

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

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?



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



@cta

Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

[illegible]



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 Continuing to operate a busy rail line on this outdated infrastructure results in unusually high maintenance costs, the need for frequent repairs that disrupt service and slow travel, and outdated stations that can't accommodate modern amenities for our customers.



Sheridan Curve Construction, April, 1897

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.



Preliminary conceptual design of Bryn Mawr station

@ RPM@transitchicago.com

transitchicago.com/rpmproject

facebook.com/thecta

[@cta](https://twitter.com/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.

Preliminary conceptual renderings of new, wider platforms



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).

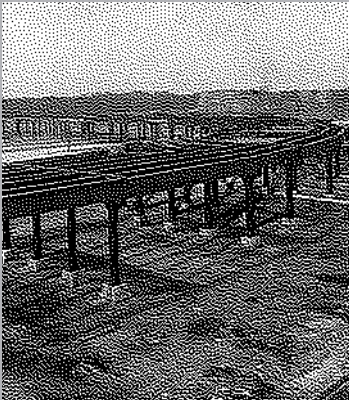


Modernización de las Líneas Roja y Púrpura: Reconstrucción de infraestructura vital para el futuro de Chicago

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.



Construcción de la curva en Sheridan, abril de 1897

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 máxima 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.



Diseño conceptual preliminar de la estación de Bryn Mawr



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 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.

Visualización conceptual preliminar de andenes nuevos más anchos



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 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 cada 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 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).



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](https://twitter.com/cta)



RED AHEAD
Moving Ahead to a Better Red



Phase One: Red-Purple Bypass



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.

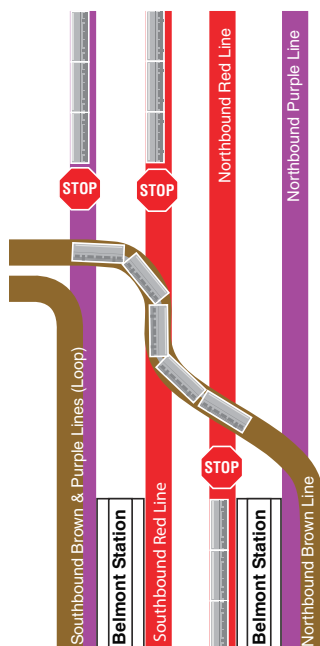
Currently, when northbound Brown Line trains travel across this intersection, any Red or Purple line trains approaching this intersection must stop and wait for signal clearance. This means as many as three Red and Purple line trains may be simultaneously delayed. This outdated track configuration dates 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:

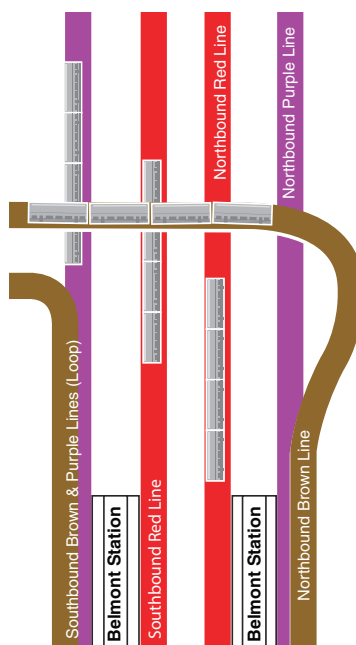
- Reduce delays and crowding and improve reliability.
- Increase the number of trains CTA can run on the Red Line by 30 percent.
- Add six to nine trains per hour during rush periods.
- Speed Red and Purple Line trains by 60 percent through this intersection.
- Save customers a half million travel hours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

Current Track Configuration



The current track configuration just north of Belmont requires up to three Red and Purple line trains to stop and wait for a single Brown Line train to cross. This happens throughout every weekday but more frequently during rush hour when trains must wait for signal clearance every three to four minutes. This configuration can produce rippling delays to service on all four tracks, delaying over 40 percent of all weekday Red, Purple and northbound Brown Line trains.

Bypass Track Configuration



A bypass would provide a dedicated track for Brown Line trains. This means trains and thousands of customers traveling on all four tracks will no longer need to stop and wait for signal clearance at this intersection.



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 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).

@ RPM@transitchicago.com

transitchicago.com/rpmproject

[facebook.com/thecta](https://www.facebook.com/thecta)

[@cta](https://twitter.com/cta)



Fase Uno: Vía Periférica de las Líneas Roja y Púrpura

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.

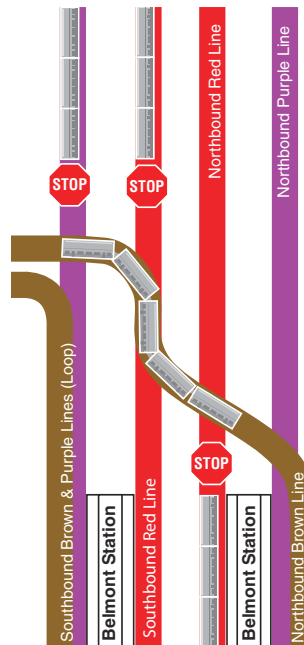
Actualmente, donde los trenes de la Línea Café que andan al norte atraviesan esta intersección, todos los trenes de las Líneas Roja o Púrpura deben parar y espera la señal del paso libre. Esto significa que hasta tres trenes de las Líneas Roja y Púrpura tienen que retrasarse simultáneamente. Esta configuración 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:

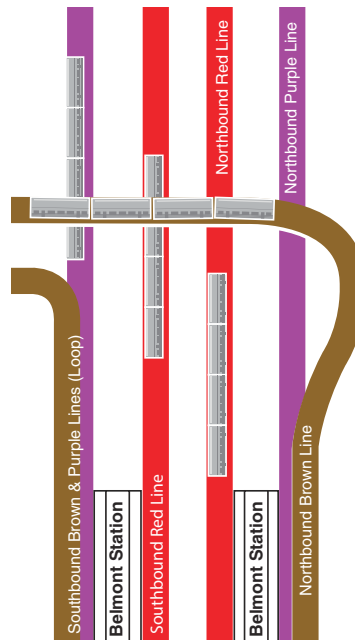
- Reduciría las demoras y el hacinamiento y mejoraría la fiabilidad.
- Aumentaría el número de trenes de la CTA que pueden andar por la Línea Roja en 30 por ciento.
- Incorporaría seis a nueve trenes por hora durante los períodos de máximo tránsito.
- Aumentaría la velocidad de los trenes de las Líneas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

Configuración actual de vías



La configuración actual de vías justamente al norte de Belmont exige que hasta tres trenes de las Líneas Roja y Púrpura paren y esperen que cruce un solo tren de la Línea Café. Esto 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.

Configuración de vías periféricas



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.

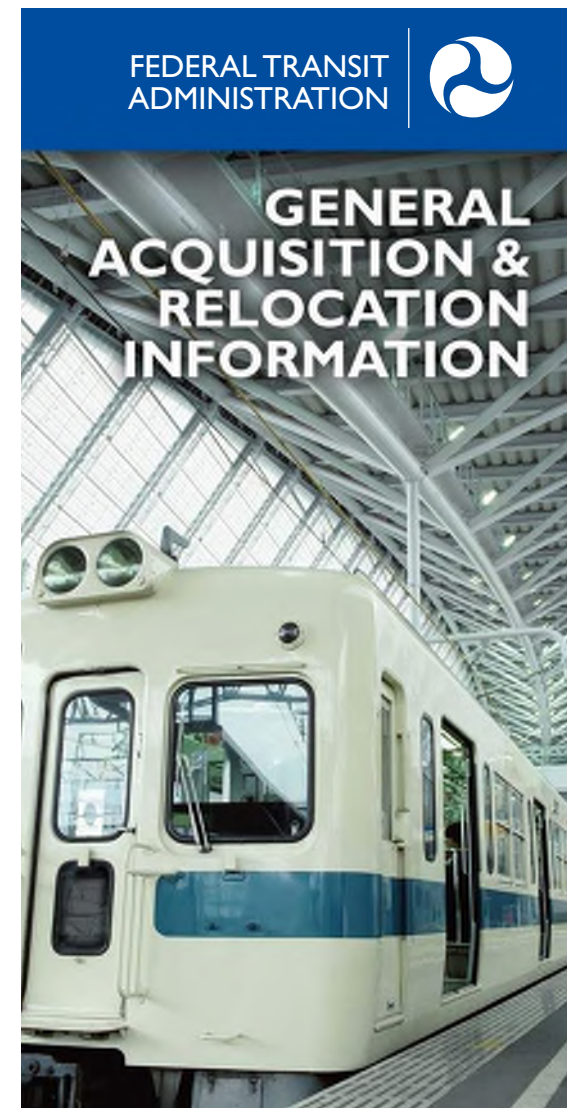
Your Local Transit Agency will establish an appeal process should you be aggrieved by a denial of benefits or if you feel the benefits are inadequate.

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:



FTA | U.S. DEPARTMENT OF
TRANSPORTATION 
FEDERAL TRANSIT ADMINISTRATION

SEE THE BACK PANEL OF THIS BROCHURE FOR
INFORMATION ON CONTACTING YOUR LOCAL AGENCY.



GENERAL INFORMATION

Your local transit agency may need to purchase property from you with funding from the Federal Transit



Administration (FTA) in order to benefit the general public. To assure fair and consistent treatment of all

persons, the FTA will require your local transit agency to follow the Uniform Relocation Assistance and Real Property Policies Act of 1970, as amended. The Uniform Act is a law passed by Congress to promote uniformity and fairness when a local transit agency must acquire property or displace persons. There are two main parts of this process:

1. *Acquisition, which is the purchase of your real estate.*
2. *Relocation which offers additional benefits should you or your business be displaced.*

Acquisition of Real Property

The purchase of real estate by a transit agency begins with the appraisal of your property. An appraiser will inspect your property to determine the value. The property owner should accompany the appraiser while making this inspection. A second appraiser will then review and approve the work of the first appraiser and will recommend a value to the local transit agency.

You should then receive a written offer to purchase your property. You will have sufficient time to consider the offer or make any counter offers that you believe is fair.

If you elect to sell your property to the local transit agency, you will be paid the full amount less any encumbrances (mortgage, lien, etc.) owed on that property. Possession of vacant property may be taken the day of closing by the local transit agency; possession of occupied property will be at an agreed future date.



Relocation



Advisory Assistance will be offered to every displaced person. A Relocation Agent will visit you to explain all of the benefits and services that you may be eligible to receive.

Below is a very brief outline of the various types of financial benefits available if you or your business are required to move.

Residential Homeowner Occupants, are those that have owned and occupied their home for at least 180 days. Typical benefits include:

1. *Moving Costs*
2. *Price Differential Payment*
3. *Increased Mortgage Interest*
4. *Incidental Closing Costs*

90 day Occupant or Tenant, is either a tenant or a homeowner that has occupied their home for less than 180 days but at least 90 days. Relocation benefits include:

1. *Moving Costs*
2. *Rental Assistance Payment/Down Payment*

Red-Purple Bypass Project



Parcels and buildings that may be displaced are shown to illustrate magnitude of impacts and possible locations. Due to the margin for error inherent in predicting displacements based on conceptual engineering, the actual displacements may vary from what is shown. Some of the properties shown may not ultimately need to be acquired. Land only property impacts are shown on the 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.



RED AHEAD



Check out the video for the
RPM Phase One Projects!

Visit: <http://youtu.be/r-FQyaslhBw>



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:

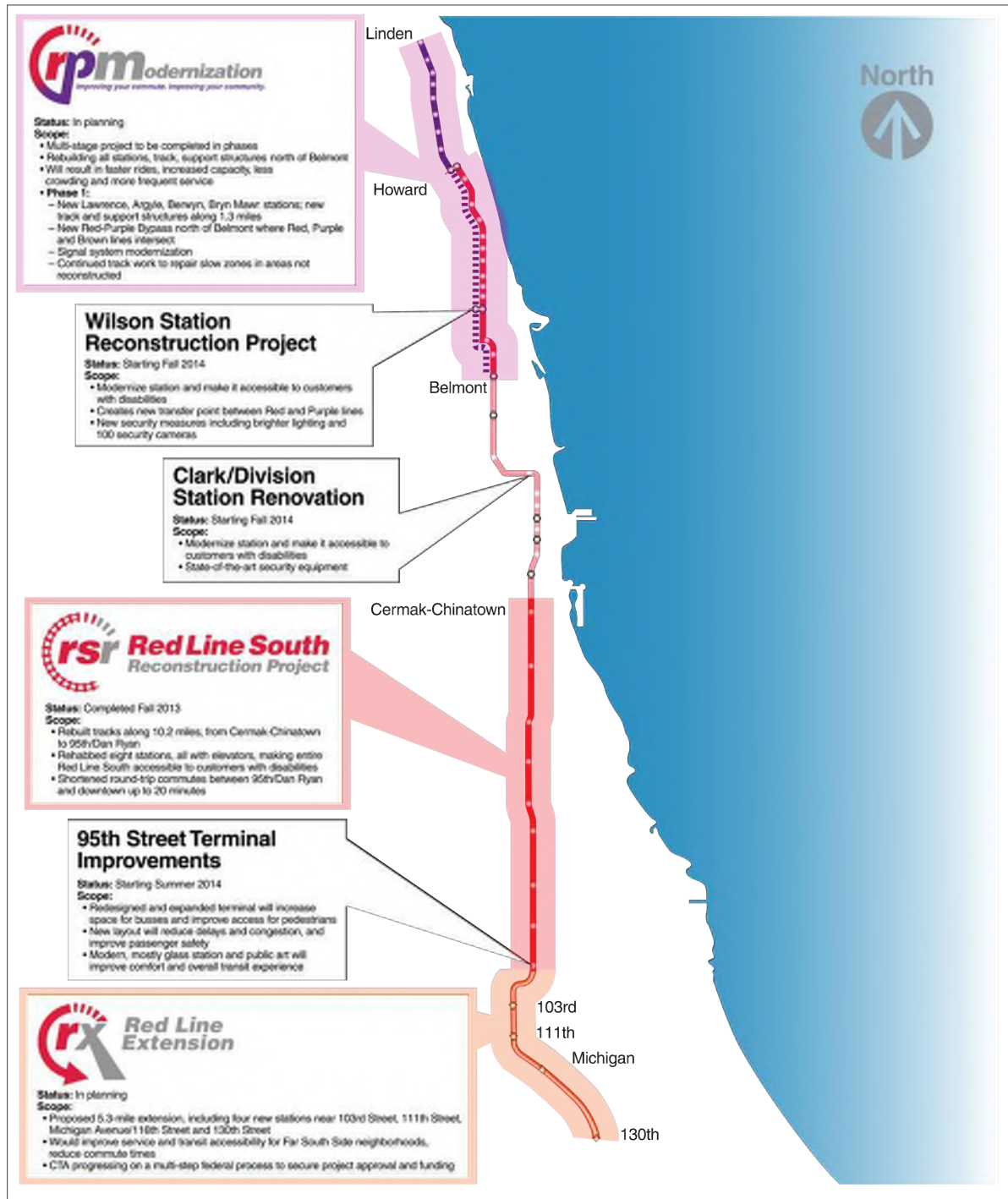
- Share information on the RPM Program and Phase One improvements
- Discuss potential impacts and benefits of the proposed project
- Obtain public feedback on the proposed project to inform the environmental analysis and design

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

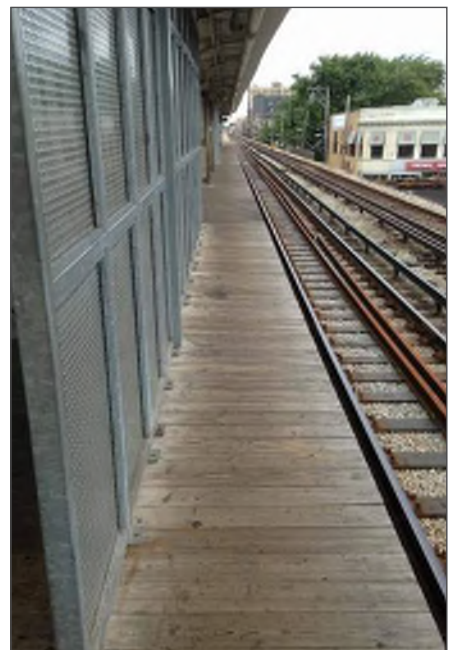
The existing Red and Purple lines:

- 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?

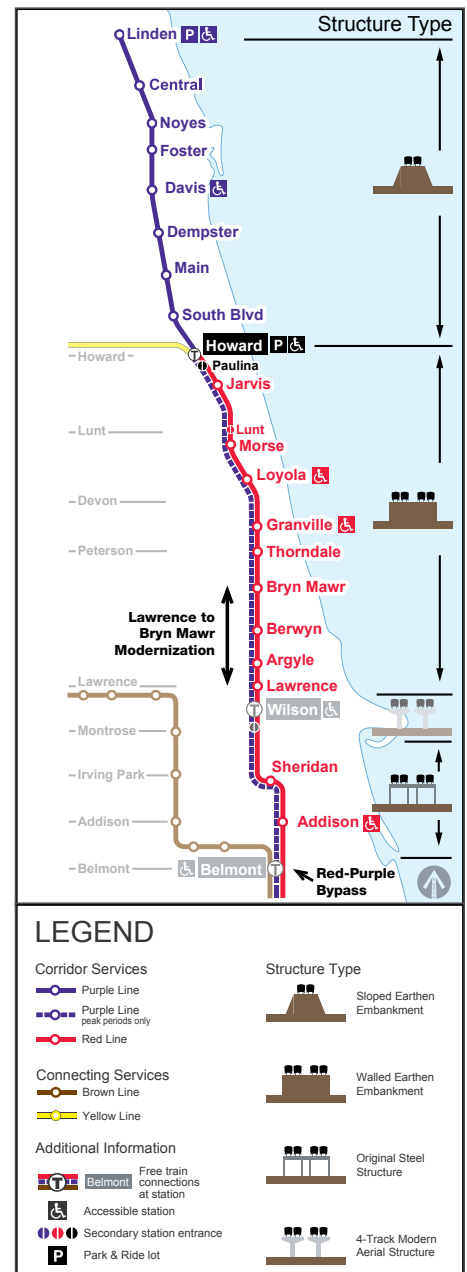
- Benefits **88% of all current RPM trips** 110,000 every weekday
- Improvements would save RPM customers **1 million hours every year**

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!**



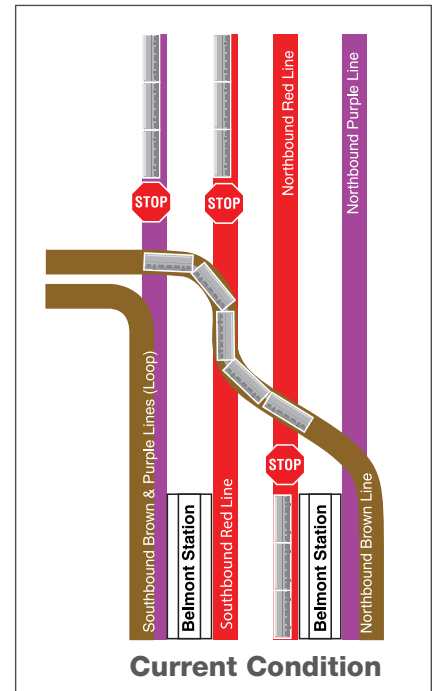
Red-Purple Bypass Project

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

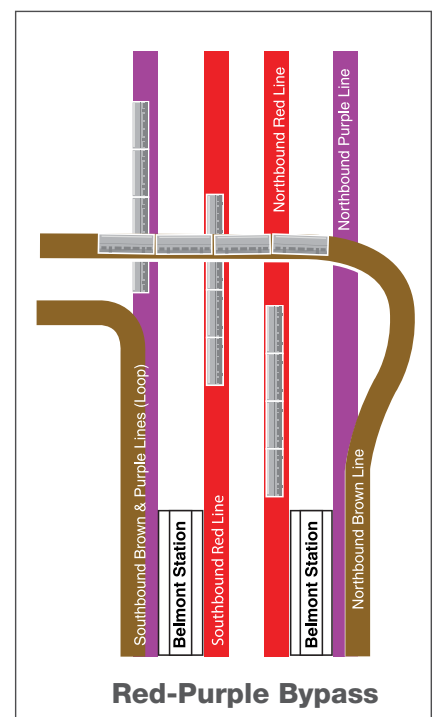


"Your attention please! We are **standing** momentarily waiting for signal clearance."



Project Purpose

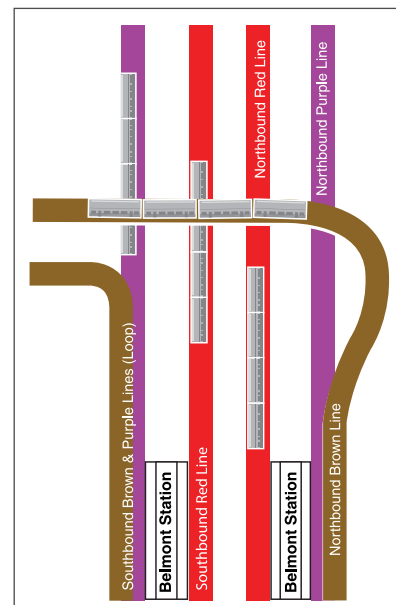
- Expand capacity
 - Ability to run an additional 6 to 9 Red Line and 6 to 8 Brown Line trains per hour
- Meet existing and growing ridership demands
 - Greater capacity for trains to operate would result in less crowding on overcapacity Red and Brown line trains
- Improve travel times and reliability
 - 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.

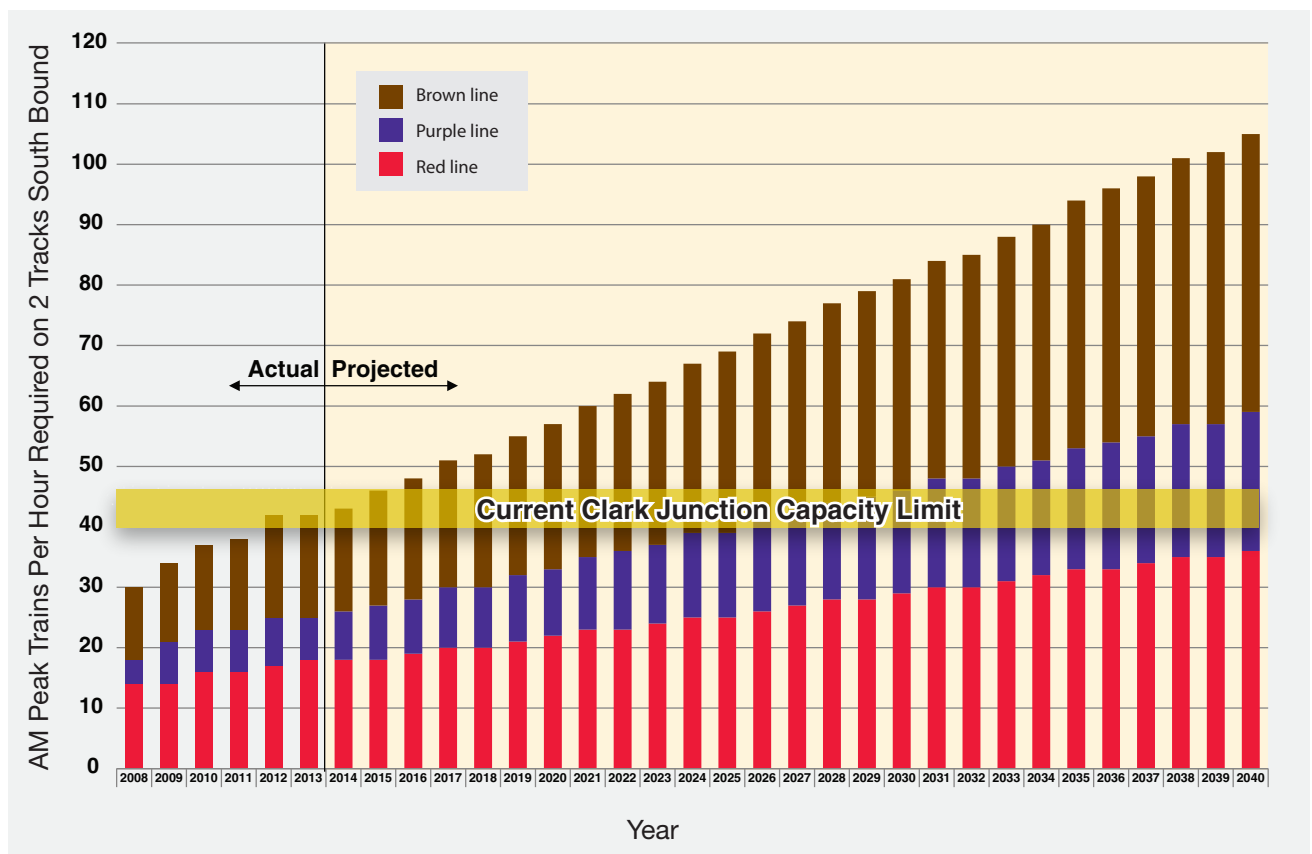
Red and Purple line trains would not need to stop and check or wait for clearance from crossing trains.

Concept rendering looking north from Belmont platform



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

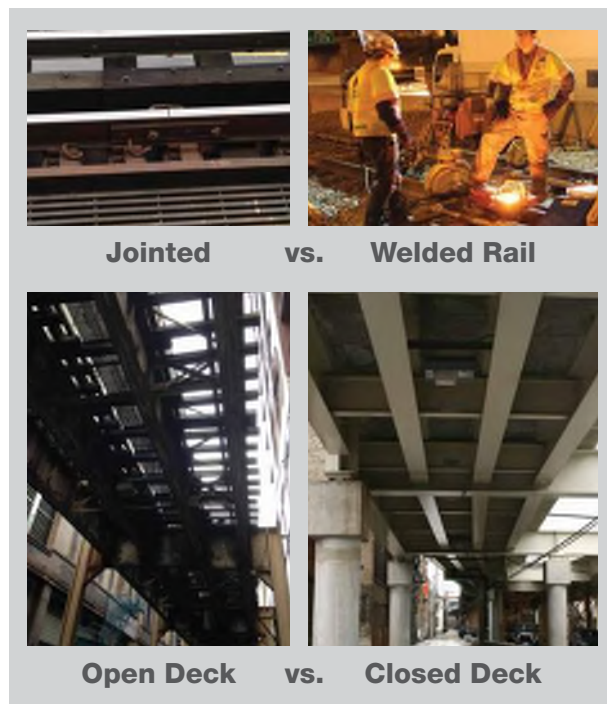
Noise Reduction Strategies

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.



Conceptual rendering of Red-Purple Bypass, with transit-oriented development



Conceptual rendering of development at Wilton/School

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

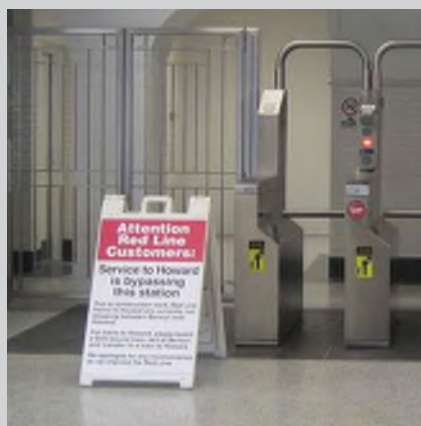
Community and business impacts

- 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**

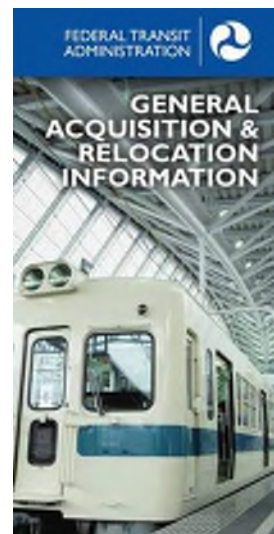
* Specifics on construction will be developed through additional engineering and design work.



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

Project	Red and Purple Modernization - Phase One		Brown Line Capacity Expansion
	Red-Purple Bypass	Lawrence to Bryn Mawr Modernization	2006-2008 For reference
TOTAL Primary Building Displacements	16	3	40

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.

TOD Opportunities near the Red-Purple Bypass Mixed Use

Current Condition

Potential Redevelopment



Facing northwest from Belmont Avenue and Wilton Avenue



Facing north from Clark Street and Buckingham Place



Facing south from Sheffield Avenue, Clark Street, and Newport Avenue

Residential Mid-rise

Current Condition

Potential Redevelopment



Facing southwest from School Street and Wilton Avenue

Individual Townhomes

Current Condition

Potential Redevelopment



Facing southwest from School Street and Wilton Avenue

TOD Opportunities along the Lawrence to Bryn Mawr Modernization Project Mixed Use

Current Condition

Potential Redevelopment



Facing southeast from Broadway and Ainslie Street

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



Belmont station under construction in 2007

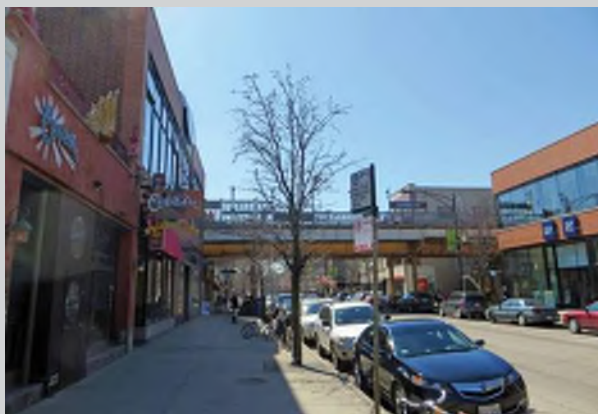
Economic Development on the Brown Line

Before (2002)



Southport station area

Today (2014)



Recent development has increased density and activity

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



Track Structure



Vautravers Historic Building

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

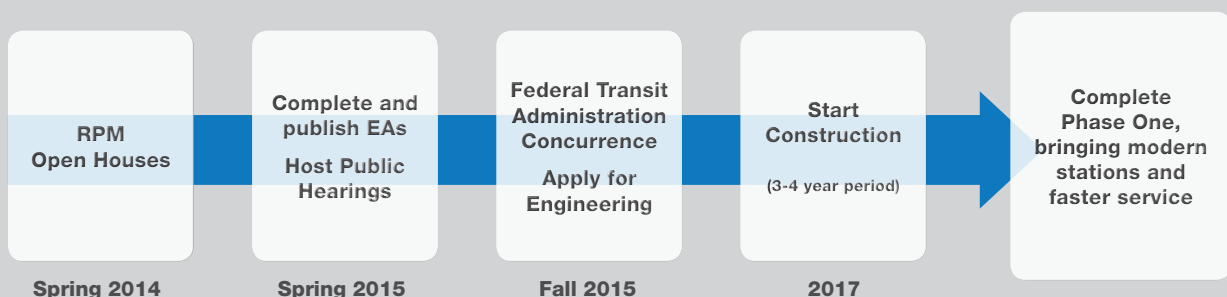
CTA is pursuing a wide range of local, state and federal sources to fund the RPM Phase One projects, estimated at \$1.7 Billion, as well as future phases of the RPM program

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







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 EASTMAN

Address 655 W Roscoe

City Chicago State _____ Zip 60657

Email Address geo655@aol.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
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

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 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:

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

THIS SHOULD BE ADDRESSED IN TOMORROW'S MEETING

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



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/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:

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/RPMPProject

f facebook.com/thecta

@cta

Para informacion en Español, llame al 312-681-2712

За информацией на русском, звоните по телефону 312-681-2712

中文查詢, 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 SCHIELER

Address 869 W. BUENA AVE # 414

City Chicago State IL Zip 60613

Email Address richler41@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?

TOO COSTLY FOR BENEFITS; PROPERTY DISPLACEMENT; VERY CONCERNED
ABOUT SAFETY; TIME SAVINGS MINIMAL; OTHER PROJECTS MUCH MORE
A PRIORITY. RECONSIDER FOR LATER DATE AFTER OTHER 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?

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 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). Feds take 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." - WE WOULD LIKE TO SEE A STUDY WHERE THE TRAIN TRACKS ARE "STACKED OVER" ONE-ANOTHER, MUCH LIKE TRAIN SYSTEM IN NEW YORK CITY + 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?

PRESERVATION CHICAGO IS EXTREMELY CONCERNED ABOUT THE LOSS OF HISTORIC STRUCTURES FOR THE FLYOVER, AS THE LOSS OF THESE BUILDINGS WILL NEGATIVELY IMPACT THE STREETWALL AND NEIGHBORHOOD OF WRIGLEYVILLE + LAKEVIEW. WE WOULD LIKE TO SEE THE FACADES PRESERVED AT A MINIMUM. PERHAPS ON SEVERAL BUILDINGS THE REAR-ALLEY FACADES COULD BE SHAVED-OFF, WITH THE REMAINING PORTIONS PRESERVED, MUCH LIKE WHAT WAS DONE WITH THE BROWN-LINE EXPANSION WHERE IT IMPACTED ARCHITECTURE

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 Tomaszewicz

Address 408 Stonegate Ct.

City Willowbrook

State IL

Zip 60521

Email Address Chris.cr1@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 more trains per hour does that justify the cons of the project. The cons of the project include the price tag, \$300 million dollars. Even if the federal government were to chip in a significant to cover the costs. That is still a large sum of money. Also, the impact to the neighborhood



cont.
on
back

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
中文查詢, 請打電話 312-681-2712
Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

In terms of tearing down buildings would ~~not~~ be substantial, I do not know
~~if I~~ think the benefits outweigh the ~~not~~ 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 chuckmackie@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 - choose history over sterile rowhouses
Funding - Red Line expansion south is much more important
Other - this is a "bays 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/RPMPProject

facebook.com/thecta

@cta

Para informacion en Español, llame al 312-681-2712

За информацией на русском, звоните по телефону 312-681-2712

中文查詢, 請打電話 312-681-2712

Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

I will be contacting my Aldermen 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 #604
City CHICAGO State IL Zip 60657
Email Address LCMMURPHY@SBCGLOBAL.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

Visual Impacts
(how it would look)

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 phones, had ear
phones and were oblivious to time.
The bypass project should not be done period.
Regular riders will 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/RPMPProject

facebook.com/thecta

@cta

Para informacion en Español, llame al 312-681-2712

За информацией на русском, звоните по телефону 312-681-2712

中文查詢, 請打電話 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 BOGAN-BRUNO

Address 2225 MADISON PL

City EVANSTON

State IL

Zip 60202

Email Address PHOENIX27@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?

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 WANTED 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 FLYOVER WITHOUT THE NEED FOR WHAT AMOUNTS TO A FIFTH TRACK (AND THE DEMOLITION REQUIRED) OR FOR THE COSTLY CONSTRUCTION

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

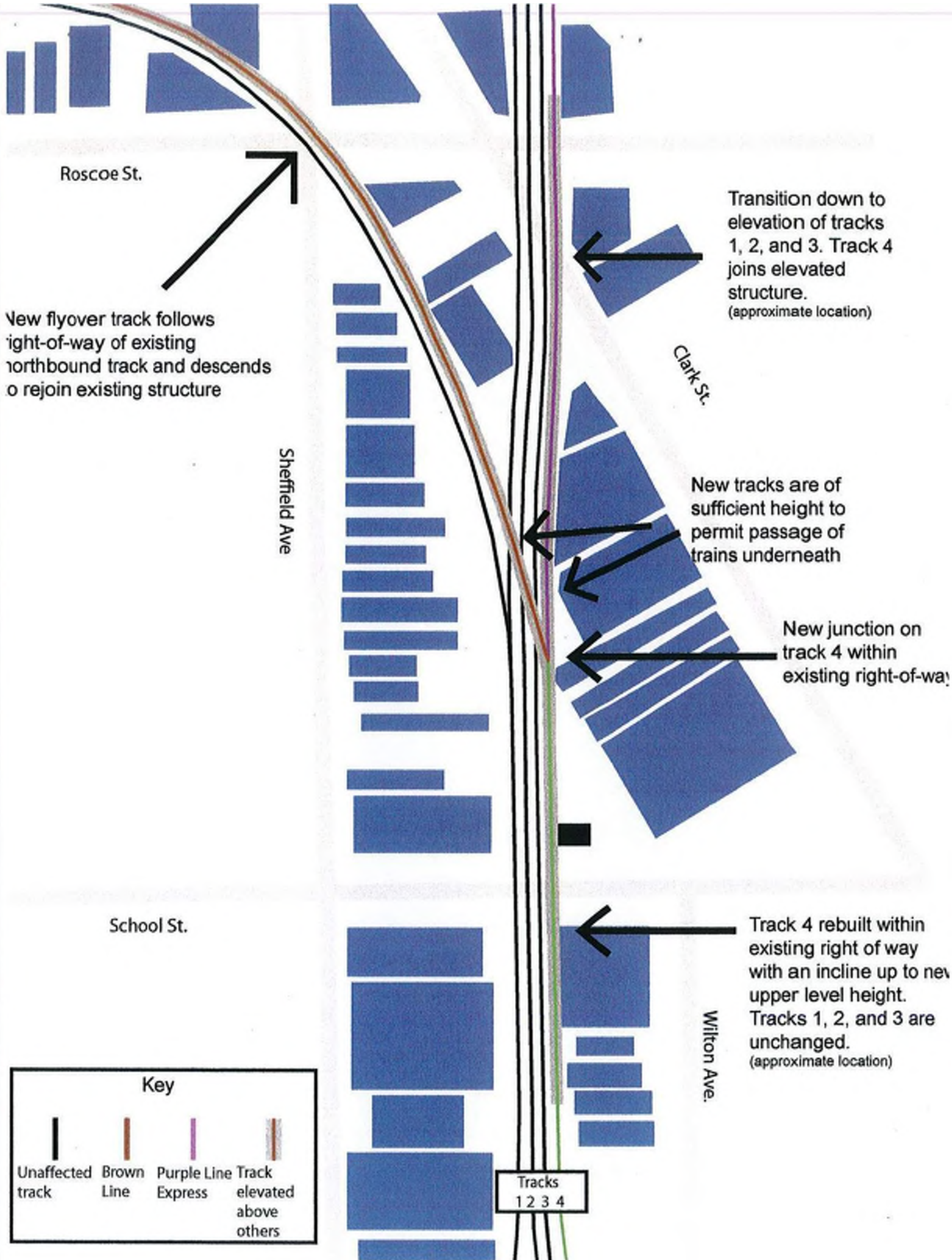
中文查詢, 請打電話 312-681-2712

Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

FOR A FOUR TRACK SUBWAY, RECONSTRUCT TRACK 4 IMMEDIATELY NORTH OF THE BELMONT NORTH BOUND PLATFORM SO THAT IT FORMS AN INCLINE. (DEMOLISH THE RECENTLY CONSTRUCTED SOLID DECK CONNECTING 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 ~~AND ^{NO FROM} FLYOVER~~ ON THE ELEVATED TRACK 4 THAT FOLLOWS THE EXISTING RIGHT OF WAY. NORTH BOUND PURPLE AND BROWN LINE TRACKS WOULD THEN DESCEND TO REJOIN THE EXISTING STRUCTURE WITHOUT NEEDING 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 NORTH BOUND PLATFORM SOUTH INTO THIS SPACE WHILE REMOVING ~~THE~~ ^{AN EQUAL} PORTION OF THE NORTH BND TO GAIN ADDITIONAL SPACE. A DECREASE IN RADIUS (WHILE PROVIDING LOWER MAX SPEED THROUGH THE CURVE) ~~WOULD~~ ^{WOULD} ENABLE THE FLYOVER TO USE EXISTING RIGHT OF WAY FOR THE NORTH BOUND BROWN LINE TRACKS.





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 60646 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?

Comments = I am not sure that the project is necessary. I would hope that there would be an alternatives analyses done to find better ways of doing the same thing. Also, I am concerned about the 2

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?

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 e-mail 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 ~~do~~ 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.
(please see over)



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:

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.



RED AHEAD

Moving Ahead to a Better Red



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 Igar Stodoltear
Address 6165 N. Winchester Ave # 214
City Chicago State IL Zip 60660
Email Address igarst3@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?



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

f 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:

In the end, the crux of the matter is this. As a regular ~~Red~~ Red Line rider, I ~~know~~ 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 ~~ITB@~~ LGROETZINGER

☐ 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
Calculations

Why?

① The removal of the buildings will destroy businesses that have been here, through the recession. Without them what next? ② All those empty lots? ③ Traffic on CUBS game days? ④ What are competing 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

f facebook.com/thecta

@cta

Para informacion en Español, llame al 312-681-2712

За информацией на русском, звоните по телефону 312-681-2712

中文查詢, 請打電話 312-681-2712

Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

I need to see alternatives + pros + cons.
All DATA presented here is pitched in
favor of the project. Why did we
have MORE trains in the 1950's
(as I hear)?

Where is the city getting tax money for this
project?

This presentation today did not make
it possible for others than the question
erker to ~~see~~ the questions & 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 alfiemrtm2@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/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:

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 & 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 informacion 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:

- 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 (Tom Tunney'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 OLSENICZAK

Address 3260 N. LAKE SHORE DR.

City CHICAGO State ILL Zip 60657

Email Address swthmchi@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?

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/RPMPProject

facebook.com/thecta

@cta

Para informacion en Español, llame al 312-681-2712

За информацией на русском, звоните по телефону 312-681-2712

中文查詢, 請打電話 312-681-2712

Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

Your cartoon of the west bound/
Northbound 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 + 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 K Anderson
Address 3825 N Sawyer
City CU State IL Zip 60618
Email Address sarahobill@igloo.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?

cost & overruns / take the \$ + use 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 vs Benefits
what 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

f facebook.com/thecta

@cta

Para informacion en Español, llame al 312-681-2712

За информацией на русском, звоните по телефону 312-681-2712

中文查詢, 請打電話 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 Brian Stoff
Address 3649 N. Magnolia
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?

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

中文查詢, 請打電話 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

f facebook.com/thecta

@cta

Para informacion en Español, llame al 312-681-2712

За информацией на русском, звоните по телефону 312-681-2712

中文查詢, 請打電話 312-681-2712

Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

the assertions made regarding re-development
and, investment + ~~to~~ 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 GAAPA
Address 3215 N. WILSON AVE., UNIT A
City CHICAGO State IL Zip 60657
Email Address MGAPSC@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 Wilson 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 + I haven't seen their due diligence. And my property value has already been negatively affected even after I lived thru 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 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:

WHY CAN'T THE TRAINS BE SCHEDULED BETTER TO AVOID ANY WAIT TIMES? IF THEY WERE SCHEDULED BETTER + 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 + 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, + STUPIDLY WE'VE CONTINUED TO SPEND OUR \$ MAKING HOME IMPROVEMENTS ONLY TO HAVE THE CTA HURT OUR PROPERTY VALUES.



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 FRED PARK

Address 1501 W. MELROSE ST.

City CHICAGO State IL Zip 60657

Email Address PARKFRED200@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?

HOW ABOUT ACCESS TO WASHROOMS? SOME PEOPLE RIDE CTA FOR 8 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 PANTS.

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?
UPS TRUCKS PARKED IN BUS STOPS AND NO ONE CARES TO DO SOMETHING ABOUT IT. LIKE 1955 W. BELMONT EASTBOUND #77 CANNOT GET IN BUS STOP IT DOESN'T SEEM TO BOTHER 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/RPMPProject

f facebook.com/thecta

@cta

Para informacion en Español, llame al 312-681-2712

За информацией на русском, звоните по телефону 312-681-2712

中文查詢, 請打電話 312-681-2712

Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

WE ARE THE PIONEER PEASANTS WHO CAN PEE OR URINE IN OUR
PANTS BECAUSE OF SOME ARCHAIC RULE OF THE "FAT CATS" BOARD WHICH
SITS IN THE "IVORY TOWER"

Fred Park (773) 269-6715



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 Dalka

Address 1006 West Roscoe #2W

City Chicago State IL Zip 60657

Email Address David.dalka@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?

Amidst the Brown Line project
and the Belmont covering the north
Belmont district

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?

If it is an unnecessary project - I support
the Michael Chmielewski 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. CORNELIA AVE., #3A
City CHICAGO State IL Zip 60657
Email Address MARIELABAYER@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 LIVE IN THE NEIGHBORHOOD AND DO NOT FEEL SAFE WALKING ALONG CLARK + SHEPPARD AROUND THE BROWN-RED LINE JUNCTION. IT IS DARK, AND CREATES AN UNSAFE ENVIRONMENT - MANY BUSINESSES HAVE THEIR BACKDOOR TO THIS PASSAGE AREA. IF REDEVELOPMENT OCCURS, I WANT TO SEE THE SPACE OPEN UP SO PEDESTRIANS WANT TO STAY AND FEEL SAFE WHEN WALKING THROUGH AREAS THE CTA IMPACTS.

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?

~~SAY~~ I'M STILL CONCERNED ABOUT THE PROPERTY OWNERS - I WISH THERE WAS A WAY TO HAVE THE OPPORTUNITY TO ACQUIRE THEIR PROPERTY BACK - IF THE PROPERTY VALUE IS EXPECTED TO INCREASE TO REDEVELOPMENT, THEN THEY WON'T HAVE THAT OPPORTUNITY BECAUSE THEY WERE ASKED TO LEAVE IN THE FIRST PLACE.

STILL - PLEASE CONSIDER SAFETY - AND ENVIRONMENTAL IMPACT - HOW DOES THE BYPASS HELP THIS AREA TO BE MORE



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 State 60657 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? 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 11648 N. Mohawk B
City Chgo State IL Zip 60614
Email Address col fahey@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?

Original CTA proposal + Mayor Emanuel said Flyover necessary due to 4-min delays. Not true - more like 20-30 sec. Even if 4-min (not true), \$320 million for this a waste of taxpayer money. Unnecessary. 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 understood there would be public hearings - this open house makes it a done deal. There must be public hearings. Pls tell Forrest Claypool that Brown line runs til 11pm - at meeting at Ann Sathers he said Brown line didn't run pass 10pm. 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 adammanuso7@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	<u>Red-Purple Bypass Project</u>
--	--------------------------------------

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. Lots about
wait time

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

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

Why? This should in no way move forward. We claim to be
break city but have it 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. #203

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'm 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 540 W BRIAR PLACE APT 7M

City CHICAGO State IL Zip 60657

Email Address ZGWINGERZ@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 those elements. As a property owner, I am significantly concerned about several things: (1) safe + 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) funds loss of revenue; (6) funding + raising taxes (which are ...); (7) ~~bringing~~ ham to 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 930 W. Roscoe - Near Coach House
City Chicago State IL Zip 60697
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 reduction

Love the Subway 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 Dan V. Crowe
Address 741 W. Melrose St.
City Chicago State IL Zip 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? I'm excited because it is a 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 insite ~~are~~,

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? To take care of a non-problem, you will seize 19 properties,
14 of them buildings and several very nice dwellings and
then spend \$20,000,000 to cure what is at most a minor
inconvenience. That's a queous 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!!!



ORIGINAL

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

1	COMMENTS INDEX	
2	BY MR. JOSEPH M. PACKHEM	3
3	BY MR. MARK THOMAS	5
4	BY MR. NORB TATRO	7
5	BY MR. FREDERICK RIZZO	8
6	BY MR. PHILIP DARLING	9
7	BY MS. LYNN OLEJNICZAK	9
8	BY MS. CARMEN VIDAL-HALLETT	10
9	BY MR. MARK HALLETT	11
10	BY MR. SIMON LEVERETT	13
11	BY MR. DAVE BRAET	13
12	BY MS. COLLEEN FAHEY	15
13	BY MS. SUSAN GRAYE	16
14	BY MS. TERRI HANLEY	16
15	BY MR. ADAM ROSA	17
16	BY MS. MARIELA BAYER	19
17	BY KEN	21
18	BY MR. JOHN JOHNSON	26
19	BY MR. JACOB ARONOV	30
20		
21		
22		
23		
24		

1 (Whereupon, comments were made
2 on the record as follows:)

3 MR. JOSEPH M. PACKHEM

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

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

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

1 save taxpayers money.

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

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

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

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

22 Thank you very much for your time. And
23 you can find my contact information attached with
24 my statement. And here is our white paper. I

1 won't go over this.

2 MR. MARK THOMAS

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

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

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

23 It was interesting that today I got an
24 e-mail from my art director, who works downtown on

1 a full-time basis, and I want to read what he said.
2 And he said, "Can't make it to the CTA meeting
3 regarding the Belmont bypass. FYI, the few times
4 the Brown Line stop waited at the junction has been
5 less than 30 seconds in my experience. Hardly the
6 hardship to blow with \$320 million."

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

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

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

21 And we don't see the gain of the bypass.
22 We saw the gain of having the station rebuilt, but
23 we saw the gain of having the station rebuilt with
24 the promises of putting the commercial property and

1 the residential property and putting the community
2 back together.

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

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

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

22 MR. NORB TATRO

23 I strongly support this. This is the
24 classic case of why we have eminent domain.

1 Sometimes you have to sacrifice some for the
2 greater good. Sacrifice some or the interest of
3 some for the greater good. And this is clearly a
4 case of that.

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

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

19 MR. FREDERICK RIZZO

20 My comment is it's a solution in search
21 of a problem. They should update the Red Line
22 stations that certainly require it. But the
23 project on the Brown Line I think is I haven't
24 noticed any delays, and I've lived in this area for

1 30 years. That's all I have to say.

2 MR. PHILIP DARLING

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

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

12 MS. LYNN OLEJNICZAK

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

23 I also don't think that the study for
24 what could be used for the buildings that they are

1 trying to displace is necessarily accurate for the
2 neighborhood. They are talking about the fact that
3 we will be able to have transit-type businesses.
4 What does that mean? They said, well, things that
5 they could use when they get out and off the
6 train. Which I said we don't need 17 doughnuts.

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

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

22 MS. CARMEN VIDAL-HALLETT

23 First of all, I want to say that I am
24 completely in favor of transit. Transit is the

1 solution for our problems in transportation, and
2 I'm very supportive of CTA and have ever been.

3 But I think this plan is very, very
4 expensive, and that others that are much less a
5 fraction of the budget, like bus rapid transit,
6 have not been explored and shown to the public to
7 understand what alternatives we have to provide
8 better transit.

9 So, for example, the bus rapid transit
10 along Ashland or Western would distribute the
11 population in transit in three corridors, instead
12 of just one which costs \$300 million as opposed to
13 30.

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

17 MR. MARK HALLETT

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

22 I'm here tonight to learn more about this
23 project. My statement is going to be a very short
24 one, and that is to say that after walking through

1 the room and seeing all of the posters and talking
2 with three representatives about this project, I
3 can only say that I'm really disappointed. And
4 that it really disturbs me that CTA would push a
5 project that is so expensive and in so many ways
6 with so few benefits.

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

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

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

24

1 MR. SIMON LEVERETT

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

13 MR. DAVE BRAET

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

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

23 And then the third would be
24 advertisement, making sure no advertisements are

1 used on the overpass. The CTA does use
2 advertisement over certain overpasses with lights
3 on every night. That none of that space, if they
4 do do the fly by, none of that would be used for
5 advertisement. That's it. Thank you.

6 MR. JOSEPH BATA

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

20 The growth projections of the flyover
21 takes into account unrealistic projections and is
22 probably a bad decision currently. In the future
23 it may be a good decision, but currently, based on
24 the projections they are using, it seems to be a

1 misuse of taxpayer money at this time. Thank you.

2 MS. COLLEEN FAHEY

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

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

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

21 So it's \$320 million for a project
22 that's not necessary, that will destroy part of a
23 thriving, popular neighborhood, when the money
24 could be used elsewhere where it might actually be

1 necessary. Thank you.

2 MS. SUSAN GRAYE

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

15 MR. MIKE LEHMAN

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

22 MS. TERRI HANLEY

23 This is not a town hall meeting, it's a
24 show and tell. It's smoke and mirrors. At these

1 meetings they set them up like this so none of the
2 residents, none of the neighbors can hear other
3 comments from their neighbors. There is no
4 question and answer, because they don't want to
5 hear your questions. This is at best a sneaky way
6 to do things.

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

12 MR. ADAM ROSA

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

24 I believe in creating a more efficient

1 transit system, but this is not the way to do it.
2 There needs to be a middle ground between what is
3 being shown here and stopping the project. There
4 needs to be some alternatives shown that are much
5 more elegant to the neighborhood context and with
6 respect to the character and quality of Clark and
7 School and Wilton Street areas.

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

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

1 directly with the neighborhood. And that's it.

2 MS. MARIELA BAYER

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

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

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

20 I really appreciate the type of
21 businesses that are on, let's say, Broadway in the
22 neighborhood. And there are people on the streets,
23 restaurants have the permits that have the sidewalk
24 seating. Whenever I think you can have that and

1 have people on the street and just eyes everywhere,
2 it's just a more comfortable and safer environment.

3 Also, I would say that I didn't think
4 where the Brown Line separates from the Red and
5 Purple line at Clark and Sheffield, it's always
6 going to be really structure heavy and feel really
7 top heavy whenever you're walking underneath.

8 But I would like to see that area around
9 the structure to not feel like alleys and just dark
10 areas. So if there is a way in the planning for it
11 to be plaza or just businesses that open up, I
12 think that opening up to that area or somehow
13 that's not as back door, I think that would be
14 helpful. Or if it is a back door, that it closes
15 it off and you don't have to pass through it.

16 I think that the North Avenue Red Line
17 station condition, even though it's a subway
18 condition and not above ground, the fact that when
19 you leave the station and there is like a fountain,
20 there is seating, and it kind of opens up for
21 business. You know, you can walk to the store and,
22 you know, there is a Starbucks there. It's just --
23 it invites people to stay.

24 And I know there is not going to be a

1 station at that juncture on Clark and Sheffield,
2 but I think there needs to be something there to
3 allow people to stay and not be in a rush to pass
4 by. At least make use of it, if you're not going
5 to make it safe. Thank you.

6 KEN

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

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

22 And when it comes to other aspects of
23 the CTA, please be sure that you reinstate certain
24 bus lines, such as the No. 419 Clyborne bus, and

1 reinstate the section of the No. 11, the route 11
2 Lincoln bus, which was removed. That is a three-
3 mile stretch between Fullerton and Lawrence which
4 was removed. Because this inconveniences older
5 people, seniors, and disabled people who want to
6 frequent businesses, churches, et cetera, in that
7 region.

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

19 For the rebuilding of the stations
20 between Wilson and Grandville on the Howard Line,
21 please do this in a staggered formation so that
22 people will not be inconvenienced all at the same
23 time. The main thing is to make sure that
24 everything is ADA compliant. Due to the fact that

1 people are aging, they're in the process of aging,
2 people coming back from our various wars, and
3 people who experience accidents and trauma in their
4 life where they have loss of limb, zero limbs, or
5 use of their mental faculties, so that they would
6 need assistance in riding, you know, the various
7 forms of transportation here in Chicago and the
8 Chicagoland area. Just to ensure that it's
9 completely 100 percent ADA compliant.

10 MR. DAVID DALKA

11 So I'm against this project at this time
12 because the promises that were made to us about the
13 Brown Line reconstruction where we spent \$500
14 million have not been kept. Those promises include
15 we were moving to eight car trains, and they are
16 currently running four car trains between
17 10:00 a.m. and 2 p.m. every day, while running
18 eight car trains from 10 p.m. to when the trains
19 stop running at night, which makes no sense. I
20 ride it during the day, I want that there.

21 Additionally, on the Brown Line they went
22 from six cars trains to eight car trains, they have
23 not upgraded the electrical work in the
24 neighborhood. And there are houses in the

1 neighborhood who have flickering electric when
2 trains go by.

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

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

16 The argument that the reason for this
17 being necessary is that the delay in Red Line train
18 spacing is completely bogus. When I was younger,
19 30 years ago, they used to have a lot of train
20 monitors that made sure that the trains leaving
21 Howard and trains moving this way, they kept them
22 spaced well and those backlogs didn't occur. So
23 right now we have a situation where a train won't
24 come for 15 minutes, and then six will come in 5

1 minutes. Well, if six comes in five minutes, they
2 will be stacked up. It has nothing to do with the
3 capacity of the train line, it has to do with the
4 mismanagement of the competent person who is
5 running the CTA at the time whose name I won't
6 mention.

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

10 The only other thing I would like to add
11 is the Red Line, we live in our society right now
12 where rush hour runs later because people work
13 later every day. So if you get on a train right
14 now in the Loop between 4:00 and 5:00 p.m., it's
15 empty. If you get on a train between 8:00 p.m. and
16 10:00 p.m., you can barely get on it. The way the
17 evening rush has shifted, the trains schedules have
18 not shifted to match that trend in our society.
19 And again, that has partly to do with some of these
20 type of things.

21 So we need to move to being more
22 responsive to the customers' needs, and looking at
23 the customers first rather than looking at it from
24 Washington, "we have funding for something, so we

1 should do it" point of view first. Which is what
2 this project appears to be.

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

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

16 That's it. Thank you for listening.

17 MR. JOHN JOHNSON

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

22 The Lakeview-Wrigleyville area is an
23 international travel destination. People come from
24 all over the world to visit the neighborhood that

1 we live in. These buildings have been here for
2 well over a hundred years. I've had a chance to
3 speak to people that have lived here for 40 years
4 or more, sharing their history of and their love of
5 the old buildings.

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

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

23 Wouldn't it make sense, rather than to
24 just jump into a proposed solution, to have an open

1 meeting where the neighborhood can share some
2 ideas? And, granted, we don't have all the money
3 to put together everything for the proposal, but
4 architects have taken a look at this and it's very
5 doable.

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

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

23 You know, there were some people I talked
24 to who said their house has been in the family for

1 a little over a hundred years. You know, these are
2 the people that make the neighborhood. Let their
3 voices be heard, because that's what makes us all
4 come together. Let's go ahead and have these
5 discussions and look at all the solutions.

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

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

19 And we certainly have heard from a number
20 of people today who stopped by to talk to us that
21 were very, very interested in seeing this solution
22 presented as an alternative to having buildings,
23 homes, blocks taken down. I've always learned the
24 shortest distance between two points is a straight

1 line. Doesn't it make sense to go under Clark
2 Street to make everything go the smoothest?

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

13 You really should sit down with Mike,
14 because he works with some of the original people
15 that put this proposal together a long time ago.
16 So when I saw it I thought, you know what? This
17 truly is the perfect solution. Does it require
18 maybe a little more time and perhaps funds?
19 Perhaps. But isn't it a viable proposal to
20 consider and share and seek funding for if
21 necessary?

22 MR. JACOB ARONOV

23 I appreciate the program last night. I
24 think the station renderings are the job at

1 Lawrence. They need to have an ancillary entrance
2 on the north side of the street there. Someone
3 told me that's actually where the main entrance
4 will be when it's completed, and move the main
5 entrance to the north end I guess. They have the
6 track that they are redoing.

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

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

21 (Which were all the statements
22 on record offered at the meeting
23 of said cause.)
24

1 STATE OF ILLINOIS)

2) SS:

3 COUNTY OF C O O K)

4

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

13

14

15


Certified Shorthand Reporter

16

17

18

19

20

21

22

23

24

A						
S300	4:3 10:14	amount	18:13	12:11 17:20 27:1,5	28:13	13:18,19 29:18
11:12	analysis	31:9	basis	27:14 29:22 30:10	classic	constructing
S320	31:9	ancillary	6:1	bus	7:24 8:12	3:22 14:17
6:5 7:17 12:9 15:5,21	31:1	answer	BATA	11:5,9 21:24,24 22:2	Claypool	construction
\$500	3:15 17:4	anybody	14:6	business	15:8 22:14	6:16 21:8 29:10
23:13	15:14,15	apartment	BAYER	5:18 8:15 20:21 32:7	clear	30:10
a.m.	8:17	appears	2:16 19:2	businesses	26:5 28:8	contact
23:17	applications	26:2	beautiful	10:3 19:18,21 20:11	clearly	4:23
able	3:10	appreciate	27:12,13	22:6	8:3	contains
10:3	19:20 30:23	April	beginning	businessman	closer	32:11
above-entitled	1:23 32:5	arch	5:8	5:4	18:22	context
1:13	3:11,16,22 4:6,12,18	arches	believe	buy	closes	17:15 18:5
absolutely	4:21	4:9	17:24	29:7	20:14	continue
9:15	architects	8:11	Belmont	bypass	Clyborne	30:5
accessible	18:11 28:4	architectural	5:4,7,17 6:3 8:11	1:7 6:3,21 16:4,5	21:24	continuously
21:10	7:14 13:7 27:9	area	13:20,21 14:8 15:6	19:3	collaborating	7:4
accident	8:24 18:17 19:6 20:8	20:12 23:8 26:22	19:11		3:18	corner
16:10	28:12	areas	benefits		COLLEEN	5:4
accidents	18:7 20:10	18:7 20:10	12:6		2:12 15:2	correct
23:3	argument	24:16	best		come	31:18 32:10
account	28:12	ARONOV	3:9 17:5 30:8		17:10,21 24:24,24	corridors
14:10,21	ADA	2:19 30:22	better		26:23 27:10 28:15	11:11
accurate	21:10 22:24 23:9	art	11:8		29:4	cost
10:1	ADAM	5:24	beyond		comes	3:19 12:8,9,10,15
accurately	2:15 17:12	Ashland	8:11		13:21 21:22 25:1	14:17 31:13
10:7	add	11:10 16:17,19	big		comfortable	costs
across-the-board	16:6 25:10	asked	8:17		19:8,17 20:2	11:12 12:12
21:21	Addison	26:7	billion		coming	Council
action	1:14	aspects	7:18		23:2	3:5,9,14 4:16 13:2
25:9	additional	21:22	bills		commencing	country
actual	4:12	assessment	7:12		1:15	13:8 27:10
14:18 16:16	Additionally	10:8 31:18	block		comment	COUNTY
ADA	23:21	assistance	30:6,7		8:20 14:7 26:11	32:3
21:10 22:24 23:9	ads	23:6	blocks		27:11 31:19	couple
ADAM	9:4	associated	17:16,19 27:17 28:7		comments	26:9 28:7
2:15 17:12	Adriana	14:17	29:8,11,23		1:13 2:1 3:1 7:5 17:3	court
add	3:18	attached	blow		21:7 22:9	32:6
16:6 25:10	advertisement	4:19,23	6:6		commercial	creates
Addison	13:24 14:2,5	attends	Blue		6:24	18:15
1:14	advertisements	22:14	16:17,20		communicate	creating
additional	13:24	available	9:19		24:12	12:16 17:21,24 18:22
4:12	Advisory	3:15	blueprint		community	24:7
Additionally	3:5,9,13 4:16 13:2	Avenue	blueprints		6:15 7:1 15:7 17:23	crime
23:21	aforsaid	1:15 20:16 30:7	9:16		26:6	5:16
ads	32:11	avoid	Board		compared	crosses
9:4	aging	19:12	25:7		9:16 28:11	9:20
Adriana	12:21 23:1,1	aware	boards		compensated	crossover
3:18	age	8:5	9:14		21:13	22:8,13
advertisement	24:19 30:15	awesome	bogus		competent	CSR
13:24 14:2,5	ahead	16:21	24:18		25:4	1:23
advertisements	29:4		BRAET		completed	CTA
13:24	Alderman		2:11 13:13		31:4	1:5 3:22 4:11 5:17,19
Advisory	10:17		brand		completely	6:2 7:5,8 11:2,14
3:5,9,13 4:16 13:2	alleys		7:14		10:24 17:17 23:9	12:4 14:1 15:5,18
aforsaid	20:9		break		24:18	17:8 18:21,24 21:8
32:11	allow		3:16		compliant	21:23 22:15 24:13
aging	4:12 21:3		bridge		21:10 22:24 23:9	25:5 28:19
12:21 23:1,1	allowed		3:16,19,20,23,23,24		concept	current
age	5:19		4:4,6,12,14,21		4:15	5:7
24:19 30:15	allowing		13:6,12		concern	currently
ahead	3:6		bridges		9:13 13:14 16:14	3:10 14:22,23 23:16
29:4	alternative		3:11 4:8,18		concerned	curve
Alderman	29:22		28:13 29:9 32:7		17:14 18:18 24:10	17:18 24:4
10:17	alternatives		Chicago		31:12,14	customers
alleys	3:21 11:7 13:18 18:4		1:15 11:19 14:12		concrete	25:22,23
20:9	22:10,12 31:9,10		23:7 27:8,18,19		3:21 4:4	cuts
allow	America		28:13 29:9 32:7		condemn	9:20
4:12 21:3	13:6		Chicagoland		31:14	cycle
allowed			23:8		condition	3:19
5:19			choice		20:17,18	
allowing			21:15		connector	
3:6			churches		16:19	
alternative			22:6		connects	
29:22			city		16:16	
alternatives			10:17 12:13,20 18:12		consider	
3:21 11:7 13:18 18:4			28:17,19 29:9 32:7		30:20	
22:10,12 31:9,10			claimed		consideration	
America			15:8		6:12 26:19 28:21	
13:6			Clark		29:7	
			5:4,18 17:17 18:6,17		considered	
			19:7 20:5 21:1			
			22:8,12 28:6 29:11			
			29:15 30:1			
			class			

2:11 13:13	3:24 7:18 12:7 31:13	et	follows	5:1 9:18 13:5 19:16	3:4
DAVID	domain	22:6	3:2	24:2,7 27:7 29:4	help
23:10	5:10 7:24	evening	foot	30:1,2	8:16 19:4 26:20
day	door	11:18 25:17	8:9	goal	helpful
23:17,20 25:13	20:13,14	exact	force	9:9	20:14
deaf	doubt	17:11	8:7	goes	high
24:13	17:10	example	forced	13:20 15:15	16:7,13
deceived	doughnuts	11:9	26:14	going	historic
5:8	10:6	exceed	forces	6:12,14 7:14 8:10	17:20 26:20 28:15
deceptive	downtown	4:2	24:7	9:15,18 11:23 13:6	29:16
9:22	5:24 10:13	excerpts	foregoing	13:8 16:3,6,12	history
decides	dozens	32:11	32:9	18:16,19 20:6,24	27:4
13:5	5:14	executive	Forest	21:4,15 27:15,18	holding
decimate	Dr	3:13	15:8 22:14	31:17,17,19	3:6
6:14	4:20	exempt	format	good	homes
decision	driven	7:6	22:17,17	8:2,3,12 11:18 14:23	18:19 29:23
14:22,23	18:9 29:12	expected	formation	25:7	hope
delay	due	4:2	22:21	gotten	12:19 25:8,9
15:6 24:17	8:17 22:24	expenditure	formed	6:7 24:13	horrible
delays	duly	7:21	28:21	grandkids	6:17
8:24 10:15	32:5	expensive	forms	28:14	hour
demolition	dust	11:4 12:5 31:16	23:7	Grandville	25:12
12:11 17:15	5:15	experience	fountain	22:20	house
Department		6:5 23:3	20:19	granted	28:24
1:14	E	experts	four	28:2	houses
depictions	e-mail	4:18	7:16,19 12:16 15:6	GRAYE	6:20 23:24
9:14	5:24	explored	15:16 23:16	2:13 16:2	Howard
design	early	11:6	fraction	graystones	8:11 22:20 24:21
4:2	5:9	extending	11:5	27:13,20	huge
designed	sars	9:6	frankly	greater	8:5
24:9,10	24:13	eyes	8:13	8:2,3,12	hundred
designer	echelon	20:1	FREDERICK	green	27:2 29:1
3:18	22:15		2:5 8:19	7:6	hundreds
designers	Edgewater	F	free	grocery	4:9
18:11	11:20	fabric	28:8	10:9	
destination	educate	17:20	frequent	ground	I
26:23 28:13	11:15	fact	22:6	3:17 18:2 20:18	iconic
destinations	effect	10:2 20:18 22:24	friendly	group	13:4
27:9	14:11	faculties	9:8	26:14	ideas
destroy	efficient	23:5	friends	groups	28:2
15:22	17:24	FAHEY	18:20 28:14	22:11	Illinois
development	eight	2:12 15:2	front	growth	1:15 32:1
17:21	23:15,18,22 24:5,8	falling	6:19	14:12,13,14,18,20	imagine
diesel	El	16:8	fronts	guess	29:14,14
6:20	5:7 8:10 9:18 30:10	family	5:11	30:3 31:5	immediate
diligence	electric	28:14,24	fuel		11:21
8:17	24:1	far	6:20	H	immensely
direction	electrical	21:7,11	full	half	5:19
27:21	23:23	faster	24:6	3:20 7:18	impact
directly	elegant	29:15	full-time	hall	26:11
19:1	18:5	favor	6:1	16:23	impacts
director	Emanuel	10:24	Fullerton	Hallett	26:13
3:13 5:24	15:9	features	22:3	2:9 11:17,18	inaccurate
disabled	eminent	16:6	fully	handicapped	9:16
22:5	5:10 7:24	feel	8:5 26:10,12	21:10	include
disappointed	empty	14:9 18:8,21 19:8,17	funding	HANLEY	23:14
12:3	5:16 25:15	20:6,9 24:14 26:15	4:13 25:24 30:20	2:14 16:22	inconvenienced
discussions	engineer	3:5	funds	Hansen	21:19 22:22
29:5	3:5	feet	4:11 30:18	1:23 32:5	inconveniences
displace	engineer's	finalized	future	happening	22:4
10:1	12:15	26:5	4:13 14:22 19:18	26:15	incorporation
disrupt	engineering	find	FYI	happens	18:10
9:4,8 21:15	3:19 18:13 22:11	4:23 15:16 21:19	6:3	5:16	increase
disruption	engineers	31:10		hardship	8:5
12:10	18:9	firms	G	6:6	incredibly
distance	England	22:11	24:7	harm	17:13
29:24	3:17	first	gain	18:16	INDEX
distribute	ensure	9:13 10:23 13:5	6:21,22,23	hate	2:1
11:10	21:9,12,17 22:9,14	25:23,26:1 32:5	garbage	19:15	information
district	22:15 23:8	five	5:15	heading	4:23 17:11
1:14 5:18	entrance	12:17 17:22 25:1	Gary	27:22	informed
disturbed	31:1,3,5	Dickering	3:12	hear	26:10
21:18	environment	24:1	gas	17:2,5	infrastructure
disturbs	20:2	fly	28:8	heard	12:22
12:4	environmental	14:4	Getting	7:15 29:3,19	initiative
doable	31:18	flyover	13:19	heavy	3:11 4:21
28:5,10	equate	14:8,16,17,20 15:6	given	20:6,7	integrity
doing	14:18	16:4	32:12	held	10:12
13:9 32:6	especially	folks	go	1:13	intentional
dollars	13:19	7:13		Hello	17:9

interest	11:22	25:14	16:15 30:4,13	neighbors	11:12 21:21 22:17
8:2	learned	lose	mile	6:17,18 17:2,3 18:20	optimistic
interested	29:23	17:19	22:3	nephews	14:9
29:21	leave	losing	miles	28:14	Orange
interesting	20:19	18:19	28:9	network	16:17,20
5:23	leaving	loss	million	4:18	order
international	24:20	8:14 21:13 23:4	6:6 7:17 11:12 12:9	never	17:18
26:23	left	lot	15:6,21 23:14	9:11 17:21	ordinances
Internet	6:14	24:19 30:4	31:13	new	7:6
13:8	LEHMAN	lots	millions	3:11 4:11,21 7:14	organized
invest	16:15	5:16 7:7	3:24	17:13 28:8,11	22:10
4:11 12:21	let's	loud	minute	30:10,10	original
invites	19:21 29:4	13:16	6:9 15:6	nieces	15:3 30:14
20:23	level	love	minutes	28:14	outlandish
irreversible	13:15 27:16	27:4	6:10,10 7:16,19,20	night	17:17
17:14 18:16	Leverett	low	15:16 19:10 24:24	14:3 19:9,10,13	overall
issue	2:10 3:14 13:1	4:10	25:1,1	23:19 30:23	21:8
12:15 24:3	License	LYNN	mirrors	noise	overly
issues	1:24	2:7 9:12	16:24	13:14	14:9 21:19
10:19	lied		miscalculating	NORB	overpass
	5:7 7:3,4		14:15	2:4 7:22	14:1
	life		mismangement	normal	overpasses
J	3:19,24 4:2 23:4	M	25:4	7:7	14:2
JACOB	lifelong	M	misuse	north	overstated
2:19 30:22	11:19	2:2 3:3	15:1	8:6,10 20:16 30:7	14:16
Jeff	lights	magazine	MODERNIZATION	31:2,5	
5:14 7:4	14:2	13:7	1:6	notes	P
job	limb	main	money	32:10	p.m.
30:24	23:4	3:8 15:5 16:13 22:23	4:1 7:11,21 9:5 15:1	noticed	1:9,16 23:17,18
Joe	limbs	31:3,4	15:23 28:2	8:24 9:11	25:14,15,16
3:4	23:4	maintenance	monitors	number	PA
JOHN	Lincoln	4:5,10	24:20	29:19	10:10
2:18 26:17	22:2	making	month	numerous	Packhem
JOHNSON	line	13:24	30:5	7:5	2:2 3:3,4
2:18 26:17	3:23 6:4 8:7,21,23	MARIELA	morning		paper
joke	9:15,18 13:20 16:4	2:16 19:2	6:19	O	4:20,24
7:17	16:16,17,18,20,20	Mark	move	O	part
JOSEPH	17:8 19:7 20:4,5	2:3,9 5:2,3 11:17,18	25:21 31:4	32:3,3	7:17 15:22
2:2 3:3 14:6	20:16 22:20 23:13	mason	moved	o'clock	partly
jump	23:21 24:17 25:3	3:14	28:9	1:16 6:19	25:19
27:24	25:11 30:1	masonry	moving	O'Hare	pass
junction		3:5,8,9,11,13,16,22	23:15 24:21	16:18	20:15 21:3
6:4 22:8,12	lined	4:6,8,12,16,18,21		oath	patron
junction	6:19	13:2,5,10		32:6	19:18
21:1	lines	master	N	objective	Paulina
	9:6 21:24 28:6	3:14	name	3:8	16:19
K	listening	match	3:4 5:3 11:18 25:5	occur	paying
32:3	24:14 26:16	25:18	26:20 28:10,16 29:16	24:22	7:11,11
KEN	listens	material	30:11	occurred	penny
2:17 21:6	28:17	13:15	nearby	14:12,13,14	7:19
kept	little	matter	7:13	offered	pensions
23:14 24:21	29:1,8,8,13 30:18	1:13	nearly	31:22	7:11
kids	live	maximum	10:15	offering	people
27:20 28:14	6:17 7:13 11:19	4:5	necessarily	19:14	6:8 7:15 8:15,16
kind	18:20 19:11 25:11	Mayor	10:1	official	10:15 16:7 18:11
13:11 16:5,10 20:20	27:1 29:10	15:9	necessary	15:4,10,20	18:18 19:22 20:1
know	lived	mean	15:22 16:1 24:17	oh	20:23 21:3,13 22:5
6:9 13:11,12 15:8	5:6 8:24 27:3	7:8 10:4 30:4	30:21 31:8	26:9	22:5,10,22 23:1,2
16:3,4,9,11 17:8	livelihood	means	need	eld	23:3 25:12 26:23
20:21,22,24 23:6	21:16	12:16	10:6,9,11 12:7,21,22	12:11 27:5,7,12,13	27:3,10 28:18,21
27:8,15 28:23 29:1	living	media	14:16 17:19 23:6	27:14,20,20 30:11	28:23 29:2,15,20
30:3,5,16	21:16	15:13	25:21 31:1	eld-fashioned	30:14
known	locally	meeting	needed	13:11	percent
8:8,9,9	26:6	1:5 3:6 6:2 15:8	9:7	elder	4:7 23:9
knows	long	16:23 22:16 28:1	needs	22:4	perfect
15:18 26:12	14:10,15 30:15	31:22 32:9,12	10:9,21 18:2,4,21,24	eldest	30:17
	long-term	meetings	21:2 25:22	30:11	Period
L	4:15	5:14,21 17:1,7 22:13	neighbor	OLEJNICZAK	17:11
Lakeview-Wrigley...	look	22:14,16 26:6	5:17 7:8 11:20	2:7 9:12	permanent
26:22	9:19 10:18 11:14	members	neighborhood	once	17:23
land	12:20 18:12 19:6	25:7	9:7,21 10:2,8,10,12	6:14	permits
18:16	19:16 22:9 27:12	men	10:13,20 11:20	open	19:23
large	27:12,13 28:4 29:5	13:3	12:13 15:23 17:20	20:11 27:24	person
24:7,8	30:9	mental	18:5,14,22 19:1,4	opening	25:4
Lawrence	looked	23:5	19:22 23:24 24:1	20:12	Ph.D.
22:3 31:1	8:13	mention	26:21,24 28:1,17	opens	3:19
leaders	looking	25:6	28:22 29:2,17 30:8	20:20	PHASE
30:6	13:9 25:22,23 28:12	mentioned	30:12 31:15,16	opportunity	1:7
learn	looks	13:4	neighborhoods	19:16	PHILIP
	3:22	middle	27:19 28:18	opposed	2:6 9:2
	Leap	18:2			
		Mike			

picture	11:23 12:2,5,9	6:11 12:3,4 18:21,23	ride	separates	28:20
26:9	13:4 15:21 17:15	19:20 20:6,6 30:13	9:10 23:20	20:4	sorry
pieces	18:3 23:11 26:2,4	reason	ridership	seriously	8:15
31:14	projection	15:5 24:16 26:3	8:6	24:15	sound
pipes	14:19	rebuilding	riding	service	29:18
28:8	projections	22:19	23:6	4:9,16 9:6 12:10	space
place	14:7,20,21,24	rebuilt	right	set	14:3
27:16	projects	6:22,23 8:10	24:23 25:11,13 27:22	17:1	spaced
places	4:13	Reconnect	31:19	severe	24:22
21:14	promised	16:16,19	RIZZO	10:15	spacing
plan	5:9	reconstruction	2:5 8:19	sewer	24:18
11:3	premises	5:6 23:13	Roman	28:8	speak
planned	5:21 6:24 23:12,14	record	13:11	share	3:7 27:3
3:16	promote	3:2 24:14 31:22	room	28:1 30:20	spearheading
planners	3:9	Red	12:1	sharing	3:10
18:10	proper	1:6 8:21 13:20 19:7	ROSA	27:4	Specifically
planning	4:5	20:4,16 24:17	2:15 17:12	Sheffield	17:16
4:15,17 20:10	properly	25:11	Roscoe	5:18 19:7 20:5 21:1	speed
plans	14:10 21:13	RED-PURPLE	24:4	24:4	24:6,8
26:4	properties	1:7	rough	Sheridan	spend
plaza	5:10 19:5,13,15	redevelopment	29:13	13:22	9:5
20:11	21:12,14	18:17	roughly	shifted	spent
please	property	redoing	30:5	25:17,18	12:8 23:13
21:8,12,16,23 22:9	5:19 6:24 7:1 31:15	31:6	route	short	SS
22:21	proposal	reduce	22:1	11:23	32:2
point	15:3 26:19 28:3,7	13:16	RPR	shortest	stacked
26:1	30:15,19	regarding	1:23	29:24	25:2
points	proposed	6:3	running	shorthand	staff
29:24	9:15,17 17:16 22:12	region	23:16,17,19 25:5	32:8,10,15	3:5
Police	27:24	22:7	28:6	show	staggered
1:14	proposing	reinstate	runs	16:24	22:21
poorly	31:11	21:23 22:1	25:12	shown	stagnant
6:18	protect	relocated	rush	11:6 18:3,4	14:13
popular	16:8	21:14	21:3 25:12,17	side	Starbucks
15:23	provide	relocation		19:8 31:2	20:22
population	4:17 11:7	21:21	S	sidewalk	start
11:11	PRT	removal	sacrifice	19:23	27:16
Porter	11:15	21:11	8:1,2	significant	STATE
3:12	public	removed	safe	12:12	32:1
poster	1:5,12 11:6,15 12:21	22:2,4	21:5	signs	statement
9:13	22:13 24:13 26:10	renderings	safer	9:21	4:19,24 11:23
posters	26:12	30:24	20:2	similar	statements
12:1	Purple	replace	safety	3:20	15:4 17:9 31:21
potential	1:6 20:5	4:14	16:6 19:14	Simon	States
26:13	push	replaced	sat	2:10 3:14 13:1	3:12
precast	10:18 12:4	4:4	5:13,13 8:7	Simply	station
3:21	put	REPORT	save	26:18	6:22,23 8:11 20:17
prepared	7:13 28:3,9 30:15	1:12	3:23 4:1 7:15 10:11	sit	20:19 21:1 30:24
4:20	putting	1:23 32:8	saw	5:20 17:22 30:13	stations
presentation	6:24 7:1,6	reporter	6:22,23 30:16	sites	8:22 21:9 22:19
15:4,10 22:17		32:6,15	says	17:22	stay
presentations	Q	representatives	32:6	situation	20:23 21:3
15:20 26:8,8	quality	12:2	17:23	24:23	steel
presented	18:6	require	schedules	situations	3:21 4:3
29:22	quarters	4:6 8:22 30:17	25:17	27:17	STENOGRAPHIC
preserve	8:14 21:16	residences	School	six	1:12
10:11 26:20	question	5:11	18:7	23:22 24:10,24 25:1	stone
preserved	17:4 21:12	resident	search	small	3:14
28:16 29:17	questioned	11:19 17:13 19:6	8:20	28:10	stop
pretty	15:7	residential	seating	smarter	5:7 6:4 13:22,22
9:21 10:18,20	questions	7:1	19:24 20:20	12:22	23:19
prevent	3:15 17:5	residents	seconds	smoke	stopped
16:10	quoted	17:2	6:5 7:15,20 9:4 15:13	16:24	29:20
probably	15:11	resolving	15:13,13	smoothest	stopping
6:13 14:22	R	12:14	section	30:2	18:3
problem	rail	respect	22:1	sneaky	store
8:21 9:9,11 12:16	9:15	18:6	see	17:5	5:11 10:9 20:21
problems	railroad	respond	6:21 9:19 19:15 20:8	society	straight
11:1 31:7	4:8	31:17	25:7 30:8,10,11	25:11,18	29:24
proceedings	raising	responsive	seeing	solely	straighten
32:8,12	7:12	25:9,22	12:1 29:21	18:9	17:18
process	rapid	restaurants	seek	solution	strategic
18:8 23:1	11:5,9	19:23	30:20	8:20 11:1 18:13,23	4:17
professional	read	result	seen	18:24 27:24 29:6	street
4:17	6:1	5:16	15:11 27:7,21	29:18,21 30:17	9:18 17:17 18:7,17
program	realistic	returned	seniors	solutions	18:20 20:1 28:6
30:23 31:7	14:18	5:11,12	22:5	12:20 29:5	29:11,16 30:2,9
project	really	review	sense	solving	31:2
5:8,22 6:12 7:9,18		25:8	23:19 27:23 30:1	12:16	streets
8:23 9:3 10:20,21				somebody	19:5,9,17,22

[illegible]



MASONRY ADVISORY COUNCIL

1440 Renaissance Drive, Suite 340, Park Ridge, IL 60068

Telephone: 847-297-6704

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

MASONRY ADVISORY COUNCIL

1440 RENAISSANCE DR. SUITE 340 PARK RIDGE, ILLINOIS 60068

FAX (847) 297-8373 | JPackhem@maonline.org

WEBSITE: www.maonline.org | TWITTER: @PromoteMasonry



MASONRY ADVISORY COUNCIL

1440 Renaissance Drive, Suite 340, Park Ridge, IL 60068
Telephone: 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 from 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/>.

EcoVidalDesign, Inc.
Architecture | Urban Planning | LEED

Carmen Vidal-Hallett, LEED AP
International Associate, AIA

1252 West Norwood
Chicago, Illinois 60660

773 451-6032
www.ecovidaldesign.com
cvidalhallett@ecovidaldesign.com



JOSEPH M. PACKHEM
STAFF ENGINEER
(847) 297-6704

MASONRY ADVISORY COUNCIL

1440 RENAISSANCE DR. SUITE 340 PARK RIDGE, ILLINOIS 60068
FAX (847) 297-8373 | JPackhem@maconline.org
WEBSITE: www.maconline.org | TWITTER: @PromoteMasonry

ROBERT R.
MCCORMICK
FOUNDATION

Mark Hallett

Senior Program Officer, Journalism Program

MHallett@McCormickFoundation.org

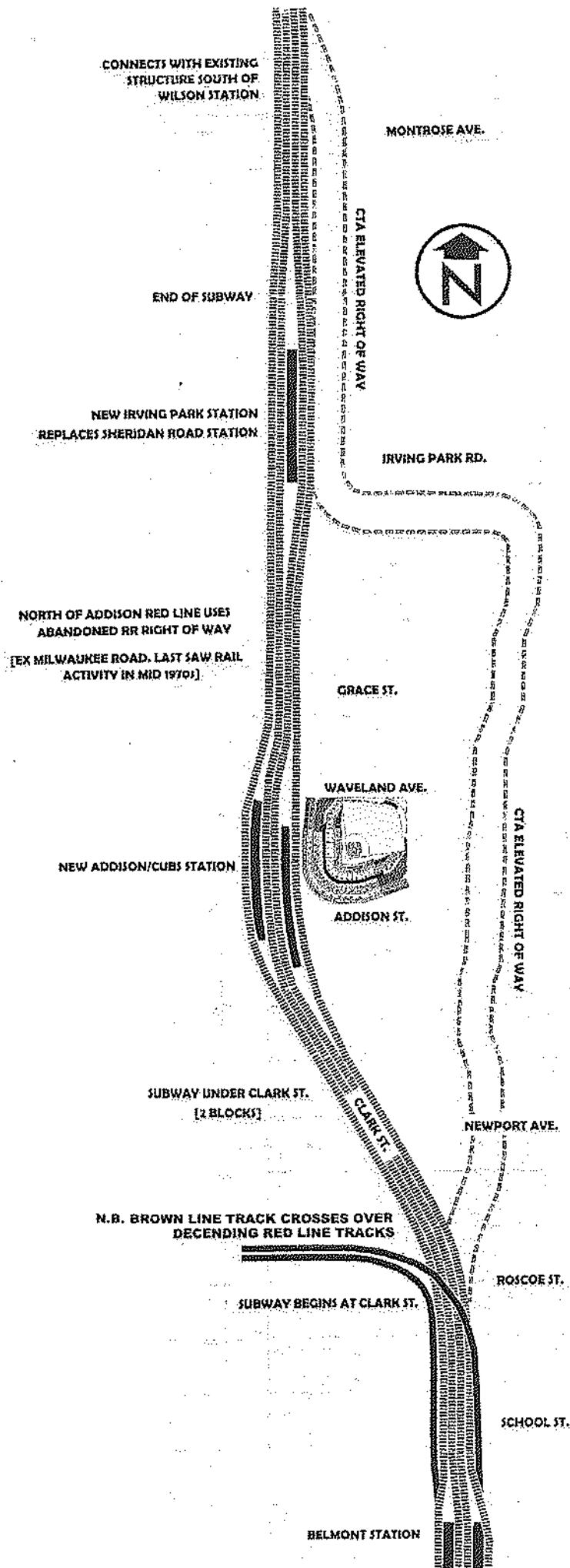
312 445 5035 Telephone | 312 445 5135 Facsimile

205 North Michigan Avenue, Suite 4300, Chicago, Illinois 60601
McCormickFoundation.org

MASTERY COMMUNITIES OF EDUCATED, INFORMED AND ENGAGED CITIZENS

CLARK ST. TO MONTROSE AVE.

RELOCATION OF RED LINE



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 dragonfly3234@aol.com 4922 N. Leavitt St. 60625

North Red & Purple Modernization

From: Lynn Newton <lanskis@comcast.net>
Sent: Tuesday, June 03, 2014 9:38 PM
To: North Red & Purple Modernization
Subject: Lawrence to Bryn Mawr Modernization Project

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

North Red & Purple Modernization

From: San O <seacexec@gmail.com>
Sent: Tuesday, June 03, 2014 5:25 PM
To: North Red & Purple Modernization
Subject: Re: English Version
Attachments: Lawrence 和 Argyle 火車站重建說明會.docx

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

From: San O [mailto:seacexec@gmail.com]
Sent: Tuesday, June 03, 2014 3:06 PM
To: North Red & Purple Modernization
Subject: English Version

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](tel: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](tel:(773)989-7433)

--

San L. O, MSW

Executive Director

South-East Asia Center

1134 W Ainslie, Chicago, IL 60640

(773) 989-7433

Lawrence 和 Argyle 火車站重建說明會

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。

North Red & Purple Modernization

From: Fritz Plous <fp@ccrail.com>
Sent: Tuesday, June 03, 2014 3:41 PM
To: North Red & Purple Modernization
Subject: RE: Maps and drawings of Belmont flyover

Follow Up Flag: Follow up
Flag Status: Flagged

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

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: 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

North Red & Purple Modernization

From: San O <seacexec@gmail.com>
Sent: Tuesday, June 03, 2014 3:06 PM
To: North Red & Purple Modernization
Subject: English Version

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

North Red & Purple Modernization

From: San O <seacexec@gmail.com>
Sent: Tuesday, June 03, 2014 12:46 PM
To: North Red & Purple Modernization
Subject: Notice
Attachments: Lawrence 和 Argyle 火車站改建說明會 Flyer, 2014.docx

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



Lawrence 和 Argyle 火車站重建說明會

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。歡迎大眾踴躍參加。查詢者、請電 773-989-6927。

North Red & Purple Modernization

From: San O <seacexec@gmail.com>
Sent: Tuesday, June 03, 2014 12:17 PM
To: North Red & Purple Modernization
Subject: Re: Lawrence to Bryn Mawr Modernization Project
Attachments: Lawrence 和 Argyle 火車站改建說明會.docx

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](tel: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](tel: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

From: San O [mailto:seacexec@gmail.com]
Sent: Sunday, May 25, 2014 5:00 PM
To: North Red & Purple Modernization
Subject: Lawrence to Bryn Mawr Modernization Project

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](tel:(773)989-7433)

--

San L. O, MSW

Executive Director

South-East Asia Center

1134 W Ainslie, Chicago, IL 60640

[\(773\) 989-7433](tel:(773)989-7433)

--

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。歡迎大眾踴躍參加。查詢者、請電 773-989-6927。

North Red & Purple Modernization

From: Jill Huynh <ms.huynh1@gmail.com>
Sent: Monday, June 02, 2014 10:42 AM
To: North Red & Purple Modernization
Subject: Please add me to RPM Project mailing list

Jill Huynh
5248 N. Winthrop Ave, #3S
Chicago, IL 60640

North Red & Purple Modernization

From: Hands, Steve
Sent: Monday, June 02, 2014 9:20 AM
To: North Red & Purple Modernization
Subject: FW: Maps and drawings of Belmont flyover

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

North Red & Purple Modernization

From: San O <seacexec@gmail.com>
Sent: Friday, May 30, 2014 5:01 PM
To: North Red & Purple Modernization
Cc: Wilson, Jeffrey; Palmer, Jenifer (CWC); Booth, Michael (JCBS); McLaughlin, Michael; Hands, Steve; Lea, Claudia (LeaCK@cdmsmith.com); sbojan@wightco.com
Subject: Re: Lawrence to Bryn Mawr Modernization Project

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](tel: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

From: San O [mailto:seacexec@gmail.com]
Sent: Sunday, May 25, 2014 5:00 PM
To: North Red & Purple Modernization
Subject: Lawrence to Bryn Mawr Modernization Project

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](tel:(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

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

North Red & Purple Modernization

From: Hands, Steve
Sent: Thursday, May 29, 2014 5:17 PM
To: North Red & Purple Modernization
Subject: FW: Belmont flyover

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: 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

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

North Red & Purple Modernization

From: TR Findlay <trfindlay@yahoo.com>
Sent: Wednesday, May 28, 2014 10:20 AM
To: North Red & Purple Modernization
Subject: Sheridan Red Line Stop

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?

North Red & Purple Modernization

From: Jacob Peters <jacob.e.peters@gmail.com>
Sent: Tuesday, May 27, 2014 2:56 PM
To: North Red & Purple Modernization
Subject: Bypass and elimination of curves north of Belmont

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 a 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

North Red & Purple Modernization

From: San O <seacexec@gmail.com>
Sent: Sunday, May 25, 2014 5:00 PM
To: North Red & Purple Modernization
Subject: Lawrence to Bryn Mawr Modernization Project

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

North Red & Purple Modernization

From: dragonfly3234@aol.com
Sent: Saturday, May 24, 2014 10:33 AM
To: North Red & Purple Modernization
Cc: Red Extension
Subject: CTA flyover

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

North Red & Purple Modernization

From: Harvey Kahler <harveyk400@gmail.com>
Sent: Friday, May 23, 2014 10:37 PM
To: North Red & Purple Modernization
Subject: Red-Purple Bypass

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.

North Red & Purple Modernization

From: Wade Van Nortwick <t.wade.vannortwick@gmail.com>
Sent: Thursday, May 22, 2014 8:18 PM
To: North Red & Purple Modernization
Subject: Belmont Brown-line Flyover Comment

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

North Red & Purple Modernization

From: Nick Felland <nick.felland@me.com>
Sent: Thursday, May 22, 2014 7:03 PM
To: North Red & Purple Modernization
Subject: Join mailing list

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

North Red & Purple Modernization

From: Harvey Kahler <harveyk400@gmail.com>
Sent: Thursday, May 22, 2014 4:23 PM
To: North Red & Purple Modernization
Subject: Lawrence - Bryn Mawr

(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 of 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

North Red & Purple Modernization

From: Harvey Kahler <harveyk400@gmail.com>
Sent: Thursday, May 22, 2014 3:00 PM
To: North Red & Purple Modernization
Subject: Lawrence Bryn Mawr

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

North Red & Purple Modernization

From: Mary Yahoo <marymrowicki@yahoo.com>
Sent: Wednesday, May 21, 2014 7:30 PM
To: North Red & Purple Modernization
Subject: I support the proposed red line moderation plan

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

North Red & Purple Modernization

From: Richie Sypeck <tbuodon@gmail.com>
Sent: Wednesday, May 21, 2014 7:42 AM
To: North Red & Purple Modernization
Subject: Contact list addition

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

North Red & Purple Modernization

From: Feedback
Sent: Tuesday, May 20, 2014 1:26 PM
To: North Red & Purple Modernization
Subject: Auto-Reply from CTA Feedback Team

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

North Red & Purple Modernization

From: Dominic Morris <tnnfpen1@icloud.com>
Sent: Tuesday, May 20, 2014 12:31 PM
To: North Red & Purple Modernization
Subject: Contact List For Meetings

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

Regards,

Dominic Morris
dominicmorris2013@gmail.com

North Red & Purple Modernization

From: Watterworth, Kelsey <Kelsey.Watterworth@jacobs.com>
Sent: Tuesday, May 20, 2014 9:18 AM
To: North Red & Purple Modernization
Subject: Contact List

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

NOTICE - This communication may contain confidential and privileged information that is for the sole use of the intended recipient. Any viewing, copying or distribution of, or reliance on this message by unintended recipients is strictly prohibited. If you have received this message in error, please notify us immediately by replying to the message and deleting it from your computer.

North Red & Purple Modernization

From: Sasha <ceres@aol.com>
Sent: Monday, May 19, 2014 12:49 PM
To: North Red & Purple Modernization
Subject: The RPM flyover. Please BUILD IT!

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 through 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

North Red & Purple Modernization

From: Tames McTigue <tames@tamerz.com>
Sent: Monday, May 19, 2014 10:25 AM
To: North Red & Purple Modernization
Subject: CTA planning mail list

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

North Red & Purple Modernization

From: Cecilia Diaz <cecilia@ravenswoodchicago.org>
Sent: Monday, May 19, 2014 9:17 AM
To: North Red & Purple Modernization
Subject: Out of the office until Monday May 19, 2014

Greetings, Please contact Megan Bunimovich at megan@ravenswoodchicago.org or Danielle Inendino at danielle@ravenswoodcommunity.org for immediate response. Regards, Cecilia Diaz

North Red & Purple Modernization

From: Carolyn Dellutri <cdellutri@downtownevanston.org>
Sent: Monday, May 19, 2014 8:45 AM
To: North Red & Purple Modernization
Subject: Happy New Year

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

North Red & Purple Modernization

From: Haywood, Melanie L <Melanie.L.Haywood@hud.gov>
Sent: Monday, May 19, 2014 8:45 AM
To: North Red & Purple Modernization
Subject: Out of Office: May 21 and 22 Open Houses - CTA Red and Purple Modernization

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.

North Red & Purple Modernization

From: Vahl, Steve <steve.vahl@hud.gov>
Sent: Monday, May 19, 2014 8:45 AM
To: North Red & Purple Modernization
Subject: Out of Office: May 21 and 22 Open Houses - CTA Red and Purple Modernization

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

North Red & Purple Modernization

From: Lyons, Martin <mlyons@cityofevanston.org>
Sent: Monday, May 19, 2014 8:45 AM
To: North Red & Purple Modernization
Subject: Out of Office AutoReply: May 21 and 22 Open Houses - CTA Red and Purple Modernization

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.

North Red & Purple Modernization

From: Rogulich, Lee
Sent: Monday, May 19, 2014 8:45 AM
To: North Red & Purple Modernization
Subject: Out of Office: May 21 and 22 Open Houses - CTA Red and Purple Modernization

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.

North Red & Purple Modernization

From: Powers, Daniel <dpowers@icc.illinois.gov>
Sent: Monday, May 19, 2014 8:45 AM
To: North Red & Purple Modernization
Subject: Out of Office: May 21 and 22 Open Houses - CTA Red and Purple Modernization

I will be out of the office until May 21, 2014.

Dan Powers

North Red & Purple Modernization

From: Hands, Steve
Sent: Friday, May 16, 2014 1:09 PM
To: North Red & Purple Modernization
Subject: FW: Clarification on the northernmost part of Lawrence-Bryn Mawr project ?

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: 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

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: 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/>

North Red & Purple Modernization

From: Hands, Steve
Sent: Friday, May 16, 2014 1:09 PM
To: North Red & Purple Modernization
Subject: FW: Clarification on the northernmost part of Lawrence-Bryn Mawr project ?

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: Hands, Steve
Sent: Friday, May 16, 2014 10:09 AM
To: 'Allen Stryczek'
Cc: Anne Comeau; Tom Murphy; Lindsay, Erica; Wilson, Jeffrey
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

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: 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/>

North Red & Purple Modernization

From: Fourcher, Teresa <Teresa.Fourcher@perkinswill.com>
Sent: Friday, May 16, 2014 12:56 PM
To: North Red & Purple Modernization
Subject: please add me to the distribution list

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

Perkins+Will Ideas + buildings that honor the broader goals of society
perkinswill.com | [Blog](#) | [Facebook](#) | [Twitter](#)

Please consider the environment before printing this email

North Red & Purple Modernization

From: Alyssa Berman-Cutler <alyssabc@uptownunited.org>
Sent: Tuesday, May 13, 2014 4:07 PM
To: North Red & Purple Modernization
Subject: RE: RPM notice

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

From: North Red & Purple Modernization [<mailto:RPM@transitchicago.com>]
Sent: Monday, April 28, 2014 1:16 PM
To: 'Alyssa Berman-Cutler'
Cc: Wilson, Jeffrey
Subject: RE: RPM notice

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

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

From: Alyssa Berman-Cutler [<mailto:alyssabc@uptownunited.org>]
Sent: Monday, April 28, 2014 9:45 AM
To: North Red & Purple Modernization
Subject: RPM notice

Please add me to any mailing list.

Thanks,
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

North Red & Purple Modernization

From:Carolynn Ruth <cruth@publicstorage.com>
Sent:Friday, May 09, 2014 4:22 PM
To:North Red & Purple Modernization
Subject:Lawrence to Bryn Mawr Modernization Project / Chicago IL

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.

North Red & Purple Modernization

From: Nikki Dvorak <ndvorak@primeraeng.com>
Sent: Friday, May 09, 2014 3:54 PM
To: North Red & Purple Modernization
Subject: CTA Pre-Bid Monday
Attachments: RPM flyer.pdf

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

North Red & Purple Modernization

From: Jeff Danna <jeffreydanna@gmail.com>
Sent: Wednesday, May 07, 2014 9:52 AM
To: North Red & Purple Modernization
Cc: Tom Tunney; ssa27@lakeviewchamber.com; clma@centrallakeview.biz
Subject: Re: Red and Purple Line Modernization Input

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

North Red & Purple Modernization

From: Thomas Steinbach <thomas.a.steinbach@gmail.com>
Sent: Friday, May 02, 2014 12:42 PM
To: North Red & Purple Modernization
Subject: RPM

Can I be added to the mailing information?

Sent from my iPhone

North Red & Purple Modernization

From: J.A. Zuercher <joezuercher@gmail.com>
Sent: Friday, May 02, 2014 11:15 AM
To: North Red & Purple Modernization
Subject: RPM Updates

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

North Red & Purple Modernization

From: ssa27@lakeviewchamber.com
Sent: Thursday, May 01, 2014 5:36 PM
To: North Red & Purple Modernization
Subject: Thank you for contacting us

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

North Red & Purple Modernization

From: Jeff Danna <jeffreydanna@gmail.com>
Sent: Thursday, May 01, 2014 3:57 AM
To: North Red & Purple Modernization
Cc: ward44@cityofchicago.org; ssa27@lakeviewchamber.com; clma@centrallakeview.biz
Subject: Red and Purple Line Modernization Input

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

North Red & Purple Modernization

From: Nick Lessins <nlessins@gmail.com>
Sent: Monday, April 28, 2014 2:57 PM
To: North Red & Purple Modernization
Subject: RPM contact list

Hello...

Please add my email address to the RPM contact list for future public meetings and RPM updates.

Thanks for your help,
Nick

North Red & Purple Modernization

From: Ben Moss <benm@scgroupe.com>
Sent: Monday, April 28, 2014 1:28 PM
To: North Red & Purple Modernization
Cc: Gary Shvartsman; Eddie Viliunas
Subject: CTA Question

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



Ben Moss
Supervising Director | SCGroup Real Estate
150 North Michigan Ave. Suite 800
Chicago, Illinois 60601
O (312) 588-3363
M (847) 757-3255

North Red & Purple Modernization

From: Alyssa Berman-Cutler <alyssabc@uptownunited.org>
Sent: Monday, April 28, 2014 9:45 AM
To: North Red & Purple Modernization
Subject: RPM notice

Please add me to any mailing list.

Thanks,
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

North Red & Purple Modernization

From: Gorski, Robert <robert.gorski@urs.com>
Sent: Sunday, April 27, 2014 9:22 PM
To: North Red & Purple Modernization
Subject: 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.

This e-mail and any attachments contain URS Corporation confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

North Red & Purple Modernization

From: Anna Williams <awilliams2231@gmail.com>
Sent: Friday, April 25, 2014 4:05 PM
To: North Red & Purple Modernization
Subject: RPM contact list

Hi,

I would like to be added to the contact list for the RPM project regarding meetings and updates.

Sincerely,
Anna Williams

North Red & Purple Modernization

From: Feedback
Sent: Thursday, April 24, 2014 12:37 PM
To: North Red & Purple Modernization
Subject: RE: Transit Chicago Contact Us - feedback

Will do, thanks!

CTA FEEDBACK TEAM

From: North Red & Purple Modernization
Sent: Thursday, April 24, 2014 11:34 AM
To: Feedback
Subject: RE: Transit Chicago Contact Us - feedback

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

From: Feedback
Sent: Thursday, April 24, 2014 10:05 AM
To: North Red & Purple Modernization
Subject: RE: Transit Chicago Contact Us - feedback

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

From: North Red & Purple Modernization
Sent: Thursday, April 24, 2014 10:01 AM
To: 'care4rplanet@yahoo.com'

Cc: Feedback

Subject: RE: Transit Chicago Contact Us - feedback

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

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

North Red & Purple Modernization

From: Carrie Haberstich <Carrie.Haberstich@skokie.org>
Sent: Thursday, April 24, 2014 10:44 AM
To: North Red & Purple Modernization
Subject: CTA Mailing List

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

North Red & Purple Modernization

From: Feedback
Sent: Thursday, April 24, 2014 10:05 AM
To: North Red & Purple Modernization
Subject: RE: Transit Chicago Contact Us - feedback

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

From: North Red & Purple Modernization
Sent: Thursday, April 24, 2014 10:01 AM
To: 'care4rplanet@yahoo.com'
Cc: Feedback
Subject: RE: Transit Chicago Contact Us - feedback

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

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

North Red & Purple Modernization

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

North Red & Purple Modernization

From: Antonio davis <davisantonio@comcast.net>
Sent: Wednesday, April 23, 2014 11:24 PM
To: North Red & Purple Modernization
Subject: Stay informed

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>

North Red & Purple Modernization

From: Kirsten Lindberg <kirsten.e.lindberg@gmail.com>
Sent: Wednesday, April 23, 2014 4:40 PM
To: North Red & Purple Modernization
Cc: Melody Carvajal (MelodyC@mckissackmw.com)
Subject: Re: 3416-18 N Sheffield

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](tel:7734902934) 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

From: Kirsten Lindberg [mailto: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](tel: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.

North Red & Purple Modernization

From: Tim Dineen <timdin@cdw.com>
Sent: Wednesday, April 23, 2014 10:09 AM
To: North Red & Purple Modernization
Subject: RE: RPM INFO

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

From: North Red & Purple Modernization [<mailto:RPM@transitchicago.com>]
Sent: Monday, April 21, 2014 11:02 AM
To: Tim Dineen
Subject: RE: RPM INFO

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

From: Tim Dineen [<mailto:timdin@cdw.com>]
Sent: Friday, April 18, 2014 11:23 AM
To: North Red & Purple Modernization
Subject: RPM INFO

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

North Red & Purple Modernization

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

North Red & Purple Modernization

From: Feedback
Sent: Wednesday, April 23, 2014 9:23 AM
To: North Red & Purple Modernization
Subject: FW: Transit Chicago Contact Us - RPM Project

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

Address2:

Address3:

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

North Red & Purple Modernization

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.

North Red & Purple Modernization

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.

Marcelo Pappas | Brown, Udell, Pomerantz & Delrahim, LTD.

1332 North Halsted Street, Suite 100 | Chicago, Illinois 60642

Phone: 312.475.9900 Ext. 224 | Fax: 312.475.1188

www.bupdlaw.com



Zealous client advocates

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.

North Red & Purple Modernization

From: DK Home <kdemuth@pappageorgehaymes.com>
Sent: Monday, April 21, 2014 8:09 AM
To: North Red & Purple Modernization
Subject: Brown Line Flyover

I know its 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 Millioins\$ expenditure not the destruction of houses. How bout a new el line to some underserved are instead? Please get your priorities straight.

ken de muth

DK Home
dkdemuth@ameritech.net

North Red & Purple Modernization

From: Paige Leskin <paigeleskin2017@u.northwestern.edu>
Sent: Sunday, April 20, 2014 11:07 PM
To: North Red & Purple Modernization
Subject: RPM Updates and Contact List

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](#)

North Red & Purple Modernization

From: Alan Robinson <fbfree@uchicago.edu>
Sent: Friday, April 18, 2014 11:44 PM
To: North Red & Purple Modernization
Subject: Alternatives for Red-Purple Bypass

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

North Red & Purple Modernization

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.

North Red & Purple Modernization

From: Tim Dineen <timdin@cdw.com>
Sent: Friday, April 18, 2014 11:23 AM
To: North Red & Purple Modernization
Subject: RPM INFO

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

North Red & Purple Modernization

From: Graham Bell <grahamsbell@hotmail.com>
Sent: Friday, April 18, 2014 10:06 AM
To: North Red & Purple Modernization
Subject: RPM Program

Please add me to this project mailing list.

Thanks
Graham Bell
Lakeview

North Red & Purple Modernization

From: Gunner Schnowske <bschnowske@newcastlelimited.com>
Sent: Friday, April 18, 2014 9:50 AM
To: North Red & Purple Modernization
Subject: Please Add me to the RPM mailing list

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

North Red & Purple Modernization

From: Emile Jorgensen <emilejorgensen@yahoo.com>
Sent: Friday, April 18, 2014 9:24 AM
To: North Red & Purple Modernization
Subject: I support the brown line overpass

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

North Red & Purple Modernization

From: Slaughter, Kimberly <Kimberly.Haynes-Slaughter@hdrinc.com>
Sent: Friday, April 18, 2014 8:43 AM
To: North Red & Purple Modernization
Subject: Email List

Please add me to your project distribution list.

Thank you,
Kim

KIMBERLY SLAUGHTER

HDR Engineering, Inc

Vice President | Transit Market Sector Director – Central Region

30 N. LaSalle St., Ste 3220 | Chicago, IL 60602-3348
m: 312.443.4900 | d: 312.443.4302
c: 312.391.3918 | f: 312.443.4901
kimberly.slaughter@hdrinc.com | www.hdrinc.com

Follow Us – [Facebook](#) | [Twitter](#) | [YouTube](#) | [Flickr](#)

North Red & Purple Modernization

From: Rich Bynum <rbynum@hawkeyescenic.com>
Sent: Thursday, April 17, 2014 10:30 PM
To: North Red & Purple Modernization
Subject: rpm projects

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

North Red & Purple Modernization

From: Michael Ryan <mikewryan@yahoo.com>
Sent: Thursday, April 17, 2014 9:49 PM
To: North Red & Purple Modernization
Subject: Contact list for RPM Program

Please keep me informed about
notices and future updates about the RPM Program.

Thanks
Mike

North Red & Purple Modernization

From: Fedor Manin <fmanin@gmail.com>
Sent: Thursday, April 17, 2014 7:38 PM
To: North Red & Purple Modernization
Subject: station consolidation?

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.

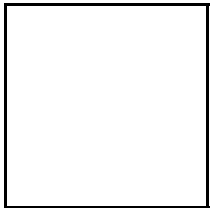
Thanks,
Fedor Manin

North Red & Purple Modernization

From: Howard Gordon <hgordon@grfiltld.com>
Sent: Thursday, April 17, 2014 7:21 PM
To: North Red & Purple Modernization
Subject: RE: CTA Red and Purple Modernization Open Houses

Can you please modernize the purple line Foster and Noyes stops in Evanston?
Thanks. Howard Gordon

From: CTA Red and Purple Modernization Program [\[mailto:RPM=transitchicago.com@mail8.atl11.rsgsv.net\]](mailto:RPM=transitchicago.com@mail8.atl11.rsgsv.net) **On Behalf Of** CTA Red and Purple Modernization Program
Sent: Thursday, April 17, 2014 3:00 PM
To: hgordon@grfiltld.com
Subject: CTA Red and Purple Modernization Open Houses



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.

When and Where?

Lawrence to Bryn Mawr Modernization
Wednesday, May 21, 2014
5:30 to 7:30 p.m.

Truman Community College - Wilson Lobby
1145 W. Wilson Ave
Chicago, IL 60640

This location is served by:
CTA Wilson station (Red Line)
and CTA Bus #78 Montrose, #36 Broadway.

Red-Purple Bypass
Thursday, May 22, 2014
5:30 to 7:30 p.m.

19th District Police Department
850 W. Addison Street
Chicago, IL 60613

This location is served by:
CTA Addison station (Red Line)
and CTA Bus #152 Addison, #8 Halsted.

The facilities are accessible to people with disabilities.

Do you require assistance?

If you require an interpreter, including sign language services, or other accommodations at these meetings, contact Jeff Wilson, CTA Government and Community Relations, at least

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.

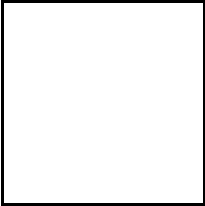
Learn More About the Projects!

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

five days prior to the meetings at (312) 681-2712
or jwilson@transitchicago.com.

visit www.transitchicago.com/rpmproject • email RPM@transitchicago.com
За информацией на русском, звоните по телефону 312-681-2712 • 中文查詢, 請打電話 312-681-2712
Para informacion en Espanol, llame al 312-681-2712 • Customer Information: 1-888-YOUR-CTA (1-888-968-7282)



[unsubscribe from this list](#) | [update subscription preferences](#) | [view email in browser](#)

Copyright © 2014 Chicago Transit Authority, All rights reserved.

Our mailing address is:

Chicago Transit Authority
Strategic Planning & Policy, 10th Floor
567 W. Lake Street
Chicago, IL 60661-1465

[Add us to your address book](#)

■

North Red & Purple Modernization

From: Saverio Alonzi <sjalonzjr@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

North Red & Purple Modernization

From: Rapal, Benjamin <ben.rapal@cassidyurley.com>
Sent: Thursday, April 17, 2014 3:25 PM
To: North Red & Purple Modernization
Subject: RPM Updates

Hello,

I would like to be added to the contact list of RPM updates.

Thank you

North Red & Purple Modernization

From: Langanki, Paul <Paul.Langanki@mercerc.com>
Sent: Thursday, April 17, 2014 3:12 PM
To: North Red & Purple Modernization
Subject: Out of Office: CTA Red and Purple Modernization Open Houses

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@mercerc.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 can not 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.

North Red & Purple Modernization

From: Walsh, Leslie <LWalsh@psych.uic.edu>
Sent: Thursday, April 17, 2014 3:12 PM
To: North Red & Purple Modernization
Subject: Out of Office: CTA Red and Purple Modernization Open Houses

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

North Red & Purple Modernization

From: rachel.tomasek@wellsfargoadvisors.com
Sent: Thursday, April 17, 2014 3:10 PM
To: North Red & Purple Modernization
Subject: Out of Office: CTA Red and Purple Modernization Open Houses

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.

CONFIDENTIALITY NOTICE: This message is intended only for the named recipient and it may contain information that is confidential and/or subject to firm privileges. If you are not the named addressee, you should not disseminate, distribute or copy this communication. Please notify the sender immediately if you have mistakenly received this communication.

North Red & Purple Modernization

From: Carolyn Dellutri <cdellutri@downtownevanston.org>
Sent: Thursday, April 17, 2014 3:02 PM
To: North Red & Purple Modernization
Subject: Happy New Year

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

North Red & Purple Modernization

From: Vahl, Steve <steve.vahl@hud.gov>
Sent: Thursday, April 17, 2014 3:00 PM
To: North Red & Purple Modernization
Subject: Out of Office: CTA Red and Purple Modernization Open Houses

I will be out of the office until Monday 4/21. Contact Melanie Haywood at 312-913-8728.

North Red & Purple Modernization

From: Michael Anderson <michael_edward_anderson@hotmail.com>
Sent: Thursday, April 17, 2014 12:12 PM
To: North Red & Purple Modernization

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

North Red & Purple Modernization

From: Mark Iammartino <iammartino@yahoo.com>
Sent: Thursday, April 17, 2014 11:24 AM
To: North Red & Purple Modernization
Subject: Phase 2?

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



Red and Purple Modernization Project (RPM Project) Frequently Asked Questions

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.

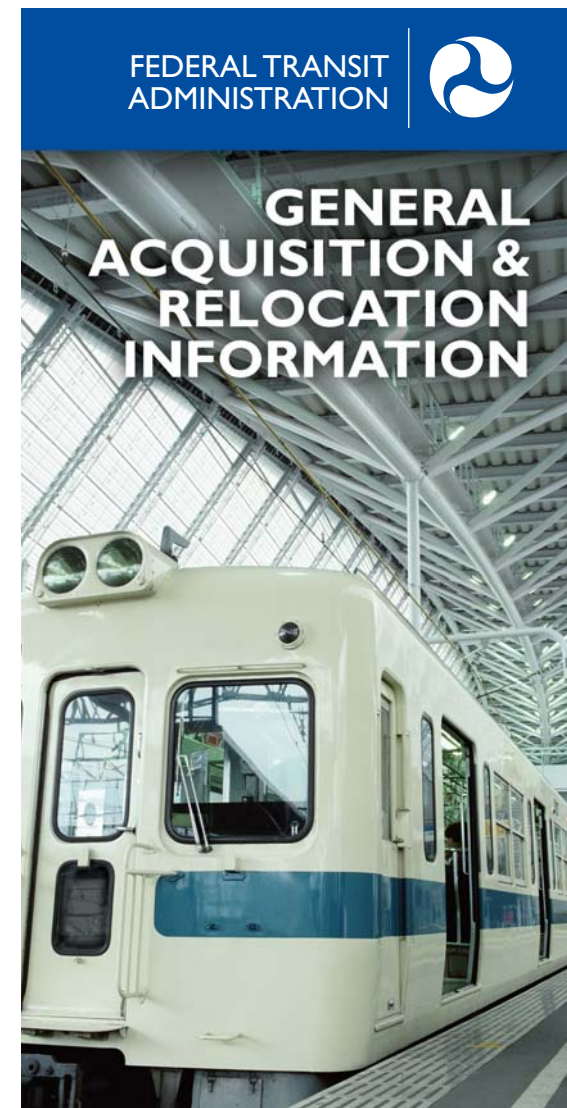
Your Local Transit Agency will establish an appeal process should you be aggrieved by a denial of benefits or if you feel the benefits are inadequate.

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:



FTA | U.S. DEPARTMENT OF
TRANSPORTATION 
FEDERAL TRANSIT ADMINISTRATION

SEE THE BACK PANEL OF THIS BROCHURE FOR
INFORMATION ON CONTACTING YOUR LOCAL AGENCY.



GENERAL INFORMATION

Your local transit agency may need to purchase property from you with funding from the Federal Transit



Administration (FTA) in order to benefit the general public. To assure fair and consistent treatment of all

persons, the FTA will require your local transit agency to follow the Uniform Relocation Assistance and Real Property Policies Act of 1970, as amended. The Uniform Act is a law passed by Congress to promote uniformity and fairness when a local transit agency must acquire property or displace persons. There are two main parts of this process:

1. *Acquisition, which is the purchase of your real estate.*
2. *Relocation which offers additional benefits should you or your business be displaced.*

Acquisition of Real Property

The purchase of real estate by a transit agency begins with the appraisal of your property. An appraiser will inspect your property to determine the value. The property owner should accompany the appraiser while making this inspection. A second appraiser will then review and approve the work of the first appraiser and will recommend a value to the local transit agency.

You should then receive a written offer to purchase your property. You will have sufficient time to consider the offer or make any counter offers that you believe is fair.

If you elect to sell your property to the local transit agency, you will be paid the full amount less any encumbrances (mortgage, lien, etc.) owed on that property. Possession of vacant property may be taken the day of closing by the local transit agency; possession of occupied property will be at an agreed future date.



Relocation



Advisory Assistance will be offered to every displaced person. A Relocation Agent will visit you to explain all of the benefits and services that you may be eligible to receive.

Below is a very brief outline of the various types of financial benefits available if you or your business are required to move.

Residential Homeowner Occupants, are those that have owned and occupied their home for at least 180 days. Typical benefits include:

1. *Moving Costs*
2. *Price Differential Payment*
3. *Increased Mortgage Interest*
4. *Incidental Closing Costs*

90 day Occupant or Tenant, is either a tenant or a homeowner that has occupied their home for less than 180 days but at least 90 days. Relocation benefits include:

1. *Moving Costs*
2. *Rental Assistance Payment/Down Payment*

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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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

cc: Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration
Michael McLaughlin, Chicago Transit Authority
Steve Hands, Chicago Transit Authority



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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

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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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 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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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 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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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 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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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,



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

From: Sire, David [mailto:david_sire@ios.doi.gov]
Sent: Thursday, April 24, 2014 10:47 AM
To: shands@transitchicago.com; Assam, Mark (FTA)
Subject: RPM Projects

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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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,



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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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, 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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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 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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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
 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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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 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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

April 16, 2014

Mr. Earl Meshigaud
Potawatomi Nation-Hannahville Indian Community
N14911 Hannahville Blvd.
Wilson, MI 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,



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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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,



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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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, # 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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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 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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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,



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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

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,



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,



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. 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,



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. 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



***Please disregard the letter dated April 17, 2014.
This letter contains updated information.***

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 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. 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 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. 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.

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. 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.

- 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. 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



***Please disregard the letter dated April 17, 2014.
This letter contains updated information.***

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



***Please disregard the letter dated April 17, 2014.
This letter contains updated information.***

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 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

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 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

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 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. 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 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. 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 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. 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



***Please disregard the letter dated April 17, 2014.
This letter contains updated information.***

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 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. 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 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. 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 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. 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 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. 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 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

**RPM Phase One
Agency Coordination**



Date	Agency	Attendees	Organization
4/17/2014	Illinois State Officials	Eva-Dina Delgado Steve Hands Mike McLaughlin Carole Morey Gerald Nichols Sukmeke Watkins Carlos Campos Coleman Goode Cathy Smith Marta Perales	Chicago Transit Authority Chicago Transit Authority Chicago Transit Authority Chicago Transit Authority Chicago Transit Authority Chicago Transit Authority Chicago Transit Authority Illinois Department of Transportation Illinois Representative Gregory Harris Illinois Senator Heather Steans Illinois Representative Al Riley
4/17/2014	City of Evanston	Eva-Dina Delgado Steve Hands Mike McLaughlin Carole Morey Ryan Mouw Elizabeth Tisdahl Ylda Capriccioso Rajeev Dahal Homayoon Pirooz	Chicago Transit Authority 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
4/18/2014	City of Chicago Department of Planning and Development	Mike McLaughlin Brad McConnell	Chicago Transit Authority Chicago Department of Planning and Development
4/18/2014	Chicago Department of Transportation	Mike McLaughlin Luann Hamilton Jeff Sriver	Chicago Transit Authority Chicago Department of Transportation Chicago Department of Transportation
5/1/2014	City of Chicago Department of Buildings	Steve Hands Mike McLaughlin Felicia Davis Kenneth Meyer	Chicago Transit Authority Chicago Transit Authority Chicago Department of Buildings, Commissioner Chicago Department of Buildings
5/12/2014	City of Chicago Department of Planning and Development	Mike McLaughlin Andy McWhirter Carole Morey Aarti Kotak	Chicago Transit Authority Chicago Transit Authority Chicago Transit Authority Chicago Department of Planning and Development
5/20/2014	City of Chicago Department of Planning and Development - Historic Preservation Division	Steve Hands Marlise Fratinardo Jenifer Palmer Terry Tatum	Chicago Transit Authority Chicago Transit Authority CWC Transit Group Chicago Department of Planning and Development

**RPM Phase One
Agency Coordination**



Date	Agency	Attendees	Organization
6/18/2014	City of Chicago Department of Planning and Development, Chicago Department of Transportation, and Ward 46	Steve Hands Carole Morey Jeff Wilson Brad McConnell Andrew Mooney Todd Wyatt Luann Hamilton Hannah Higgins David Smith James Cappleman Tressa Feher Abby Sullivan	Chicago Transit Authority Chicago Transit Authority Chicago Transit Authority 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 Chicago Department of Transportation Ward 46, Alderman Ward 46 Ward 46
6/19/2014	City of Chicago Department of Planning and Development and Ward 46	Steve Hands Jeff Wilson Brad McConnell Todd Wyatt James Cappleman Tressa Feher Peter Haleas	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
6/20/2014	City of Chicago Department of Planning and Development - Historic Preservation Division	Marlise Fratinardo Steve Hands Mike McLaughlin Carole Morey Jenifer Palmer Eleanor Gorski Christopher Jang	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
7/25/2014	Chicago Department of Transportation	Steve Hands Joe Osowski John Cecchin Yadollah Montazery Malihe Samadi Michael Volini	Chicago Transit Authority Chicago Transit Authority Chicago Department of Transportation Chicago Department of Transportation Chicago Department of Transportation Chicago Department of Transportation

**RPM Phase One
Agency Coordination**



Date	Agency	Attendees	Organization
10/22/2014	City of Chicago Department of Planning and Development and Chicago Department of Transportation	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	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 Planning and Development Chicago Department of Transportation Chicago Department of Transportation