay because of the bypass would significantly improve travel times and reliability on all three lines
- **Improve access to jobs**
  - Commuters that live in the north on Red, Purple, and Brown lines rely upon transit to access jobs in the Loop and throughout Chicago
Red-Purple Bypass Project

Proposed Solution: Red-Purple Bypass

- The largest capacity improvement in the entire RPM corridor
- Allows trains to travel 50-60% faster through intersection compared to today
- Saves customers half a million hours annually
- Allows additional service and less crowding
- Improves reliability for all Red, Purple, and Brown line trains

With the new bypass, northbound Brown Line trains would proceed along a dedicated rail line without intersecting Red and Purple line tracks.

Red and Purple line trains would not need to stop and check or wait for clearance from crossing trains.
Red-Purple Bypass Corridor Demand

- The intersection where the Red, Purple, and Brown lines meet (known as “Clark Junction”) currently exceeds available capacity, increasing delays and impacting reliability for all three rail lines.

- If growth continues as it has historically, by 2030 future ridership will require doubling capacity to 80 trains per hour for southbound trips alone during the morning rush.

- With the Red-Purple Bypass CTA could add trains to serve at least 7,200 more customers per hour combined.

Source: 2008 - 2013 CTA Passenger Flow Data
Meeting Corridor Growth Demands

- The current configuration of Clark Junction means **trains cannot be added on the Red or Brown Lines.**
- By 2040, the Chicago Metropolitan Agency for Planning (CMAP) estimates that over **185,000 NEW residents will live within ½ a mile of the North Red and Brown Line stations compared to 2010.**
- **How will these new residents get around?**
  - More trains cannot be added and **existing trains and buses are already crowded.** New residents will be forced onto local roads and Lakeshore Drive.
- **If the bypass is not built, CTA cannot add capacity, thereby increasing congestion and discouraging future development.**
Lawrence to Bryn Mawr Modernization Project

Lawrence, Argyle, Berwyn, and Bryn Mawr stations

- Four stations would be reconstructed

RPM Phase One: Lawrence to Bryn Mawr Modernization

Bryn Mawr station concept rendering

Alley spanning structural concept

Construct Modern Stations

- Wider platforms for faster boarding and less crowding
- Better lighting and customer security features, longer canopies, more benches, and wind screens

Full ADA Access

- Elevators and other improvements for full ADA accessibility

Track Improvements

- Approximately 1+ miles of new transit infrastructure to provide continued high speed transit service
- Embankment and bridge structures would be modernized
- New track will create a smoother, more comfortable ride for customers
Environmental Assessments (EA)

Transportation projects seeking federal funding are required to conduct environmental analysis under the National Environmental Policy Act (NEPA). Two Environmental Assessments will be developed, one for the Bypass and one for the station modernization project.

The EAs will include:

- A description of the proposed project
- An explanation of the existing environmental and community setting
- An analysis of potential positive and negative impacts of construction and operation of the project
- Proposed ways to reduce or eliminate potential negative impacts

EA Considerations and Public Outreach Topics

- **Construction and operational features** – transportation, property displacements, noise and vibration, hazardous materials, energy, construction impacts
- **Community features** – land use and economic development, neighborhood and community impacts, historic resources, visual and aesthetics, environmental justice, safety and security
- **Natural features** – air quality, water resources, biological resources, geology and soils

- The majority of these resources are expected to experience benefits or minimal permanent impacts after implementing the proposed mitigation strategies
- We are requesting feedback from the community to inform the environmental analysis and design of the Phase One projects
Noise Reduction Strategies

Among the concerns voiced to date have been the potential noise impacts of running faster, and/or more frequent trains.

CTA is exploring options to allow for noise levels to be similar to today. Some options under consideration include:

- Continuous welded rail
- Closed deck structure
- Noise barriers, where necessary

CTA will be performing noise and vibration analyses as part of our environmental work to determine the most appropriate measures.

Visual Environment

The visual environment would be slightly altered as a result of the bypass structure.
Construction Impacts*

**Service impacts**

- Temporary station closures during construction
- Partial track closures may delay trains and/or require trains to bypass stations in one direction

*What CTA will do to reduce impacts:*

- Complement existing bus routes with bus shuttles, as necessary
- Notify customers of changes in service
- Continue to perform engineering studies with the goal of reducing construction impacts

**Community and business impacts**

- Temporary street closures
- Temporary construction noise
- Construction equipment and material storage

*What CTA will do to reduce impacts:*

- Road closures will be announced and detours provided
- Notices of noise-generating activities will be posted
- Off-street construction staging areas have been identified to reduce the amount of material and equipment in the neighborhood
- **CTA will continue dialogue with the community**

* Specifics on construction will be developed through additional engineering and design work.*
Property Displacements

CTA’s RPM Phase One projects would require some existing properties to be acquired to accommodate:

- Expanded station platforms
- Reduction in curves
- The Red-Purple Bypass
- Construction staging areas

Property Displacements: A Comparison

<table>
<thead>
<tr>
<th>Project</th>
<th>Red and Purple Modernization - Phase One</th>
<th>Brown Line Capacity Expansion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red-Purple Bypass</td>
<td>16</td>
<td>2006-2008 For reference</td>
</tr>
<tr>
<td>Lawrence to Bryn Mawr Modernization</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>TOTAL Primary Building Displacements</td>
<td>16</td>
<td>40</td>
</tr>
</tbody>
</table>

To mitigate the impact of acquisition, 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
- May be eligible for compensation **equal to the original purchase price** of the property

Property owners and renters:

- Would be **compensated for the cost of relocating** their business or residence

CTA is committed to reducing impacts:

- CTA has already conducted studies to reduce impacts and successfully reduced building impacts to less than half of previous alternatives
- CTA will continue to work with the community and property owners to minimize property impacts.
Opportunities for Transit Oriented Development

Parcels remaining after construction will be made available for new residential and retail development near:

- Red-Purple bypass
- Lawrence
- Bryn Mawr

Transit Oriented Development will be encouraged after construction in order to:

- Increase economic development
- Reduce visual impacts of bypass
- Increase activity and transit ridership

Transit Oriented Development (TOD)

Development that is near a train station and oriented to transit riders. TOD often includes a mix of uses, with residential on upper floors and retail on the ground floor. TOD projects are often designed to encourage walking, an active street life, and transit ridership, and can have fewer parking spaces and more residential units.
Economic Development and The Brown Line Capacity Expansion Project

Recent analysis along the Brown Line Expansion Project corridor has shown:

- Median home values near the Brown Line grew over 40% from 2000 to 2011, twice as quickly as the RPM corridor.
- Since 2010, 15% of all City of Chicago new construction building permits were issued near Brown Line stations, three times as many per square mile as the RPM corridor.
- Ridership on the Brown Line grew 50% quicker than on the Red Line between 2000 and 2011.

About the Brown Line Expansion

Major investments in transit infrastructure can result in proven economic development benefits.

- Constructed from 2006-2009
- $530 million investment
- Lengthened platforms to accommodate 8-car trains
- Reconstructed 16 stations and added ADA access

Economic Development on the Brown Line

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Southport station area</td>
<td>Recent development has increased density and activity</td>
</tr>
</tbody>
</table>
Historic Properties

Work is still in progress in evaluating historic impacts of the Red-Purple Bypass Project:

- CTA track structure has been identified as eligible for the National Register of Historic Places
- The project is expected to adversely impact one building individually eligible for the National Register of Historic Places

CTA is committed to working with the public and stakeholders through project development to minimize impacts to historic resources.

Section 106 of the National Historic Preservation Act deals with project effects on historic properties. CTA and FTA are working with the Illinois Historic Preservation Agency and parties interested in historic resources to determine the effects of the Red-Purple Bypass Project on historic resources.

If you are interested in historic properties and would like additional information, please see a CTA team member.
Project Funding for Core Capacity Expansion projects like RPM

CTA is pursuing a wide range of local, state and federal sources to fund the RPM Phase One projects, estimated at $1.7 Billion, as well as future phases of the RPM program.

Recent changes in federal law provide an opportunity for funding.

CTA is looking at cost-saving strategies through alternative construction and financing methods.

Next Steps

Continuing dialogue with the public

- **RPM Open Houses**
  - Spring 2014
- **Complete and publish EAs**
  - Spring 2015
- **Host Public Hearings**
- **Federal Transit Administration Concurrence**
  - Fall 2015
- **Apply for Engineering**
  - 2017
- **Start Construction**
  - (3-4 year period)
- **Complete Phase One, bringing modern stations and faster service**
Thank you for participating!
Stay Involved

To provide your input, fill out a comment card and place it in the box provided.

Join Contact List: At the sign-in desk

RPM@transitchicago.com
transitchicago.com/rpmproject
facebook.com/thecta
@cta

Mail:
Chicago Transit Authority
RPM Program
Strategic Planning, 10th Floor
567 W. Lake Street
Chicago, IL 60661-1465
Appendix G
Comments Received
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: George E. Smith
Address: 655 W Roosevelt
City: Chicago
State: State
Zip: 60657

Email Address: george@aurora.com

☐ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)
- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?
I am an active user on Chicago Public Transit. Red-Brown Purple improvements in service will have tremendous positive neighborhood benefits.

About which element of this project are you most concerned? (Circle all that apply)
- Noise and Construction Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?
Living through construction in high transit and high density areas are always an issue for those living in the area.

CTA
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street,
Chicago, IL 60661-1465

RPM@transitchicago.com
transitchicago.com/RPMProject
facebook.com/thecta
@cta

Para información en Español, llame al 312-681-2712
За информацией на русском, звоните по телефону 312-681-2712
中文查询，请打電話 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

SPOKE WITH THE WONDERFUL AND TRULY ENLIGHTENED TOM WILLIAMS REGARDING THE "FLY-OVER" AT
BELMONT FOUNT. HE WAS ABLE TO CLEARLY OUTLINE THE PLAN AND CORRECT MUCH MIS-INFORMATION
THAT IS CURRENTLY CIRCULATING IN THE NEIGHBORHOOD

THAT SHOULD BE ADDRESSED IN TOMORROW'S MEETING

LOOKING FORWARD TO SEEING MY TAX DOLLARS AT
WORK IN 2017! —

[Signature]
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Brian Kaempfen
Address: 4011 N. Kenmore Ave.
City: Chicago
State: IL
Zip: 60613

Email Address:

☐ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)
Lawrence to Bryn Mawr Modernization Project
Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)

- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?

Faster and more trains is always nice.

About which element of this project are you most concerned? (Circle all that apply)

- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?

17 buildings is a lot. Where are the alternative plans? RPM has 7 different scenarios, and this has just one plan? Why not keep the Brown and Purple together, raise them together, split Brown off, then drop Purple back down? Apparently that has
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

RPM@transitchicago.com
transitchicago.com/RPMPproject
facebook.com/thecta
@cta

Para información en Español, llame al 312-681-2712
За информацией на русском, звоните по телефону 312-681-2712
中文查詢，請打電話 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

been thought of already, but not presented to the public. Why? This plan HAS to be less destructive than the current 17 building demolition plan. The building that faces northeast next to the southbound Purple line is of amazing architectural detail, and has been seen in the film Chicago as well as many other films and commercials. Why is that slight curve bad? The CTA is facing so much negative light for this plan, and yet there's still a TON of info that needs to still be revealed to the public. Also, how about some better renderings of how this monster would look?
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: John Johnson
Address: 3524 N. Wilton Ave.
City: Chicago State: IL Zip: 60657
Email Address: jjjchicago@gmail.com

[ ] Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)
- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?

About which element of this project are you most concerned? (Circle all that apply)
- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

RPM@transitchicago.com
transitchicago.com/RPMProject
facebook.com/thecta
@cta

Para información en Español, llame al 312-681-2712
За информацией на русском, звоните по телефону 312-681-2712
中文查询, 請打電話 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

I am the block leader in the 3500 block of North Wilton Ave. Our concern is all homes in our block will continue to need access to the back of our homes. We have always worked with CTA workers in the past - moving cars when necessary for repairs. I want to keep a good working relationship with the CTA and be able to keep my neighbors informed. The area under the CTA tracks has been the only means to access our homes for the past 100 years and we want to keep things the way they are in terms of access. Please continue to keep us informed of any work on the tracks that impact our access.

Thank you. 

(773) 412-5051
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Richard Schiefer
Address: 869 W. Buesa Ave 4FL
City: Chicago
Email Address: richler 41 @ yahoo.com

Checkbox to also receive updates about other projects along the Red Line:

For which project are you providing comments? (Circle one)
- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?
- Too costly for benefits
- Property displacement
- Very concerned about safety
- Time savings minimal
- Other projects much more of priority
- Reconsidered for later date after necessary improvements made

About which element of this project are you most concerned? (Circle all that apply)
- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Francis Ko
Address: 5855 N. Sheridan Rd, Unit 26B
City: Chicago
State: IL
Zip: 60660
Email Address: student5669@gmail.com

☑️ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)
- Lawrence to Bryn Mawr
- Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?
Long story short, you need to run trains faster and more efficiently to increase capacity and cut costs. You'll make way more back in what you save in a few years maintenance than what it costs to acquire the necessary properties.

About which element of this project are you most concerned? (Circle all that apply)
- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?
Look for private funding sources (P3's). Too long and unpromising.

Also tell T/O's to stop accelerating on curves/slow zones - the train is NOT A ROLLERCOASTER!!
WE WANT YOUR INPUT on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name  WARD MILLER, PRESIDENT + EXEC. DIRECTOR, PRESERVATION CHICAGO
Address  4410 N. RAVENSWOOD AVENUE
City  CHICAGO State  IL Zip  60640
Email Address  WMILLER@PRESERVATIONCHICAGO.ORG

☐ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)  Lawrence to Bryn Mawr Modernization Project  Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)

- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?

CTA NEEDS TO INCREASE CAPACITY, BUT THIS CAN BE DONE WITH SENSITIVITY TO THE COMMUNITIES IMPACTED BY DEMOLITION AND EXPANSION OF TRACKS AND "FLYOVERS." I WOULD LIKE TO SEE A STABILITY THEME WHERE THE MAIN TRACKS ARE "STACKED OVER" ONE-ANOTHER, MUCH LIKE TRAIN SYSTEMS IN NEW YORK CITY AND BROOKLYN.

About which element of this project are you most concerned? (Circle all that apply)

- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?

WE WANT YOUR INPUT  
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name  Chris Tomaszkieiwicz
Address  408 Stonegate Ct.
City Willowbrook  State  IL  Zip  60521
Email Address  Chris.crt@hotmail.com

☐ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)
Lawrence to Bryn Mawr Modernization Project
Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?
The bypass would most definitely improve the flow of trains throughout this area in the CTA system.

About which element of this project are you most concerned? (Circle all that apply)
- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?
However, at the same time how big would this impact be? If it is only 4-5 minutes for some trains or 2-3 for others but does that justify the costs of the project? The costs of the project include the price tag of $300 million dollars. Even if the federal government were to chip in a significant amount to cover the costs, that is still a large sum of money. Also, the impact to the neighborhood...
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

@RPM@transitchicago.com
transitchicago.com/RPMPProject
facebook.com/thecta
@cta

Para información en Español, llame al 312-681-2712
За информацией на русском, звоните по телефону 312-681-2712
中文查询，請打電話312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

In term of tearing down buildings would be substantial, I do not know if think the benefits outweigh the job negatives.
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Chuck Mackie

Address: 4827 N. Hamilton

City: Chicago State: IL Zip: 60625

Email Address: chuckmackie22@hotmail.com

☐ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)
- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?

Other: Stopping the RP Bypass dead in its tracks

About which element of this project are you most concerned? (Circle all that apply)
- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?

Visual - the size and scale will be a blight.
Displacements - the neighborhood, particularly Clark St, will be negatively impacted.
Historic resources - choice history over sterile rowhouses.
Funding - Red Line expansion south is much more important.
Other - this is a "bongs and their toys" project that favors engineers and works over citizens.
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

RPM@transitchicago.com
transitchicago.com/RPMProject
facebook.com/thecta
@cta

Para información en Español, llame al 312-681-2712
За информацией на русском, звоните по телефону 312-681-2712
中文查询，請打電話 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

I will be contacting my Alderman and other elected officials to voice my opposition.

By the way, no one believes your inflated claims on time savings.
WE WANT YOUR INPUT on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: LENORE MURPHY
Address: 3100 N LAKE SHORE DR #60X
City: CHICAGO State: IL Zip: 60657
Email Address: LM.MURPHY@SBE.GLOBAL.NET

☑ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)
- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why? Negative on Bypass project. It is not necessary.

About which element of this project are you most concerned? (Circle all that apply)
- Noise Impacts (how it would look)
- Visual Impacts
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why? Have just exited RED LINE. 8 or 9 out of 10 people were on I phone. I had ear phones and were oblivious to time.

The bypass project should not be done period. Regular riders would not notice the few minutes saved. Why destroy buildings and have huge costs.
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

@ RPM@transitchicago.com
transitchicago.com/RPMProject
facebook.com/thecta
@cta

Para información en Español, llame al 312-681-2712
За информацией на русском, звоните по телефону 312-681-2712
中文查询，请打电话 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

Why destroy historic homes? Expense, noise and destruction is not worth saving a few minutes.

Please consider the underground project going from Belmont to Montrose. It would be more cost effective with less home removal.
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Donald Brown-Bruno

Address: 222 S Madison Pl

City: Evanston State: IL Zip: 60207

Email Address: Phoenix97@yahoocom

☑ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)

- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)

- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?

Faster, more convenient service for those passing through the corridor.

About which element of this project are you most concerned? (Circle all that apply)

- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?

Some of the reconstruction goals are not needed. Faster service is desired all around. However, the speed gained through removal of curves is not worth the trade off of building demolition. Speed increases will be accomplished through track rehabilitation/reconstruction, as was recently seen on the Dan Ryan. A compromise does exist for the flyer, without the need for what amounts to a fifth track (and the demolition required) or for the costly constructionendum.
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

@ RPM@transitchicago.com
transitchicago.com/RPMProject
facebook.com/therecta
@cta

Para informacion en Español, llame al 312-681-2712
За информацией на русском, звоните по телефону 312-681-2712
中文查询，请打電話 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

For a Four Track Subway, Reconstruct Track 4 Immediately North of the Belmont
Northbound Platform so that it forms an incline. (Demolish the recently constructed solid dock
converting the platform to the original steel structure.) Reconstruct Track 4 at an
Elevation permitting passage of a train underneath the structure, install a new junction
and from the elevated Track 4 that follows the existing Right of Way, Northbound Purrs.

and Brown Line Tracks moved then descend to rejoin the existing structure without
necessity to acquire buildings for new construction (See Diagram)

Additional room for the incline can be achieved by using the vacant space south of the
Platform, move the northbound platform south into this space while remaining an equal portion
of the northbound to gain additional space and a decrease in radius (while providing enough
speed through the curve) should enable the flyover to use existing Right of Way
for the northbound Brown Line tracks.
New flyover track follows right-of-way of existing northbound track and descends to rejoin existing structure.

Transition down to elevation of tracks 1, 2, and 3. Track 4 joins elevated structure. (approximate location)

New tracks are of sufficient height to permit passage of trains underneath.

New junction on track 4 within existing right-of-way.

Track 4 rebuilt within existing right of way with an incline up to new upper level height. Tracks 1, 2, and 3 are unchanged. (approximate location)

Key:
- Unaffected track
- Brown Line
- Purple Line
- Track elevated above others
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Jacob Aronov
Address: 5754 N. Elston Ave
City: Chicago State: IL Zip: 60646
Email: 

[ ] Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)
- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?

[Handwritten note: I am not sure that the project is necessary. I would hope that there would be an alternative analysis done to find better ways of doing the job.]

About which element of this project are you most concerned? (Circle all that apply)
- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?

[Handwritten note: impact of the project on the community, historic buildings, etc.]

Please send me written copies of the billboard information at above address (I do not have email access).
WE WANT YOUR INPUT on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name Carla Kipen
Address 1321 W. Addison
City Chicago State IL Zip 60613
Email Address carlazone @rcn.com

Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)
- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why? The northern stations do need to be renovated.

About which element of this project are you most concerned? (Circle all that apply)
- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why? The Red-Purple Bypass is not needed. The wait times for signal clearance at Belmont are negligible — shorter than they were in the 1980s. I feel that the efficiency of the Brown and Red Lines has improved. Trains could not run more frequently because they already come every 2-3-4 minutes during rush hour.

This project would be a waste of money. Besides, ridership will probably not continue to increase at the rate it did in the past.
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

RPM@transitchicago.com
transitchicago.com/RPMProject
facebook.com/thecta
@cta

Para información en Español, llame al 312-681-2712
За информацией на русском, звоните по телефону 312-681-2712
中文查询，請打电话 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

The place where the wait times are really long (for signal clearance) is not Belmont but coming into the Loop on the Pink Line or Green Line along Lake Street. I don't know whether anything could be done to alleviate the congestion of trains there – Pink, Green, Brown, Orange, Purple lines all using the same tracks – but that's where the problem is. Belmont is only a minor annoyance in comparison.
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Igor Stedonkov
Address: 6165 N. Wood Ave # 214
City: Chicago
Email Address: igorst3@hotmaill.com

☐ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)
Lawrence to Bryn Mawr Modernization Project
Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
Modernized Stations
Wider Platforms
ADA-Accessible Stations
Capacity Improvements
(more trains)
Operational and Reliability Improvements
Transit Oriented Development
Other

Why?

About which element of this project are you most concerned? (Circle all that apply)
Noise Impacts
Visual Impacts
(Property Displacements)
Impacts to Historic Resources
Construction Impacts
Project Funding
Other

Why?

cta
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

RPM@transitchicago.com
transitchicago.com/RPMProject
facebook.com/thecta
@cta

Para información en Español, llame al 312-681-2712
За информацией на русском, звоните по телефону 312-681-2712
中文查询，請打电话 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

In the end, the crux of the matter is this. As a regular Red Line rider, I have experienced delays at Belmont "L" Station—mostly during rush hour. I haven't noticed any significant delays outside morning and evening rush hour. And, having attended the meeting, I remain unconvinced that a rush hour delay is worth spending millions of dollars and demolishing 16 properties. There are plenty of projects within the system that deserve CTA priority. (Red Line expansion to 130th, Wilson modernization, station modernization elsewhere on the Red Line—just to name a few.)
WE WANT YOUR INPUT on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name LINDA GROETZINGER
Address 3420 N. SEMINARY
City CHI State IL Zip 60657
Email Address L.GROETZINGER

☐ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?

About which element of this project are you most concerned? (Circle all that apply)
- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?

1. The removal of the buildings will destroy businesses that have been here through the century, without them what next? 2. All these empty lots? 3. Traffic on Cubs game days? 4. What are considering calculations? Who can afford to move into Lakeview?
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

@RPM@transitchicago.com
transitchicago.com/RPMPProject
facebook.com/thecta
@cta

Para informacion en Espanol, llame al 312-681-2712
За информацией на русском, звоните по телефону 312-681-2712
中文查詢，請打電話 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

I need to see alternatives and pros + cons. All DATA presented here is pushed in favor of the project. Why did we have more trains in the 1950s (as I recall)?

Where is the city getting tax money for this project?

This presentation today did not make it possible for others to then the questions and answers.

I really am offended by this approach.

I say NO there has not even been agreement on the need.
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Alfie Martin
Address: 633 N. Avers Ave #2
City: Chicago
State: IL
Zip: 60624
Email Address: alfie.mrt3@yahoo.com

[ ] Check here to also receive updates about other projects along the Red Line

For which project are you providing comments? (Circle one)
- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?
Because I saw what sizes those platforms are when I was being very careful not bumping other passengers.

About which element of this project are you most concerned? (Circle all that apply)
- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?
Because the trains filled with roaring noise when I try to hear myself think.
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

RPM@transitchicago.com
transitchicago.com/RPMProject
facebook.com/thecta
@cta

Para informacion en Español, llame al 312-681-2712
За информации на русском, звоните по телефону 312-681-2712
中文查询，请打电话 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

My comment about the new bypass bridge for both Red and Purple Line trains that uses as monorail bypass bridges, just like bypass ramps on expressways and tollways.
WE WANT YOUR INPUT on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Taylor Boyer

Address: 3217 N Wilton Ave #1

City: Chicago

State: IL zip: 60657

Email Address: Taylorboyer1@gmail.com

[ ] Check here to also receive updates about other projects along the Red Line

For which project are you providing comments? (Circle one)

- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)

- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?


About which element of this project are you most concerned? (Circle all that apply)

- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?

I live across the street. I want to be able to park my car on Wilton during the construction. I don't want to hear construction on nights or weekends. I want to know a timeline for the construction on Wilton.
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

@RPM@transitchicago.com
transitchicago.com/RPMProject
facebook.com/thecta
@cta

Para información en Español, llame al 312-681-2712
За информацию на русском, звоните по телефону 312-681-2712
中文查询, 請打電話 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

- Please have off-site parking for construction workers so I can park on my street.
- Please complete each section quickly; I don’t want to stare at a construction site for 4 years. Complete Wilton first then move on completely.
- If my street is going to be closed, you should provide me w/ Alternate parking free of charge (Tim Turner’s Lot or free meters)
- Will there be any compensation to the East side of Wilton for their hardship? I am concerned about property value & think there is terrible hardship in living next to construction.
- How will this project help my property value in the future? How? What kind of study are you doing to prove this?
- Want economic study data ASAP, don’t want to wait until spring 2015.
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Lynn Olginczak
Address: 32600 N. Lake Shore Dr.
City: Chicago
Email Address: swithchi@qmm.com

Lawrence to Bryn Mawr
Modernization Project
Red-Purple
Bypass Project

For which project are you providing comments? (Circle one)

About which element of this project are you most excited? (Circle all that apply)

Modernized Stations
Wider Platforms
ADA-Accessible Stations
Capacity Improvements (more trains)
Operational and Reliability Improvements
Transit Oriented Development
Other

Why?

The turning of this neighborhood
into a monotonous urban
landscape.

About which element of this project are you most concerned? (Circle all that apply)

Noise Impacts
Visual Impacts (how it would look)
Property Displacements
Impacts to Historic Resources
Construction Impacts
Project Funding
Other

Why?

This isn't necessary.
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

@RPM@transitchicago.com
transitchicago.com/RPMProject
facebook.com/thecta
@cta

Para información en Español, llame al 312-681-2712
За информацию на русском, звоните по телефону 312-681-2712
中文查询，请打电话312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

Your cartoon of the Westbound Brown Line is not accurate - so it is deceptive.

We don't need 3 blocks of "Transit type" businesses under now of tracks. We need to preserve the integrity of the neighborhood. This is not the way to keep its flavor and uniqueness.

We Don't Need This.
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: William Anderson
Address: 3825 N Sawyer
City: Chicago State: IL Zip: 60618
Email Address: sarahbill@yahoocom

☑ Check here to also receive updates about other projects along the Red Line

For which project are you providing comments? (Circle one)
Lawrence to Bryn Mawr Modernization Project
Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
Modernized Stations
Wider Platforms
ADA-Accessible Stations
Capacity Improvements (more trains)
Operational and Reliability Improvements
Transit Oriented Development
Other

Why?
Cost + Overruns / take the fine for Police Fine

About which element of this project are you most concerned? (Circle all that apply)
Noise Impacts
Visual Impacts (how it would look)
Property Displacements
Impacts to Historic Resources
Construction Impacts
Project Funding
Other

Why?
Cost to Taxpayers / Benefits
Why other plans are being considered not yet shared to the public?
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

RPM@transitchicago.com
transitchicago.com/RPMProject
facebook.com/thecta
@cta

Para información en Español, llame al 312-681-2712
За информацией на русском, звоните по телефону 312-681-2712
中文查询，请打電話 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

Can this be altered or stopped?
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name

Address

City

State

Zip

Email Address

☐ Check here to also receive updates about other projects along the Red Line

For which project are you providing comments? (Circle one)

- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)

- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?

I want decreased headways all day. Also, I am excited about signal improvements and any improvements that would decrease dwell times.

About which element of this project are you most concerned? (Circle all that apply)

- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?

Redevelopment takes too long.
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

@RPM@transitchicago.com
transitchicago.com/RPMProject
facebook.com/thecta
@cta

Para informacion en Español, llame al 312-681-2712
За информацией на русском, звоните по телефону 312-681-2712
中文查询，請打电话 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

Overall, I support this project.
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Emily Weseman

Address: 3649 N Magnolia

City: Chicago

State: IL

Zip: 60613

Email Address: emily.wese@msn.com

☐ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)

- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)

- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?

I believe your examples of redevelopment around the brown line stations are slightly misleading.

About which element of this project are you most concerned? (Circle all that apply)

- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?


Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

@RPM@transitchicago.com
transitchicago.com/RPMProject
facebook.com/thecta
@cta

Para informacion en Español, llame al 312-681-2712
За информацией на русском, звоните по телефону 312-681-2712
中文查询，請打电话 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

the assertions made regarding re-development cost, investment & property values around the brown line stations are more correlation than causation.
WE WANT YOUR INPUT on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Mark Gapa
Address: 3215 N. Wilton Ave., Unit A
City: Chicago
State: IL
Zip: 60657
Email Address: MGAAP@HOTMAIL.COM

☐ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)
- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?

About which element of this project are you most concerned? (Circle all that apply)
- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why? As a Wilton resident, we've been lied to previously by the CTA. I know, it wasn't you guys, it was a previous administration. I do not trust what the CTA says as being necessary. I don't believe their statistics, and I haven't seen their due diligence. And my property value has already been negatively affected even after I lived through the previous Belmont station expansion.
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

@ RPM@transitchicago.com
transitchicago.com/RPMProject
facebook.com/thecta
@cta

Para informacion en Español, llame al 312-681-2712
За информацией на русском, звоните по телефону 312-681-2712
中文查询，請打電話 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

WHY CAN'T THE TRAINS BE SCHEDULED BETTER TO AVOID ANY WAIT TIMES? IF THEY WERE SCHEDULED BETTER AND RAN MORE EFFICIENTLY, WHY COULDN'T MORE TRAINS THEN BE ADDED?

HAS THE CTA VIEWED THIS PROBLEM IN OTHER CITIES/COUNTRIES WHERE IT WAS ADDRESSED DIFFERENTLY?

HOW LONG HAS THIS PROJECT BEEN IN THE WORKS AND WHY WEREN'T WE NOTIFIED EARLIER? THOSE OF US ON WILTON SUSPECT THAT THE REASON THE CTA DIDN'T SELL THE LAND ON THE WEST SIDE OF WILTON LIKE THEY ORIGINALLY TOLD US THEY WOULD IS BECAUSE THEY KNEW THEY WOULD NEED IT FOR THIS PROJECT ALL ALONG. SO WE'VE BEEN LIED TO, DECEIVED, AND STUPIDLY WE'VE CONTINUED TO SPEND OUR MONEY ON HOME IMPROVEMENTS ONLY TO HAVE THE CTA HURT OUR PROPERTY VALUES.
NAME: FRED BARK
ADDRESS: 1501 W. MELROSE ST.
CITY: CHICAGO
STATE: IL
ZIP: 60657
EMAIL ADDRESS: PARK@FRED.090@YAHOO.COM

FOR WHICH PROJECT ARE YOU PROVIDING COMMENTS? (CIRCLE ONE)
- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

ABOUT WHICH ELEMENT OF THIS PROJECT ARE YOU MOST EXCITED? (CIRCLE ALL THAT APPLY)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

WHY?
HOW ABOUT ACCESS TO WASHROOMS? SOME PEOPLE RIDE CTA FOR 9 HRS. WITH NO BATHROOM BREAK. THIS IS INHUMAN TO TREAT US THE PAYING CUSTOMER LIKE THIS FOR MANY YEARS, I KNOW THAT THERE WILL BE NO ANSWER ON THIS MATTER, MAYBE YOU SHOULD RIDE THE RAILS AND PEE IN YOUR HANDS.

ABOUT WHICH ELEMENT OF THIS PROJECT ARE YOU MOST CONCERNED? (CIRCLE ALL THAT APPLY)
- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

WHY?
WHAT ARE THE CHANCES OF RED LINE GOING TO 130TH STREET?
LIKE TRUCKS PARKED IN BUS STOPS AND NO ONE CARES TO DO SOMETHING ABOUT IT. LIKE 1455 W. BELMONT EASTBOUND #77 CANNOT GET IN BUS STOP IT DOESN'T SEEM TO ROTHER ANYONE.
Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

RPM@transitchicago.com
transitchicago.com/RPMProject
facebook.com/thecta
@cta

Para informacion en Español, llame al 312-681-2712
За информацией на русском, звоните по телефону 312-681-2712
中文查询，請打電話 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

We are the PIONEERS who can pee on horse in our pants because of some archaic rule of the "Fat Cats" board which sits in the "IVORY TEMPLE"
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name ___ David Daltra ___
Address ___ 1006 West Rosecrans H2W ___
City ___ Chicago ___ State ___ IL ___ Zip ___ 60627 ___
Email Address ___ david.daltra@gmail.com ___

☑ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one) ___ Lawrence to Bryn Mawr Modernization Project ___ Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)

Modernized Stations ___ Wider Platforms ___ ADA-Accessible Stations ___
Capacity Improvements (more trains) ___ Operational and Reliability Improvements ___
Transit Oriented Development ___ Other ___

Why?

[Handwritten: Fix the Brown Line problem]

[Handwritten: The Belmar station]

About which element of this project are you most concerned? (Circle all that apply)

Noise Impacts ___ Visual Impacts (how it would look) ___ Property Displacements ___ Impacts to Historic Resources ___ Construction Impacts ___ Project Funding ___ Other ___

Why?

[Handwritten: It is an unnecessary project - I support the Michael Chmielinski alternative project]
WE WANT YOUR INPUT on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name  MARIELA BAYER

Address  915 W. CORNEVA AVE, #3A

City  CHICAGO  State  IL  Zip  60613

Email Address  MARIELA.BAYER@GMAIL.COM

[ ] Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)  Lawrence to Bryn Mawr Modernization Project  Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)

Modernized Stations  Wider Platforms  ADA-Accessible Stations  Capacity Improvements (more trains)  Operational and Reliability Improvements  Transit Oriented Development  Other

Why?
I L I V E  I N  T H E  N E I G H B O R H O O D  a n d  d o  n o t  f e e l  s a f e  w a l k i n g a l o n g  C l a r k  +  S h e f f i e l d  a r o u n d  t h e  B r o w n-R e d  L i n e  j u n c t i o n.  I t  i s  d a r k  a n d  c r e a t e s  a n  u n s a f e  e n v i r o n m e n t  —  m a n y  b u s i n e s s e s  h a v e  t h e i r  b a c k d o o r  t o  t h i s  p a s s a g e  a r e a.  I f  r e d e v e l o p m e n t  o c c u r s,  I  w a n t  t o  s e e  t h e  s p a c e  o p e n  u p  s o  p e d e s t r i a n s  w a n t  t o  s t a y  a n d  f e e l  s a f e  w h e n  w a l k i n g  t h r o u g h  a r e a s  t h e  C T A  i m p a c t s.

About which element of this project are you most concerned? (Circle all that apply)

Noise Impacts  Visual Impacts (how it would look)  Property Displacements  Impacts to Historic Resources  Construction Impacts  Project Funding  Other

Why?
S P A I N  I ' m  s t i l l  c o n c e r n e d  a b o u t  t h e  p r o p e r t y  o w n e r s  —  I  w i s h  t h e r e  w a s  w a y  t o  h a v e  t h e  o p p o r t u n i t y  t o  a c q u i r e  t h e i r  p r o p e r t y  b a c k  —  i f  t h e  p r o p e r t y  v a l u e  i s  e x p e c t e d  t o  i n c r e a s e  t o  r e d e v e l o p m e n t,  t h e n  t h e y  w o n ' t  h a v e  t h a t  o p p o r t u n i t y  b e c a u s e  t h e y  w e r e  a s k e d  t o  l e a v e  i n  t h e  f i r s t  p l a c e.

S T I L L  —  P L E A S E  C O N S I D E R  S A F E T Y  a n d  e n v i r o n m e n t a l  i m p a c t —  h o w  d o e s  t h e  b y p a s s  h e l p  t h i s  a r e a  t o  b e  m o r e  s a f e  —  e s p e c i a l l y  o n  c l a r k  +  s h e f f i e l d ?
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Jack Meyer
Address: 930 W Newport
City: Chicago, IL 60657
Email Address: 

☐ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
Modernized Stations Wider Platforms ADA-Accessible Stations Capacity Improvements (more trains) Operational and Reliability Improvements Transit Oriented Development Other

Why? Would make more sense to change cars to use rubber wheels as in Paris

About which element of this project are you most concerned? (Circle all that apply)
Noise Impacts Visual Impacts (how it would look) Property Displacements Impacts to Historic Resources Construction Impacts Project Funding Other

Why? Obvious
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Colleen Fahey
Address: 1648 N. Mohawk B
City: Chi State: IL Zip: 60614
Email Address: colFahey@icloud.com

☐ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)
- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?
Original CTA proposal + Mayor Emanuel said flyer was necessary due to 4-min delays. Not true—more like 20-30 sec. Even if 4-min (not true), $320 million for this is a waste of taxpayer money. Nonsensical. Destroys homes, businesses, stores, restaurants, bars for no reason. Harms entire thriving popular area.

About which element of this project are you most concerned? (Circle all that apply)
- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?
Most people understand there would be public hearings—this open house makes it a done deal. There must be public hearings. We tell Forest Claypool that Brown line runs til 10 am—so meetings are not possible. Brown line didn't run pass 10 pm. He should at least know when trains run.
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Adam Mancuso
Address: 3245 N Wilton Ave

City: ______ State: ______ Zip: ______

Email Address: adam.mancuso7@gmail.com

☐ Check here to also receive updates about other projects along the Red Line

For which project are you providing comments? (Circle one)

- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)

- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?

None. Poorly planned, much need work in other areas such as Armitage to Chicago tracks for instance. Lies about what time

About which element of this project are you most concerned? (Circle all that apply)

- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?

This should in no way move forward. We claim to be broke city but have $ for dumb projects like this PORK!
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Eric Lindner

Address: 721 W. Belmont Ave. #703

City: Chicago

State: IL

Zip: 60657

Email Address: ejlindner10@gmail.com

[ ] Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)

[ ] Lawrence to Bryn Mawr Modernization Project
[ ] Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)

Modernized Stations
Wider Platforms
ADA-Accessible Stations
Capacity Improvements (more trains)
Operational and Reliability Improvements
Transit Oriented Development
Other

Why?

About which element of this project are you most concerned? (Circle all that apply)

Noise Impacts
Visual Impacts (how it would look)
Property Displacements
Impacts to Historic Resources
Construction Impacts
Project Funding
Other

Why?

I am concerned that the aesthetics of the neighborhood - and more importantly overall livability - will be affected, if not properly addressed. I'd like to see involvement from urban design firms to give a design perspective early on versus only that of the engineers.
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Zachary Wininger
Address: 340 W Briar Place Apt 7m
City: Chicago
Email Address: ZGWININGER2@gmail.com

Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)
- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?
Rush hour trains are crowded to the point that a commuter may have to watch multiple trains pass.

About which element of this project are you most concerned? (Circle all that apply)
- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?
Lakeview is a neighborhood that has built its unique character over the course of a century. Destroying entire blocks and filling them in with poor, generic architecture will compromise the quality of the urban environment.
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Barbara Borowski
Address: 864 W. Buckingham Pl.
City: Chicago
State: IL
Zip: 60657
Email Address: borowski.barb@gmail.com

Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)
- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?
I am against the project.

About which element of this project are you most concerned? (Circle all that apply)
- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?
I am concerned about all of these elements. As a property owner, I am significantly concerned about several things: (1) safety and crime (muggings) under the new tracks; (2) loss of several businesses; (3) my property value; (4) damage to such a vibrant business + tourist attraction in Chicago; (5) funding; (6) loss of revenue; (7) funding + raising taxes (which are already part of the tax burden on Chicago).
WE WANT YOUR INPUT on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name: Randall Curwen
Address: 950 W. Roscoe - Rear Coach House
City: Chicago
State: IL
Zip: 60657
Email Address: rcurwen63@gmail.com

☐ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)
- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements (more trains)
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?

About which element of this project are you most concerned? (Circle all that apply)
- Noise Impacts
- Visual Impacts (how it would look)
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?

- Property value on buildings adjoining - noise
- Property values on buildings adjoining - noise
- Property values on buildings adjoining - noise

LIRR-The Sydway alternative shown by neighborhood group
WE WANT YOUR INPUT
on the Red and Purple Modernization (RPM) Program

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.

Name  

Address  

City  

State  

Zip  

Email Address  

☐ Check here to also receive updates about other projects along the Red Line.

For which project are you providing comments? (Circle one)
- Lawrence to Bryn Mawr Modernization Project
- Red-Purple Bypass Project

About which element of this project are you most excited? (Circle all that apply)
- Modernized Stations
- Wider Platforms
- ADA-Accessible Stations
- Capacity Improvements
- Operational and Reliability Improvements
- Transit Oriented Development
- Other

Why?  

I'm excited because it is absolute insanity. The current delays which I and countless others have endured without complaint for years (indeed riders have endured them for close to a century) are insurmountable.

About which element of this project are you most concerned? (Circle all that apply)
- Noise Impacts
- Visual Impacts
- Property Displacements
- Impacts to Historic Resources
- Construction Impacts
- Project Funding
- Other

Why?  

To take care of a nonproblem, you will seize 19 properties, 19 of their buildings and several very nice dwellings, and then spend $20 million to cure what is almost a minor inconvenience. That's a grotesque waste of our tax money. Moreover, you claim it will encourage new development, but where you previously tore down buildings, NOTHING new has been built. Back Off!!
CTA PUBLIC MEETING
RED AND PURPLE MODERNIZATION
PHASE ONE: RED-PURPLE BYPASS
Thursday, May 22, 2014
5:00 p.m.

STENOGRAPHIC REPORT OF PUBLIC

COMMENTS made at the above-entitled matter held at 19th District Police Department, 850 West Addison Avenue, Chicago, Illinois, commencing at 5:00 o'clock p.m.

Reported By: April T. Hansen, CSR, RPR
License No.: 084-004043
<table>
<thead>
<tr>
<th></th>
<th>COMMENTS INDEX</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>BY MR. JOSEPH M. PACKHEM</td>
</tr>
<tr>
<td>3</td>
<td>BY MR. MARK THOMAS</td>
</tr>
<tr>
<td>4</td>
<td>BY MR. NORB TATRO</td>
</tr>
<tr>
<td>5</td>
<td>BY MR. FREDERICK RIZZO</td>
</tr>
<tr>
<td>6</td>
<td>BY MR. PHILIP DARLING</td>
</tr>
<tr>
<td>7</td>
<td>BY MS. LYNN OLEJNICZAK</td>
</tr>
<tr>
<td>8</td>
<td>BY MS. CARMEN VIDAL-HALLET</td>
</tr>
<tr>
<td>9</td>
<td>BY MR. MARK HALLETT</td>
</tr>
<tr>
<td>10</td>
<td>BY MR. SIMON LEVERETT</td>
</tr>
<tr>
<td>11</td>
<td>BY MR. DAVE BRAET</td>
</tr>
<tr>
<td>12</td>
<td>BY MS. COLLEEN FAHEY</td>
</tr>
<tr>
<td>13</td>
<td>BY MS. SUSAN GRAYE</td>
</tr>
<tr>
<td>14</td>
<td>BY MS. TERRI HANLEY</td>
</tr>
<tr>
<td>15</td>
<td>BY MR. ADAM ROSA</td>
</tr>
<tr>
<td>16</td>
<td>BY MS. MARIELA BAYER</td>
</tr>
<tr>
<td>17</td>
<td>BY KEN</td>
</tr>
<tr>
<td>18</td>
<td>BY MR. JOHN JOHNSON</td>
</tr>
<tr>
<td>19</td>
<td>BY MR. JACOB ARONOV</td>
</tr>
</tbody>
</table>
(Whereupon, comments were made on the record as follows:)

MR. JOSEPH M. PACKHEM

Hello. My name is Joe Packhem, and I'm the staff engineer at the Masonry Advisory Council. Thank you for holding this meeting and allowing us to speak.

Our main objective at the Masonry Advisory Council is to promote masonry for the best applications. We are currently spearheading an initiative for new masonry arch bridges in the United States. I have brought with me Gary Porter, the executive director of the Masonry Advisory Council, and Simon Leverett, a master stone mason. We are available to answer questions.

A masonry arch bridge is planned to break ground in England in 2015, and we have been collaborating with that designer, Adrienn Tomor, Ph.D. in Bridge Engineering. The life cycle cost of the bridge could be half as much as similar steel and precast concrete alternatives. If the CTA looks towards constructing a masonry arch bridge for this Brown Line bridge, they can save millions of dollars over the life of the bridge and
save taxpayers money.

The design life is expected to exceed 300 years, and in that same amount of time a steel or concrete bridge would have to be replaced after 120 years maximum with proper maintenance.

The masonry arch bridge would require tuck-pointing every 20 to 50 years. 40 percent of railroad bridges in the UK are made with masonry arches, and they have been in service for hundreds of years with low maintenance.

The CTA can wisely invest funds in a new masonry arch bridge, which will allow additional funding in the future for other projects when you don't have to replace a bridge after 120 years. This is a long-term planning concept, but the Masonry Advisory Council is at your service to provide strategic planning and our professional network of experts on masonry arch bridges.

With my statement I have attached the white paper I have prepared with Dr. Tomor about the new masonry arch bridge initiative.

Thank you very much for your time. And you can find my contact information attached with my statement. And here is our white paper. I
won't go over this.

MR. MARK THOMAS

My name is Mark Thomas, and I have been a businessman at the corner of Belmont and Clark since 1986.

We have lived through the reconstruction of the current Belmont El stop. We have been lied to and deceived since the beginning of this project in the early 2000s. We were promised when these properties were taken under eminent domain that the store fronts would be returned, that the residences would be returned.

We have sat here, and I have sat with Jeff Wilson, through dozens of meetings. And whether it's the garbage, it's the dust, it's the crime that happens as a result of the empty lots, the CTA is a bad neighbor. And the Belmont, Sheffield, and Clark business district has suffered immensely because the CTA has allowed this property to sit vacant all these years. And those are all broken promises from the meetings that we had before this last project was done.

It was interesting that today I got an e-mail from my art director, who works downtown on
a full-time basis, and I want to read what he said. And he said, "Can't make it to the CTA meeting regarding the Belmont bypass. FYI, the few times the Brown Line stop waited at the junction has been less than 30 seconds in my experience. Hardly the hardship to blow with $320 million."

And I must have gotten 10 or 15 calls today from other people who said, "Well, I can't make it. But, you know, I've waited a minute, I've waited two minutes, I've waited three minutes."

But what's really not even a consideration here is this project will be going on probably all the way through the year 2020. It's going to decimate what is left of what was once a vibrant community.

It also with all of the construction is just horrible for the neighbors to live with. The neighbors are treated poorly. You've got trucks lined up at 7:00 o'clock in the morning in front of their houses with diesel fuel.

And we don't see the gain of the bypass. We saw the gain of having the station rebuilt, but we saw the gain of having the station rebuilt with the promises of putting the commercial property and
the residential property and putting the community back together.

So we've been lied to, and we've been lied to continuously. And Jeff Wilson has made numerous comments over the years how the CTA is exempt from the ordinances about putting green on their lots and many other things that normal -- I mean, the CTA is a bad neighbor. This is a bad project.

By the way, maybe we should be taking the money and paying down our pensions and paying down our bills so that we don't end up raising the taxes of all of the folks that live nearby to put up some brand new architectural structure that's going to save people and I've heard anywhere from 30 seconds to four minutes.

The $320 million is a joke. This part of the project will be a half a billion dollars if it's a penny. If it's four minutes or three minutes, or more likely the 30 seconds, it's a bad expenditure of taxpayer money. Thank you.

MR. NORB TATRO

I strongly support this. This is the classic case of why we have eminent domain.
Sometimes you have to sacrifice some for the greater good. Sacrifice some or the interest of some for the greater good. And this is clearly a case of that.

I am fully aware of the huge increase in ridership north of here. To me, it brought up -- maybe because I sat on the Brown Line task force, but this is not a surprise. It's known. I won't say well known, but known, that every foot of the El is going to be rebuilt, from the north end of the Belmont station to Howard and beyond. And to me, it's a classic case of the greater good. And I looked at all these buildings, and frankly, about three quarters of them will be no loss.

I'm sorry for the business people, but I can't help but wonder if some people didn't do their due diligence, like building a big apartment building on Wilton. That's all.

MR. FREDERICK RIZZO

My comment is it's a solution in search of a problem. They should update the Red Line stations that certainly require it. But the project on the Brown Line I think is I haven't noticed any delays, and I've lived in this area for
30 years. That's all I have to say.

MR. PHILIP DARLING

All I'd say, do not do this project.

Don't disrupt. It's much ado for 84 seconds. It's not worth the money. They can spend it wisely elsewhere, like extending other lines where service is needed. So the neighborhood is already transit friendly, don't disrupt it with something that's already gone toward that goal. It's not a problem for me to ride through there or whatever. I've never noticed a problem.

MS. LYNN OLEJNICZAK

My first concern is with their poster boards. Their cartoon depictions of where the proposed rail line is going to be is absolutely inaccurate when compared to the blueprints that they have out. They make it seem like the proposed El line is going to go along the street, when actually you have to look at the blueprint to see how it cuts through and crosses through the neighborhood. So I think these signs are pretty deceptive.

I also don't think that the study for what could be used for the buildings that they are
trying to displace is necessarily accurate for the neighborhood. They are talking about the fact that we will be able to have transit-type businesses. What does that mean? They said, well, things that they could used when they get out and off the train. Which I said we don't need 17 doughnuts.

So I don't think that they are accurately taking an assessment of what this neighborhood needs. We don't need another grocery store in this neighborhood or a PA or something on the train. What we need is to save our buildings and preserve the integrity of this neighborhood and not have it turn into a downtown neighborhood.

I also don't think that the amount of people and the time delays are nearly as severe as it's supposed to be. And I think that this is just something that the Alderman and the city want to push through to make things look pretty. So we are not talking about true underlying issues with this neighborhood. This is a pretty project. This isn't where there needs to be a project.

MS. CARMEN VIDAL-HALLETT

First of all, I want to say that I am completely in favor of transit. Transit is the
solution for our problems in transportation, and I'm very supportive of CTA and have ever been. But I think this plan is very, very expensive, and that others that are much less a fraction of the budget, like bus rapid transit, have not been explored and shown to the public to understand what alternatives we have to provide better transit.

So, for example, the bus rapid transit along Ashland or Western would distribute the population in transit in three corridors, instead of just one which costs $300 million as opposed to 30.

So I wanted the CTA to look into that and to educate the public to understanding what PRT is and how it works. Thank you.

MR. MARK HALLETT

Good evening. My name is Mark Hallett, I am a lifelong resident of Chicago. I live in the Edgewater neighborhood, so I'm not a neighbor of this immediate vicinity.

I'm here tonight to learn more about this project. My statement is going to be a very short one, and that is to say that after walking through
the room and seeing all of the posters and talking
with three representatives about this project, I
can only say that I'm really disappointed. And
that it really disturbs me that CTA would push a
project that is so expensive and in so many ways
with so few benefits.

    We are in a time when dollars need to be
spent wisely, and my understanding is that the cost
of this project is $320 million. The cost is also
disruption in service. The cost is also the
demolition of 16 old buildings. And those are --
those are all very significant costs to the
neighborhood and to the city.

    So I understand that resolving one
traffic engineer's issue may have a cost. But if
solving one problem means creating three or four or
five others, then I think something is wrong with
the thinking.

    As my wife Carmen said, I hope that the
city would look at more sustainable solutions to
public transit. We do need to invest in an aging
infrastructure, but we need to do it in a smarter
way. Thank you.
MR. SIMON LEVERETT

I'm with the Masonry Advisory Council, and they were talking about -- some young men mentioned they want this project to be iconic. And just whoever decides to go with the first masonry bridge in America, it's going to be written by everyone, every architectural magazine in the country. It's going to be on the Internet, everywhere. So that's what they are doing, looking for. That's what they get if they do a masonry structure. You know, the old-fashioned Roman kind of bridge. So I just wanted to let you know that.

MR. DAVE BRAET

One concern I have is about the noise level, and what material will they be using to reduce any of the -- how loud the train is.

The other one would be have they considered what other alternatives have been considered, especially the subway. Getting the subway from Belmont or where the Red Line goes down at Belmont and it comes back up at, what is that stop up there, Sheridan stop.

And then the third would be advertisement, making sure no advertisements are
used on the overpass. The CTA does use
advertisement over certain overpasses with lights
on every night. That none of that space, if they
do do the fly by, none of that would be used for
advertisement. That's it. Thank you.

MR. JOSEPH BATA

I wanted to comment on the projections
that are being utilized for the Belmont flyover.
I feel that they are being overly optimistic and
aren't properly taking into account the long term
trend into effect, and they're over valuating the
growth that's occurred in Chicago in the last 15
years and the growth that occurred, or the stagnant
growth, that occurred before 1994 to 1947. And
because of miscalculating the long term trend the
need for the flyover may be overstated, and the
cost associated with constructing said flyover
doesn't equate to actual, more realistic growth
projection.

The growth projections of the flyover
takes into account unrealistic projections and is
probably a bad decision currently. In the future
it may be a good decision, but currently, based on
the projections they are using, it seems to be a
misuse of taxpayer money at this time. Thank you.

MS. COLLEEN FAHEY

In the original proposal and in all statements and in the official presentation from the CTA, they gave the main reason for this $320 million Belmont flyover was a four minute delay. When they were questioned on this at a community meeting, Forest Claypool claimed he didn't know anything about it that. Then Mayor Emanuel said it, it was in their official presentation, and they quoted it everywhere. Now it's nowhere to be seen.

Because the truth is that it's 20 seconds, 40 seconds, 84 seconds, and the media has gone out there and timed it. And anybody you talked to, anybody that goes out there and timed it, it's not four minutes. And you will not find that on any of these things.

And no one at the CTA who is here knows what I'm talking about, even though it was in all their official presentations.

So it's $320 million for a project that's not necessary, that will destroy part of a thriving, popular neighborhood, when the money could be used elsewhere where it might actually be
necessary. Thank you.

MS. SUSAN GRAYE

I want to know what they're going to do
with the bypass. You know, the Brown Line flyover
or bypass, whatever they are calling it. What kind
of safety features are they going to add in?
Because when people get up that high and make that
turn, to protect them from falling off that track
or whatever. So I want to know what they're
building in to prevent any kind of an accident.
That's what I'm worried about, you know, as it gets
up. I think they said it's going to be 44 feet
high or something like that. But that's my main
concern. Thanks.

MR. MIKE LEHMAN

Reconnect the actual line that connects
down Ashland from the Orange Line to the Blue
O'Hare line. That's all I got to say. Thank you.
Reconnect the Paulina connector down Ashland from
the Orange line to the Blue line. That would be
awesome.

MS. TERRI HANLEY

This is not a town hall meeting, it's a
show and tell. It's smoke and mirrors. At these
meetings they set them up like this so none of the residents, none of the neighbors can hear other comments from their neighbors. There is no question and answer, because they don't want to hear your questions. This is at best a sneaky way to do things.

I have been to meetings with the Brown Line. Unfortunately, I know how often the CTA changes their statements. And this is intentional, without a doubt, so that they don't have to come up with any exact information. Period. Thanks.

MR. ADAM ROSA

So I'm a new resident. I'm incredibly concerned about the irreversible damage that demolition in the context of this project would be -- that's proposed. Specifically, the blocks around Clark Street. It's completely outlandish that in order to straighten a curve by 10 to 15 feet, we need to lose two blocks of our neighborhood. Urban fabric, historic buildings that will never come back. Creating development sites that may sit vacant for five to ten years, permanent scar on the community.

I believe in creating a more efficient
transit system, but this is not the way to do it. There needs to be a middle ground between what is being shown here and stopping the project. There needs to be some alternatives shown that are much more elegant to the neighborhood context and with respect to the character and quality of Clark and School and Wilton Street areas.

I feel like this is a process that is being driven solely by engineers. It's not taking into incorporation urban planners or urban designers or architects, or any other people that look at the city in terms of the system or as a whole. It's basically an engineering solution being superimposed on an urban neighborhood, which then creates a void underneath the tracks of vacant land. That's going to do irreversible harm to that area. It's any redevelopment along Clark Street.

And I'm mostly concerned about the people that are going to be losing their homes, some neighbors and friends that live in Wilton Street. And I feel the CTA really needs to be -- to work much closer with the neighborhood in creating a solution that everyone can be -- can really be a workable solution. The CTA needs to be working
directly with the neighborhood. And that's it.

MS. MARIELA BAYER

For myself, I think that the bypass could help the neighborhood. I like where it's not only affected the properties but also the streets.

I am a resident in the area and I look at Clark and Sheffield around the Red Line as my back side. I actually don't feel comfortable walking through those streets at night.

Last night I took a walk, the ten minutes where I live from Belmont. But instead, I take the train just so I can avoid walking by myself at night. So to say that the properties that are there now are not offering enough safety for myself. So although I hate to see the properties go, I would look at it as more opportunity for me to feel comfortable walking the streets, and even to be a future patron of any businesses that would be there.

I really appreciate the type of businesses that are on, let's say, Broadway in the neighborhood. And there are people on the streets, restaurants have the permits that have the sidewalk seating. Whenever I think you can have that and...
have people on the street and just eyes everywhere, it's just a more comfortable and safer environment. Also, I would say that I didn't think where the Brown Line separates from the Red and Purple line at Clark and Sheffield, it's always going to be really structure heavy and feel really top heavy whenever you're walking underneath. But I would like to see that area around the structure to not feel like alleys and just dark areas. So if there is a way in the planning for it to be plaza or just businesses that open up, I think that opening up to that area or somehow that's not as back door, I think that would be helpful. Or if it is a back door, that it closes it off and you don't have to pass through it. I think that the North Avenue Red Line station condition, even though it's a subway condition and not above ground, the fact that when you leave the station and there is like a fountain, there is seating, and it kind of opens up for business. You know, you can walk to the store and, you know, there is a Starbucks there. It's just -- it invites people to stay. And I know there is not going to be a
station at that juncture on Clark and Sheffield,
but I think there needs to be something there to
allow people to stay and not be in a rush to pass
by. At least make use of it, if you're not going
to make it safe. Thank you.

KEN

My comments are this, as far as the
overall construction of the CTA. To please make
sure and ensure that all the stations are
handicapped accessible and ADA compliant.

And as far as the removal of the
properties in question, please ensure that the
people are properly compensated for the loss of
properties, and that they are relocated to places
of their choice, since this is going to disrupt
their living quarters and their livelihood. Please
ensure that they are not -- how shall I say -- make
sure that they are not disturbed or that they are
not overly inconvenienced. And that they will find
something that is suitable to their taste, as
opposed to just across-the-board relocation.

And when it comes to other aspects of
the CTA, please be sure that you reinstate certain
bus lines, such as the No. 419 Clyborne bus, and
reinstate the section of the No. 11, the route 11 Lincoln bus, which was removed. That is a three-
mile stretch between Fullerton and Lawrence which was removed. Because this inconveniences older people, seniors, and disabled people who want to frequent businesses, churches, et cetera, in that region.

Also, for the Clark junction crossover, please ensure that you get comments and look at other alternatives from other people and organized groups and other engineering firms which have alternatives to the proposed Clark junction crossover. And have more public meetings that ensure Forest Claypool attends these meetings, and other upper echelon from the CTA. Ensure that they are at the meetings, and have it in a meeting format as opposed to a presentation format. That's it. Thank you.

For the rebuilding of the stations between Wilson and Grandville on the Howard Line, please do this in a staggered formation so that people will not be inconvenienced all at the same time. The main thing is to make sure that everything is ADA compliant. Due to the fact that
people are aging, they're in the process of aging, people coming back from our various wars, and people who experience accidents and trauma in their life where they have loss of limb, zero limbs, or use of their mental faculties, so that they would need assistance in riding, you know, the various forms of transportation here in Chicago and the Chicagoland area. Just to ensure that it's completely 100 percent ADA compliant.

MR. DAVID DALKA

So I'm against this project at this time because the promises that were made to us about the Brown Line reconstruction where we spent $500 million have not been kept. Those promises include we were moving to eight car trains, and they are currently running four car trains between 10:00 a.m. and 2 p.m. every day, while running eight car trains from 10 p.m. to when the trains stop running at night, which makes no sense. I ride it during the day, I want that there.

Additionally, on the Brown Line they went from six cars trains to eight car trains, they have not upgraded the electrical work in the neighborhood. And there are houses in the
neighborhood who have flickering electric when trains go by.

There is another issue with the track on the curve at Roscoe and Sheffield. Now that we have eight car trains and now that they have made that a full speed zone, that track is vibrating and creating large G forces when two trains go by with a large speed with eight cars. In other words, the track there wasn't designed for that. They were designed for six car trains. I'm concerned about that.

I've tried to communicate that to the CTA, I've gotten deaf ears. So I want a public record of that as I feel nobody is listening and taking that seriously.

The argument that the reason for this being necessary is that the delay in Red Line train spacing is completely bogus. When I was younger, 30 years ago, they used to have a lot of train monitors that made sure that the trains leaving Howard and trains moving this way, they kept them spaced well and those backlogs didn't occur. So right now we have a situation where a train won't come for 15 minutes, and then six will come in 5
minutes. Well, if six comes in five minutes, they
will be stacked up. It has nothing to do with the
capacity of the train line, it has to do with the
mismanagement of the competent person who is
running the CTA at the time whose name I won't
mention.

But it's good to see members of the Board
here tonight, and I hope they review this and I
hope they will take action that is responsive.

The only other thing I would like to add
is the Red Line, we live in our society right now
where rush hour runs later because people work
later every day. So if you get on a train right
now in the Loop between 4:00 and 5:00 p.m., it's
empty. If you get on a train between 8:00 p.m. and
10:00 p.m., you can barely get on it. The way the
evening rush has shifted, the trains schedules have
not shifted to match that trend in our society.
And again, that has partly to do with some of these
type of things.

So we need to move to being more
responsive to the customers' needs, and looking at
the customers first rather than looking at it from
Washington, "we have funding for something, so we
should do it" point of view first. Which is what
this project appears to be.

My other reason why I can't support this
project at this time is that the plans are not
finalized. They're not clear. We have had several
meetings about it locally here in the community
where there has not been -- we have asked for
presentations and there has been no presentations.
It's like, oh, a couple picture.

So the public isn't fully informed of the
impact, and therefore they can't comment. And I
don't think the public fully knows and understands
the potential impacts. And I don't think that we
as a group should just have this forced through,
and that's what I feel like is happening.

That's it. Thank you for listening.

MR. JOHN JOHNSON

Simply, I would like them to take into
consideration the proposal of a subway, which would
help preserve the historic nature of the
neighborhood.

The Lakeview-Wrigleyville area is an
international travel destination. People come from
all over the world to visit the neighborhood that
we live in. These buildings have been here for
well over a hundred years. I've had a chance to
speak to people that have lived here for 40 years
or more, sharing their history of and their love of
the old buildings.

Over the ten years that I've been here,
I've seen one old building go down after the next
after the next. Do you know Chicago is one of the
architectural destinations, not only of the
country, but people do come from all over the world
to visit? And one thing that they comment about is
look at all the beautiful old brownstones, look at
all the beautiful old graystones. Look at all the
old buildings that are up.

Do you know what they are going to say
when we start to level one place after the next
after the next, and in some situations blocks?
They are going to say Chicago doesn't care about
their neighborhoods as much. Chicago used to have
old brownstones and old graystones. You kids
should have seen them. This is the direction we
are heading right now.

Wouldn't it make sense, rather than to
just jump into a proposed solution, to have an open
meeting where the neighborhood can share some
ideas? And, granted, we don't have all the money
to put together everything for the proposal, but
architects have taken a look at this and it's very
doable.

The lines running under Clark Street for
the couple of blocks that this proposal is for are
free and clear of sewer and gas pipes. In New York
they have put in a subway for miles and moved
things. This is very doable and small by nature,
when compared to what has been done in New York.

Again, we are looking at an area of
Chicago that is a world class destination for our
kids, grandkids, nieces, nephews, family, friends
that come to visit. Do you want this historic
nature preserved? Do you want to be viewed as a
city that listens to the neighborhood and the
people that made the neighborhoods what they are?
Or do you want the city, and the CTA perhaps, to be
viewed as somebody that doesn't take their views
into consideration, the people that formed the
neighborhood.

You know, there were some people I talked
to who said their house has been in the family for
a little over a hundred years. You know, these are
the people that make the neighborhood. Let their
voices be heard, because that's what makes us all
come together. Let's go ahead and have these
discussions and look at all the solutions.

This may not be the cheapest solution,
but take into consideration when you have to buy up
several blocks, so a little here and a little
there. We are tough in the City of Chicago. Yes,
we will have to live through some construction for
a few blocks on Clark Street. Yes, we have all
driven through Wrigley traffic. So what if it's a
little more rough for a while?

Imagine, imagine what it could be if
people could have faster travel underneath Clark
Street. All of the historic nature of the
neighborhood would be preserved. Doesn't this
sound like a solution that should be considered?

And we certainly have heard from a number
of people today who stopped by to talk to us that
were very, very interested in seeing this solution
presented as an alternative to having buildings,
homes, blocks taken down. I've always learned the
shortest distance between two points is a straight
line. Doesn't it make sense to go under Clark Street to make everything go the smoothest?

I guess that's it. I don't know. I mean, Mike has taught me a lot over the past, you know, month roughly with this, and I do continue along with them. I'm one of the block leaders in the 3500 block of North Wilton Avenue. So I just want to see what is best for the neighborhood. And I don't want to look across the street or get on the El and see all new buildings, new construction. I want to see the old nature, the oldest structures in the neighborhood.

You really should sit down with Mike, because he works with some of the original people that put this proposal together a long time ago. So when I saw it I thought, you know what? This truly is the perfect solution. Does it require maybe a little more time and perhaps funds?

Perhaps. But isn't it a viable proposal to consider and share and seek funding for if necessary?

MR. JACOB ARONO

I appreciate the program last night. I think the station renderings are the job at
Lawrence. They need to have an ancillary entrance on the north side of the street there. Someone told me that's actually where the main entrance will be when it's completed, and move the main entrance to the north end I guess. They have the track that they are redoing.

The program tonight I have some problems with. I'm not certain I'm sure it's necessary. I think they have to do an alternatives analysis to find some other alternatives other than what they're proposing this way.

And what else. And I'm concerned about the cost of several million dollars, and I'm also concerned about it having to condemn 16 pieces of property in this neighborhood. It would be very expensive, and I'm not sure how the neighborhood is going to respond to it. There is going to be an environmental assessment, is that correct? All right. Thank you. I'm going to take a comment card.

(Which were all the statements on record offered at the meeting of said cause.)
STATE OF ILLINOIS

COUNTY OF COOK

April T. Hansen, being first duly sworn on oath, says that she is a court reporter doing business in the City of Chicago, and that she reported in shorthand the proceedings of said meeting, and that the foregoing is a true and correct transcript of her shorthand notes so taken as aforesaid, and contains the excerpts of proceedings given at said meeting.

[Signature]

Certified Shorthand Reporter
Joe Packhem, Staff Engineer, Masonry Advisory Council
CTA Town Hall Statement / Red Line Rail Bridge
Thursday, May 22, 2014

Hello, my name is Joe Packhem, and I’m the staff engineer of the Masonry Advisory Council. Thank you for holding this meeting today and for allowing us the time to speak.

Our main objective at the Masonry Advisory Council is to promote masonry for the best applications. We are currently spearheading an initiative for new masonry arch bridges in the United States I have brought with me Gary Porter the Executive Director of the Masonry Advisory Council, and Simon Leverett a master stone mason. We are all available to answer questions for you.

A masonry arch bridge is planned to break ground in England in 2015 – and we have been collaborating with that designer, Adrienn Tomor, Ph.D in Bridge Engineering. The life cycle cost of the bridge could be half as much as similar steel or precast concrete alternatives. If the CTA looks towards constructing a masonry arch bridge for this Red Line addition they can save millions of dollars over the life of the bridge and save tax payers money.

The design life is expected to exceed 300 years and in that same amount of time, a steel or concrete bridge would have to be replaced after 120 years maximum, with proper maintenance.

The masonry arch bridge would require tuck-pointing every 25 — 50 years. Forty percent of railroad bridges in the UK are made with masonry arches and they have been in service for hundreds of years with low maintenance.

The CTA can wisely invest funds in a new masonry arch bridge, which will allow additional funding in the future for other projects when you don’t have to replace a bridge after 120 years. This is a long-term planning concept but the Masonry Advisory Council is at your service to provide strategic planning and our professional network of experts on masonry arch bridges.

With my statement I have attached the white paper I have prepared with Dr. Tomor about the new masonry arch bridge initiative. Thank you very much for your time. You can find my

###

JOSEPH M. PACKHEM
STAFF ENGINEER
(847) 297-6704
Join the Network for Building New Masonry Arch Bridges

“New masonry arch bridges in the 21st century to last over one century”

A network has been proposed to develop knowledge and understanding to build new long-lasting, low-maintenance masonry arch bridges in the US, Europe and beyond.

While masonry arch bridges proved to be the longest-lasting bridges during history with several examples built 2000 years ago still in use, they have been overtaken by concrete and steel bridges during the past 100 years. Contrary to general opinions, masonry arch bridges may not be as expensive as expected and have a range of long-term benefits that could make them feasible for the 21st century, for example:

- long-term life expectancy (300+ years)
- low maintenance needs
- low whole-life costs
- significant reserve load-carrying capacity.

The New Masonry Arch Bridges network is hoping to engage with individuals form the industry, such as suppliers, craftsmen, academics, educational organisations, institutions, etc. with the following long-term objectives:

1. Knowledge exchange, establishing professional network
2. Organising workshops and educational resources
3. Setting up an International Advisory Board
4. Develop guidelines
5. Large-scale feasibility studies for building new masonry arch bridges.

If you would like to keep abreast of new information or have professional experience with masonry arch bridges we would love to hear from you. Please contact Joe Packhem, Masonry Advisory Council, Illinois, USA jpackhem@maconline.org or Dr Adrienn Tomor, University of the West of England, Bristol, UK adrienn.tomor@uwe.ac.uk.

Background
The network was initiated in relation to a bridge proposal in the UK. A new pedestrian bridge has been proposed by the community in Bristol, UK but no funding has been available. An idea for building a new masonry arch bridge has been suggested by the University of the West of England as an alternative to concrete and steel.

Masonry bridges are often regarded as too expensive to build compared to steel and concrete bridges. Based on initial estimates, the proposed stone bridge might only be around 30% more expensive, but offer a life expectancy of 300+ years compared to up to 120 design life for concrete or steel alternatives. Apart from the long life expectancy, masonry arch bridges also have the lowest maintenance needs and costs compared to steel and concrete.

As almost no masonry arch bridges have been built over the past 50-100 year and skills have practically died out, building new masonry arch bridges could serve as a feasibility study for building masonry arch bridges in the 21st century, re-vitalise traditional skills, create a new industry sector and generate new employment. They would also create a range of educational, apprenticeship and training programs, opportunities in engineering research, arts, crafts heritage, community involvement, links between industry and academia, etc.

The project in Bristol is currently under development and updates can be found on http://bridgevalleyroad.wordpress.com/about/.
Clark St. to Montrose Ave.

Relocation of Red Line

- N.B. Brown Line track crosses over descending Red Line tracks
- Red Line begins at Clark St.
- New Addington
- Station
- New Irving Park Station
- Red Line near Addison
- Station
- End of Red Line
- CTA Elevated Right of Way
- CTA Elevated Right of Way
- Irving Park Rd.
- Montrose Ave.
May 24, 2014

Chicago Transit Authority
Strategic Planning 10th Fl
Attn: RPM Project
567 W. Lake St. 60661-1465

Dear Planning Committee-

The proposed redesign of the "L" station at Belmont is just another example of misspent public funds and unnecessary renovations. As a frequent rider on the Brown Line, the intersection of these lines has never seemed to be particularly bothersome. More inconvenient has been the frequent delays further down the track toward the Loop for the various slow zones due to the state of the track or repairs. The CTA states justifies the need for the bypass due to a frequent up to three minute delay while the Brown Line crosses the Red/Purple line on its northbound route. We do have to wonder if an up to three minute wait really supports the destruction of 16 properties and the expenditure of $320 million dollars. Not only is the flyover unnecessary but it will result in the loss of tax dollars from all of the properties destroyed. The time it would take for the train to "mount the flyover" would probably be more than the short delay that currently exists in crossing the purple/red lines. The Belmont stop was remodeled only a few years ago for better accessibility to the trains, longer trains, and wider platforms. Many of the improvement made by the CTA have been extremely beneficial. The proposal to extend the red line and remodel red line stations has a sound basis. The flyover, however, is ill conceived, basically silly and appears to be a justification for allotted federal tax dollars. I would much rather see these funds used for building more ADA capable stations in the Loop, increasing maintenance and cleanliness of current stations, and eliminating the inexorably long waits due to track maintenance. If this plan goes through, expect Chicago to once again be the laughing stock of the nation-just one more Alaskan "bridge to nowhere." In two words, unnecessary and wasteful.

Thank you.

Lorraine Klabunde
4922 N. Leavitt St. 60625
I am wondering why we don’t have any Divi Bikes in Edgewater. I am also wondering if you are in talks to include Divi Bikes in the future.
I know in many places there (other neighborhoods) are Divi Bikes close to CTA rail stations or bus stops. I think across from the Thorndale Red Line stop would be a great location.

Thank you.

Lynn Newton
lanskis@comcast.net
6101 N. Glenwood Ave. #1
Chicago, IL 60660
Steve:

We did use the character "plan." We've also revised the text a little bit. We've changed from "In order for residents to know detailed info" to "In order for residents to have an opportunity to know detailed information and to give suggestions (input)."

San

On Tue, Jun 3, 2014 at 4:22 PM, North Red & Purple Modernization <RPM@transitchicago.com> wrote:

San,

Generally we think the text looks good. When a Chinese-speaking staff member at one of the consultants' office read the two versions of the Chinese text, she recommended updating the title in the file without a photo (press advertisement) to match the title from in the file with a photo (flyers to be posted.) Her suggestion was that the 5th character should be changed from "modification" to "rebuilt".

My one other thought is to make sure the character used for "plans" in the first sentence accurately reflects that this reconstruction is not happening immediately, that there is still a process to go through before construction would start. Thanks for sharing the text and for getting the word out to your members.

Best,

Steve Hands

Chicago Transit Authority

Red and Purple Modernization (RPM)

Improving your commute. Improving your community.

transitchicago.com/RPMproject

RPM@transitchicago.com
Steve:

Below is the English version of the press release sent to you earlier.

Lawrence and Argyle Station Reconstruction Presentation

Chicago Transit Authority plans to reconstruct 4 el station on the northside including Lawrence and Argyle Stations in the Argyle neighborhood. This big reconstruction project will directly affect residents and riders. To provide detailed information to residents, CTA will conduct a presentation on Thursday, June 12 at 12 noon at South-East Asia Center, 5120 N. Broadway, Chicago. Interpreters will be provided. All are welcome. For information, please call 773-989-6927.

The deadline for the Chinese press release is tomorrow. Do you think the above is OK to release?

Thanks much.

San

--

San L. O, MSW

Executive Director

South-East Asia Center

1134 W Ainslie, Chicago, IL 60640
San L. O, MSW
Executive Director
South-East Asia Center
1134 W Ainslie, Chicago, IL 60640
(773) 989-7433
芝加哥交通部計劃重建城北四個火車站，其中包括亞皆地區的 Lawrence 和 Argyle 火車站。重建計劃龐大，與居民和乘車者息息相關。為讓市民有機會了解詳情和提供意見，交通部特於六月十二日、星期四、中午十二時，在東南亞中心 5120 N. Broadway, Chicago，舉辦一個說明會。會中將有專員翻譯。歡迎大眾踴躍參加。查詢者，請電 773-989-6927。
Steve:

Thanks, but this is way too small for me to examine the project in detail. Is there any way to get hold of a larger rendering, on paper? I am unable to make my system expand the map or any of the photos.

Also, I note that very large tracts of property slated for demolition are not actually on the footprint of the flyover alignment. Rather, it appears that these buildings must be sacrificed only to create temporary access space for construction machinery. Interestingly, CTA seems to have spared its substation while taking property on either side of it.

Would it not be possible to erect the structure using a more surgical approach that doesn’t require the demolition of so many large buildings? A surgical insertion of the new elevation would of course cost more money, require more sophisticated equipment and engineering techniques and probably take longer, but I suspect a good part of the extra expense could be offset by the lower budget for property acquisition.

Let me know how I can collect a bigger, paper overview of the site. I’m not far from CTA H.Q.

Thanks.

Fritz

---

From: North Red & Purple Modernization [mailto:RPM@transitchicago.com]
Sent: Monday, June 02, 2014 9:26 AM
To: ‘Fritz Plous’
Subject: RE: Maps and drawings of Belmont flyover

Fritz,

Thank you for your continued interest in the RPM program and the Red-Purple Bypass Project. You can find a map of the current and proposed track alignment along with the potential property displacements necessary for the project on our webpage transitchicago.com/RPMproject or by visiting this link: Red-Purple Bypass Project Map of Potentially Displaced Properties (.pdf). CTA is still early in the stages of developing the concept designs for this project and is listening to the community in order to inform those designs. CTA will continue to update the webpage with additional drawings as concepts are refined.

Thank you again for your interest and your thoughts.

Best,
Steve Hands

Chicago Transit Authority
Steve:

At the public scoping meeting CTA did not hand out any detailed (or even schematic drawings) of the Belmont flyover. What’s the easiest way I can get a look at a map of the actual alignment and some drawings of what the structure will look like and where the columns will be placed? Is there any kind of drawing showing which buildings would be removed?

Fritz

F.K. Plous
Director of Communications
Corridor Capital LLC
105 W. Adams—Suite 1400
Chicago, IL 60603

Tel: (312) 205-1060
Fax: (312) 205-1001
Mobile: (312) 307-6572
Steve:

Below is the English version of the press release sent to you earlier.

Lawrence and Argyle Station Reconstruction Presentation

Chicago Transit Authority plans to reconstruct 4 el station on the northside including Lawrence and Argyle Stations in the Argyle neighborhood. This big reconstruction project will directly affect residents and riders. To provide detailed information to residents, CTA will conduct a presentation on Thursday, June 12 at 12 noon at South-East Asia Center, 5120 N. Broadway, Chicago. Interpreters will be provided. All are welcome. For information, please call 773-989-6927.

The deadline for the Chinese press release is tomorrow. Do you think the above is OK to release?

Thanks much.

San

--
San L. O, MSW
Executive Director
South-East Asia Center
1134 W Ainslie, Chicago, IL 60640
(773) 989-7433
Steve:

The attached is a draft of a notice that we'd like to post in our Center as well as in stores on Argyle. Please let us know if it's acceptable for CTA. The text is the same as the press release we sent you earlier.

Thanks much.

San

--
San L. O, MSW
Executive Director
South-East Asia Center
1134 W Ainslie, Chicago, IL 60640
(773) 989-7433
芝加哥交通部計劃重建城北四個火車站、其中包括亞皆地區的 Lawrence 和 Argyle 火車站。重建計劃龐大，與居民和乘車者、息息相關。為讓市民了解詳情，交通部特於六月十二日、星期四、中午十二時，在東南亞中心 5120 N. Broadway, Chicago，舉辦一個說明會。會中將有專員翻譯。歡迎大眾踴躍參加。查詢者，請電 773-989-6927。
Steve:

Attached is a press release in Chinese about the presentation that we will send out to 7 Chinese newspapers with your approval.

We do have a screen and it would be good if you could bring interpreters (Cantonese/Mandarin and Vietnamese). If you have to choose between Cantonese and Mandarin, Cantonese is a must.

Thank you very much.

San

On Fri, May 30, 2014 at 5:00 PM, San O <seacexec@gmail.com> wrote:

Steve:

Very sorry that I didn't have a chance to call you this week. I will call you next week. In the meantime, just want to let you know what we have in mind. We run one of the City's Golden Diners Program serving hot lunches to seniors. Thursdays 6/5 or 6/12 at 12 noon would be best for us. If these dates are not good, we could consider other dates. We'll definitely need Cantonese and Vietnamese translation and possibly Mandarin also. It would be good if you have a staff who could do the presentation in one of those languages and we can help with others. There could be a couple of mainstreamed English-speaking diners in the audience.

I'll give you a call next week, or you can get a hold of me at 773-989-7433. Thank you very much.

San

On Tue, May 27, 2014 at 9:32 AM, North Red & Purple Modernization <RPM@transitchicago.com> wrote:

San O,

Thank you for getting in touch with us, and for your interest in the Lawrence to Bryn Mawr Modernization. We would be happy to provide a presentation and have a discussion with you and your clients. Is there a time of day that would work best for this presentation? Would you like us to arrange for interpreters to attend, or do you have someone available to provide translation during the presentation? To streamline setting up this meeting, please feel free to call me when you have a moment at 312.681.4169.

Best,

Steve Hands
We are a community service organization providing human and educational services targeting limited-English-speaking immigrants. The majority of our clientele live, shop and work in the neighborhood where the Lawrence and Argyle stations are located. The Lawrence to Bryn Mawr Project will have a big impact on their daily life. We would like to request for a short, concise and easy-to-understand presentation at our Center at 5120 N. Broadway, preferably in the first two weeks of June. The attendees will be Cantonese-Chinese and Vietnamese speaking.

Thank you very much for your consideration of our request.

--

San L. O, MSW

*Executive Director*

**South-East Asia Center**

1134 W Ainslie, Chicago, IL 60640

(773) 989-7433
Lawrence 和 Argyle 火車站改建說明會

芝加哥交通部計劃重建城北四個火車站、其中包括亞皆地區的 Lawrence 和 Argyle 火車站。重建計劃龐大、與居民和乘車者、息息相關。為讓市民了解詳情、交通部特於六月十二日、星期四、中午十二時、在東南亞中心 5120 N. Broadway, Chicago、舉辦一個說明會。會中將有專員翻譯。歡迎大眾踊躍參加。查詢者、請電 773-989-6927。
Jill Huynh
5248 N. Winthrop Ave, #3S
Chicago, IL 60640
Steve Hands
Chicago Transit Authority
Project Manager - Strategic Planning and Policy
T: 312.681.4169  |  F: 312.681.4195  |  E: shands@transitchicago.com

Preliminary Draft - for discussion purposes only: This email may contain material that is confidential and privileged for the sole use of the intended recipient. Any review, reliance or distribution by others or forwarding without express permission is strictly prohibited. If you are not the intended recipient, please contact the sender and delete all copies.

From: Fritz Plous [mailto:fp@ccrail.com]
Sent: Saturday, May 31, 2014 12:25 PM
To: Hands, Steve
Subject: Maps and drawings of Belmont flyover

Steve:

At the public scoping meeting CTA did not hand out any detailed (or even schematic drawings) of the Belmont flyover. What’s the easiest way I can get a look at a map of the actual alignment and some drawings of what the structure will look like and where the columns will be placed? Is there any kind of drawing showing which buildings would be removed?

Fritz

F.K. Plous
Director of Communications
Corridor Capital LLC
105 W. Adams—Suite 1400
Chicago, IL 60603

Tel: (312) 205-1060
Fax: (312) 205-1001
Mobile: (312) 307-6572
Steve:

Very sorry that I didn't have a chance to call you this week. I will call you next week. In the meantime, just want to let you know what we have in mind. We run one of the City's Golden Diners Program serving hot lunches to seniors. Thursdays 6/5 or 6/12 at 12 noon would be best for us. If these dates are not good, we could consider other dates. We'll definitely need Cantonese and Vietnamese translation and possibly Mandarin also. It would be good if you have a staff who could do the presentation in one of those languages and we can help with others. There could be a couple of mainstreamed English-speaking diners in the audience.

I'll give you a call next week, or you can get a hold of me at 773-989-7433. Thank you very much.

San

On Tue, May 27, 2014 at 9:32 AM, North Red & Purple Modernization <RPM@transitchicago.com> wrote:

San O,

Thank you for getting in touch with us, and for your interest in the Lawrence to Bryn Mawr Modernization. We would be happy to provide a presentation and have a discussion with you and your clients. Is there a time of day that would work best for this presentation? Would you like us to arrange for interpreters to attend, or do you have someone available to provide translation during the presentation? To streamline setting up this meeting, please feel free to call me when you have a moment at 312.681.4169.

Best,

Steve Hands

Chicago Transit Authority

Red and Purple Modernization (RPM)

Improving your commute. Improving your community.

transitchicago.com/RPMproject

RPM@transitchicago.com
We are a community service organization providing human and educational services targeting limited-English-speaking immigrants. The majority of our clientele live, shop and work in the neighborhood where the Lawrence and Argyle stations are located. The Lawrence to Bryn Mawr Project will have a big impact on their daily life. We would like to request for a short, concise and easy-to-understand presentation at our Center at 5120 N. Broadway, preferably in the first two weeks of June. The attendees will be Cantonese-Chinese and Vietnamese speaking.

Thank you very much for your consideration of our request.

--

San L. O, MSW

Executive Director

South-East Asia Center

1134 W Ainslie, Chicago, IL 60640

(773) 989-7433

--

San L. O, MSW

Executive Director

South-East Asia Center

1134 W Ainslie, Chicago, IL 60640

(773) 989-7433
North Red & Purple Modernization

From: Fritz Plous <fp@ccrail.com>
Sent: Friday, May 30, 2014 11:24 AM
To: North Red & Purple Modernization
Subject: RE: Belmont flyover

Steve:

Thanks. I have bookmarked the attachment. I hope you’ll get back to me with a more detailed response to my proposal.

Fritz

From: North Red & Purple Modernization [mailto:RPM@transitchicago.com]
Sent: Thursday, May 29, 2014 5:22 PM
To: ‘Fritz Plous’
Subject: RE: Belmont flyover

Fritz Plous,

Thank you for your interest in the Red and Purple Modernization program.

We appreciate your input and thank you for taking the time to provide your comment on the Red-Purple Bypass Project. We will take your comment into consideration as we develop the Environmental Assessment for this project. Please visit our webpage at transitchicago.com/RPMproject to learn more about the project and to follow the progress of the Environmental analysis.

Best,
Steve Hands

Chicago Transit Authority
Red and Purple Modernization (RPM)
Improving your commute. Improving your community.
transitchicago.com/RPMproject
RPM@transitchicago.com

From: Fritz Plous [mailto:fp@ccrail.com]
Sent: Thursday, May 29, 2014 5:16 PM
To: Hands, Steve
Subject: Belmont flyover

Mr. Hands:

Thanks for talking with me at the scoping meeting last Thursday. The occasion did not lend itself to serious discussion so I’m following up by e-mail.

In view of the controversy that has broken out over the routing of the Belmont flyover, and particularly the objections to the demolition of so many buildings in this fast-growing neighborhood, I have to ask why the Authority did not propose a routing that avoided the buildings. Instead of routing the flyover track straight north from the Belmont station, why was it not routed toward the east and onto an elevated structure built in the middle of Wilton Avenue? If
anything, this routing appears to be slightly longer, enabling the tracks to ramp up more gently prior to swinging west and crossing over the main line.

From what I can see on Google Earth, the tracks could be routed out into the middle of Wilton and run north two blocks to School Street, where they would turn northwest into the diagonal alley on the north side of School before crossing over the Red/Purple lines and descending to rejoin the northbound track of the Brown Line alignment.

I can see two objections to this plan:

1. Residents on Wilton would object to having an L line running down the street in front of their buildings. But the original Chicago elevated was routed over the streets and alleys, and it seems reasonable to expect that another three blocks of line could be built in the same way now. Some residents may object the new L structure will be unsightly and will interfere with traffic. They will need to be reminded that the structure will be narrow and will carry only one track and that outside of rush hours a train will pass only about every 7 or 8 minutes. A modern L infrastructure, moreover, would be built of reinforced concrete rather than steel, and the tracks would be set in a concrete trough filled with ballast rather than mounted directly on steel girders, making the passage of the trains almost noiseless. It is unlikely the trains would interrupt people’s sleep. Most bedrooms are in the rear of the building, away from the street over which the trains would run. Yes, there would be some temporary as well as permanent disruption, but far less than if a dozen commercially successful buildings were demolished and the dense streetscape of storefronts left vacant.

2. Carrying the flyover across the Red/Purple lines right at the end of the diagonal alley north of School Street may require CTA to relocate the signal bungalow for Clark Junction—and perhaps the interlocking tower itself. This would be an onerous chore for CTA but certainly not as onerous as demolishing other people’s buildings. Since the point of the project is to simplify the interlocking by eliminating train/train conflicts, it is likely that a smaller signal bungalow, perhaps located on the other side of the tracks, would be sufficient to control the smaller number of signals and switches at the reconfigured interlocking. Perhaps the tower itself could be dispensed with. CTA already has remote-controlled interlockings on the northwest and southeast corners of the Loop, both of which handle movements that directly cross each other’s routes. It seems to me that once Clark Junction is simplified it too can be converted to remote operation.

A further observation: CTA needs to make a stronger case for this project. The media have been pouncing on Mayor Emanuel’s claim that Brown Line trains sometimes are delayed “three or four minutes” at Belmont waiting for a slot across the Red Line. While I have been present at some of these delays, I find most of them involved only 30-60 seconds.

What CTA needs to point out is that a delay of “only” 30-60 seconds multiplied by a hundred of trains a day adds up to a big deal. When trains cannot be kept on schedule, more trains must be added to the mix to make sure that passengers get service. About 10 years ago CTA spent $50 or $60 million to remove the two hairpin kinks from the Green Line L structure between Wabash/Van Buren and the alley running between Wabash and State. All together this project took about “only” about 45 second of running time out of each trip. I seem to remember reading at the time that this “tiny” speedup enabled CTA to operate the Green Line with two fewer trainsets.

You guys need to put the pencil to the Brown Line flyover project and show how much money in equipment and operating costs the flyover will save, and then make sure the media get the story out. There are plenty of quants out there who will eat this stuff up plus lots of quant wannabes who will feel smarter after reading how much money the flyover will save. And then you need to reroute the ramp from its current route into the middle of Wilton Ave. to minimize the destruction. You can do this project, but you’re going to have to fine-tune it first.

Call if you want to talk.

Thanks.

Fritz
Mr. Hands:

Thanks for talking with me at the scoping meeting last Thursday. The occasion did not lend itself to serious discussion so I’m following up by e-mail.

In view of the controversy that has broken out over the routing of the Belmont flyover, and particularly the objections to the demolition of so many buildings in this fast-growing neighborhood, I have to ask why the Authority did not propose a routing that avoided the buildings. Instead of routing the flyover track straight north from the Belmont station, why was it not routed toward the east and onto an elevated structure built in the middle of Wilton Avenue? If anything, this routing appears to be slightly longer, enabling the tracks to ramp up more gently prior to swinging west and crossing over the main line.

From what I can see on Google Earth, the tracks could be routed out into the middle of Wilton and run north two blocks to School Street, where they would turn northwest into the diagonal alley on the north side of School before crossing over the Red/Purple lines and descending to rejoin the northbound track of the Brown Line alignment.

I can see two objections to this plan:

1. Residents on Wilton would object to having an L line running down the street in front of their buildings. But the original Chicago elevated was routed over the streets and alleys, and it seems reasonable to expect that another three blocks of line could be built in the same way now. Some residents may object the new L structure will be unsightly and will interfere with traffic. They will need to be reminded that the structure will be narrow and will carry only one track and that outside of rush hours a train will pass only about every 7 or 8 minutes. A modern L infrastructure, moreover, would be built of reinforced concrete rather than steel, and the tracks would be set in a concrete trough filled with ballast rather than mounted directly on steel girders, making the passage of the trains almost noiseless. It is unlikely the trains would interrupt people’s sleep. Most bedrooms are in the rear of the building, away from the street over which the trains would run. Yes, there would be some temporary as well as permanent disruption, but far less than if a dozen commercially successful buildings were demolished and the dense streetscape of storefronts left vacant.
2. Carrying the flyover across the Red/Purple lines right at the end of the diagonal alley north of School Street may require CTA to relocate the signal bungalow for Clark Junction—and perhaps the interlocking tower itself. This would be an onerous chore for CTA but certainly not as onerous as demolishing other people’s buildings. Since the point of the project is to simplify the interlocking by eliminating train/train conflicts, it is likely that a smaller signal bungalow, perhaps located on the other side of the tracks, would be sufficient to control the smaller number of signals and switches at the reconfigured interlocking. Perhaps the tower itself could be dispensed with. CTA already has remote-controlled interlockings on the northwest and southeast corners of the Loop, both of which handle movements that directly cross each other’s routes. It seems to me that once Clark Junction is simplified it too can be converted to remote operation.

A further observation: CTA needs to make a stronger case for this project. The media have been pouncing on Mayor Emanuel’s claim that Brown Line trains sometimes are delayed “three or four minutes” at Belmont waiting for a slot across the Red Line. While I have been present at some of these delays, I find most of them involved only 30-60 seconds.

What CTA needs to point out is that a delay of “only” 30-60 seconds multiplied by a hundred of trains a day adds up to a big deal. When trains cannot be kept on schedule, more trains must be added to the mix to make sure that passengers get service. About 10 years ago CTA spent $50 or $60 million to remove the two hairpin kinks from the Green Line L structure between Wabash/Van Buren and the alley running between Wabash and State. All together this project took about “only” about 45 second of running time out of each trip. I seem to remember reading at the time that this “tiny” speedup enabled CTA to operate the Green Line with two fewer trainsets.

You guys need to put the pencil to the Brown Line flyover project and show how much money in equipment and operating costs the flyover will save, and then make sure the media get the story out. There are plenty of quants out there who will eat this stuff up plus lots of quant wannabes who will feel smarter after reading how much money the flyover will save. And then you need to reroute the ramp from its current route into the middle of Wilton Ave. to minimize the destruction. You can do this project, but you’re going to have to fine-tune it first.

Call if you want to talk.

Thanks.

Fritz

F.K. Plous
Director of Communications
Corridor Capital LLC
105 W. Adams—Suite 1400
Chicago, IL 60603

Tel: (312) 205-1060
Fax: (312) 205-1001
Mobile: (312) 307-6572
Hi,
Every north side station except Sheridan has been slated for a major overhaul. Sheridan is perhaps the most outdated, disgusting, smelly, flood prone, non-ADA compliant stop on the Red Line.
WHEN WILL THE SHERIDAN STOP BE OVERHAULED?
Hello planning team,

Thank you for your presentation, and your consideration of all the variables that make this portion of the RPM project so complex.

I am glad to see this junction being improved. Including this early on in the RPM project is a smart decision, seeing as it will increase capacity to an extent in the years before the entirety of the Red & Purple are updated for longer train lengths. That being said, there are a few concerns that I have regarding expansion projects in light of past projects and plans.

1. Impact on existing built environment. I understand that demolition of existing structures is inherent in any large capacity improvement project, but limiting the extent of this destruction along major commercial streets and of multi-tenant buildings is imperative.

2. Do not leave holes and empty lots in your wake, they foment opposition to future transit improvement projects. If buildings must be torn down, work to identify developers interested in working with those lots far in advance of construction. The empty lots along side Brown Line stations are a point of discussion which is used as fodder by those who oppose CTA improvement projects. If no one can be found to take on the development, work with a community institution, or consider CTA as the financier of a transit oriented development. The Lakeview apartment market has remained strong for decades, and with the improved service the bypass will provide it will continue to thrive. This would not be a risky development if designed in a transit oriented fashion, seeing as it would provide new users at the doorstep of the agency.

3. Consider a non-elevated option between Belmont and Wilson. I know that a subway option was considered between Loyola and Belmont, but this option was too broad in scope. Tunneling is a way to get past barriers, whether a river, freight rail line, or highway. In this instance, the barrier is the surrounding neighborhood fabric, the Brown Line passing over Clark Junction, and the existing right of way which the rebuild will be predominantly forced to follow. There are many ways in which a subway under Clark and the abandoned freight right of way along Seminary could be organized.

a. 4 track alignment on one level. Requires the widest right of way, but all tracks descend at the same grade.

b. 2 tracks on 2 levels stacked on top of each other, Purple Line tracks on the upper level, Red Line tracks on the lower level. Allows one trench to be dug requiring only a max 25’ ROW at non station locations, which could accommodate a utility trench along side the subway alignment. Purple Line trains would have a slighter grade into Belmont, and a junction with Brown Line trains before entering the station. The Red Line would have a slightly steeper grade directly into the station with no junction. This could also allow for the Purple Line to emerge from its tunnel before an elevated station at Irving Park, and the Red Line to emerge from its tunnel north of Irving Park.

c. 2 tracks on 2 levels stacked on top of each other, southbound on the upper level, and northbound on the lower level. This allows passengers to wait on platforms based on the direction they are headed, rather than the train line they plan on boarding. It also means that trains entering the subway could do so at a slightly steeper grade than those exiting the tunnel at Clark Junction.

All three Subway alternative provide the following benefits which an elevated structure squeezed along the existing right of way would not.
a. Expanded capacity for peak loads following Wrigley Field events, allowing for Purple and Red line trains to serve the stadium area directly on 2 platforms.
b. smooth curves without requiring building demolition or acquisition.
c. limit the height of the Brown Line Bypass, therefore limiting the amount of demolition needed around Clark Junction.

3. Pick your battles with elimination of curves if you proceed above ground. For the curves and jogs being eliminated north of Belmont, a solution which impacts as few buildings as possible is preferential to a solution that creates a straight as an arrow route. For example, the slight turn north of Clark Junction does not slow trains down significantly, but the two jogs at Newport and Sheridan do, every time I take the Red Line north of Belmont. Focus on eliminating the large jogs, not the slight bends, and you should be able to limit the demolitions far below the current 16 building estimate (let alone the amount of future property acquisition around Sheridan).

Before the meeting, I had been unaware that the Irving to Roscoe subway option I had alluded to in my previous comments regarding the RPM project was actually something that had been put forward by the community in the 1980s. Upon hearing this, and seeing the potential disruption that expanding and improving the system along its current right of way could entail, I am now even more convinced that this constrained, complex, and high capacity section of the corridor is in need of a short subway. Much like the Blue Line between Sacramento and Henderson.

While implementing this improvement could take longer than the simple bypass solution, it would address future issues in regards to the RPM project right of way constraints, and would allow the existing alignment to operate uninterrupted while a majority of the project is constructed, thereby limiting service disruptions to a section of the city that relies on transit for its well being.

--

**Jacob E. Peters**  
architect, designer, urbanist, environmentalist, cyclist  
(773) 870-1987  
2722 W. Belden Ave.  
Apartment #1F  
Chicago, IL 60647
We are a community service organization providing human and educational services targeting limited-English-speaking immigrants. The majority of our clientele live, shop and work in the neighborhood where the Lawrence and Argyle stations are located. The Lawrence to Bryn Mawr Project will have a big impact on their daily life. We would like to request for a short, concise and easy-to-understand presentation at our Center at 5120 N. Broadway, preferably in the first two weeks of June. The attendees will be Cantonese-Chinese and Vietnamese speaking.

Thank you very much for your consideration of our request.

--
San L. O, MSW  
Executive Director  
South-East Asia Center  
1134 W Ainslie, Chicago, IL 60640  
(773) 989-7433
The proposed redesign of the "L" station at Belmont is just another example of misspent public funds and unnecessary renovations. As a frequent rider on the Brown Line, the intersection of these lines has never seemed to be particularly bothersome. More inconvenient has been the frequent delays further down the track toward the Loop for the various slow zones due to the state of the track or repairs. The CTA states justifies the need for the bypass due to a frequent up to three minute delay while the Brown Line crosses the Red/Purple line on its northbound route. We do have to wonder if an up to three minute wait really supports the destruction of 16 properties and the expenditure of $320 million dollars. Not only is the flyover unnecessary but it will result in the loss of tax dollars from all of the properties destroyed. The time it would take for the train to "mount the flyover" would probably be more than the short delay that currently exists in crossing the purple/red lines. The Belmont stop was remodeled only a few years ago for better accessibility to the trains, longer trains, and wider platforms. Many of the improvement made by the CTA have been extremely beneficial. The proposal to extend the red line and remodel red line stations has a sound basis. The flyover, however, is ill conceived, basically silly and appears to be a justification for wasting tax payer dollars. I would much rather see these funds used for building more ADA capable stations in the Loop and increasing maintenance and cleanliness of current stations. If this plan goes through, expect Chicago to once again be the laughing stock of the nation-just one more Alaskan road to nowhere. In two words, unnecessary and wasteful. Lorraine Klabunde dragonfly3234@aol.com
I can understand not wanting to disrupt service with the proposed bypass flyover; but this was not the case for the Pink and Red Lines and there are mitigating issues of property demolition and even a question of necessity.

As I have commented previously, current and future ridership demand should drive improvements, not simply for maintaining the existing in a state of good repair, especially where the bypass would be an enhancement. This demand evaluation is coming in the DEIS after a solution has been chosen.

The proposal for four tracks for the Red and Purple Bypass is a case of putting the cart ahead of the horse. Express tracks for the Purple Line may not be a financially responsible proposal if combined Red and Purple peak demand north of Belmont does not exceed Red Line capacity. If additional capacity is needed justifying the Purple Line, in all likelihood it will exceed the capacity on the Brown Line as well and an alternative will be needed to Downtown before trains reach Clark Junction from the north.

In view of line and junction capacities and of operations alternatives, the bypass is not an urgent priority.

All but one of the Red Line's station platforms either can handle or be extended to handle 10-car trains, and the cab signal system can be improved to handle closer headways and be, for all practical purposes, unaffected by conflicting movements at Clark Junction, contrary to what CTA contends. Clark Junction has been equipped with trip-stop protection before cab signaling was overlaid and handled more trains in the 1960s than now and proposed.
Part of the delay comes from holding trains at Belmont for passengers to change trains, ensuring one must be delayed a minute to wait for the other to cross or another to follow. This could be avoided, and headways reduced, by not holding trains in the peaks when the delay for transfers would be as little as a minute.

The CTA's proposal severely impacts the neighborhood, taking many properties, demolishing the buildings for additional, and unnecessary, easement, leaving shallow properties of limited commercial value for redevelopment considering the cost of frontage, and exposing more of the structure and trains to view and hearing.

One interesting proposal from the neighborhood called for a short subway from Montrose along Seminary and Clark to Roscoe that would go under the Brown Line. The speed restrictions for ramps and curves for this relocation would offer little improvement over the existing elevated. This also loses the sunk investment in the relatively new Addison station. The width and easement for a new four-track underground station at Clark & Addison is another issue.

I would suggest a simple flyover, if it comes to that, removing track 4 and the northbound Brown Line track and rebuilding a ramp up and over the Red Line without taking adjacent property.

Without a Purple Line at the bypass, the Red Line can be straightened as CTA proposes between School and Aldine within the existing easement to reduce or eliminate current curve speed restrictions.

The visual impact of a flyover within the existing alignment will be minimal and only affect a few properties. Affected owners can be compensated for loss of fair market value which will cost much less than acquiring property.

The down side is that the Brown Line temporarily would be reduced to single-tracking and peak-direction only at the junction; and the Red and
Brown Lines would three-track through Belmont. Substitute bus or Purple Line might provide reverse-peak services.
Hello,

I would like to make a comment about the Brown-line Flyover at Belmont. I am wondering if the CTA considered moving a few of the northern modular platform segments of the Belmont Station to the south end. Figure doing this will give several feet to shift the flyover south and hopefully keep the project within the current right of way so there will be no need to take any buildings north of the current brown-line tracks. Please let me know what the results of this idea are.

Sincerely,

Wade Van Nortwick
Hello,
I'm interested in being updated with more information on RPM when it is made available, is there an email list/newsletter I can subscribe to?

Thanks,
Nicholas Felland
(Note: Unfinished Comments were sent inadvertently.)

General:

The deteriorating condition and sub-standard design of the existing retaining walls, viaducts, and stations makes an evaluation of needs and alternatives an urgent matter, not only to maintain facilities in a state of good repair; but to evaluate the transportation needs and alternatives. While an interpretation of priorities would be that maintaining a state of good repair includes rebuilding all four tracks from Belmont to Howard, this ignores the need for fiscal responsibility in evaluating the needs, benefits, and costs and the extent that costs for one project may jeopardize improvements elsewhere.

As a former planner, it disturbs me that current and future demand for transit did not drive proposed solutions or alternatives. Has CMAP identified the current and 20-year demographic and employment characteristics of the Red-Purple Line catchment to determine the needs for capacity for appropriate solutions and alternatives? Instead, rebuilding the four tracks has been assumed; and demand forecasts are left to validate a decision in the DEIS.

Now the problem arises that if the Purple Line is needed to absorb excessive demand for just the Red Line, including Yellow and Purple Line passengers transferring at Howard, it surely will overload the Brown Line capacity into the Loop if doesn't reach that point on its own or with an extension to Jefferson Park for an O'Hare connection and the shift in white-collar jobs to the West.
Loop. An alternative will be needed, whether bus or rail, to divert riders.

Bus alternatives would be to add more frequent existing Lake Shore Drive expresses (#148, #147, #146, #143, #135 & #134) or add direct expresses from the Wilson and Belmont stations by way of Lake Shore Drive to North Michigan and to Wacker Drive. Both would exacerbate downtown street traffic and emissions and have eight times the labor cost of rail. BRT along LSD would be relatively ineffective and be a waste of roadway capacity.

Rail subway alternatives must divert riders north of Belmont, and they would be expensive; but the narrow streets preclude LRT or BRT.

- One solution that would serve much of the North and South Lakefront from South Chicago, South Shore, and Hyde Park would be to extend the Metra Electric up North Michigan, Lincoln Park West, Sheridan, and Marine to Lawrence and west to Jefferson Park.
- Another would be to begin a new subway at Montrose west of Broadway along Seminary to Clark, Clark to Sheffield, Sheffield to Belmont, Belmont to either Clark or Broadway, and by a variety of possible alignments in the central area.

Lawrence – Bryn Mawr

The solution for a new elevated structure with concrete and steel decks on piers, whether two or four tracks, seems elegant. It would relieve the stress on the existing retaining walls; but I think these and the earth fill should be removed so as not to harbor vermin.

Enough space would seem to be available within the existing easement to allow the drilling of caissons for piers without disturbing adjacent properties. In most cases, the alley can be built over the alley on the east side if the Embankment to allow the
necessary increased platform width for ADA compliance. The exception is at the historic Aragon where there are parking lots on the west side that allow the necessary easement. Taking the properties at 5637-5643 & 5647 N Broadway seems unnecessary when other properties are as close to the work areas.

I was happy to learn that curves around the platforms are designed for 55 mph, and this is unavoidable between Lawrence and Argyle where tracks must shift; but it seems that the curves between Berwyn and Bryn Marw could be eliminated, allowing 0.8 miles of 70 mph for express trains between 55 mph limits. 70 mph could be extended to Granville, 1.5 miles.

One ongoing wish of mine is for fully enclosed platforms like for the ATS (People-Mover) at O'Hare. This eliminates the platform edge safety and snow removal issues while providing unobstructed sight lines for security.

Harvey I Kahler
General:

The deteriorating condition and sub-standard design of the existing retaining walls, viaducts, and stations makes an evaluation of needs and alternatives an urgent matter, not only to maintain facilities in a state of good repair; but to evaluate the transportation needs and alternatives. While an interpretation of priorities would be that maintaining a state of good repair includes rebuilding all four tracks from Belmont to Howard, this ignores the need for fiscal responsibility in evaluating the needs, benefits, and costs and the extent that costs for one project may jeopardize improvements elsewhere.

As a former planner, it disturbs me that current and future demand for transit did not drive proposed solutions or alternatives. Has CMAP identified the current and 20-year demographic and employment characteristics of the Red-Purple Line catchment to determine the needs for capacity for appropriate solutions and alternatives? Instead, rebuilding the four tracks has been assumed; and demand forecasts are left to validate a decision in the DEIS.

Now the problem arises that if the Purple Line is needed to absorb excessive demand for just the Red Line, including Yellow and Purple Line passengers transferring at Howard, it surely will overload the Brown Line capacity into the Loop if doesn't reach that point on its own or with an extension to Jefferson Park for an O'Hare connection and the shift in white-collar jobs to the West Loop. An alternative will be needed, whether bus or rail, to divert riders.

Bus alternatives would be to add more frequent existing Lake Shore Drive expresses (#148, #147, #146, #143, or add direct expresses from the
Wilson and Belmont stations by way of Lake Shore Drive to North Michigan and to Wacker Drive. Both would exacerbate downtown street traffic and have eight times the labor cost of rail.
As someone who has lived on the 'north side' for 20 years, living near stops like, north/clybourn, Fullerton, and now morse I support the red line project. I currently take public transportation on the weekend only, as I commute to the northern suburbs via car during the week.

This project is needed for Chicago to be competitive with global modern cities of our size. I believe it is key to retaining and attracting new residents, especially gen y.

As someone who has traveled on public transportation in cities across many European countries, Chicago is woefully behind. It was when you published the pictures of the upcoming Belmont flyover project and other northside station upgrades, I realized a vision of how tourists to Chicago and residents could travel in the future, as easy as one does say in Vienna, Austria. It needs to be faster, appealing to take, and cleaner.

When people see transportation stations which are crumbling and old, many will consciously or sub-consciously think they are unsafe and they won't use them. (I have friends like this, who use public transportation in European cities without thinking twice about it.)

Want to get more tourists to the neighborhoods and residents out of their cars? Chicago suburbanites to actually visit the neighborhoods? Upgrade the red line.

Mary
Hello,

I would like to be on the contact list for this project, please so that I may have adequate notice for the next public meeting and any other relevant news. Thanks.

Rich Sypeck
Thank you for contacting feedback@transitchicago.com. Your comments are valuable to the CTA and we want to acknowledge receipt of your message. A Feedback Team member will be responding to your concerns as soon as possible.

This is an automated email; please do not reply to this message.

Thank you,

The Feedback Team
Please add me to the list for future public meetings relating to all transit projects.

Regards,

Dominic Morris
dominicmorris2013@gmail.com
Hi,

Could I please be added to the contact list for the RPM? Thanks.

Kelsey

Kelsey Watterworth, E.I.
Jacobs
Transportation Engineer
312.612.7289
312.251.3015 fax
kelsey.watterworth@jacobs.com

525 W Monroe St, Suite 200
Chicago, IL 60661
www.jacobs.com
Please do not listen to the “Not In My Backyard” set regarding the bypass flyover.

I’m saddened to see that Blair Kaimin of the Chicago Tribune along with others has taken up their cause. They argue that the time savings are minimal and that the neighborhood would be “devastated”. Neither of which are true. They are attempting to place the immediate convenience of roughly 100 people over the long term inconvenience of over 100,000 people.

The bypass would not be an eyesore, it would make the neighborhood more interesting. The time savings aggregated over all of the riders using that portion of the system would amount to some 50 days per week day. The extra trains that could be pushed though the junction would increase the capacity of the Red, Brown, and Purple lines by somewhere on the order 10% during rush hours when the system needs it most thereby increasing the effectiveness of transit in general.

Please don’t let a small group of people who happened to be in the wrong place at the wrong time and who are now claiming to speak for the entire neighborhood derail something that is so much in the interest of the public at large. Compensate them and move them. This project is LONG OVERDUE. It is good for residents as a whole and will help keep Chicago competitive with other metropolitan areas.

A small minded victory for the shrill would help lay the future groundwork for long term failure.

Sincerely,

Alexander Prokopoff
A long term tax paying transit using resident of Chicago
Hello,

I am unable to attend Wednesday's meeting but would like to be kept up to date on anything happening with the Argyle red line station.

Thank you.

Tames McTigue
tames@tamerz.com
Greetings, Please contact Megan Bunimovich at megan@ravenswoodchicago.org or Danielle Inendino at danielle@ravenswoodcommunity.org for immediate response. Regards, Cecilia Diaz
Thank you for your e-mail. I no longer work for Downtown Evanston.

Please contact Matt DiNello at 847-866-6319 (mdinello@downtownevanston.org)

Carolyn Dellutri
I will be out of the office until Thursday, May 23rd. If you need assistance in the meantime please contact Carmen Reveron at Carmen.E.Reveron@hud.gov. Thank you.
I will be out of the office the week of May 19-23.
Mon-Wed contact Carmen Reveron at Carmen.E.Reveron@hud.gov
Thurs/Fri contact Melanie Haywood at Melanie.L.Haywood@hud.gov
Thank you for your email. I am out of the office Monday thru Wednesday May 19 - 21, 2014. I will have access to email. If you need immediate assistance please call 847-866-2934 to speak with Janella Hardin.
I will be out of the office starting Wednesday May 14th, returning to the office on Tuesday May 27th. Please contact Mr. Scott McAleese at smcaleese@transitchicago.com or (312) 681-3919 with any items requiring immediate attention.
I will be out of the office until May 21, 2014.

Dan Powers
From: Anne Comeau [mailto:annecomeau1@yahoo.com]
Sent: Friday, May 16, 2014 10:51 AM
To: Hands, Steve
Cc: Tom Murphy; Allen Stryczek
Subject: Re: Clarification on the northernmost part of Lawrence-Bryn Mawr project

Thanks Steve  It was good of Allen to ask for clarification & I appreciate that confirmation.

We will include you in the distribution of the minutes of our meeting.  We discussed our approach and feel we want to encourage as many people to attend your open house at Truman as possible, so will only include the highlights of your presentation, as well as input that came from attendees.  We still need to do some homework on a couple of our environmental ideas since we want to give you positive ammunition on why they make sense, hopefully from a cost to benefit standpoint.  That may take a bit more time, but we wanted you to know that we understand the issues in making these decisions.  We also want our public officials to be supportive and on board.

Take care and I am sure we will be in touch.
Anne

From: "Hands, Steve" <SHands@transitchicago.com>
To: Allen Stryczek <astryczek@sbcglobal.net>
Cc: Anne Comeau <annecomeau1@yahoo.com>; Tom Murphy <tjm2040@rcn.com>; "Lindsay, Erica" <elindsay@transitchicago.com>; "Wilson, Jeffrey" <Jwilson@transitchicago.com>
Sent: Friday, May 16, 2014 10:08 AM
Subject: RE: Clarification on the northernmost part of Lawrence-Bryn Mawr project

Allen,

Thank you for including us in your meeting Wednesday. It always enjoy talking with groups in the project area about the project and getting your feedback.

The project limits of the Lawrence to Bryn Mawr Modernization Project extend past Hollywood and would include reconstruction of the Hollywood viaduct.

Best,
Steve
From: Allen Stryczek [mailto:astryczek@sbcglobal.net]
Sent: Thursday, May 15, 2014 2:05 PM
To: Hands, Steve
Cc: Anne Comeau; Tom Murphy
Subject: Fw: Clarification on the northernmost part of Lawrence-Bryn Mawr project?

Dear Steve,
Thanks for your interesting and informative presentation on Red Ahead at the EESP meeting yesterday on Wednesday morning. After the meeting we talked some more about it, and we were not clear on the northernmost part of the Lawrence-Bryn Mawr project. In particular, we discussed the crumbling viaduct at Hollywood – which has been on our "Top Ten Ugly" list for Edgewater since at least 2007. While the Hollywood viaduct is a little more than a block north of the Bryn Mawr el station, please confirm whether you are currently planning on including it in the phase that you are currently planning for Lawrence-Bryn Mawr.

Thanks for all you are doing on this massive project. I look forward to your timely reply on this Hollywood viaduct question. Thanks again!

With joy,
Allen.

H: 773-973-3637

http://www.edgewater2020.org/
Allen,

Thank you for including us in your meeting Wednesday. It always enjoy talking with groups in the project area about the project and getting your feedback.

The project limits of the Lawrence to Bryn Mawr Modernization Project extend past Hollywood and would include reconstruction of the Hollywood viaduct.

Best,
Steve

Dear Steve,

Thanks for your interesting and informative presentation on Red Ahead at the EESP meeting yesterday on Wednesday morning. After the meeting we talked some more about it, and we were not clear on the northernmost part of the Lawrence-Bryn Mawr project. In particular, we discussed the crumbling viaduct at Hollywood - which has been on our "Top Ten Ugly" list for Edgewater since at least 2007. While the Hollywood viaduct is a little more than a block north of the Bryn Mawr el
station, please confirm whether you are currently planning on including it in the phase that you are currently planning for Lawrence-Bryn Mawr.

Thanks for all you are doing on this massive project. I look forward to your timely reply on this Hollywood viaduct question. Thanks again!

With joy,
Allen.

H: 773-973-3637

http://www.edgewater2020.org/
Teresa Fourcher, NCARB, LEED AP
Project Manager
330 N. Wabash Ave., Suite 3600, Chicago, IL 60611
t 312.755.4565 c: 312.371.6699 Teresa.Fourcher@perkinswill.com

Please consider the environment before printing this email
Steve –
Can you please give me a call? Have had couple of conversations with Henry Thai (primary Sun Center owner) and want to make sure I’m explaining situation as well as possible.
Alyssa

Alyssa Berman-Cutler
President & CEO
Uptown United
4753 North Broadway, Suite 822
Chicago, IL 60640
773-878-1064
www.uptownunited.org
alyssabc@uptownunited.org

Alyssa, Thank you for your interest in the Red and Purple Modernization program. We will add you to our contact list and make sure you receive future communications. We are also looking forward to talking with you tomorrow!

Best,
Steve Hands

Please add me to any mailing list.
Thanks,
Alyssa
Hello,

Public Storage owns the Property at 5637-5643 N Broadway Street (also 1135 W Hollywood Avenue). According to the Red and Purple Modernization Project website, the Property will be affected by the Lawrence to Bryn Mawr Modernization phase of the Project.

Please send me the following information, regarding the proposed taking, whether in fee or easement, at the Property:

- a plat of the proposed take and/or easement areas;
- project plans showing project improvements relative to the improvements on the Public Storage Property;
- project profiles, including cross-sections, at the Property, showing any changes in elevation or grade at or near the property line;
- project cross-section profile through the Property’s driveway, or profile nearest to the driveway;
- driveway construction plans or standards;
- if proposed form of any proposed easements;
- proposed duration of any proposed temporary construction easement; and
- project schedule, including when:
  - you expect an offer to be made;
  - acquisition is to be completed; and
  - construction is to begin.

I should be your primary contact for all matters regarding this project; all of my contact information is below. Please refer to the Public Storage Property number in your correspondence: 23404.

Thank you,

Carolynn Ruth
Real Estate Paralegal
Public Storage
701 Western Avenue
Glendale, CA  91201-2349
Tel:  818.244.8080 x1410
Fax:  818.543.7341
Email:  cruth@publicstorage.com

For Settlement Purposes Only. Any settlement is conditional upon the parties’ reaching agreement as to terms and form of the settlement documents, including any deeds or easements. All terms and documents must receive final approval by Public Storage’s counsel.

This communication may contain information that is confidential, privileged, or otherwise legally exempt from disclosure. If you are not the intended recipient, you are hereby notified that you are not authorized to read, print, retain, copy, or disseminate this communication and any attachments. You should immediately destroy this message and all copies and notify the sender by reply e-mail. Thank you.
Hi –

I was trying to RSVP Pedro Cevallos for this prebid on Monday at 10am, but couldn’t find it on the site you referenced. Please let me know next steps.

Thank you,

Nikki Dvorak | Business Development

Primera Engineers, Ltd. • 100 South Wacker Drive, Suite 700 • Chicago, IL 60606
main 312/606.0910 • direct 312/242.6443 • ndvorak@primeraeng.com

Buildings • Transportation • Power | PrimeraEng.com
Hello,

I would like to follow-up quickly on my previous message and link you to a piece from the Strong Towns blog, of which I am an avid reader, about the relationship between saving time on a commute and saving money. I would tend to agree with the author, and I feel this argument applies in the case of the Red Line bypass. This project would require the demolition of properties, businesses and residences, all of which contribute to the local economy for a project that is not intended to spur development but to simply move people a few seconds faster to their destination (presumably, in most cases, downtown).

http://www.strongtowns.org/journal/2014/5/7/show-me-the-money.html#.U2pHbP2BOro

Thank you again for the opportunity to give input on this project.

Sincerely,

Jeff Danna

On Thu, May 1, 2014 at 3:56 AM, Jeff Danna <jeffreydanna@gmail.com> wrote:
To: CTA Red and Purple Line Modernization representatives
CC'd: Alderman Tom Tunney, Lakeview Chamber of Commerce, Central Lakeview Merchants

To whom it may concern,

As many Chicagoans, I have read a great deal in recent days about the Chicago Transit Authority's plans for an overhaul of the system's Red and Purple Line tracks and stations on the North Side. While I believe Chicago should welcome most of these plans, I urge you not to move forward with the proposed Red-Purple Line bypass.

Although I recently moved to the South Side, I was longtime North Side resident and Red Line rider. I rode the Red Line on a regular basis both to access North Side neighborhoods from Lincoln Park to Rogers Park and, in the later years of my North Side residency, to get to my job downtown. What has always stood out to me as the best asset of the Red Line is that it not only allows quick access to downtown, it also conveniently serves tens of thousands of residents and businesses in many successful and diverse neighborhoods. With the proposed bypass and the building demolition it would require, I fear the CTA is focusing only on that first asset — access to downtown — at the expense of the neighborhoods.

I have read that the proposed bypass would cost upwards of $320 million and require the demolition of nearly 20 buildings in the heart of Lakeview. I have to ask: What return is expected on this project? What do we lose in terms of ongoing property and sales tax revenue from the demolition of homes and businesses that contribute to the overall financial health of the city and neighborhood? I don't have these answers — I would genuinely like to know. What do we gain by moving people from one location to another four minutes faster?
While I cannot say what we will gain, I know what we will lose: Businesses like Bolat African Restaurant and Johnny O'Hagan's Pub. Apartments. Condos. The very vibrant, urban neighborhood that the CTA and other city leaders say they want to encourage elsewhere. But that neighborhood already exists in this location, and it is wildly successful. Once it's gone, it doesn't come back. Also once it's gone, it's one less reason for people to visit this part of Lakeview and the city. The businesses may opt to open elsewhere, but the damage will be done to this area, much in the way we still see the scars of street and highway projects that cut through neighborhoods in the middle of the last century, and they deaden neighborhoods to this day. Sure, we can funnel people downtown a few minutes faster, but at what cost? I ask again — what do we gain by doing this?

We certainly need to be good stewards of our public transit systems in Chicago. They are part of the city's lifeblood. My wife and I have a single vehicle. I take public transit every day to work — both the Metra and the CTA's Red Line. I support investments in this infrastructure and believe that we need to ensure what we have works efficiently and supports the urban fabric of the city. I believe that in the long run, projects like the recent overhaul of the South Side Red Line stations and the proposed extension of the Red Line past 95th Street will do much good for the city and support a great deal of residents who depend on our transit system for their well-being. But the proposed Red-Purple Line bypass is a mistake. We stand to lose the very things that make a neighborhood like Lakeview so attractive to residents and visitors alike — the unique businesses, a variety of housing types and an authentic urban environment — to save commuters three to four minutes traveling downtown.

Thank you for your time.

Sincerely,

Jeff Danna
Chicago resident
Can I be added to the mailing information?

Sent from my iPhone
Hello,

I am a property owner at 3347 N Clark St, Unit 2E. I would like to be sent email on RPM updates. Thank you.

Joe Zuercher
Thank you for reaching out to us. We've received your email, and someone from our staff will contact you shortly.

Lakeview Chamber of Commerce
1409 W. Addison St.
Chicago, IL 60613
P: 773.472.7171
F: 773.472.0198

Hours of Operation
Monday through Friday - 9:00am - 5:00pm
To: CTA Red and Purple Line Modernization representatives  
CC'd: Alderman Tom Tunney, Lakeview Chamber of Commerce, Central Lakeview Merchants  

To whom it may concern,

As many Chicagoans, I have read a great deal in recent days about the Chicago Transit Authority's plans for an overhaul of the system's Red and Purple Line tracks and stations on the North Side. While I believe Chicago should welcome most of these plans, I urge you not to move forward with the proposed Red-Purple Line bypass.

Although I recently moved to the South Side, I was longtime North Side resident and Red Line rider. I rode the Red Line on a regular basis both to access North Side neighborhoods from Lincoln Park to Rogers Park and, in the later years of my North Side residency, to get to my job downtown. What has always stood out to me as the best asset of the Red Line is that it not only allows quick access to downtown, it also conveniently serves tens of thousands of residents and businesses in many successful and diverse neighborhoods. With the proposed bypass and the building demolition it would require, I fear the CTA is focusing only on that first asset — access to downtown — at the expense of the neighborhoods.

I have read that the proposed bypass would cost upwards of $320 million and require the demolition of nearly 20 buildings in the heart of Lakeview. I have to ask: What return is expected on this project? What do we lose in terms of ongoing property and sales tax revenue from the demolition of homes and businesses that contribute to the overall financial health of the city and neighborhood? I don't have these answers — I would genuinely like to know. What do we gain by moving people from one location to another four minutes faster?

While I cannot say what we will gain, I know what we will lose: Businesses like Bolat African Restaurant and Johnny O'Hagan's Pub. Apartments. Condos. The very vibrant, urban neighborhood that the CTA and other city leaders say they want to encourage elsewhere. But that neighborhood already exists in this location, and it is wildly successful. Once it's gone, it doesn't come back. Also once it's gone, it's one less reason for people to visit this part of Lakeview and the city. The businesses may opt to open elsewhere, but the damage will be done to this area, much in the way we still see the scars of street and highway projects that cut through neighborhoods in the middle of the last century, and they deaden neighborhoods to this day. Sure, we can funnel people downtown a few minutes faster, but at what cost? I ask again — what do we gain by doing this?

We certainly need to be good stewards of our public transit systems in Chicago. They are part of the city's lifeblood. My wife and I have a single vehicle. I take public transit every day to work — both the Metra and the CTA's Red Line. I support investments in this infrastructure and believe that we need to ensure what we have works efficiently and supports the urban fabric of the city. I believe that in the long run, projects like the recent overhaul of the South Side Red Line stations and the proposed extension of the Red Line past 95th Street will do much good for the city and support a great deal of residents who depend on our transit system for their well-being. But the proposed Red-Purple Line bypass is a mistake. We stand to lose the very things that make a neighborhood like Lakeview so attractive to residents and visitors alike — the unique businesses, a variety of housing types and an authentic urban environment — to save commuters three to four minutes traveling downtown.
Thank you for your time.

Sincerely,

Jeff Danna
Chicago resident
Hello...

Please add my email address to the RPM contact list for future public meetings and RPM updates.

Thanks for your help,

Nick
Good Afternoon,

I was wondering how, is and when the new CTA plans will help the Goose Island area? I am working on a project on the Island and am looking for any material which would help us move out of state companies in the area. We have a few large firms in a “holding pattern”, they are waiting for a more concrete plan before proceeding any further.

Any help would be much appreciated. Feel free to reach out with any questions in the meantime.

Thank you in advance!

Best,
Ben
Please add me to any mailing list.
Thanks,
Alyssa
Sign up for RPM updates

Robert T. Gorski, PE
Rail & Transit Business Line Leader
Midwest / Northeast Group

URS Corporation
400 Monroe Street
International Center Building, Suite 270
Detroit, MI 48226-2962
Direct: 313.961.3418
Mobile: 313.407.8474
Fax: 313.961.3480
Email: robert.gorski@URS.com

Please consider the environment before printing this email.
Hi,

I would like to be added to the contact list for the RPM project regarding meetings and updates.

Sincerely,
Anna Williams
Will do, thanks!

CTA FEEDBACK TEAM

Lori,

We would appreciate it if you could forward all emails regarding RPM to us so that we can keep track of comments and/or questions. We also keep a contact list, and when we receive emails we will add those individuals to the contact list so they receive future updates. Let me know if you have any questions about this going forward.

Best,
Steve Hands

Chicago Transit Authority
Red and Purple Modernization (RPM)
Improving your commute. Improving your community.
www.transitchicago.com/RPMproject
RPM@transitchicago.com

Hi Steve,

Moving forward, do you want us to forward you any e-mails regarding the RPM project so that you can reply? We sent this customer a generic response but was unable to forward that because we were having e-mail issues this morning.

Thank you,

Lori Rohde

CTA FEEDBACK TEAM
Sarah Myers,

Thank you for your interest in the Red and Purple Modernization program.

We appreciate your input and thank you for taking the time to provide your comment. We will take your comment into consideration as we develop the Environmental Assessments for each Phase One project. Please visit our webpage at www.transitchicago.com/RPMproject to learn more about the project and to follow the progress of the Environmental analysis.

Best,
Steve Hands

---

From: Feedback
Sent: Thursday, April 24, 2014 8:52 AM
To: North Red & Purple Modernization
Subject: FW: Transit Chicago Contact Us - feedback

FYI

CTA FEEDBACK TEAM

From: Sarah Myers [care4rplanet@yahoo.com]
Sent: Wednesday, April 23, 2014 6:22 PM
To: Feedback
Subject: Transit Chicago Contact Us - feedback

Address: 7715 S. South Shore Dr. #403
Address2:
Address3:
City: Chicago
State: IL
Country: United States
Zip: 60649
Phone:
Comment: (See above.)

Some other CTA facility or infrastructure: upcoming modernization

Additional Info: Attention: Strategic Planning re: Upcoming Modernization Red Line/Purple Line 4/23/14 Ladies and Gentlemen: I appreciate being informed by post card that you are at long last going to be installing an elevator at Berwyn - even though it is after I moved on out of that area and no longer have to climb those treacherous stairs at Berwyn after shopping at the nearby Jewel. I know there are still lots of old-timers and disabled's still there who will appreciate it. Here's hoping at some point in the not-too-distant future you will also get around to putting in an elevator at Jarvis where I know there are still lots of other old-timers and/or disabled's who will appreciate it there, also. Meantime, I am truly thrilled with the Hybrid Express Buses that run dependably and frequently along South Shore Drive, where I now live. (Although I cringe every time you bring out one of the older gas guzzling less spacious buses for this route - the accordion buses are really needed along South Shore - there are always plenty of riders on this route; and some of us have allergies which make the hybrid buses all that much nicer.)/sm
Good morning!

We received a post card for the RPM open houses, addressed to Nathan Jones.

Since he no longer works for the Village of Skokie, and other staff members received the postcards, please remove him from future mailing lists.

Thanks!

Carrie

Carrie Haberstich, AICP
Planner/CDBG Administrator
Department of Community Development
5127 Oakton Street
Skokie, Illinois 60077
Phone: 847-933-8447 ext. 8296
Fax: 847-568-8896
carrie.haberstich@skokie.org
www.skokie.org
Hi Steve,

Moving forward, do you want us to forward you any e-mails regarding the RPM project so that you can reply? We sent this customer a generic response but was unable to forward that because we were having e-mail issues this morning.

Thank you,

Lori Rohde

CTA FEEDBACK TEAM

---

Sarah Myers,

Thank you for your interest in the Red and Purple Modernization program.

We appreciate your input and thank you for taking the time to provide your comment. We will take your comment into consideration as we develop the Environmental Assessments for each Phase One project. Please visit our webpage at www.transitchicago.com/RPMproject to learn more about the project and to follow the progress of the Environmental analysis.

Best,

Steve Hands

Chicago Transit Authority
Red and Purple Modernization (RPM)
Improving your commute. Improving your community.
www.transitchicago.com/RPMproject
RPM@transitchicago.com

---

FYI

CTA FEEDBACK TEAM
From: Sarah Myers [care4rplanet@yahoo.com]  
Sent: Wednesday, April 23, 2014 6:22 PM  
To: Feedback  
Subject: Transit Chicago Contact Us - feedback

Address: 7715 S. South Shore Dr. #403  
Address2:  
Address3:  
City: Chicago  
State: IL  
Country: United States  
Zip: 60649  
Phone:  
Comment: (See above.)

Some other CTA facility or infrastructure: upcoming modernization  
Additional Info: Attention: Strategic Planning re: Upcoming Modernization Red Line/Purple Line 4/23/14  
Ladies and Gentlemen: I appreciate being informed by post card that you are at long last going to be installing an elevator at Berwyn - even though it is after I moved on out of that area and no longer have to climb those treacherous stairs at Berwyn after shopping at the nearby Jewel. I know there are still lots of old-timers and disabled's still there who will appreciate it. Here's hoping at some point in the not-too-distant future you will also get around to putting in an elevator at Jarvis where I know there are still lots of other old-timers and/or disabled's who will appreciate it there, also. Meantime, I am truly thrilled with the Hybrid Express Buses that run dependably and frequently along South Shore Drive, where I now live. (Although I cringe every time you bring out one of the older gas guzzling less spacious buses for this route - the accordion buses are really needed along South Shore - there are always plenty of riders on this route; and some of us have allergies which make the hybrid buses all that much nicer.)/sm
FYI

CTA FEEDBACK TEAM

From: Sarah Myers [care4rplanet@yahoo.com]  
Sent: Wednesday, April 23, 2014 6:22 PM  
To: Feedback  
Subject: Transit Chicago Contact Us - feedback

Address: 7715 S. South Shore Dr. #403  
Address2:  
Address3:  
City: Chicago  
State: IL  
Country: United States  
Zip: 60649  
Phone:  
Comment: (See above.)

**Some other CTA facility or infrastructure**: upcoming modernization  
Additional Info: Attention: Strategic Planning re: Upcoming Modernization Red Line/Purple Line 4/23/14 Ladies and Gentlemen: I appreciate being informed by post card that you are at long last going to be installing an elevator at Berwyn - even though it is after I moved on out of that area and no longer have to climb those treacherous stairs at Berwyn after shopping at the nearby Jewel. I know there are still lots of old-timers and disabled's still there who will appreciate it. Here's hoping at some point in the not-too-distant future you will also get around to putting in an elevator at Jarvis where I know there are still lots of other old-timers and/or disabled's who will appreciate it there, also. Meantime, I am truly thrilled with the Hybrid Express Buses that run dependably and frequently along South Shore Drive, where I now live. (Although I cringe every time you bring out one of the older gas guzzling less spacious buses for this route - the accordion buses are really needed along South Shore - there are always plenty of riders on this route; and some of us have allergies which make the hybrid buses all that much nicer.)/sm
Hi Rpm Team, I am person with a disability and I would love to stay informed about all the current red line project. I am very excited! That more accessible north side station are being built.

Thanks Tony

Sent with AquaMail for Android
http://www.aqua-mail.com
Hi Steve and Melody,

Thank you very much for your quick reply! I'm sure you all are swamped with emails, so I'll wait for the upcoming meeting to ask additional questions. If there's a list you could place me in to receive updates, that would be very much appreciated, as I'm super concerned about the affects this project will have on my property value.

Best,

Kirsten

On Wed, Apr 23, 2014 at 2:40 PM, North Red & Purple Modernization <RPM@transitchicago.com> wrote:

Kirsten,

Thank you for your email. The property you indicated in your email (3416-3418 N Sheffield) has not been identified as necessary to implement the Red-Purple Bypass project, and so no letters were mailed to this address. The full list of properties identified as necessary for the project will be made available on the project webpage once we have had an opportunity to talk with all property owners, residents, and businesses.

We apologize for any confusion the project announcement may have caused. If you have any further questions or would like to discuss the project further, feel free to reach out this email address or to contact CTA’s relocation consultant Melody Carvajal at (773) 490-2934 or melodyc@mckissackmw.com.

Best,

Steve Hands

Chicago Transit Authority

Red and Purple Modernization (RPM)

Improving your commute. Improving your community.

www.transitchicago.com/RPMproject
Good Morning,

I own a condo at 3418 N Sheffield and am looking to verify whether or not our building is one of the 16 needing to be demolished for the RPM project. We have disabled all building door buzzers so none of us would have been able to accept a certified letter.

Could you please confirm whether or not we are on the list?

Thank you,

Kirsten Lindberg

3418 N Sheffield, #4

312.480.1399
North Red & Purple Modernization

From: Dan Brescia <dbrescia@bbandainc.com>
Sent: Wednesday, April 23, 2014 11:15 AM
To: North Red & Purple Modernization
Subject: RPM contact list

Please add me to the RPM contact list

Dan Brescia | Vice President, Railroad & Transit Services
D 312-228-1138 | C 847-417-1085 | E dbrescia@bbandainc.com

BOWMAN, BARRETT & ASSOCIATES INC.
130 E. Randolph Street, Suite 2650, Chicago, IL 60601
P 312-228-0100 | F 312-228-0706 | W www.bbandainc.com

This transmission is for the designated recipient only and may contain privileged, proprietary, or otherwise private information. If you are not the intended recipient, any dissemination, distribution or copying is strictly prohibited. If you have received this e-mail in error, please notify the sender by replying to this message and delete this e-mail. Thank you.
Hello,

One last question, I am or believe I will be an impacted home owner in one way or the other. I would like to confirm that my building is slated for demolition. If not I know the building next door is 3406 Sheffield. Just trying to get all the up to date info I can. If we are not on the list for Demo just curious as I think my property value is gone since everything in front of us and beside us is going to be gone.

Thank you for any info you can provide.

Tim

Tim Dineen, 

Thank you for your interest in the Red and Purple Modernization program. It is important that CTA get in touch with each property owner, business owner, or renter first. Afterwards, the entire list of impacted properties will be made public. We will add you to our contact list and make sure you receive future communications. Please continue to visit our webpages www.transitchicago.com/RPMproject for additional details.

Best,

Steve Hands

Chicago Transit Authority
Red and Purple Modernization (RPM)
Improving your commute. Improving your community.
www.transitchicago.com/RPMproject
RPM@transitchicago.com

As we all know there is still a lot of moving parts here to these plans. But I was wondering if someone might be able to help with what address that will be affected by this brown line overpass. I am a resident and own a condo right were this is all planning is being proposed. I am worried that I might not be affected by it initially. If anything it will bring down my property value dramatically if my property is not on the list of acquisitions.

With that does anyone know or have an idea of the list of properties affected by this?

Thank you

Tim
From: Kirsten Lindberg <kirsten.e.lindberg@gmail.com>  
Sent: Wednesday, April 23, 2014 9:53 AM  
To: North Red & Purple Modernization  
Subject: 3416-18 N Sheffield

Good Morning,

I own a condo at 3418 N Sheffield and am looking to verify whether or not our building is one of the 16 needing to be demolished for the RPM project. We have disabled all building door buzzers so none of us would have been able to accept a certified letter.

Could you please confirm whether or not we are on the list?

Thank you,

Kirsten Lindberg  
3418 N Sheffield, #4  
312.480.1399
Please handle. Thank you!

CTA FEEDBACK TEAM

From: Adam Hubbard [adamhubbard1201@yahoo.com]
Sent: Wednesday, April 23, 2014 12:28 AM
To: Feedback
Subject: Transit Chicago Contact Us - RPM Project

Address: 360 Providence Drive
City: Matteson
State: IL
Country: United States
Zip: 60443
Phone: 1-708-921-0254

Comment: How wide will the Platforms of the RPM Project on Red Line North from Belmont to Linden? Is it going to be 24" or 30 inches wide?

Some other CTA facility or infrastructure: RPM Modernization Project
From: Ryan Polisoto <ryan.polisoto@gmail.com>
Sent: Tuesday, April 22, 2014 4:35 PM
To: North Red & Purple Modernization
Subject: Please add me to the list.
From: Marcelo Pappas <MPappas@bupdlaw.com>
Sent: Monday, April 21, 2014 4:04 PM
To: North Red & Purple Modernization
Subject: Add me to your mailing list.

The pages accompanying this e-mail originate from the law firm of Brown, Udell, Pomerantz & Delrahim, LTD. and may be confidential and/or privileged pursuant to the attorney-client privilege and work-product doctrine. The information is intended for the use of the individual or entity named. It is prohibited for anyone else to disclose, copy, distribute or use the contents of this message if you are not the intended recipient. The contents may not be copied or distributed without this disclaimer. Although this e-mail and any attachments are believed to be free of any virus or other defect that might affect any computer system into which it is received and opened, it is the responsibility of the recipient to ensure that it is virus free. Brown, Udell, Pomerantz & Delrahim, LTD. accepts no responsibility for any loss or damage arising in any way from its use. If you received this message in error, please delete the message and advise the sender by reply e-mail or notify us immediately at (312) 475-9900. All personal messages express views solely of the sender, which are not to be attributed to Brown, Udell, Pomerantz & Delrahim, LTD.

CIRCULAR 230 NOTICE:
Treasury Department Circular 230 requires that we inform you that any discussion of U.S. federal tax issues contained herein and in any accompanying materials is not intended or written to be relied upon, and cannot be relied upon, by any person for the purpose of (i) avoiding penalties that may be imposed under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any transaction or matter addressed herein or therein.
I know it’s not the same project exactly but there’s a rumor going round about a flyover at Belmont for the Brown Line. Seriously? I ride the El daily and the momentary wait is not worth the Millions$ expenditure not the destruction of houses. How about a new El line to some underserved area instead? Please get your priorities straight.

ken de muth

DK Home
dkdemuth@ameritech.net
Hi—I would like to be added to the RPM contact list to receive future updates about RPM. Thanks!

--
Paige Leskin
Northwestern University ’17, Journalism and Political Science
Assistant City Editor | The Daily Northwestern
201-312-4526 | Linkedin | Twitter
Hi,

I am quite excited by the recent announcements for the Red North modernization project. The Red-Purple bypass seems to be both a very necessary, complex, and expensive project given high traffic through the junction and the limited space available for new trackage. I'd like to suggest two alternative that I'd hope to see in the Phase I EA that may reduce or eliminate the use of eminent domain and reduce the cost.

1) Elevate the Red line tracks over the Brown Line crossing, possibly all the way to Newport in order to reduce the S-curve there.

2) Split the Brown and Purple Line tracks immediately north of the Belmont platform and elevate the NB Brown Line over N Wilton Ave and the diagonal alley north of School.

These alternatives might be eliminated due to other constraints, but I'd like to see the reasoning behind their elimination.

Thank you,

- Alan Robinson
1700 E. 56th St.
Apt. 2810
Chicago, IL
60637
From: j2718@earthlink.net
Sent: Friday, April 18, 2014 1:52 PM
To: North Red & Purple Modernization
Subject: RPM contact list

Please add this e-mail address to the RPM contact list.
As we all know there is still a lot of moving parts here to these plans. But I was wondering if someone might be able to help with what address that will be affected by this brown line overpass. I am a resident and own a condo right were this is all planning is being proposed. I am worried that I might not be affected by it initially. If anything it will bring down my property value dramatically if my property is not on the list of acquisitions.

With that does anyone know or have an idea of the list of properties affected by this?
Thank you
Tim

Tim Dineen
Phone: 877.818.6514 | Fax: 847-371-3280 Mobile: 630.415.4082 | Direct 312.705.2937
Please add me to this project mailing list.

Thanks
Graham Bell
Lakeview
I’m writing as a property owner next to the Berwyn station. Please add me to the mailing list for anything regarding this project.

-Gunner Schnowske

Gunner Schnowske
Vice President
Newcastle Limited
150 North Michigan Avenue, Suite 3610
Chicago, IL 60601
312-252-1433 Direct
312-252-1400 Main
gschnowske@newcastlelimited.com
Dear CTA,

I want to express my support for the Brown Line overpass at Belmont. While I understand that people and buildings will be displaced in order to accomplish this, I think that improving transit speed for a vast number of people will encourage the use of lower-pollution travel and yield large benefits — in particular, health benefits — for many, many people. There are many examples where a few individuals pay a higher price for the benefit of many people. For example, when coal-fired power plants were shut down recently a small number of workers sacrificed their livelihoods so the rest of us could have cleaner air and less disease. Being displaced from your home is no small sacrifice but most people would agree that it is smaller than losing — with no recompense whatsoever — your job. The community-wide benefits far outweigh the individual costs.

Best,
Emile Jorgensen
4530 N Albany Ave
Chicago IL 60625
Please add me to your project distribution list.

Thank you,

Kim
Greetings:

The recent stories in the news are encouraging for us red and purple line riders. I use both very frequently and at all times of the day and evening and on weekends.

I just hope this results in better followthrough than the last several attempts:

In around 2008, an optimistic plan was put forth to eliminate slow zones on the red line. Some ties were replaced and other poking at things was done, and some slow zones went away. Within a year there were as many slow zones as before, and some sections were never fixed.

To this day, trains crawl between Loyola and Granville on all four tracks. You have been poking at the track there for five years or so and still have not got it fixed.

Another slow zone fixing binge came around 2011, and then the station fixing and slow zone fixing in summer of 2012. Slow zones are now worse than ever. New track down to the dirt was put through some stations, a good step for the future but that track will probably be relaid for the new stations anyway, so why not have treated other stretches instead?

All of the restoration efforts will be for nothing if you do not maintain the new infrastructure. Waiting until all the ties are rotten just stresses everything else. Not maintaining drainage just shortens tie life. Not supporting the rail with good ties probably makes the rail unhappy, and then the cars, etc.

So I hope that our new eventual $4.something billion red and purple line do not decay back into their current state shortly after completion due to neglect and deferred maintenance.

Rich Bynum
773-294-2935
Please keep me informed about notices and future updates about the RPM Program.

Thanks
Mike
Hi,

I saw the announcement about the first phase of the RPM project, reconstructing four stations. Does that mean that plans to consolidate stations have been abandoned? I would consider that tragic.

Thanks,
Fedor Manin
Can you please modernize the purple line Foster and Noyes stops in Evanston?
Thanks. Howard Gordon

You’re invited to attend CTA OPEN HOUSES on Red and Purple Modernization (RPM) Phase One Projects

Since the last RPM open house meeting in February 2012, CTA has been evaluating the benefits and potential impacts of the RPM improvements. We would like to share with you information about the proposed first phase of RPM improvements, which would include two main projects:

- **Red-Purple Bypass**: Construction of a rail bypass north of the Belmont station to eliminate delays where the Red, Purple, and Brown lines all intersect and trains must stand and wait for other trains to pass.

- **Lawrence to Bryn Mawr Modernization**: Modernizing over one mile of rail track and completely rebuilding four aging stations: Lawrence, Argyle, Berwyn, and Bryn Mawr, including adding elevators at each station to make them accessible to customers with disabilities and limited mobility.

**Attend Both Open Houses**
Each open house will focus on one specific Phase One project and the public is invited to attend both meetings.
At the open houses, you will learn more about the RPM Phase One projects, anticipated project benefits and impacts that are being studied as part of the Environmental Assessments for each project, and have an early opportunity to provide feedback.

**Learn More About the Projects!**
The CTA encourages you to visit the RPM webpage to get more information about RPM and the Phase One Projects. The RPM improvements are one part of the Red Ahead Program, a comprehensive initiative for maintaining, modernizing and expanding Chicago's most traveled rail line. Thank you for your continued interest.

RPM Program Team
Chicago Transit Authority

visit [www.transitchicago.com/rpmproject](http://www.transitchicago.com/rpmproject) • email RPM@transitchicago.com

За информацией на русском, звоните по телефону 312-681-2712 • 中文查询，请打电话 312-681-2712

Para información en Espanol, llame al 312-681-2712 • Customer Information: 1-888-YOUR-CTA (1-888-968-7282)
**From:** Saverio Alonzi <sjalonzijr@gmail.com>  
**Sent:** Thursday, April 17, 2014 5:17 PM  
**To:** North Red & Purple Modernization  
**Subject:** add to the RPM contact list

I would like to be added to the RPM contact list for meeting notices and future updates about the RPM Program.  
Thank you.  
Saverio Alonzi
North Red & Purple Modernization

From: Tony Robinson <eraofadifferentman@gmail.com>
Sent: Thursday, April 17, 2014 3:55 PM
To: North Red & Purple Modernization
Subject: Mailing list

Please add rarobins17@hotmail.com to the mailing list
Hello,

I would like to be added to the contact list of RPM updates.

Thank you
I will be out of the office on Monday, April 7 through April 18 returning to the office on April 21. If your matter is urgent please contact Donna Kujat (312) 917 0765 (donna.kujat@mercer.com). I will have limited e-mail access, but will return your messages accordingly. Thank you.

Important notices: References to Mercer shall be construed to include Mercer LLC and/or its associated companies. © 2014 Mercer LLC. All rights reserved. This contains confidential and proprietary information of Mercer and is intended for the exclusive use of the parties to whom it was provided by Mercer. Its content may not be modified, sold or otherwise provided, in whole or in part, to any other person or entity, without Mercer’s prior written permission. The findings, ratings and/or opinions expressed herein are the intellectual property of Mercer and are subject to change without notice. They are not intended to convey any guarantees as to the future performance of the investment products, asset classes or capital markets discussed. Past performance does not guarantee future results. Mercer’s ratings do not constitute individualized investment advice. Information contained herein has been obtained from a range of third party sources. While the information is believed to be reliable, Mercer has not sought to verify it independently. As such, Mercer makes no representations or warranties as to the accuracy of the information presented and takes no responsibility or liability (including for indirect, consequential or incidental damages), for any error, omission or inaccuracy in the data supplied by any third party. This does not constitute an offer or a solicitation of an offer to buy or sell securities, commodities and/or any other financial instruments or products or constitute a solicitation on behalf of any of the investment managers, their affiliates, products or strategies that Mercer may evaluate or recommend. For the most recent approved ratings of an investment strategy, and a fuller explanation of their meanings, contact your Mercer representative. For Mercer’s conflict of interest disclosures, contact your Mercer representative or see www.mercer.com/conflictsofinterest

This e-mail and any attachments may be confidential, proprietary or legally privileged. Any review, use, disclosure, distribution or copying of this e-mail is prohibited except by or on behalf of the intended recipient. If you received this message in error or are not the intended recipient, please delete or destroy the e-mail message and any attachments or copies and notify the sender of the erroneous delivery by return e-mail. To the extent that this message or its attachments were sent without encryption, we cannot guarantee that the contents have not been changed or tampered with. Any advice expressed in this message is being delivered to you solely for your use in connection with the matters addressed herein and may not be used for any other purpose without our prior written consent.

The information contained in this document (including any attachments) is not intended by Mercer to be used, and it cannot be used, for the purpose of avoiding penalties under the Internal Revenue Code that may be imposed on the taxpayer.
I am out of the office and am unavailable. I plan to return to the office Monday, April 21.

If you have questions about the Community Reintegration Program, please call the CRP phone line 312-996-1065 and leave your message. Someone should return your call.

Thank you, Leslie Walsh
I will be away from the office on Personal Time Off on April 17 and on April 18 in observance of the Good Friday market holiday.

For immediate assistance on April 17, please contact Christian Frost at 312.920.3518 or another department Associate at 312.920.3530.
Thank you for your e-mail. I no longer work for Downtown Evanston.

Please contact Matt DiNello at 847-866-6319 (mdinello@downtownevanston.org)

Carolyn Dellutri
I will be out of the office until Monday 4/21. Contact Melanie Haywood at 312-913-8728.
Please notify me of any future news for the RPM Project.

Thank you,
Michael Anderson
3309 N. Sheffield Ave., Apt. 2
Chicago, IL 60657
michael_edward_anderson@hotmail.com
Dear CTA:

I'm happy to see that plans for the RPM project are moving along, but was curious to learn about the status of other portions of the project. If Phase 1 involves the flyover and rebuilding 4 of the stations, what is the current thinking for future phases and more specifically for straightening out the Sheridan curve? My last understanding was that an EIS was also being prepared for that portion of the work. Is this still occurring, or are the other parts other than that described in Phase 1 being indefinitely delayed pending completion of Phase 1? Any insight you can provide would be greatly appreciated, as I have property near the Sheridan curve.

Thank you,

Mark Iammartino
Appendix E
Public and Agency Outreach

E-1: Red and Purple Modernization Program Public Involvement Summary (2009-2013)

E-2: Spring 2014 Public Involvement Summary

E-3: Property Displacements Outreach

E-4: Agency Coordination
Red-Purple Bypass Project
Potential Displacements Outreach

CTA undertook an extensive outreach process to property owners and lessees potentially impacted by the displacements required as part of the Red-Purple Bypass Project.

CTA sent letters and information regarding property acquisition via regular U.S. mail and certified mail to all potentially displaced properties within the project corridor on April 16, 2014. Additional information included a Frequently Asked Questions handout regarding the Red and Purple Modernization Program and property displacements, as well as a brochure prepared by the Federal Transit Administration entitled “General Acquisition and Relocation Information.”

Letters were sent to the following:

- 50 property owners
- 47 lessees (business owners or managers of potentially displaced properties)

The templates used for the letters are attached.

In addition, CTA’s Uniform Act public outreach specialists went door to door to hand deliver these letters on April 17, 2014 and provide an explanation of the RPM Phase One projects, potential displacements, and provisions under the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) that would apply to any properties acquired for the RPM Phase One projects. Uniform Act public outreach specialists provided property owners and lessees with a single point of contact to answer specific questions regarding relocation rights, requirements, and processes and anticipated timelines. This outreach will continue through project development as a one-stop resource for potentially displaced residents and/or businesses.
April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery
Certified Mail ID:

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

Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA’s Red Line (Belmont Station to Howard Station) and the CTA’s Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago’s busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase One of the RPM Project. The public records indicate that you are the owner of, or have an interest in, this property.

Owner of record:
Property Address:
P.I.N.:
Potential impact: [Property Acquisition/Partial property acquisition/Construction easement]

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

The purpose of this letter is to let you know of the proposed RPM 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.

In the event that the CTA ultimately determines it is necessary to purchase private property for Phase One of the RPM Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, to assure full protection of the rights of each property owner.

Among other requirements, these guidelines state that CTA must offer to purchase private property for 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 for property owners as well as commercial and residential tenants who must move because of the RPM Project.

You may read additional information about applicable federal laws here:
http://www.fhwa.dot.gov/real_estate/practitioners/uniform_act/acquisition/real_property.cfm
http://www.fhwa.dot.gov/real_estate/publications/rights/sec00.cfm

At this time, CTA does not plan to pursue acquisition of private property for Phase One of the RPM Project until the environmental review is complete and Project funding is secured. CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding. You can learn more about the RPM Project and find updates on the status of the process here:
http://www.transitchicago.com/rpmproject/

We would be pleased to meet with you to discuss the RPM Project and what it means for your property. After reviewing this letter and attached Frequently Asked Questions, please contact CTA’s relocation consultant Melody Carvajal at (773) 490-2934 or melodyc@mckissackmw.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 RPM Project. The CTA looks forward to working with you on this exciting project and knows that it will be a great benefit to the community and the City of Chicago.

Sincerely,

Carole Morey
Chief Planning Officer
Chicago Transit Authority
April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery
Certified Mail ID:

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

Dear [Current Resident/Business Owner or Manager]:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA’s Red Line (Belmont Station to Howard Station) and the CTA’s Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago’s busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase I of the RPM Project and the property owner has been notified of this. The public records indicate that you lease a [residence/business] on this property.

Owner of record:
Property Address:
P.I.N.:
Potential impact: [Property Acquisition/Partial property acquisition/Construction easement]

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

The purpose of this letter is to let you know of the proposed RPM Project, its timeline and next steps, and to provide contact information to answer any preliminary questions you may have. At this time, CTA does not plan to pursue acquisition of private property for Phase One of the RPM
Project until the environmental review is complete and Project funding is secured. The information in this letter is not intended to affect your present [residence/ business] in any way.

CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding. You can learn more about the RPM Project and find updates on the status of the process here: 
http://www.transitchicago.com/rpmproject/

In the event that the CTA ultimately determines it is necessary to purchase private property for Phase One of the RPM Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, to assure full protection of the rights of each property owner.

Among other requirements, these guidelines state that 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.

You may read additional information about applicable federal laws here: 
http://www.fhwa.dot.gov/real_estate/practitioners/uniform_act/acquisition/real_property.cfm 
http://www.fhwa.dot.gov/real_estate/publications/rights/sec00.cfm

We would be pleased to meet with you to discuss the RPM Project and what it means for your [residence/ business]. After reviewing this letter and attached Frequently Asked Questions, please contact CTA’s relocation consultant Melody Carvajal at (773) 490-2934 or melodyc@mckissackmw.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 RPM Project. The CTA looks forward to working with you on this exciting project and knows that it will be a great benefit to the community and the City of Chicago.

Sincerely,

Carole Morey
Chief Planning Officer
Chicago Transit Authority
Why does CTA need the RPM Project?

Most of the tracks and bridges along the Red and Purple lines are nearly 100 years old. Continuing to operate a busy rail line on this outdated infrastructure results in unusually high maintenance costs, frequent repairs that disrupt service and slow travel, and outdated, inadequate stations that cannot accommodate modern amenities for our customers, including elevators for ADA accessibility.

In addition, the Red Line is operating at full capacity, and CTA cannot add trains to meet rising demand. The North branch of the Red and Purple lines carries more than 20 percent of all CTA rail rides, and rush-hour ridership has jumped 40 percent just in the last five years. CTA needs to rebuild these lines to modern standards to alleviate overcrowding and add capacity for future growth. This work means that CTA may acquire some private property bordering the Red and Purple Lines to accommodate the rebuild. Major improvement projects like this often require the purchase of property. In some cases, this acquisition will result in the relocation of property owners.

Why doesn’t CTA alter its plans so it doesn’t impact neighboring properties?

Many large transit infrastructure projects like the RPM Project require property acquisition. In 2008, for instance, CTA acquired approximately 100 properties in order to rebuild and add capacity to the Brown Line, a project which brought significant station improvements and added train capacity that CTA customers enjoy today.

For the RPM Project, CTA considered many possible alternatives before determining which properties may be necessary for the RPM Project. CTA utilized innovative engineering techniques in RPM Project planning to reduce neighboring property impacts as much as possible, including implementing alley-spanning structures and adjusting platform widths and positions.

What are my rights as a property owner?

If CTA ultimately determines it is necessary to purchase your property, it is required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, all of which protect the rights of property owners. What this means is CTA will treat property owners fairly, to minimize hardships, 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/practitioners/uniform_act/acquisition/real_property.cfm
http://www.fhwa.dot.gov/real_estate/publications/rights/sec00.cfm

What type of compensation will I receive?

In the event that CTA ultimately determines it is necessary to purchase private property for the RPM 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 RPM Project.

**How will CTA determine the purchase price for my property?**

If CTA determines it is necessary to purchase your property for the RPM 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. CTA may also consider the property's original purchase price and may look at similar properties in the local real estate market that have recently sold when making a purchase offer.

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

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

**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 Phase One of the RPM Project until the environmental review is complete and Project funding is secured. CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding.

**If CTA acquires my property, when will I be required to move?**

If CTA determines it needs to acquire private property for RPM Phase One construction, a timeline for property acquisition will be determined after funding is secured. Should CTA need to acquire your property, you will be given adequate time to make plans for relocation.

**If CTA acquires my property, will you provide any help to me 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 dwelling.

**I have additional questions, who should I call?**

Contact CTA's relocation consultant Melody Carvajal by telephone at (773) 490-2934 or by e-mail at melodyc@mckissackmw.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:
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**
Appendix E
Public and Agency Outreach

E-1: Red and Purple Modernization Program Public Involvement Summary (2009-2013)

E-2: Spring 2014 Public Involvement Summary

E-3: Property Displacements Outreach

E-4: Agency Coordination
April 17, 2014

Mr. Michael Long
Regional Administrator
Federal Railroad Administration
200 West Adams Suite 310
Chicago, IL 60606

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Long,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** — construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
- **Lawrence to Bryn Mawr Modernization Project** – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);
- **Corridor Signal Improvements Project** – signal system upgrades from Belmont to Granville stations (CE);
- **Continued Interim Capital Improvements Project** – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
**Wednesday, May 21, 2014**  
5:30 – 7:30 p.m.  
Truman Community College  
1145 W. Wilson Ave. | Chicago, IL | 60640  
*Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, # 36 Broadway*

**Red-Purple Bypass Project**  
**Thursday, May 22, 2014**  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St. | Chicago, IL | 60613  
*Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, # 8 Halsted*

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

Marisol R. Simón  
Regional Administrator

Enclosures: (1) RPM Phase One Background  
(2) RPM Lawrence to Bryn Mawr Brochure  
(3) RPM Red-Purple Bypass Brochure

c: Reginald Arkell, Federal Transit Administration  
Mark Assam, Federal Transit Administration  
Michael McLaughlin, Chicago Transit Authority  
Steve Hands, Chicago Transit Authority
April 17, 2014

Mr. John Rogner
Field Supervisor - Chicago Field Office
U.S. Fish and Wildlife Service
1250 S. Grove Suite 103
Barrington, IL 60010

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Rogner,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** -- construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
- Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);
- Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
- Continued Interim Capital Improvements Project – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

Lawrence to Bryn Mawr Modernization Project
Wednesday, May 21, 2014
5:30 – 7:30 p.m.
Truman Community College
1145 W. Wilson Ave. | Chicago, IL | 60640
Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, # 36 Broadway

Red-Purple Bypass Project
Thursday, May 22, 2014
5:30 – 7:30 p.m.
19th District Police Department
860 W. Addison St. | Chicago, IL | 60613
Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, # 8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

Marisol R. Simón
Regional Administrator

Enclosures: (1) RPM Phase One Background
(2) RPM Lawrence to Bryn Mawr Brochure
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration
    Mark Assam, Federal Transit Administration
    Michael McLaughlin, Chicago Transit Authority
    Steve Hands, Chicago Transit Authority
April 16, 2014

Mr. Norm West
NEPA Review
U.S. Environmental Protection Agency
77 W Jackson Blvd.
Chicago, IL 60604

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. West,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on the community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** – construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
- Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);
- Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
- Continued Interim Capital Improvements Project – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

Lawrence to Bryn Mawr Modernization Project
Wednesday, May 21, 2014
5:30 – 7:30 p.m.
Truman Community College
1145 W. Wilson Ave. | Chicago, IL | 60640
Served by CTA Wilson station (Red Line) and CTA Bus #38 Montrose, # 36 Broadway

Red-Purple Bypass Project
Thursday, May 22, 2014
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St. | Chicago, IL | 60613
Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, # 8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

Marisol R. Simón
Regional Administrator

Enclosures: (1) RPM Phase One Background
(2) RPM Lawrence to Bryn Mawr Brochure
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration
Michael McLaughlin, Chicago Transit Authority
Steve Hands, Chicago Transit Authority
April 16, 2014

Mr. Michael Murphy
Project Manager / Biologist
U.S. Army Corps of Engineers
111 N. Canal St.
Chicago, IL 60606

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Murphy,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** – construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
- **Lawrence to Bryn Mawr Modernization Project** – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);
- **Corridor Signal Improvements Project** – signal system upgrades from Belmont to Granville stations (CE);
- **Continued Interim Capital Improvements Project** – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEIs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
**Wednesday, May 21, 2014**  
5:30 – 7:30 p.m.  
Truman Community College  
1145 W. Wilson Ave. | Chicago, IL | 60640  
Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, # 36 Broadway  

**Red-Purple Bypass Project**  
**Thursday, May 22, 2014**  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St. | Chicago, IL | 60613  
Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, # 8 Halsted  

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

Marisol R. Simón  
Regional Administrator

Enclosures: (1) RPM Phase One Background  
(2) RPM Lawrence to Bryn Mawr Brochure  
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration  
Mark Assam, Federal Transit Administration  
Michael McLaughlin, Chicago Transit Authority  
Steve Hands, Chicago Transit Authority
April 16, 2014

Mr. Nicholas Mueller
Regional Environmental Officer
Federal Emergency Management Agency
536 S. Clark St. 6th floor
Chicago, IL 60605

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Mueller,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is usable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** – construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);

• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);

• Continued Interim Capital Improvements Project – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

Lawrence to Bryn Mawr Modernization Project
Wednesday, May 21, 2014
5:30 – 7:30 p.m.
Truman Community College
1145 W. Wilson Ave. | Chicago, IL | 60640
Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, # 36 Broadway

Red-Purple Bypass Project
Thursday, May 22, 2014
5:30 – 7:30 p.m.
10th District Police Department
850 W. Addison St. | Chicago, IL | 60613
Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, # 8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

[Signature]

Marisol R. Simón
Regional Administrator

Enclosures: (1) RPM Phase One Background
(2) RPM Lawrence to Bryn Mawr Brochure
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration
Michael McLaughlin, Chicago Transit Authority
Steve Hands, Chicago Transit Authority
April 16, 2014

Mr. Willie Taylor
Director of the Office of Environmental Policy and Compliance
Department of the Interior, Office of Environmental Policy and Compliance
1849 C Street NW, MIB MS 2462
Washington, DC 20240

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Taylor,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** – construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
- **Lawrence to Bryn Mawr Modernization Project** — modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);
- **Corridor Signal Improvements Project** — signal system upgrades from Belmont to Granville stations (CE);
- **Continued Interim Capital Improvements Project** — continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

### Lawrence to Bryn Mawr Modernization Project
**Wednesday, May 21, 2014**
5:30 – 7:30 p.m.
Truman Community College
1145 W. Wilson Ave. | Chicago, IL | 60640
Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, # 36 Broadway

### Red-Purple Bypass Project
**Thursday, May 22, 2014**
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St. | Chicago, IL | 60613
Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, # 8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

[Signature]

Marisol R. Simón
Regional Administrator

Enclosures: (1) RPM Phase One Background
(2) RPM Lawrence to Bryn Mawr Brochure
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration
Michael McLaughlin, Chicago Transit Authority
Steve Hands, Chicago Transit Authority
Thank you for the April 16, project update. Since an EIS is no longer being prepared for the CTA Red and Purple Modernization Project, there is no need to continue notifying the Department of the Interior about the project.

Dave Sire

for Willie Taylor

Natural Resources Management Team Leader
Office of Environmental Policy and Compliance, DOI
(202) 208-6661
April 16, 2014

Ms. Lisa Treichel
Biologist/Forester
Department of the Interior, Office of Environmental Policy and Compliance
1849 C Street NW, MIB MS 2462
Washington, DC 20240

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Ms. Treichel,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public's expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has "independent utility," meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** – construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);

• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);

• Continued Interim Capital Improvements Project – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

Lawrence to Bryn Mawr Modernization Project
Wednesday, May 21, 2014
5:30 – 7:30 p.m.
Truman Community College
1145 W. Wilson Ave. | Chicago, IL | 60640
Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, # 36 Broadway

Red-Purple Bypass Project
Thursday, May 22, 2014
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St. | Chicago, IL | 60613
Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, # 8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

[Signature]

Marisol R. Simón
Regional Administrator

Enclosures: (1) RPM Phase One Background
(2) RPM Lawrence to Bryn Mawr Brochure
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration
Michael McLaughlin, Chicago Transit Authority
Steve Hands, Chicago Transit Authority
April 16, 2014

Ms. Melanie Haywood
Field Environmental Officer
Department of Housing and Urban Development
77 W. Jackson Blvd. Rm 2420
Chicago, IL 60604

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Ms. Haywood,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** – construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
• **Lawrence to Bryn Mawr Modernization Project** – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);

• **Corridor Signal Improvements Project** – signal system upgrades from Belmont to Granville stations (CE);

• **Continued Interim Capital Improvements Project** – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
*Wednesday, May 21, 2014*  
5:30 – 7:30 p.m.  
Truman Community College  
1145 W. Wilson Ave. | Chicago, IL | 60640  
*Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, # 36 Broadway*

**Red-Purple Bypass Project**  
*Thursday, May 22, 2014*  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St. | Chicago, IL | 60613  
*Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, # 8 Halsted*

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

Marisol R. Simón  
Regional Administrator

Enclosures: (1) RPM Phase One Background  
(2) RPM Lawrence to Bryn Mawr Brochure  
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration  
Mark Assam, Federal Transit Administration  
Michael McLaughlin, Chicago Transit Authority  
Steve Hands, Chicago Transit Authority
April 16, 2014

Mr. Steve Vahl
Region 5 Environmental Officer
Department of Housing and Urban Development
77 W. Jackson Blvd. Rm 2420
Chicago, IL 60604

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Vahl,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** – construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);

• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);

• Continued Interim Capital Improvements Project – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
**Wednesday, May 21, 2014**
5:30 – 7:30 p.m.
Truman Community College
1145 W. Wilson Ave. | Chicago, IL | 60640
Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, # 36 Broadway

**Red-Purple Bypass Project**
**Thursday, May 22, 2014**
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St. | Chicago, IL | 60613
Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, # 8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

Marisol R. Simón
Regional Administrator

Enclosures: (1) RPM Phase One Background
(2) RPM Lawrence to Bryn Mawr Brochure
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration
Michael McLaughlin, Chicago Transit Authority
Steve Hands, Chicago Transit Authority
April 16, 2014

Mr. James Galloway
Acting Regional Director - Region 5
Department of Health and Human Services
233 N. Michigan Ave. Suite 1300
Chicago, IL 60601

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Galloway,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** – construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
- **Lawrence to Bryn Mawr Modernization Project** – modernization of four stations (Lawrence, Argyle, Bervyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);
- **Corridor Signal Improvements Project** – signal system upgrades from Belmont to Granville stations (CE);
- **Continued Interim Capital Improvements Project** – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
**Wednesday, May 21, 2014**  
5:30 – 7:30 p.m.  
Truman Community College  
1145 W. Wilson Ave. | Chicago, IL | 60640  
Served by CTA Wilson station (Red Line) and CTA Bus #178 Montrose, #36 Broadway

**Red-Purple Bypass Project**  
**Thursday, May 22, 2014**  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St. | Chicago, IL | 60613  
Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, #8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

Marisol R. Simón  
Regional Administrator

Enclosures: (1) RPM Phase One Background  
(2) RPM Lawrence to Bryn Mawr Brochure  
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration  
    Mark Assam, Federal Transit Administration  
    Michael McLaughlin, Chicago Transit Authority  
    Steve Hands, Chicago Transit Authority
April 16, 2014

Ms. Sandra Massey
Tribal Historic Preservation Officer
Sac and Fox Nation of Oklahoma
Rt. 2, Box 246
Stroud, OK 74079

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Ms. Massey,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** – construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
- **Lawrence to Bryn Mawr Modernization Project** – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);
- **Corridor Signal Improvements Project** – signal system upgrades from Belmont to Granville stations (CE);
- **Continued Interim Capital Improvements Project** – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEIs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
**Wednesday, May 21, 2014**
5:30 – 7:30 p.m.
Truman Community College
1145 W. Wilson Ave. | Chicago, IL | 60640
Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, # 36 Broadway

**Red-Purple Bypass Project**
**Thursday, May 22, 2014**
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St. | Chicago, IL | 60613
Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, # 8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

Marisol R. Simón
Regional Administrator

Enclosures: (1) RPM Phase One Background
(2) RPM Lawrence to Bryn Mawr Brochure
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration
Michael McLaughlin, Chicago Transit Authority
Steve Hands, Chicago Transit Authority
April 16, 2014

Ms. Twen Barton
Chairperson
Sac and Fox Nation of Missouri
305 N. Main Street
Reserve, KS 66465

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Ms. Barton,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public's expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has "independent utility," meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** -- construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
- **Lawrence to Bryn Mawr Modernization Project** – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);

- **Corridor Signal Improvements Project** – signal system upgrades from Belmont to Granville stations (CE);

- **Continued Interim Capital Improvements Project** – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
**Wednesday, May 21, 2014**
5:30 – 7:30 p.m.
Truman Community College
1148 W. Wilson Ave. | Chicago, IL | 60640
Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, # 36 Broadway

**Red-Purple Bypass Project**
**Thursday, May 22, 2014**
5:30 – 7:30 p.m.
18th District Police Department
850 W. Addison St. | Chicago, IL | 60613
Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, # 8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

[Signature]

Marisol R. Simón
Regional Administrator

Enclosures: (1) RPM Phase One Background
(2) RPM Lawrence to Bryn Mawr Brochure
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration
Michael McLaughlin, Chicago Transit Authority
Steve Hands, Chicago Transit Authority
April 16, 2014

Mr. Homer Bear, Jr.
Chairman
Sac and Fox Nation of Mississippi in Iowa
349 Meskwaki Road
Tama, IA 52339

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Bear, Jr.,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public's expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- Red-Purple Bypass Project – construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
• **Lawrence to Bryn Mawr Modernization Project** – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);

• **Corridor Signal Improvements Project** – signal system upgrades from Belmont to Granville stations (CE);

• **Continued Interim Capital Improvements Project** – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEIs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
**Wednesday, May 21, 2014**  
5:30 – 7:30 p.m.  
Truman Community College  
1145 W. Wilson Ave. | Chicago, IL | 60640  
Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, # 36 Broadway

**Red-Purple Bypass Project**  
**Thursday, May 22, 2014**  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St. | Chicago, IL | 60613  
Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, # 8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

[Signature]

Marisol R. Simón  
Regional Administrator

Enclosures: (1) RPM Phase One Background  
(2) RPM Lawrence to Bryn Mawr Brochure  
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration  
Mark Assam, Federal Transit Administration  
Michael McLaughlin, Chicago Transit Authority  
Steve Hands, Chicago Transit Authority

2
April 16, 2014

Mr. Steve Ortiz  
Chief  
Prairie Band of Potawatomi Nation  
16281 Q Road  
Mayetta, KS 66509

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Ortiz,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** -- construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);

• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);

• Continued Interim Capital Improvements Project – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

Lawrence to Bryn Mawr Modernization Project
Wednesday, May 21, 2014
5:30 – 7:30 p.m.
Truman Community College
1145 W. Wilson Ave. | Chicago, IL | 60640
Served by CTA Wilson station (Red Line) and CTA Bus
#78 Montrose, # 36 Broadway

Red-Purple Bypass Project
Thursday, May 22, 2014
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St. | Chicago, IL | 60613
Served by CTA Addison Station (Red Line) and CTA
Bus #152 Addison, # 8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

Marisol R. Simón
Regional Administrator

Enclosures: (1) RPM Phase One Background
(2) RPM Lawrence to Bryn Mawr Brochure
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration
Michael McLaughlin, Chicago Transit Authority
Steve Hands, Chicago Transit Authority
April 16, 2014

Mr. Earl Meshigaud
Potawatomi Nation-Hannahville Indian Community
N14911 Hannahville Blvd.
Wilson, WI 49896

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Meshigaud,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** – construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
- **Lawrence to Bryn Mawr Modernization Project** – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);
• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);

• Continued Interim Capital Improvements Project – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

Lawrence to Bryn Mawr Modernization Project
Wednesday, May 21, 2014
5:30 – 7:30 p.m.
Truman Community College
1145 W. Wilson Ave. | Chicago, IL | 60640
Served by CTA Wilson station (Red Line) and CTA Bus
#78 Montrose, # 36 Broadway

Red-Purple Bypass Project
Thursday, May 22, 2014
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St. | Chicago, IL | 60613
Served by CTA Addison Station (Red Line) and CTA
Bus #152 Addison, # 8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

[Signature]

Marisol R. Simón
Regional Administrator

Enclosures: (1) RPM Phase One Background
(2) RPM Lawrence to Bryn Mawr Brochure
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration
Michael McLaughlin, Chicago Transit Authority
Steve Hands, Chicago Transit Authority
April 16, 2014

Mr. Michael Zimmerman
Tribal Historic Preservation Officer
Pokagon Band of Potawatomi Indians
58620 Sink Road
Dowagiac, MI 49047

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Zimmerman,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** – construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
• **Lawrence to Bryn Mawr Modernization Project** – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);

• **Corridor Signal Improvements Project** – signal system upgrades from Belmont to Granville stations (CE);

• **Continued Interim Capital Improvements Project** – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
**Wednesday, May 21, 2014**  
5:30 – 7:30 p.m.  
Truman Community College  
1145 W. Wilson Ave. | Chicago, IL | 60640  
Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, # 36 Broadway

**Red-Purple Bypass Project**  
**Thursday, May 22, 2014**  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St. | Chicago, IL | 60613  
Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, # 8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

[Signature]

Marisol R. Simón  
Regional Administrator

Enclosures: (1) RPM Phase One Background  
(2) RPM Lawrence to Bryn Mawr Brochure  
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration  
Mark Assam, Federal Transit Administration  
Michael McLaughlin, Chicago Transit Authority  
Steve Hands, Chicago Transit Authority
April 16, 2014

Chief John Froman
Chief
Peoria Tribe of Indians of Oklahoma
118 S. Eight Tribes Trail P.O. Box 1527
Miami, OK 74355

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Chief Froman,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** – construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
- **Lawrence to Bryn Mawr Modernization Project** – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);
- **Corridor Signal Improvements Project** – signal system upgrades from Belmont to Granville stations (CE);
- **Continued Interim Capital Improvements Project** – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
**Wednesday, May 21, 2014**
5:30 – 7:30 p.m.
Truman Community College
1145 W. Wilson Ave. | Chicago, IL | 60640
Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #38 Broadway

**Red-Purple Bypass Project**
**Thursday, May 22, 2014**
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St. | Chicago, IL | 60613
Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, #8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

Marisol R. Simón
Regional Administrator

Enclosures: (1) RPM Phase One Background
(2) RPM Lawrence to Bryn Mawr Brochure
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration
Michael McLaughlin, Chicago Transit Authority
Steve Hands, Chicago Transit Authority
April 16, 2014

Mr. George Strack
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
202 S. Eight Tribes Trail
Miami, OK 74354

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Strack,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** – construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
• **Lawrence to Bryn Mawr Modernization Project** — modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);

• **Corridor Signal Improvements Project** — signal system upgrades from Belmont to Granville stations (CE);

• **Continued Interim Capital Improvements Project** — continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEIs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
**Wednesday, May 21, 2014**  
5:30 – 7:30 p.m.  
Truman Community College  
1145 W. Wilson Ave. | Chicago, IL | 60640  
Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, # 36 Broadway

**Red-Purple Bypass Project**  
**Thursday, May 22, 2014**  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St. | Chicago, IL | 60613  
Served by CTA Addison Station (Red Line) and CTA Bus #132 Addison, # 8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

Marisol R. Simón
Regional Administrator

Enclosures: (1) RPM Phase One Background
(2) RPM Lawrence to Bryn Mawr Brochure
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration  
Mark Assam, Federal Transit Administration  
Michael McLaughlin, Chicago Transit Authority  
Steve Hands, Chicago Transit Authority
April 16, 2014

Mr. William Quackenbush
Tribal Historic Preservation Officer
Ho-Chunk Nation
PO Box 667
Black River Falls, WI 54615

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Quackenbush,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** -- construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
• **Lawrence to Bryn Mawr Modernization Project** – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);

• **Corridor Signal Improvements Project** – signal system upgrades from Belmont to Granville stations (CE);

• **Continued Interim Capital Improvements Project** – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
**Wednesday, May 21, 2014**
5:30 – 7:30 p.m.
Truman Community College
1145 W. Wilson Ave. | Chicago, IL | 60640
Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway

**Red-Purple Bypass Project**
**Thursday, May 22, 2014**
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St. | Chicago, IL | 60613
Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, #8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

[Signature]

Marisol R. Simón
Regional Administrator

Enclosures: (1) RPM Phase One Background
(2) RPM Lawrence to Bryn Mawr Brochure
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration
Michael McLaughlin, Chicago Transit Authority
Steve Hands, Chicago Transit Authority
April 16, 2014

Mr. Philip Shopodock
Chairperson
Forest County Potawatomi
PO Box 340
Crandon, WI 54520

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Shopodock,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- Red-Purple Bypass Project — construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
• **Lawrence to Bryn Mawr Modernization Project** – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);
• **Corridor Signal Improvements Project** – signal system upgrades from Belmont to Granville stations (CE);
• **Continued Interim Capital Improvements Project** – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
**Wednesday, May 21, 2014**  
5:30 – 7:30 p.m.  
Truman Community College  
1145 W. Wilson Ave. | Chicago, IL | 60640  
*Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**  
**Thursday, May 22, 2014**  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St. | Chicago, IL | 60613  
*Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

Marisol R. Simón  
Regional Administrator

Enclosures:  
(1) RPM Phase One Background  
(2) RPM Lawrence to Bryn Mawr Brochure  
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration  
Mark Assam, Federal Transit Administration  
Michael McLaughlin, Chicago Transit Authority  
Steve Hands, Chicago Transit Authority
April 16, 2014

Mr. John A. Barrett  
Chairperson  
Citizen Potawatomi Nation  
1601 S. Gordon Cooper Drive  
Shawnee, OK 74801

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Barrett,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

- **Red-Purple Bypass Project** – construction of the RPM bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont Station (EA);
• **Lawrence to Bryn Mawr Modernization Project** – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);

• **Corridor Signal Improvements Project** – signal system upgrades from Belmont to Granville stations (CE);

• **Continued Interim Capital Improvements Project** – continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
**Wednesday, May 21, 2014**  
5:30 – 7:30 p.m.  
Truman Community College  
1145 W. Wilson Ave. | Chicago, IL | 60640  
*Served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, # 36 Broadway*  

**Red-Purple Bypass Project**  
**Thursday, May 22, 2014**  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St. | Chicago, IL | 60613  
*Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, # 8 Halsted*  

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

[Signature]

Marisol R. Simón  
Regional Administrator

Enclosures: (1) RPM Phase One Background  
(2) RPM Lawrence to Bryn Mawr Brochure  
(3) RPM Red-Purple Bypass Brochure

cc: Reginald Arkell, Federal Transit Administration  
Mark Assam, Federal Transit Administration  
Michael McLaughlin, Chicago Transit Authority  
Steve Hands, Chicago Transit Authority
Please disregard the letter dated April 17, 2014. This letter contains updated information.

April 18, 2014

Mr. Kevin Laberge
Bureau of Environmental, Health & Safety Management
City of Chicago Department of Fleet and Facility Management
30 N. LaSalle St., Suite 300
Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Laberge:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
· Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);

· Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);

· Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);

· Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
**Wednesday, May 21, 2014**  
5:30 – 7:30 p.m.  
Truman Community College – Wilson Lobby  
1145 W. Wilson Ave, Chicago, IL 60640  
*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**  
**Thursday, May 22, 2014**  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St, Chicago, IL 60613  
*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands  
Project Manager  
Strategic Planning and Policy  
312.681.4169  
shands@transitchicago.com
Please disregard the letter dated April 17, 2014. This letter contains updated information.

April 18, 2014

Mr. C. Benet Haller
City of Chicago Department of Housing and Economic Development
121 N. LaSalle St., 10th Floor
Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Haller:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
- Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
- Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
- Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
- Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

Lawrence to Bryn Mawr Modernization Project  
Wednesday, May 21, 2014  
5:30 – 7:30 p.m.  
Truman Community College – Wilson Lobby  
1145 W. Wilson Ave, Chicago, IL 60640  
This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway

Red-Purple Bypass Project  
Thursday, May 22, 2014  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St, Chicago, IL 60613  
This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

[Signature]

Steve Hands  
Project Manager  
Strategic Planning and Policy  
312.681.4169  
shands@transitchicago.com
April 18, 2014

Ms. Heidi Sperry  
Coordinator of Special Projects  
City of Chicago Department of Housing and Economic Development  
121 N. LaSalle St., 10th Floor  
Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. Sperry:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
- Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
- Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
- Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
- Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
*Wednesday, May 21, 2014*
5:30 – 7:30 p.m.
Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640
This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway

**Red-Purple Bypass Project**
*Thursday, May 22, 2014*
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St, Chicago, IL 60613
This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

[Signature]

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
April 18, 2014

Ms. Oneida Pate
City of Chicago Department of Housing and Economic Development
121 N. LaSalle St., Rm 1006
Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. Pate:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
• Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
**Wednesday, May 21, 2014**
5:30 – 7:30 p.m.
Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640
*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**
**Thursday, May 22, 2014**
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St, Chicago, IL 60613
*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
April 18, 2014

Ms. Luann Hamilton
Deputy Commissioner
City of Chicago Department of Transportation
30 N. LaSalle St., Suite 500
Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. Hamilton:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
• Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEIs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
_Wednesday, May 21, 2014_  
5:30 – 7:30 p.m.  
Truman Community College – Wilson Lobby  
1145 W. Wilson Ave, Chicago, IL 60640  
_This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway_

**Red-Purple Bypass Project**  
_Thursday, May 22, 2014_  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St, Chicago, IL 60613  
_This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted_

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands  
Project Manager  
Strategic Planning and Policy  
312.681.4169  
shands@transitchicago.com
Please disregard the letter dated April 17, 2014.
This letter contains updated information.

April 18, 2014

Mr. Keith Privett
Coordinating Planner
City of Chicago Department of Transportation
30 N. LaSalle St., Suite 500
Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Privett:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-
separates northbound Brown line train movements from Red and Purple line train
movements just north of Belmont station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations
(Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood
and Leland Avenues (EA);
• Corridor Signal Improvements Project – signal system upgrades from Belmont to
Granville stations (CE);
• Continued Interim Improvements Project – continued interim improvements to track and
structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One
improvements for the RPM Program, including specific information about the project area
impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to
Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice.
Consequently, there will not be formal participating agencies for the Phase One projects as they
are not required for EAs and CEIs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM
Program and the proposed Phase One elements. These open houses will provide an early
opportunity to gather additional public input. Representatives from your agency are invited to
attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
**Wednesday, May 21, 2014**
5:30 – 7:30 p.m.
Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640
This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway

**Red-Purple Bypass Project**
**Thursday, May 22, 2014**
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St, Chicago, IL 60613
This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted

Please let us know if you would like to continue receiving updates about RPM Program
activities. If you have any questions or would like to discuss the project further, please do not
hesitate to contact me. Thank you for your cooperation and continued participation in this
project.

Sincerely,

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
April 18, 2014

Mr. Jeffrey Sriver
Projects Administrator
City of Chicago Department of Transportation
30 N. LaSalle Street, Suite 500
Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Sriver:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
- Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade- 
separates northbound Brown line train movements from Red and Purple line train 
movements just north of Belmont station (EA);
- Lawrence to Bryn Mawr Modernization Project – modernization of four stations 
(Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood 
and Leland Avenues (EA);
- Corridor Signal Improvements Project – signal system upgrades from Belmont to 
Granville stations (CE);
- Continued Interim Improvements Project – continued interim improvements to track and 
structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One 
improvements for the RPM Program, including specific information about the project area 
impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to 
Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. 
Consequently, there will not be formal participating agencies for the Phase One projects as they 
are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM 
Program and the proposed Phase One elements. These open houses will provide an early 
opportunity to gather additional public input. Representatives from your agency are invited to 
attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
**Wednesday, May 21, 2014**
5:30 – 7:30 p.m.
Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640
*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**
**Thursday, May 22, 2014**
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St, Chicago, IL 60613
*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program 
activities. If you have any questions or would like to discuss the project further, please do not 
hesitate to contact me. Thank you for your cooperation and continued participation in this 
project.

Sincerely,

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
Please disregard the letter dated April 17, 2014. This letter contains updated information.

April 18, 2014

Mr. Matthew Swentkofske
Intergovernmental Affairs Coordinator
City of Evanston
2100 Ridge Avenue
Evanston, IL 60201

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Swentkofske:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
• Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

<table>
<thead>
<tr>
<th><strong>Lawrence to Bryn Mawr Modernization Project</strong></th>
<th><strong>Red-Purple Bypass Project</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Wednesday, May 21, 2014</strong></td>
<td><strong>Thursday, May 22, 2014</strong></td>
</tr>
<tr>
<td>5:30 – 7:30 p.m.</td>
<td>5:30 – 7:30 p.m.</td>
</tr>
<tr>
<td>Truman Community College – Wilson Lobby</td>
<td>19th District Police Department</td>
</tr>
<tr>
<td>1145 W. Wilson Ave, Chicago, IL 60640</td>
<td>850 W. Addison St, Chicago, IL 60613</td>
</tr>
<tr>
<td><em>This location served by CTA Wilson station (Red Line)</em> and CTA Bus #78 Montrose, #36 Broadway</td>
<td><em>This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted</em></td>
</tr>
</tbody>
</table>

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands  
Project Manager  
Strategic Planning and Policy  
312.681.4169  
shands@transitchicago.com
April 18, 2014

Mr. Timothy J. Mitchell
CEO
Chicago Park District
541 N. Fairbanks
Chicago, IL 60611

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Mitchell:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

Please disregard the letter dated April 17, 2014. This letter contains updated information.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
• Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
*Wednesday, May 21, 2014*
5:30 – 7:30 p.m.
Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640
This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway

**Red-Purple Bypass Project**
*Thursday, May 22, 2014*
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St, Chicago, IL 60613
This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
April 18, 2014

Mr. Brendan Daley
Director of Green Initiatives
Chicago Park District
542 N. Fairbanks
Chicago, IL 60612

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Daley:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);

• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);

• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);

• Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
**Wednesday, May 21, 2014**
5:30 – 7:30 p.m.
Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640
*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**
**Thursday, May 22, 2014**
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St, Chicago, IL 60613
*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
Please disregard the letter dated April 17, 2014. This letter contains updated information.

April 18, 2014

Ms. Gia Biagi
Chicago Park District
541 N. Fairbanks
Chicago, IL 60611

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. Biagi:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
• Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
*Wednesday, May 21, 2014*
5:30 – 7:30 p.m.
Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640
*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**
*Thursday, May 22, 2014*
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St, Chicago, IL 60613
*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
Please disregard the letter dated April 17, 2014. This letter contains updated information.

April 18, 2014

Mr. Rob Rejman
Chicago Park District
541 N. Fairbanks
Chicago, IL 60611

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Rejman:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
• Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

Lawrence to Bryn Mawr Modernization Project
Wednesday, May 21, 2014
5:30 – 7:30 p.m.
Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640
This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway

Red-Purple Bypass Project
Thursday, May 22, 2014
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St, Chicago, IL 60613
This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
April 18, 2014

Ms. Doreen O'Donnell
Chicago Park District
541 N. Fairbanks
Chicago, IL 60611

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. O'Donnell:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
• Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
*Wednesday, May 21, 2014*  
5:30 – 7:30 p.m.  
Truman Community College – Wilson Lobby  
1145 W. Wilson Ave, Chicago, IL 60640  
*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**  
*Thursday, May 22, 2014*  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St, Chicago, IL 60613  
*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands  
Project Manager  
Strategic Planning and Policy  
312.681.4169  
shands@transitchicago.com
April 18, 2014

Ms. Maria Guerra Lapacek
Commissioner
City of Chicago Department of Business Affairs and Consumer Protection
121 N. LaSalle Street, Suite 805
Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. Lapacek:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
• Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEIs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
*Wednesday, May 21, 2014*  
5:30 – 7:30 p.m.  
Truman Community College – Wilson Lobby  
1145 W. Wilson Ave, Chicago, IL 60640  
*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**  
*Thursday, May 22, 2014*  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St, Chicago, IL 60613  
*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands  
Project Manager  
Strategic Planning and Policy  
312.681.4169  
shands@transitchicago.com
April 18, 2014

Dr. Bechara Choucair
Commissioner
City of Chicago Department of Public Health
333 S. State St., Ste. 300
Chicago, IL 60604

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Dr. Choucair:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
- Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
- Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
- Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
- Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEIs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
**Wednesday, May 21, 2014**
5:30 – 7:30 p.m.
Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640
*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**
**Thursday, May 22, 2014**
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St, Chicago, IL 60613
*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
April 18, 2014

Dr. Cort Lohff
Medical Director, Environmental Health
City of Chicago Department of Public Health
2133 West Lexington
Chicago, IL 60612

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Dr. Lohff:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
- Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
- Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
- Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
- Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
**Wednesday, May 21, 2014**  
5:30 – 7:30 p.m.  
Truman Community College – Wilson Lobby  
1145 W. Wilson Ave, Chicago, IL 60640  
*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**  
**Thursday, May 22, 2014**  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St, Chicago, IL 60613  
*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands  
Project Manager  
Strategic Planning and Policy  
312.681.4169  
shands@transitchicago.com
Please disregard the letter dated April 17, 2014.
This letter contains updated information.

April 18, 2014

Mr. Joe Deal
City of Chicago Office of the Mayor
121 N. LaSalle St., 4th Floor
Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Deal:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade- 
separates northbound Brown line train movements from Red and Purple line train 
movements just north of Belmont station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations 
(Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood 
and Leland Avenues (EA);
• Corridor Signal Improvements Project – signal system upgrades from Belmont to 
Granville stations (CE);
• Continued Interim Improvements Project – continued interim improvements to track and 
structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One 
improvements for the RPM Program, including specific information about the project area 
impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to 
Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. 
Consequently, there will not be formal participating agencies for the Phase One projects as they 
are not required for EAs and CEIs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM 
Program and the proposed Phase One elements. These open houses will provide an early 
opportunity to gather additional public input. Representatives from your agency are invited to 
attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
*Wednesday, May 21, 2014*
5:30 – 7:30 p.m.
Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640
*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**
*Thursday, May 22, 2014*
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St, Chicago, IL 60613
*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program 
activities. If you have any questions or would like to discuss the project further, please do not 
hesitate to contact me. Thank you for your cooperation and continued participation in this 
project.

Sincerely,

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
April 18, 2014

Ms. Lynette Ciavarella
Senior Division Director, Strategic Capital Planning
Metra Rail
547 W. Jackson Blvd.
Chicago, IL 60661

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. Ciavarella:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
• Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEIs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
Wednesday, May 21, 2014
5:30 – 7:30 p.m.
Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640
This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway

**Red-Purple Bypass Project**
Thursday, May 22, 2014
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St, Chicago, IL 60613
This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
Please disregard the letter dated April 17, 2014. 
This letter contains updated information.

April 18, 2014

Mr. David Kralik
Department Head, Long Range Planning, Strategic Capital Planning
Metra Rail
547 W. Jackson Blvd.
Chicago, IL 60661

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Kralik:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
• Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEIs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
*Wednesday, May 21, 2014*  
5:30 – 7:30 p.m.  
Truman Community College – Wilson Lobby  
1145 W. Wilson Ave, Chicago, IL 60640  
*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**  
*Thursday, May 22, 2014*  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St, Chicago, IL 60613  
*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands  
Project Manager  
Strategic Planning and Policy  
312.681.4169  
shands@transitchicago.com
Please disregard the letter dated April 17, 2014. This letter contains updated information.

April 18, 2014

Mr. Joseph Schuessler
Principal Civil Engineer
Metropolitan Water Reclamation District of Greater Chicago
111 E. Erie St.
Chicago, IL 60611

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Schuessler:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
• Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
**Wednesday, May 21, 2014**
5:30 – 7:30 p.m.
Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640
*This location served by CTA Wilson station (Red Line)*
and CTA Bus #78 Montrose, #36 Broadway

**Red-Purple Bypass Project**
**Thursday, May 22, 2014**
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St, Chicago, IL 60613
*This location served by CTA Addison station (Red Line)*
and CTA Bus #152 Addison, #8 Halsted

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
Please disregard the letter dated April 17, 2014. This letter contains updated information.

April 18, 2014

Ms. Charlotte O'Donnell
Senior Planner
Pace Suburban Bus Service
550 W. Algonquin Road
Arlington Heights, IL 60005

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. O'Donnell:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
• Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

Lawrence to Bryn Mawr Modernization Project
Wednesday, May 21, 2014
5:30 – 7:30 p.m.
Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640
This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway

Red-Purple Bypass Project
Thursday, May 22, 2014
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St, Chicago, IL 60613
This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
Please disregard the letter dated April 17, 2014. This letter contains updated information.

April 18, 2014

Mr. Peter Fahrenwald
Manager, Regional and Corridor Planning
Regional Transportation Authority
175 W. Jackson Blvd., Suite 1650
Chicago, IL 60604

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Fahrenwald:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);

• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);

• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);

• Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
*Wednesday, May 21, 2014*  
5:30 – 7:30 p.m.  
Truman Community College – Wilson Lobby  
1145 W. Wilson Ave, Chicago, IL 60640  
*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**  
*Thursday, May 22, 2014*  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St, Chicago, IL 60613  
*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands  
Project Manager  
Strategic Planning and Policy  
312.681.4169  
shands@transitchicago.com
April 18, 2014

Mr. Dan Powers
Senior Rail Safety Specialist
Illinois Commerce Commission
527 East Capitol Avenue
Springfield, IL 62701

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Powers:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
- Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
- Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
- Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
- Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
**Wednesday, May 21, 2014**  
5:30 – 7:30 p.m.  
Truman Community College – Wilson Lobby  
1145 W. Wilson Ave, Chicago, IL 60640  
*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**  
**Thursday, May 22, 2014**  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St, Chicago, IL 60613  
*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands  
Project Manager  
Strategic Planning and Policy  
312.681.4169  
shands@transitchicago.com
Please disregard the letter dated April 17, 2014. 
This letter contains updated information.

April 18, 2014

Mr. Steve Hamer
Transportation Program Manager
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Hamer:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
- Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
- Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
- Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
- Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEIs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**  
**Wednesday, May 21, 2014**  
5:30 – 7:30 p.m.  
Truman Community College – Wilson Lobby  
1145 W. Wilson Ave, Chicago, IL 60640  
*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**  
**Thursday, May 22, 2014**  
5:30 – 7:30 p.m.  
19th District Police Department  
850 W. Addison St, Chicago, IL 60613  
*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands  
Project Manager  
Strategic Planning and Policy  
312.681.4169  
shands@transitchicago.com
April 18, 2014

Mr. Charles Abraham
Manager of Program Support (Planning)
Illinois Department of Transportation
100 W. Randolph St., Suite 6-600
Chicago, IL 60601

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Abraham:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);

• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);

• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);

• Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEIs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**

*Wednesday, May 21, 2014*

5:30 – 7:30 p.m.

Truman Community College – Wilson Lobby

1145 W. Wilson Ave, Chicago, IL 60640

*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**

*Thursday, May 22, 2014*

5:30 – 7:30 p.m.

19th District Police Department

850 W. Addison St, Chicago, IL 60613

*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
April 18, 2014

Ms. Diane Smith
Assistant Director, Asset Management Services
Illinois Housing Development Authority
401 N. Michigan Ave.
Chicago, IL 60611

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. Smith:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
- Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
- Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
- Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
- Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEIs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
**Wednesday, May 21, 2014**
5:30 – 7:30 p.m.
Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640
This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway

**Red-Purple Bypass Project**
**Thursday, May 22, 2014**
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St, Chicago, IL 60613
This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
April 18, 2014

Mr. Tom Zimmerman
Illinois Terrorism Taskforce
2200 South Dirksen Parkway
Springfield, IL 62703

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Zimmerman:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
- Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
- Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
- Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
- Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEIs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
*Wednesday, May 21, 2014*
5:30 – 7:30 p.m.
Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640
*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**
*Thursday, May 22, 2014*
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St, Chicago, IL 60613
*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
April 18, 2014

Ms. Amber Dillon
Illinois Terrorism Taskforce
2200 South Dirksen Parkway
Springfield, IL 62703

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. Dillon:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Program, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses, and examining potential implementation strategies for the RPM Program. Based in part on community input, it has been determined that a phased approach would better meet the public’s expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has “independent utility,” meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.
• Red-Purple Bypass Project – construction of the Red-Purple Bypass, which grade-separates northbound Brown line train movements from Red and Purple line train movements just north of Belmont station (EA);
• Lawrence to Bryn Mawr Modernization Project – modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Hollywood and Leland Avenues (EA);
• Corridor Signal Improvements Project – signal system upgrades from Belmont to Granville stations (CE);
• Continued Interim Improvements Project – continued interim improvements to track and structures from the Linden terminal to Belmont station (CE).

Please see the enclosed materials which provide additional information on the Phase One improvements for the RPM Program, including specific information about the project area impacted and the proposed NEPA environmental reviews. The previous Notice of Intent to Prepare an EIS for the RPM Project will be rescinded in a forthcoming Federal Register notice. Consequently, there will not be formal participating agencies for the Phase One projects as they are not required for EAs and CEIs under NEPA.

CTA will be hosting two public open houses in late May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

**Lawrence to Bryn Mawr Modernization Project**
**Wednesday, May 21, 2014**
5:30 – 7:30 p.m.
Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640
*This location served by CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway*

**Red-Purple Bypass Project**
**Thursday, May 22, 2014**
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St, Chicago, IL 60613
*This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted*

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands
Project Manager
Strategic Planning and Policy
312.681.4169
shands@transitchicago.com
<table>
<thead>
<tr>
<th>Date</th>
<th>Agency</th>
<th>Attendees</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>4/17/2014</td>
<td>City of Evanston</td>
<td>Eva-Dina Delgado, Steve Hands, Mike McLaughlin, Carole Morey, Ryan Mouw, Elizabeth Tisdahl, Ylda Capriccioso, Rajeev Dahal, Homayoon Pirooz</td>
<td>Chicago Transit Authority, Chicago Transit Authority, Chicago Transit Authority, Chicago Transit Authority, City of Evanston, Mayor, City of Evanston, City of Evanston, City of Evanston</td>
</tr>
<tr>
<td>4/18/2014</td>
<td>City of Chicago Department of Planning and Development</td>
<td>Mike McLaughlin, Brad McConnell</td>
<td>Chicago Transit Authority, Chicago Department of Planning and Development</td>
</tr>
<tr>
<td>4/18/2014</td>
<td>Chicago Department of Transportation</td>
<td>Mike McLaughlin, Luann Hamilton, Jeff Sriver</td>
<td>Chicago Transit Authority, Chicago Department of Transportation, Chicago Department of Transportation</td>
</tr>
<tr>
<td>5/1/2014</td>
<td>City of Chicago Department of Buildings</td>
<td>Steve Hands, Mike McLaughlin, Felicia Davis, Kenneth Meyer</td>
<td>Chicago Transit Authority, Chicago Transit Authority, Chicago Department of Buildings, Commissioner, Chicago Department of Buildings</td>
</tr>
<tr>
<td>5/12/2014</td>
<td>City of Chicago Department of Planning and Development</td>
<td>Mike McLaughlin, Andy McWhirter, Carole Morey, Aarti Kotak</td>
<td>Chicago Transit Authority, Chicago Transit Authority, Chicago Transit Authority, Chicago Department of Planning and Development</td>
</tr>
<tr>
<td>5/20/2014</td>
<td>City of Chicago Department of Planning and Development - Historic Preservation Division</td>
<td>Steve Hands, Marlise Fratinardo, Jenifer Palmer, Terry Tatum</td>
<td>Chicago Transit Authority, Chicago Transit Authority, CWC Transit Group, Chicago Department of Planning and Development</td>
</tr>
<tr>
<td>Date</td>
<td>Agency</td>
<td>Attendees</td>
<td>Organization</td>
</tr>
<tr>
<td>------------</td>
<td>------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>---------------------------------------------------</td>
</tr>
<tr>
<td>6/18/2014</td>
<td>City of Chicago Department of Planning and Development, Chicago Department of Transportation, and Ward 46</td>
<td>Steve Hands, Carole Morey, Jeff Wilson, Brad McConnell, Andrew Mooney, Todd Wyatt, Luann Hamilton, Hannah Higgins, David Smith, James Cappleman, Tressa Feher, Abby Sullivan</td>
<td>Chicago Transit Authority, Chicago Transit Authority, Chicago Department of Planning and Development, Chicago Department of Planning and Development, Chicago Department of Transportation, Chicago Department of Planning and Development, Chicago Department of Transportation, Ward 46, Alderman, Ward 46, Ward 46</td>
</tr>
<tr>
<td>6/19/2014</td>
<td>City of Chicago Department of Planning and Development and Ward 46</td>
<td>Steve Hands, Jeff Wilson, Brad McConnell, Todd Wyatt, James Cappleman, Tressa Feher, Peter Haleas</td>
<td>Chicago Transit Authority, Chicago Transit Authority, Chicago Department of Planning and Development, Chicago Department of Planning and Development, Ward 46, Alderman, Ward 46, Bridgeview Bank</td>
</tr>
<tr>
<td>6/20/2014</td>
<td>City of Chicago Department of Planning and Development - Historic Preservation Division</td>
<td>Marlise Fratinardo, Steve Hands, Mike McLaughlin, Carole Morey, Jenifer Palmer, Eleanor Gorski, Christopher Jang</td>
<td>Chicago Transit Authority, Chicago Transit Authority, Chicago Transit Authority, Chicago Transit Authority, CWC Transit Group, Chicago Department of Planning and Development, Chicago Department of Planning and Development</td>
</tr>
<tr>
<td>7/25/2014</td>
<td>Chicago Department of Transportation</td>
<td>Steve Hands, Joe Osowski, John Cecchin, Yadollah Montazery, Malihe Samadi, Michael Volini</td>
<td>Chicago Transit Authority, Chicago Transit Authority, Chicago Department of Transportation, Chicago Department of Transportation, Chicago Department of Transportation, Chicago Department of Transportation</td>
</tr>
<tr>
<td>Date</td>
<td>Agency</td>
<td>Attendees</td>
<td>Organization</td>
</tr>
<tr>
<td>------------</td>
<td>------------------------------------------------------------------------</td>
<td>--------------------------------------------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>10/22/2014</td>
<td>City of Chicago Department of Planning and Development and Chicago Department of Transportation</td>
<td>Stina Fish, Steve Hands, Mike McLaughlin, Andrew McWhirter, Leah Dawson Mooney, Dean Simpson, Peng Zhao, Jenifer Palmer, Tom Williams, Melody Carvajal, Paula Pienton, Christopher Jang, Aarti Kotak, Bob McKenna, Todd Wyatt, Bill Higgins, Jeff Sriver</td>
<td>Chicago Transit Authority, Chicago Transit Authority, Chicago Transit Authority, Chicago Transit Authority, Chicago Transit Authority, Chicago Transit Authority, Chicago Transit Partners, Chicago Transit Partners, CWC Transit Group, CWC Transit Group, CWC Transit Group, TY Lin, Chicago Department of Planning and Development, Chicago Department of Planning and Development, Chicago Department of Planning and Development, Chicago Department of Transportation, Chicago Department of Transportation</td>
</tr>
</tbody>
</table>