Appendix C
Agency Coordination and Public Involvement

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Appendix C
Agency Coordination and Public Involvement

Limited English Proficiency Analysis (July 2009)

Memorandum

To: *CTA*

From: *CWC Transit Group*

Date: *July 13, 2009*

Subject: *Red Line Extension Limited English Proficiency Assessment*

Upon further analysis of the Limited English Proficiency (LEP) needs of the CTA Red Line Extension Project Area, we have determined that public outreach materials should be prepared in both English and Spanish.

Looking at census data within each tract adjacent to the Locally Preferred Alternative (LPA) we see that there are several tracts where over 35% of the citizens speak Spanish/Spanish Creole. Construction of the Red Line Extension Project can have large impacts on the community, even more so on the properties adjacent to the LPA. The CTA needs to ensure that every citizen potentially affected by this project is made aware of possible impacts on their neighborhood.

Analysis was conducted at the tract level by specifically selecting those tracts adjacent to the LPA Right of Way (ROW). Refer to the attached LEP Baseline Report (Enclosure 1) and the corresponding Census Tract map (Enclosure 2) for detailed data on the specific tracts and languages used within each.

Enclosures:

1. ***LEP Baseline Report***
2. ***Map of Census Tracts along LPA ROW***

cc: ***Melissa Peters***

Limited English Proficiency (LEP) Baseline Report

CTA Red Line

Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency" requires all recipients of federal funds to provide meaningful access to persons who are limited in their English proficiency (LEP). The United States (U.S.) Department of Justice defines LEP individuals as those "who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English" (67 FR 41459). Data about LEP populations was gathered in the U.S. Census 2000. For data analysis purposes, the Census divides the states of the United States into counties and divides counties into tracts.

Within area tracts, Census data record the presence of persons who describe their ability to speak English as less than "Very Well." The table below shows the percentages of adults who speak English less than "Very Well" by language category. Additionally, 175 households or 1.0% of households within area tracts reported to the Census that their household was linguistically isolated, meaning that all household members over the age of fourteen had at least some difficulty with English. Thus, Census data indicate the presence of LEP populations.

Table. Census Data: Percent of Adult Speakers Who Speak English Less than Very Well*

Census Geographies	Total Adult Population	Percent of Adult Speakers Who Speak English Less than Very Well			
		Spanish Language Speakers	Other Indo European Language Speakers	Asian and Pacific Island Language Speakers	Other Language Speakers
Tracts					
Tract 4906.00 Cook County	1,331	0.6%	0.0%	0.5%	0.0%
Tract 4907.00 Cook County	2,709	0.6%	0.3%	0.0%	0.2%
Tract 4910.00 Cook County	4,356	0.7%	0.4%	0.4%	0.0%
Tract 4911.00 Cook County	3,986	0.7%	0.0%	0.0%	0.0%
Tract 4912.00 Cook County	1,949	0.3%	0.3%	0.0%	0.0%
Tract 4913.00 Cook County	2,470	1.5%	0.3%	0.0%	0.0%
Tract 5104.00 Cook County	33	15.2%	0.0%	0.0%	0.0%
Tract 5301.00 Cook County	1,993	21.9%	0.0%	0.0%	0.0%
Tract 5302.00 Cook County	4,577	1.0%	0.0%	0.7%	0.0%

Tract 5305.00 Cook County	10,336	0.6%	0.7%	0.0%	0.3%
Tract 5306.00 Cook County	2,699	0.7%	1.2%	0.0%	0.0%
Tract 5401.00 Cook County	5,305	2.8%	0.0%	0.0%	0.0%

Data Source: United States Census 2000 (Table P19) as of February 9, 2008 for persons age 18 and older.
* The data on ability to speak English represent the Census respondent's own perception about his ability to speak English (United States Census 2000 Metadata).

Since LEP is partially defined as a limited ability to read and write English, literacy data were also consulted. Indirect literacy estimates for adults were calculated by the National Center for Education Statistics based on 2003 survey data for states and counties. None of the geographies in study area meet the requirements to be included in the National Institute for Literacy study; thus, literacy data is not available. In conclusion, the data indicate the likelihood of LEP populations in the area.

To determine the languages of the LEP populations, Census data were consulted for project area tracts. The table below details the top five languages spoken by the total adult population (LEP and non-LEP) for each tract.

Table. Census Data: Top Five Languages Spoken by the Adult Population

Census Geographies	Language 1	Language 2	Language 3	Language 4	Language 5
Tracts					
Tract 4906.00 Cook County	English 93.2%	Spanish/Spanish Creole 2.3%	Tagalog 2.3%	French (Patois, Cajun) 1.8%	Korean 0.4%
Tract 4907.00 Cook County	English 96.4%	Spanish/Spanish Creole 2.1%	German 0.6%	Hebrew 0.5%	Korean 0.4%
Tract 4910.00 Cook County	English 96.9%	Spanish/Spanish Creole 2.2%	Tagalog 0.4%	French (Patois, Cajun) 0.4%	Korean 0.2%
Tract 4911.00 Cook County	English 97.7%	Spanish/Spanish Creole 1.3%	Japanese 0.4%	German 0.3%	Italian 0.2%
Tract 4912.00 Cook County	English 96.8%	French (Patois, Cajun) 1.0%	Spanish/Spanish Creole 0.9%	Tagalog 0.8%	German 0.3%
Tract 4913.00 Cook County	English 96.8%	Spanish/Spanish Creole 2.1%	French Creole 0.9%	French (Patois, Cajun) 0.3%	-
Tract 5104.00 Cook County	English 60.6%	Spanish/Spanish Creole 39.4%	-	-	-
Tract 5301.00 Cook County	English 59.5%	Spanish/Spanish Creole	Other Slavic languages	German 0.6%	Italian 0.4%

		38.9%	0.7%		
Tract 5302.00 Cook County	English 96.2%	Spanish/Spanish Creole 2.6%	Tagalog 0.7%	German 0.2%	Other Pacific Island languages 0.2%
Tract 5305.00 Cook County	English 94.3%	Spanish/Spanish Creole 2.1%	French (Patois, Cajun) 1.1%	Arabic 0.8%	German 0.6%
Tract 5306.00 Cook County	English 96.6%	Spanish/Spanish Creole 1.7%	Polish 1.0%	Russian 0.3%	French (Patois, Cajun) 0.3%
Tract 5401.00 Cook County	English 95.1%	Spanish/Spanish Creole 4.8%	Italian 0.1%	-	-
Data Source: United States Census 2000 (Table PCT10) as of February 9, 2008.					

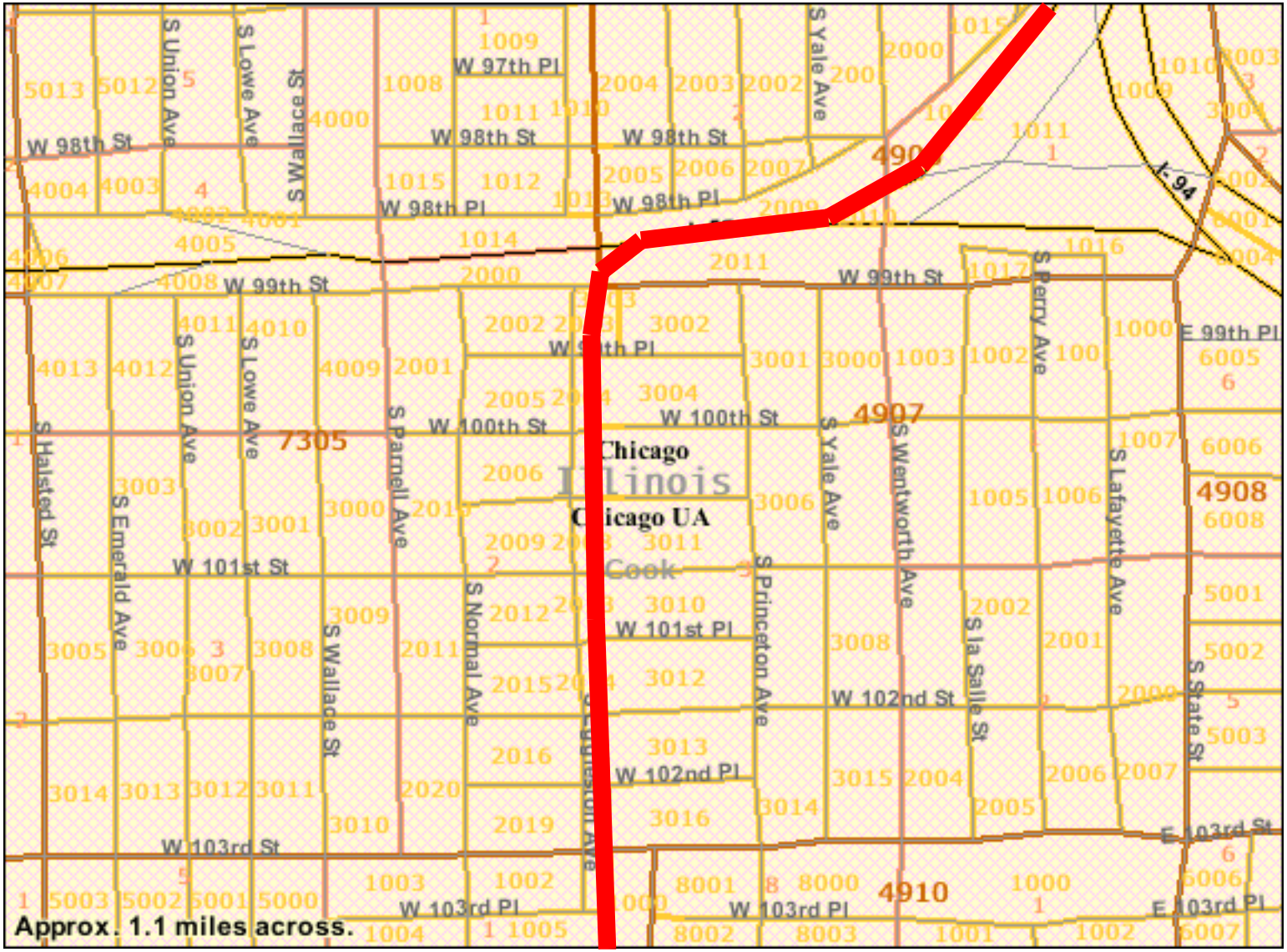
Therefore, the tracts data does not indicate the presence of LEP language groups that exceed the Department of Justice's Safe Harbor threshold of 5% or 1,000 persons. [However, the following measures will be taken to ensure LEP persons meaningful access: enter any measures to be taken to ensure meaningful access if applicable]. Thus, the requirements of Executive Order 13166 appear to be satisfied.

Citations

- "Improving Access to Services for Persons with Limited English Proficiency," 3 Code of Federal Regulations 13166. 2001 ed.
- "Guidance to Federal Financial Assistance Recipients Regarding Title VI Prohibition Against National Origin Discrimination Affecting Limited English Proficient Persons," 67 Federal Register 117 (18 June 2002), pp. 41459.
- U.S. Bureau of the Census. Census 2000: Summary File 3. Washington: The Bureau, 2008.
- National Center for Education Statistics. "State & County Estimates of Low Literacy." National Assessment of Adult Literacy. 2009. http://nces.ed.gov/naal/estimates/Index.aspx.
- National Center for Education Statistics. Common Core of Data. Washington: NCES.

Legend

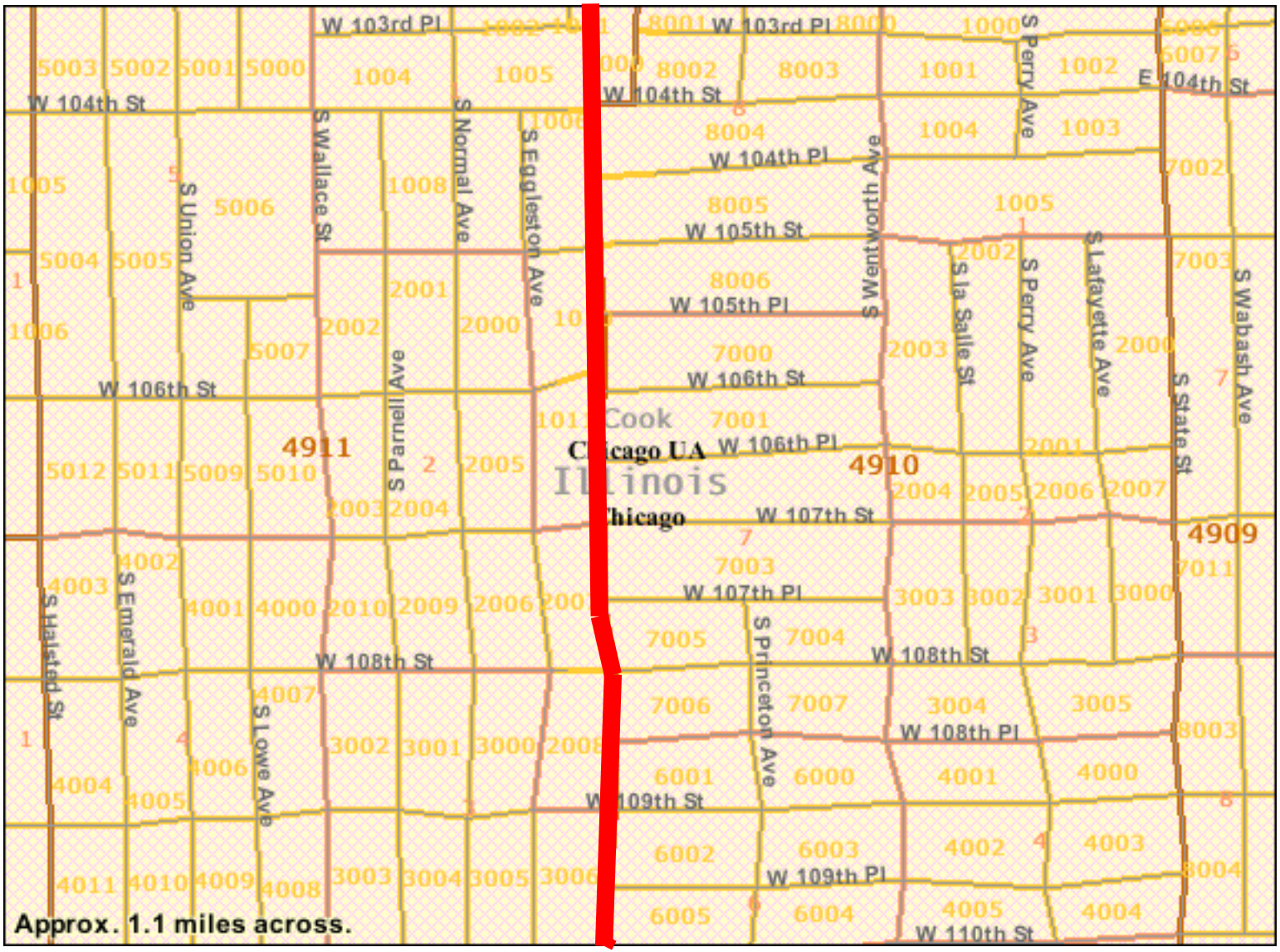
- Census Tract Boundary
- Block Group Boundary
- Block Boundary
- Major Road
- Street
- Stream/Waterbody



Census Tract, Block Group, and Block Location Map

Legend

- Census Tract Boundary
- Block Group Boundary
- Block Boundary
- Major Road
- Street
- Stream/Waterbody



Census Tract, Block Group, and Block Location Map

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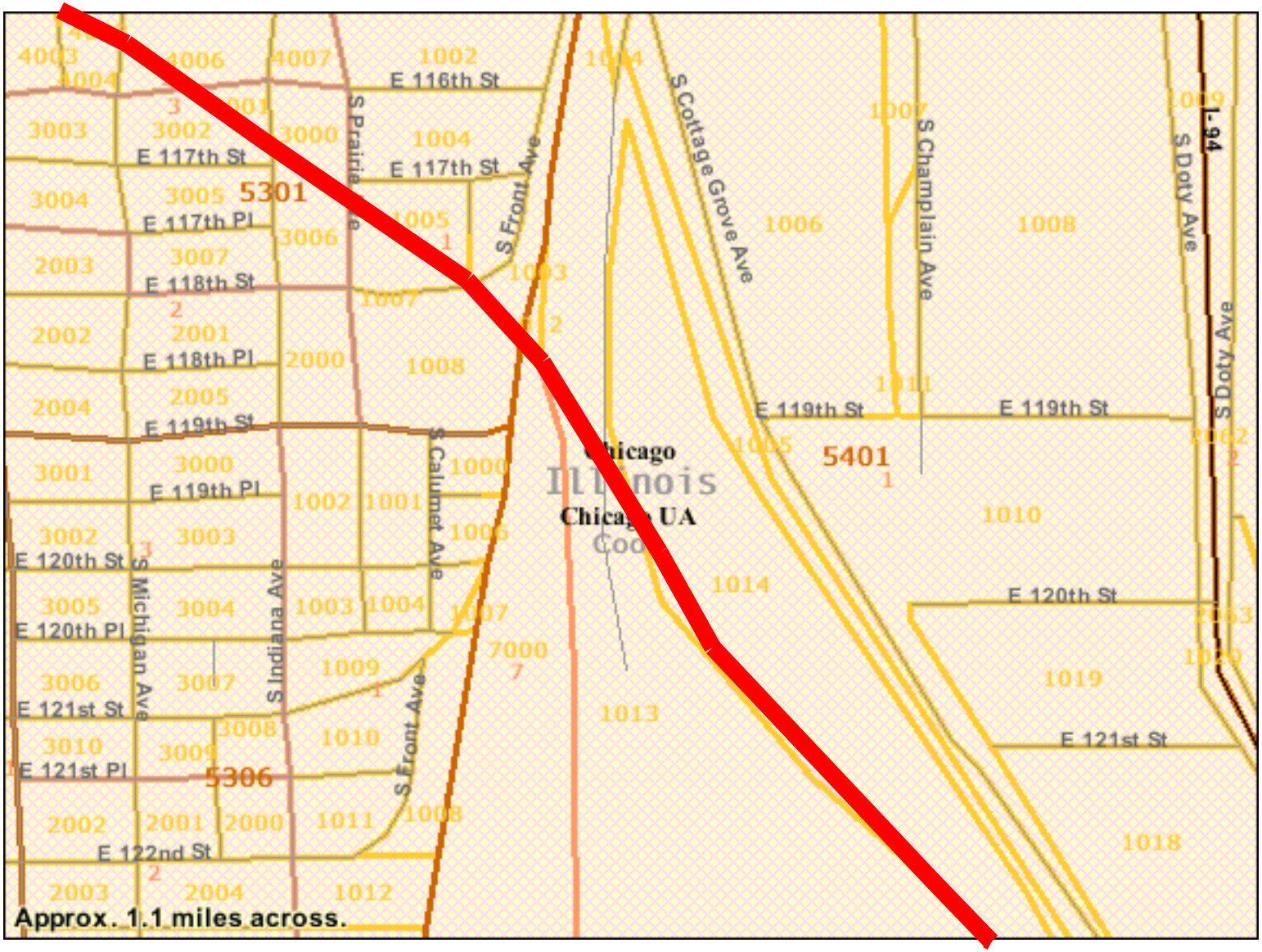

Census Tract, Block Group, and Block Location Map

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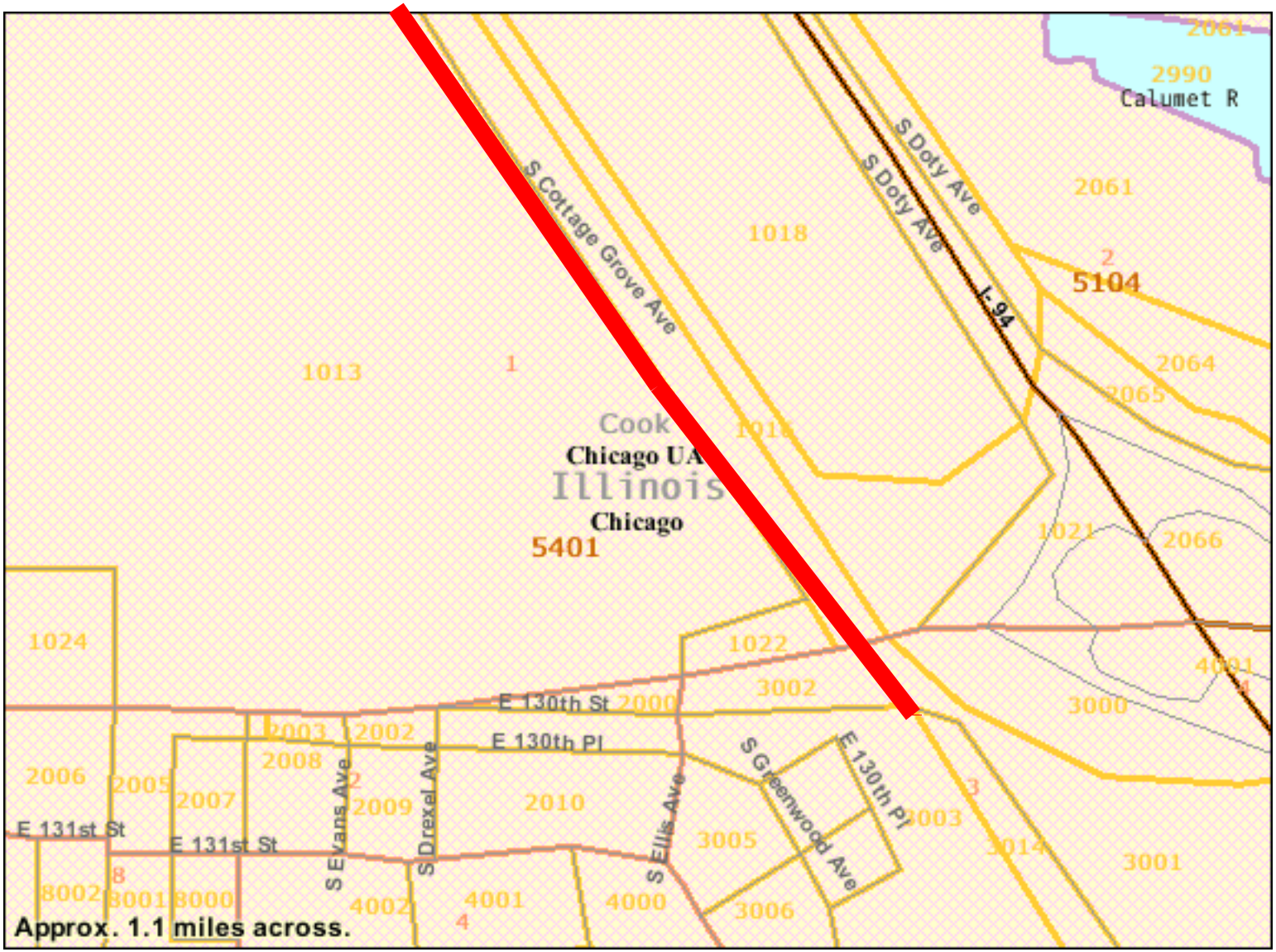
- Stream/Waterbody



Census Tract, Block Group, and Block Location Map

Appendix C
Agency Coordination and Public Involvement

Public Participation Plan (August 2012)

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Red Line Extension Project

Public Participation Plan

August 23, 2012

Prepared for:
Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661

Prepared by:
CWC Transit Group
125 South Wacker Drive
Suite 600
Chicago, IL 60606

cta

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Appendices

Appendix A Overview Schedule
Appendix B Stakeholder Interview Summary

Abbreviations

AA - Alternatives Analysis
CTA - Chicago Transit Authority
EIS - Environmental Impact Statement
FTA - Federal Transit Administration
HRT - Heavy Rail Transit
LEP - Limited English Proficiency
LPA - Locally Preferred Alternative
NEPA - National Environmental Policy Act
RLE - Red Line Extension
TSM - Transportation Systems Management
UPRR - Union Pacific Railroad

SECTION 1
OVERVIEW

Red Line Extension Project

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street terminal station to 130th Street, the Red Line Extension (RLE) Project. CTA and the Federal Transit Administration (FTA) are preparing a Draft Environmental Impact Statement (EIS) that will evaluate the environmental impacts of constructing and operating the extension.

Public Participation Plan

The National Environmental Policy Act (NEPA) requires evaluation of potential environmental impacts associated with federal projects and actions. For this project, the evaluation will be documented in an EIS.

The EIS will focus on the alternatives that emerged from the Alternatives Analysis (AA) and the NEPA scoping process including: a No Action Alternative, a Transportation Systems Management (TSM) Alternative, a Locally Preferred Alternative (LPA): Union Pacific Railroad (UPRR) Heavy Rail Transit (HRT) including a Right-of-Way Option, an East Option, and a West Option, and a Halsted Street HRT Alternative. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of the alternatives, and mitigation measures to reduce or eliminate potential impacts.

The public participation will build on the public and agency input received in the AA, as well as the input received during scoping. The AA process started in 2006 and was completed in 2009 with a recommendation of a range of alternatives to be studied in the EIS. As part of the three-step screening process, CTA hosted six public meetings over three years in order to gather input from the public regarding alternative options.

SECTION 2
GOALS

The public participation plan will guide CTA through a focused public involvement and outreach process for the RLE Draft EIS. The plan is flexible in order to respond appropriately to public and agency issues as they arise. It is anticipated that additional information will become available that will further guide proposed activities. The dates and activities are preliminary and may change. See Appendix A for a preliminary overview of the public participation schedule.

PUBLIC PARTICIPATION GOALS

- Build on previous outreach efforts of the Alternatives Analysis process and scoping
- Make the complex issues associated with the RLE Project and the environmental study process understandable to customers and those using other modes of transportation
- Ensure stakeholders are aware of the planning process and the purpose and content of the proposed project
- Ensure that the project is clearly defined to the public within the umbrella of CTA's other planning projects
- Identify any needs, issues, or concerns of stakeholders
- Provide a range of opportunities for the public and interested stakeholders to comment on the proposed project
- Ensure that the area's diverse population, including tracts adjacent to the project alignment where more than 15% of the population has limited English proficiency as well as Environmental Justice populations (minorities and low income), are included in the process
- Ensure the public understands the project timeline and the financial and right-of-way constraints
- Fulfill the public participation requirements of FTA's New Starts Criteria
- Document all public and agency input
- Provide context for why other projects are currently underway such as Loop Track Renewal, and the Red Line Dan Ryan Track Renewal project

The public participation program provides a variety of communication channels to help the public understand the RLE Project, including its potential negative and beneficial impacts. The program will solicit input and feedback from the public as to their specific needs, issues, concerns, and recommendations.

In order to engage the public to participate in the study process, some basic strategies will include:

STRATEGIES TO ENGAGE THE PUBLIC	APPROACH
■ Make it easy to participate ■ Provide opportunities for constructive dialogue and communication	■ Community meetings within the project area; web access to final project documents; meetings in locations accessible by public transportation and accessible to people with disabilities; outreach materials in English and Spanish and accessible to people with visual impairments
■ Provide timely, easy-to-understand information that helps people provide informed comments	■ Straightforward Citizens Guide to the Environmental Document, newsletters, website, exhibit boards and handouts at meetings
■ Leverage communications resources	■ Work with organizations that have established audiences and channels of communication to more widely disseminate project information
■ Provide multiple ways to obtain information and provide comments	■ Website, mailed notice, e-blasts, community calendars, comment cards, Facebook, Twitter, media, flyers in libraries, CTA System
■ Ensure stakeholders are aware of the planning process	■ Careful review and augmentation of the existing project contact list ■ Stakeholder and Alderman/elected official briefings to identify issues and find additional ways to engage the local community ■ Outreach to community-based organizations representing environmental justice communities
■ Show how public input will be used	■ Document all public and agency input in the Meeting Summaries

SECTION 3
KEY ISSUES

There are four primary issues that have been identified as likely issues of public and stakeholder concern to be explored and discussed during this phase: alignment options, station location options, the benefits of the proposed project to transit disadvantaged communities (communities underserved proportionally by transit investment) and the impacts of construction. A host of other issues also were identified through public input during the Alternative Analysis and EIS scoping phases as listed below. As the study progresses, new key issues may develop, some existing issues will be refined and the appropriate public involvement approach to address key issues will be determined. The list will be amended as the study moves forward.

General Issues/Community Concerns/Opportunities

- Access/benefits for disadvantaged and underserved communities (Altgeld Gardens neighborhood)
- Alignment options and station/stop locations
- Support for the LPA – UPRR HRT Alternative
- Public safety at stations/stops and surrounding communities
- Community compatibility
- Relocation and displacement impacts/enhancement on residential/business/school areas surrounding the project corridor
- Passenger access to local businesses, community, and cultural amenities (improved mobility, neighborhood revitalization)
- Effect/enhancement of quality of life
- Noise and vibration impacts along corridor
- Proximity to Wendell Smith Park and Fernwood Parkway Park

Economic Issues/Concerns/Opportunities

- Jobs/improved economy
- Funding
- Project cost
- Local workforce participation
- Property value impact
- Support for local economic and land use plans and goals

- Transit fare changes

Transportation Issues/Concerns/Opportunities

- Easing congestion in the region
- Coordination/connectivity with other transit systems and modes (Metra, buses, bicycle/pedestrian access, I-Go and Zip Cars)
- Traffic and parking
- Bike and bus access to park and rides
- Improve transit access to and from Far South side
- Reduce congestion at 95th and Dan Ryan terminal

Construction Issues/Concerns/Opportunities

- Length of construction
- Potential traffic/detours/delays
- Potential customer reduction to businesses along corridor during construction
- Potential parking/relocation/displacement during construction
- Noise, impacts to buildings

SECTION 4
KEY AUDIENCES

Anyone who lives, works, plays, learns, and commutes through the RLE project area, or has some involvement or oversight in how the line will operate, is an important audience member. The public participation program creates a structure for learning about the different community interests and characteristics. The project is important to many different groups, each with specific interests in the study. The outreach team will keep these groups involved and continually informed about the process and progress of the analysis. Brief discussions of key audiences follow.

Project Area Residents and Neighborhood Associations

Important issues for neighborhood associations and project area residents include: corridor impacts/enhancements such as neighborhood compatibility, economic development, station locations, and the reduction of impacts on residential areas. The public participation program includes outreach to property owners and residents in the project area. These groups will receive project information through a combination of channels including newspaper display ads, invitation postcards, email notices, transit alert cards, community hall and library flyers, and CTA's Facebook, Twitter, and website. Some of the local communities that may be interested include the following:

- Chatham Avalon Park Community Council
- Chesterfield Community Council
- Residents of Altgeld Neighborhood
- Residents of Beverly Neighborhood
- Residents of Burnham Neighborhood
- Residents of City of Blue Island
- Residents of Cottage Grove Heights Neighborhood
- Residents of Dolton Neighborhood
- Residents of Evergreen Park Neighborhood
- Residents of Fuller Park Neighborhood
- Residents of Gardens Neighborhood
- Residents of Longwood Manor Neighborhood
- Residents of Morgan Park Neighborhood
- Residents of Princeton Park Neighborhood
- Residents of Pullman Neighborhood
- Residents of Riverdale Neighborhood
- Residents of Roseland Neighborhood
- Residents of the City of Calumet
- Residents of Village of Calumet Park
- Residents of Washington Heights Neighborhood
- United Neighborhood Organization

Business/Business Associations/Institutions

Some business stakeholders value the extension's potential to increase customers to local businesses and improve business districts around the corridor line, as well as employees and customers having greater access to the area. This overall category includes the industries, individual businesses, local business leaders, and chambers of commerce. The public involvement effort will solicit ideas and concerns from the business community. These stakeholders will receive invitations to community update meetings and the public hearings and updates on the project as it progresses. A stakeholder briefing may be scheduled to get input. Some of the local business groups that may be interested include the following:

- 87th Street Stony Island Chamber of Commerce
- American Brotherhood of Contractors
- Association of Asian Construction Enterprises
- Black Contractors United (BCU)
- Blue Island Chamber of Commerce
- Bronzeville Chamber of Commerce
- Business and Economic Revitalization Association
- Calumet Area Industrial Commission
- Calumet City Chamber of Commerce
- Canadian National Railway Company
- Chatham Business Association
- Chicago Area Gay & Lesbian Chamber of Commerce
- Chicago Minority Supplier Development Council (CMSDC)
- Chicago Southland Chamber of Commerce
- Chicago Women in the Trades (CWIT)
- Chicagoland Chamber of Commerce
- Cosmopolitan Chamber of Commerce
- Federation of Women Contractors (FWC)
- Greater Auburn -Gresham Development Corporation
- Greater Southwest Development Corporation
- East Side Chamber of Commerce
- Friends of the Parks
- Hegewisch Chamber of Commerce

- Hispanic American Construction Industry Association (HACIA)
- Illinois Hispanic Chamber of Commerce
- Latin American Chamber of Commerce
- Metropolitan Family Services
- Midwest High Speed Rail Association
- National Association of Women Business Owners (NAWBO-Chicago Area Chapter)
- Predestined Incorporated
- Puerto Rican Chamber of Commerce of Illinois
- International Trade Bureau
- Roseland Business Development Council
- Roseland Community Hospital
- South Chicago Chamber of Commerce
- Southeast Chicago Development Corporation
- Southwest REACH Center
- Total Resource Community Development Center
- Union Pacific Railroad
- Women's Business Development Center (WBDC)
- St. Bernard's Hospital and Health Care Center

Associations/Special Interest Groups/Schools

Sensitivity to the surrounding environment is important to the project. The input of various local, state, and federal agencies will be obtained throughout the EIS process. In addition, associations, special interest groups, and schools will be consulted. The director or leader of these groups will be notified of the community update meetings and the public hearings and updated as the project progresses. Some of the key groups that may be interested include the following:

- ACCESS Living
- Alianza Leadership Institute
- Apostolic Church of God
- Carver Military Academy
- Catholic Charities of the Archdiocese of Chicago - Community Affairs & Civic Affairs
- Center for Neighborhood Technology
- Charles H. Wacker Elementary School

- Chicago International Charter School - Prairie
- Chicago State University, Office of Public Affairs
- The Chicago Urban League
- Childrens Center Outreach
- Children's Developmental Institute
- Christian Fenger Academy High School
- Corliss High School
- Developing Communities Project, Inc.
- Dunne Technology Academy
- Equip for Equality
- Firman Community Services
- Gompers Fine Arts Option School
- Gwendolyn Brooks College Preparatory Academy
- Harlan Community Academy High School
- Historic Pullman Foundation & Historic Pullman Visitor Center
- Higgins Community Academy
- House of Hope
- Illinois Institute of Technology
- John G. Shedd Public School
- Johnnie Coleman Academy
- Kennedy-King College
- Marantha Christian Academy
- Marcus Garvey Math & Science School
- Medgar Evers Fine & Performing Arts School
- Metro Seniors in Action
- Morgan Park High School
- National Association for the Advancement of Colored People (NAACP), Chicago Southside Branch
- Northeastern Illinois University – Jacob H. Carruthers Center for Inner City Studies
- Northwestern University

- Olive-Harvey College
- Park Vernon Learning Academy
- Percy L. Julian High School
- Prayer & Faith Outreach Ministries
- The Pullman Civic Organization
- The Pullman State Historic Site
- Rainbow PUSH Coalition
- Riders for Better Transit (Active Transportation Alliance)
- Riverdale Community Resource Center
- Ronald H. Brown Community Academy
- Roseland Christian School
- Roseland Heights Community Association
- Rosemoor Community Association, Inc.
- Saint Anthony of Padua Parish
- Salem Baptist Church of Chicago
- The Salvation Army
- Senior Service Coalition of Southeast Chicago
- Simeon Career Academy
- Southsiders Organized for Unity and Liberation (SOUL)
- South Central Community Service - Far South
- South Shore Cultural Center
- Southeast Environmental Task Force
- Saint Helena of the Cross School
- The Faith Community of St. Sabina
- Strategies for Community Economic Development & Finance
- Tabernacle Christian Academy
- Teamwork Englewood
- Transportation Equity Network
- United Educational Cultural Academy
- The University of Chicago

- University of Illinois at Chicago - Department of Urban Planning and Policy
- Vivian E. Summers Preparatory School
- West Chesterfield Community Association
- West Chatham Improvement Association
- YWCA Metropolitan Chicago

Commuters

Key issues for commuters include access, passenger capacity and comfort, travel times, station/stop locations, and condition of the facilities. Advanced, timely information is important for this group. Commuters will be notified in the same way that the general public is, through newspaper ads, media stories and social media. In addition, meeting announcements for the public hearings and community update meetings will be posted at the CTA stations and in the CTA trains and buses via car alert cards.

Public Agencies and Local Government

Coordination and cooperation among agencies and all levels of government is an important element of this project. The following key agencies and local government representatives will be notified about the project:

- Chicago Housing Authority
- Chicago Park District
- Chicago Roseland Development Corporation
- Chicago Metropolitan Agency for Planning
- City of Blue Island
- City of Burnham
- City of Calumet
- City of Chicago, Alderman (Ward 9) Anthony Beale
- City of Chicago, Alderman (Ward 10) John Pope
- City of Chicago, Alderman (Ward 21) Howard Brookins Jr.
- City of Chicago, Alderman (Ward 34) Carrie Austin
- City of Chicago, Mayor Rahm Emanuel
- City of Chicago Department of Housing and Economic Development
- City of Chicago Department of Business Affairs and Consumer Protection
- City of Chicago Department of Community Development

- City of Chicago Department of Environment
- City of Chicago Department of Transportation
- City of Chicago Community Development Commission
- City of Chicago Police Department
- Metra Commuter Rail
- Metropolitan Water Reclamation District of Greater Chicago
- Pace
- Cook County Board of Commissioners, Board President Toni Preckwinkle
- Cook County Board of Commissioners, Commissioner (District 4) William M. Beavers
- Cook County Board of Commissioners, Commissioner (District 5) Deborah Sims
- Illinois Commerce Commission
- Illinois Department of Transportation
- Illinois Department of Natural Resources
- Illinois Environmental Protection Agency
- Illinois Historic Preservation Agency
- Illinois General Assembly, State Representative (House-27) Monique Davis
- Illinois General Assembly, State Representative (House-28) Robert Rita
- Illinois General Assembly, State Representative (House-29) David Miller
- Illinois General Assembly, State Representative (House-34) Constance Howard
- Illinois State Senate, Senator (Senate-14) Emil Jones Jr.
- Illinois State Senate, Senator (Senate-15) James Meeks
- Illinois State Senate, Senator (Senate-17) Donne Trotter
- State of Illinois, Governor Pat Quinn
- Mayor's Office for People with Disabilities
- South Suburban Mayors and Managers Association
- Southeast Chicago Development Commission
- U.S. Department of Energy
- U.S. Department of Health and Human Services
- U.S. Department of Housing and Urban Development
- U.S. Transportation Security Administration

- U.S. Fish and Wildlife Service
- U.S. Environmental Protection Agency
- Federal Emergency Management Agency
- Federal Highway Administration
- Federal Railroad Administration
- U.S. House of Representatives, Congressman (District 1) Bobby Rush
- U.S. House of Representatives, Congressman (District 2) Jesse Jackson
- U.S. Senate, Senator Dick Durbin
- U.S. Senate, Senator Mark Kirk
- Ho-Chunk Nation
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Sac and Fox Nation of Oklahoma
- Pokagon Band of Potawatomi Indians
- Prairie Band of Potawatomi Nation
- Citizen Potawatomi Nation
- Forest County Potawatomi
- Potawatomi Nation – Hannahville Indian Community
- Sac and Fox Nation of Mississippi in Iowa
- Sac and Fox Nation of Missouri
- Village of Calumet Park
- Village of Dolton
- Village of Evergreen Park
- Village of Riverdale

Media

Media coverage offers an efficient means of communicating with the general public. Effective coordination with local and regional media contacts will be crucial to raising public awareness and explaining the RLE Project. Supplying the media with updated, factual information increases the likelihood of balanced, informative coverage. Ethnic, multi-lingual media coverage will also be an important element of the media outreach.

SECTION 5
LIMITED ENGLISH PROFICIENCY ANALYSIS

A fundamental requirement of the NEPA is communication with local citizens who could be affected by a project. This means that informational materials should effectively communicate with everyone in a project area. The project area has historically supported a very diverse population. It was important at the start of this project, prior to developing notification materials, to determine whether there was a significant population with limited English proficiency within the project area.

During the scoping process, an analysis of languages spoken and English proficiency within the study area was conducted based on data collected from the U.S. Census. The RLE project area crosses 12 census tracts. While the majority of the population in those tracts speaks English, there are several tracts adjacent to the LPA where more than 35% of the citizens speak Spanish/Spanish Creole. Furthermore, some of these tracts have linguistically isolated populations where more than 15% speak Spanish, but speak English less than "Very Well."

The RLE project can have large impacts on the community, even more so on the properties adjacent to the LPA. Therefore outreach should be conducted to raise awareness of possible impacts among those potentially affected by this project as well as Environmental Justice populations (minorities and low income).

Based on this analysis, outreach materials will be provided in Spanish and a Spanish translator will be available at the public hearings. A meeting may be conducted in Spanish and outreach will be done through other Spanish-speaking outlets.

SECTION 6
ENVIRONMENTAL JUSTICE ANALYSIS

The Draft EIS will assess environmental justice (EJ) issues related to the proposed project alternatives. The EJ analysis will comply with the Federal Executive Order 12898 to address disproportionately high and adverse human health or environmental effects on minority and low-income populations resulting from federal programs, policies and activities. The social groups specifically benefitted or harmed by the proposed action will be identified. Effects of the alternatives upon the elderly, handicapped, non-drivers, transit-dependent, low income, minorities, and Limited English Proficiency (LEP) populations will be described.

The evaluation of minority and LEP impacts will include analysis of census data for the general project area regarding race, color, national origin and ability to speak English well. Census data analysis will be supplemented and verified through field reconnaissance. Potential displacement of residences, businesses and employees will also be considered when evaluating the potential for disproportionate adverse impacts in EJ communities. Changes in minority employment opportunities, the effect of the proposed action on EJ populations and proposed mitigation measures to reduce or avoid disproportionate impacts upon EJ populations will be discussed in the draft EIS.

Large construction projects often disproportionately impact EJ communities because of a lack of opportunity for these communities to become engaged in the planning and environmental process and voice their issues and concerns. *See section 7 for information on how we intend to address this.*

SECTION 7
PUBLIC PARTICIPATION ACTIVITIES

Resolution of Community Concerns

To fully engage EJ communities and try to identify and resolve potential concerns, a series of stakeholder interviews will be conducted with representatives of the various EJ populations. The interviews will be focused on identifying any concerns of EJ communities along the corridor regarding the RLE Project and its associated impacts, as well as the best ways of discussing those concerns with the community and CTA. In addition, the interviews will help further identify specific groups or associations to engage, existing communication vehicles to leverage and best practices to engage specific communities.

Based on the insight gathered through the stakeholder interviews, a series of up to eight focused grassroots meetings will be conducted to work through EJ community concerns and to identify appropriate project modifications and mitigation measures to address concerns. These meetings may be conducted at a neighborhood level, with an existing organization or with a congregation that is potentially impacted by the project.

Depending on the distribution of LEP populations, some of the community meetings may be conducted and facilitated in Spanish. Sign language interpreters and interpreters for other languages will be provided as needed.

Project materials will be prepared in appropriate languages and cultural contexts. If needed to more effectively engage LEP populations, materials specifically tailored to these groups may be developed.

Community Update Meetings

Community update meetings will be held to keep the general community informed about project progress. These meetings will typically be an open house format and may include information on environmental analyses, results of community surveys, changes in project alternatives, identification of potential funding sources, or resolution of neighborhood issues. These meetings will provide opportunities for the public to provide ongoing input that will help CTA with finalizing options for the LPA. The open house format will be confirmed after discussions with CTA and FTA.

Community Update Schedule

Community Update Meetings: Spring 2013

Location: The meeting locations will be within the project area and must meet FTA criteria such as being ADA accessible and near to transit.

Notification materials will include: Newspaper display ads, invitation postcard, email notice, transit alert cards, community hall and library flyers, and CTA's Facebook, Twitter and website.

Stakeholder and Alderman/Elected Official Briefings

Project briefings will provide existing and potential stakeholders an overview of the public participation program and the project. Approximately fifteen stakeholders will be briefed three times at key milestones in the project. Multiple stakeholders may be briefed at a single meeting.

The team will work with CTA and specifically the CTA Government and Community Relations staff to develop the list of key stakeholders that will be briefed. The list might include elected officials, mayors, aldermen, the Mayor's Office for People with Disabilities, city administrative staff, community leaders and neighborhood groups. CTA will identify appropriate milestones to brief stakeholders.

Stakeholder Briefing Schedule

Meetings in Winter/early Spring 2013 to brief stakeholders before the community update meetings scheduled for Spring 2013.

Meetings in early Fall 2013 to brief stakeholders before the public hearings in late Fall 2013.

Public Hearings on the Draft EIS

Two public hearings on the Draft EIS will be held in the same week to inform the public about the project, the contents of the Draft EIS, and to receive comments on the Draft EIS. The same information will be presented at the two public hearings, but the meeting locations will be different. The hearing format will be confirmed after discussions with CTA and FTA.

Public Hearing Schedule

Two Public Hearings: Fall 2013

Location: The hearing location will be within the project area and must meet FTA criteria such as being ADA accessible and near to transit. Locations selected will be distributed throughout the project area to provide full geographic coverage.

Notification materials will include: Legal notice, newspaper display ads, postcard invitation notice, email notice, media release, transit alert cards, community hall and library flyers, and CTA's website.

Media Relations

Regular monitoring of various media coverage and discussions on the project will be conducted. These media may include print media, on-line blogs, and other social media conversations about the project. This information will inform the development of the project.

SECTION 8
PUBLIC PARTICIPATION NOTIFICATION AND INFORMATION MATERIALS

Project Newsletters

Two project newsletters will be developed to deliver the project messages in a clear and concise manner and to provide information and other data about the project. The newsletters will provide an overview of the EIS process and the opportunities for public input. Graphics and maps will be incorporated in the newsletters in order to make the content easy to read and understand. The newsletters will be mailed to all of the people on the project mailing list.

Website

The existing project website will be updated for this phase of the project. The website provides access to project updates, project background, project materials, and documents and announcements. The community update meetings and public hearing meeting dates will be posted in advance on the website. Information on the website will be in a readable format for people with vision impairments.

Citizens Guide to the Draft EIS

The Citizens Guide to the Draft EIS will be prepared to provide an overview of the Draft EIS with pictures from the study area, maps of the alternatives, colorful bold headings, and succinct descriptions of the impacts and proposed mitigation measures for each resource area. The text will explain the process for public review and will get to the heart of technical issues in an easily understood manner. In order to more fully engage the community, artist's renderings or other visual simulations will be used to help residents understand potential effects of what the proposed extension will look like.

Public Notices

Various formats will be used to invite the public to attend one of the public participation meetings. Below is a chart that shows the type of invitation and outreach that will be conducted for each type of meeting. A more detailed description of the notification materials is provided below.

Outreach	Mailed Postcard Invite	Email or Phone Call	Display Ads	Media Release	Other Notification (flyers, e-blast, blogs, transit alert cards, tweets, Facebook posts)
Community Update Meetings	X		X	X	X
Public Hearings	X		X	X	X
Neighborhood Meetings		X			
Stakeholder Briefings		X			

Other Notification (Village Hall, Libraries, Blogs, e-blasts, Transit Alert Cards)

Notifications for the community update meetings and public hearings will be posted and distributed throughout the area including at Village Halls, libraries, e-list serves, and with community groups.

City Hall, Village Hall, or Community Center Announcement Posting Locations

- City of Burnham
- City of Blue Island
- Calumet City
- Village of Calumet Park
- Village of Dolton
- Village of Evergreen Park
- Village of Riverdale

Library Announcement Posting Locations

- Calumet City Public Library
- Chicago Public Library –Altgeld Branch
- Chicago Public Library –Brainerd Branch
- Chicago Public Library –Hegewisch Branch
- Chicago Public Library –Vodak/East Side Branch
- Chicago Public Library –Jeffrey Manor Branch
- Chicago Public Library –Pullman Branch
- Chicago Public Library –South Chicago Branch
- Chicago Public Library -Walker Branch
- Chicago Public Library -West Pullman Branch

- Riverdale Public Library

Blogs/Websites/List servs

- Riders for Better Transit (Active Transportation Alliance) website and blog
- Aldermen list servs and websites
- Car Free Chicago (blog)
- Chi-Town Daily News
- Chicago"L".org (website)
- CMAP Updates (blogs)
- CTA Twitter
- CTA Facebook
- CTA Tattler (blog)
- Gapers Block (general interest site)
- GridChicago.com (website)
- Movingbeyondcongestion.com (website)
- Metropolitan Planning Council (MPC) (publications: Blog, newsletter, website)
- Ridge99.com
- southwestobserver.com
- Streetsblog (blogs)
- thesixthward.blogspot.com
- Transitchicago.com (website)
- The Urbanophile (an urban affairs blog that covers transportation and economic development)
- Write of Way blog by the Active Transportation Alliance

E-mail Notice

An e-mail notice will be sent to stakeholders, elected officials, and residents who attended previous CTA meetings on this project and provided an email contact, or those who contacted the CTA via email to submit a public comment or request to be added to the email list.

Online Calendars

Information will be sent to online event calendars, most of which are run through newspapers and TV stations. In addition, meeting notices will be sent to local chambers of commerce and to large organizations that cover a wide audience and would communicate with members in the

areas served by the lines, such as the Chicagoland Chamber of Commerce, Illinois Chamber of Commerce, and the Association Forum of Chicagoland.

Promotion in Transit: Transit Alert Cards

Meeting announcements for the public hearings and community update meetings will be posted at the CTA stations and in the CTA trains and buses via car alert cards.

Social Media

There are many opportunities for CTA to reach out and to listen via social media. Information will be posted on the CTA Facebook group page and Twitter sites. CTA also will monitor the ongoing social media dialogue about CTA and the project in order to identify concerns, answer questions, respond to ideas, and correct any misunderstandings or misinformation. CTA also will tap social media sites of partner organizations to provide information and hear feedback.

Display Advertisement for Community Update Meetings and Public Hearings

Display advertisements in local and regional newspapers will be used to publicize the community update meetings and the public hearings. The community update meeting display ads will provide the time, date and location of the update meetings. A more formal public hearing display ad will be placed that includes information on the project, the alternatives analysis, the meeting information, and where and when to submit comments. An email and postal mail address will be provided for written comments. The newspapers in which display ads may be placed include the following:

Publication Placement

- Beverly Review
- Chicago Crusader
- Chicago Defender
- Chicago Sun-Times
- Chicago Tribune
- Hoy
- LaRaza
- Red Eye
- Southtown Star

Media Release

Media releases will be issued to ensure that media outlets are aware of the public meetings and have adequate background information with which to write about the EIS process.

Meeting Materials

Information boards will be developed for the public hearings and the community update meetings and general hand-outs will be prepared.

Project Database

A comprehensive database of approximately 5,000 stakeholders for the RLE Project has been established and maintained. The database includes elected officials, special interest group representatives, agency staff persons who attended the scoping meetings, and persons who requested to be on the mailing list. The mailing list includes property owners and tenants adjacent to the centerline of the proposed project.

SECTION 9
DOCUMENTATION

Comment Tracking/Documentation/Response Management

The public meetings will be fully documented for the administrative record. Comments will be received by mail, email, and by comment card at the public hearings and community update meetings. A summary of all public meetings will be included in the Draft EIS. The summary will include comment cards, letters, attendance sheets, notification materials, and a summary of verbal and written input, such that an evidential record of the meetings is documented.

CHICAGO TRANSIT AUTHORITY (CTA)

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Public Participation Plan Overview Schedule 2012/2013

APPENDIX A

Activity	2012: Summer	2012: Fall	2013: Winter	2013: Spring	2013: Summer	2013: Fall/Winter
Project Milestones						Fall: Publish Draft EIS and Notice of Availability (NOA) in Federal Register Fall-Winter: Public Comment Period (30 days)
Public Participation Activities						
CTA Board Meetings	Brief CTA Board		Brief CTA Board			Brief CTA Board
Public Meetings (neighborhood, community update, and public hearings)		As needed: Neighborhood Meetings to Resolve Concerns	As needed: Neighborhood Meetings to Resolve Concerns	Spring: Update Meetings		Fall: Public Hearings (2) on Draft EIS
Stakeholder and Alderman /Elected Official Briefings			Winter: Stakeholder Briefing Meetings	Early Spring: Stakeholder Briefing Meetings		Fall: Stakeholder Briefing Meetings
Public Participation Notification and Information Materials						
Mailing List/Database	Update	Update	Update	Update	Update	Update
Public Notices				Spring: Postcard Notice for Update Meetings		Fall: Public Hearing Notice
Website	Update	Update	Update	Update	Update	Update
Display Ad/Legal Notice			Display Ads for Update Meetings			Fall: Public Hearings Display Ad/Legal Notice
Media Outreach (Releases distributed by CTA)			Winter: Update Meeting Advisory Release			Fall: Public Hearing Advisory Release & Post Meeting Release
Other Notification: Libraries, Village Halls, e-blasts, blogs, community calendars, transit alert cards			Notification Package for Update Meetings			Notification Package for Public Hearings
Citizens Guide to the Draft EIS					Develop Guide	Print & Distribute Guide
Meeting Materials (boards, handouts, sign-in, etc.)			Meeting Materials for Update Meetings			Meeting Materials for Public Hearings
Project Newsletters		Develop/Distribute Newsletter			Develop/Distribute Newsletter	
Meeting Summary Reports				Update Meeting and Neighborhood Meeting Summaries		Public Hearing Report

Note: All dates are preliminary and subject to change.

APPENDIX B: Stakeholder Interview Summary

Development of the public participation plan was informed by interviews with representatives of community members to identify the most effective outreach and engagement strategies, activities, languages, and channels. Interviews were conducted in April 2012.

Categories of stakeholder perspectives included:

Elected Officials/Aldermen

Community Organizations

Older Adults and People with Disabilities

Businesses

Non-Profits (including places of worship) Serving Environmental Justice Populations

Input Influenced the Public Participation Plan

There is a high level of interest in the Red Line Extension (RLE) Project among the categories of stakeholders listed above. As a result of the process to identify stakeholders to interview, the list of stakeholder organizations in the plan was expanded.

Using a variety of both online and offline communication channels and tools, CTA is most likely to reach the greatest number of interested members of the community. Tapping established communication channels which come from trusted sources means CTA is more likely to be heard. Many of the interviewees offered up specific communications channels which may be used directly or through the stakeholders. These communication channels, such as listservs, websites, and publications, have been added to the plan. Visuals were highlighted as being an essential part of the project information produced and shared.

Communicating with and through places of worship is critically important in the communities along this project corridor.

Stakeholders suggested that the community preferred a more interactive meeting format than CTA has conducted in the past. Using a combination of small community resolution meetings, larger public open house meetings, and targeted meetings with community groups, outreach resources will be leveraged so that more of the community is reached by their trusted sources of information. Working with such groups to gather input from the community also will enhance effectiveness in working with Environmental Justice communities.

Availability of Spanish-language materials and Spanish speakers at meetings will be critical to engaging the isolated Spanish-speaking, limited English proficiency populations along the corridor.

Stakeholders advised that at future meetings CTA have new information to share and be at a point in the process where public input could influence decisions to be made in the near term. This information influences the plans for preparing for the public meetings.

Appendix C
Agency Coordination and Public Involvement

Coordination Plan (August 2012)

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Chicago Red Line Extension Project

SAFETEA-LU

Coordination Plan

August 2012

Prepared for:
Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661

Prepared by:

CWC Transit Group
125 South Wacker Drive
Suite 600
Chicago, IL 60606

DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

cta

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Abbreviations

AA - Alternatives Analysis
CTA - Chicago Transit Authority
EIS - Environmental Impact Statement
FHWA - Federal Highway Administration
FTA - Federal Transit Administration
NEPA - National Environmental Policy Act
NOI - Notice of Intent
PPP - Public Participation Plan
RLE - Red Line Extension
ROD - Record of Decision
SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

Section 1
Purpose of This Coordination Plan

The Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) have initiated preparation of a Draft Environmental Impact Statement (EIS) for the Chicago Red Line Extension (RLE) Project. FTA is serving as the lead agency for purposes of National Environmental Policy Act (NEPA) environmental review. The project participants for this Coordination Plan consist of FTA, CTA, and federal, state, and local participating agencies pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, Section 6002.

This Coordination Plan provides a structure for coordinating public and agency participation and comments on the Draft EIS. The plan is intended to guide the CTA and the public through the process. More specifically, the plan outlines the public and agency activities that will take place. The environmental planning and review process for the RLE project began with an Alternatives Analysis (AA) process and will conclude with a NEPA determination and Record of Decision (ROD) from the FTA. Following the issuance of the ROD, the permitting process will begin. CTA will follow this Coordination Plan to solicit public and agency input on the project and to ensure that the received input is considered in the decision-making process. Both agency coordination and the Public Participation Plan (PPP) are addressed below.

The Coordination Plan is considered a "living document" and is designed to provide flexibility, as needed, to address changes in the project and therefore may be adjusted from time to time in response to the evolving communication needs of the project.

This plan complies with SAFETEA-LU, Section 6002, and serves as a plan for coordination (Section 139(g)(1)).

Section 2
Project Summary

The CTA is proposing to extend the Red Line from the 95th Street station to the vicinity of 130th Street, subject to the availability of funding. The proposed extension would include four new stations. Each new station would include bus and parking facilities. This project is one part of the Red Ahead Program to extend and enhance the entire Red Line.

The project area is 11 miles south of the "Loop," Chicago's central business district and encompasses approximately 20 square miles. Figure 2-1 shows the project area.

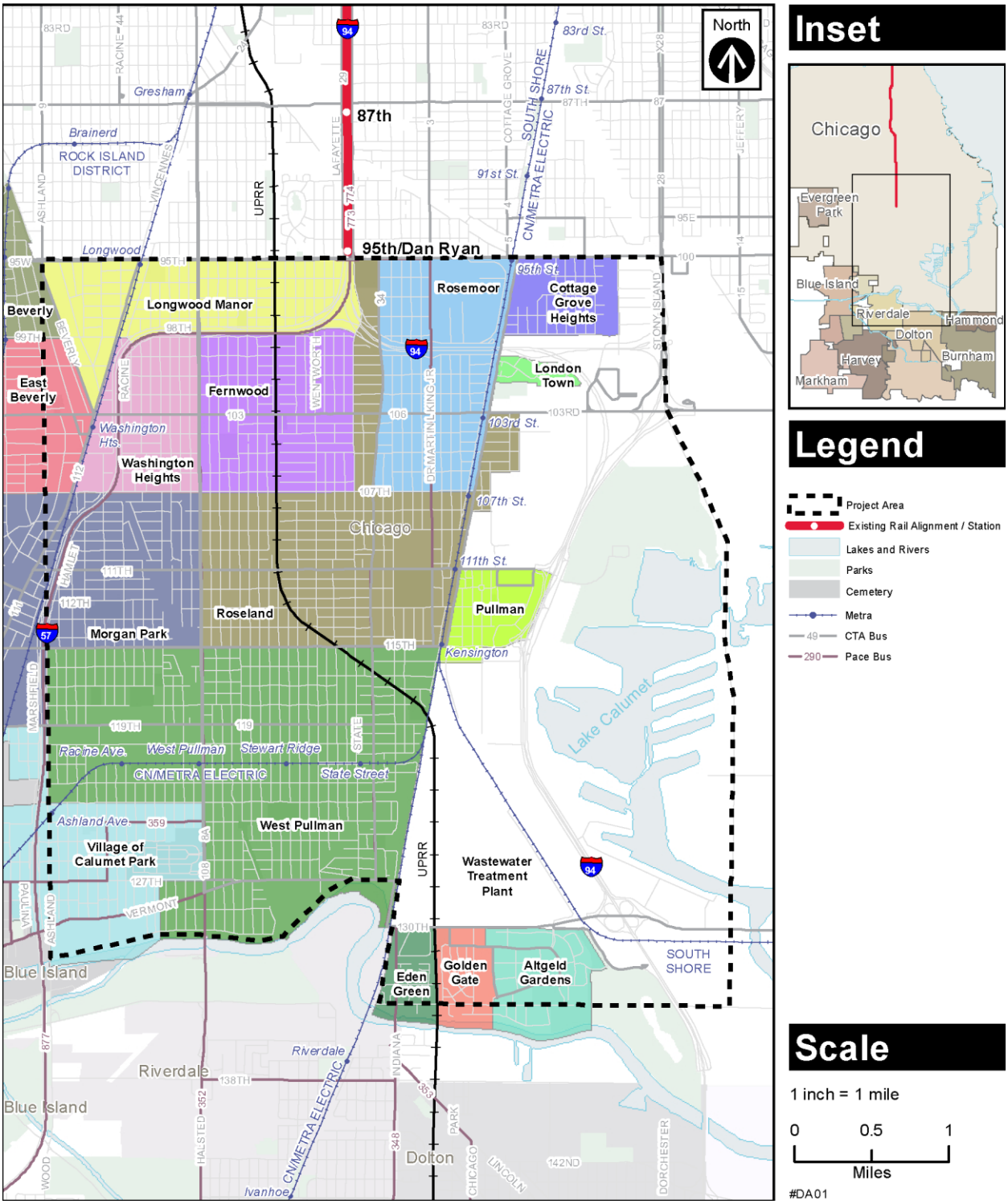

Figure 2-1: Project Area

Section 3
Project Process

In accordance with federal regulations, CTA, in coordination with FTA, will complete the following steps to complete the NEPA environmental document for the project:

- Publish the Notice of Intent (NOI) in the Federal Register
- Complete project scoping to ascertain the scope of the Draft EIS, project purpose and need, and range of alternatives considered, and identify potential impacts and potential mitigation measures to be addressed in the environmental document
- Prepare a Draft EIS
- Complete a public review and comment period for the Draft EIS
- Obtain approval from FTA to enter into Preliminary Engineering
- Prepare a Final EIS
- Obtain Chicago Transit Board certification of the Final EIS and approval of the project
- Obtain a ROD from FTA

The NOI was published in the Federal Register on September 1, 2009. One agency scoping meeting was held on September 24, 2009 and two public scoping meetings were held on September 22, 2009 and September 24, 2009. A public open house was held on August 2, 2011. The Draft EIS analysis will be conducted in 2012 and 2013. The schedule for the remaining steps is dependent on identification of funding.

Agency and public coordination will proceed on an as-needed basis until the release of the Draft EIS. Upon the release of the Draft EIS a public and agency comment period will begin.

Section 4
Agency Participation

As the project lead agencies, FTA and CTA are responsible for preparing the EIS. In accordance with SAFETEA-LU, Section 6002, CTA is required to identify and involve federal, state, regional, and local agencies in the development of the project. Agency coordination will occur on an on-going basis throughout the project development process, with opportunities for public and agency participation occurring at several different stages of the EIS process, including the following major coordination points:

- Developing the scope of the Draft EIS, including issues to be addressed, methodologies to be used to evaluate potential effects, and the significance criteria
- Reviewing and commenting on the Draft EIS throughout the public review period, which includes public meetings that will be held to receive comments
- Commenting on the alternatives including input received at the agency scoping meeting on September 24, 2009
- Notification of the completion of the Final EIS
- Completion of permits, licenses, and approvals following the ROD

4.1 Identification of Cooperating and Participating Agencies

4.1.1 Cooperating Agencies

Cooperating agencies are, by definition in 40 CFR 1508.5, federal agencies with jurisdiction, by law or special expertise, with respect to any environmental impact involved in the proposed project. A state or local agency of similar qualifications may, by agreement with the lead agencies, also become a cooperating agency. The cooperating agencies are by definition participating agencies as well, and while the roles and responsibilities of both are similar, the cooperating agencies have a slightly greater degree of authority, responsibility, and involvement in the environmental review process.

The Federal Highway Administration (FHWA) has requested to be a cooperating agency in the RLE project because a portion of the proposed route extends along I-94 and I-57 and would cross over I-57 as it turns south along either the Union Pacific Railroad right-of-way or Halsted Street. FTA and CTA will consider additional cooperating agencies if approached per 40 CFR 1501.6.

4.1.2 Participating Agencies

Participating agencies can be federal, state, tribal, regional, and local government agencies that may have an interest in the project. The responsibilities of these agencies are defined in SAFETEA-LU, Section 6002, and include but are not limited to:

- Participating in the FTA process starting at the earliest possible time, especially with regards to the development of the purpose and need statement, range of alternatives, methodologies, and the level of detail for the analysis of alternatives
- Identifying, as early as practicable, any issues of concern regarding potential environmental or socioeconomic impacts of the project
- Participating in the issue resolution process, described in Section 4.4
- Providing meaningful and timely input on unresolved issues
- Participating in the scoping process

Accepting the designation as a participating agency does not indicate project support and does not provide the agency with increased oversight or approval authority beyond its statutory limits, if applicable.

Participating agencies for the project are listed in Appendix A. They include federal agencies that did not affirmatively decline the invitation to become a participating agency and regional, state, and local agencies that affirmatively accepted the invitation to become a participating agency.

In accordance with SAFETEA-LU Section 6002 requirements, FTA, in coordination with the CTA, prepared and mailed participating agency invitation letters to 80 agencies with a potential interest in the project on September 1, 2009.

Letters were sent to update participating agencies in June 2011 on the project progress and invite them to the public open house meeting held on August 2, 2011.

4.2 Agency Coordination Objectives

The primary objectives of the CTA, related to the involvement of these and other agencies throughout the project development process, are to:

- Ensure the open and timely exchange of information, ideas, and concerns between the participating agencies, FTA, and CTA throughout the project development process
- Ensure the appropriate integration of the project into the communities through which it operates
- Avoid substantial design changes during the future permitting process by identifying and addressing the permitting requirements of individual agencies during conceptual and preliminary engineering, as practicable

4.3 Agency Coordination Structure

4.3.1 Early Coordination

Agency participation and coordination began in 2006 during the first phase of the project, the AA phase. Agency participation and coordination for the EIS began with the issuance of the NOI in September 2009 and the start of scoping activities. Early coordination creates an opportunity for participating agencies to provide input and guidance on the scope of the environmental document, methods used in the environmental analysis, purpose and need, and the alternatives to be analyzed in the Draft EIS.

EIS coordination was initiated as part of the scoping process by publishing the NOI in the Federal Register on September 1, 2009. In addition, CTA mailed the NOI and scoping information to 28 local, 15 regional, 19 state, and 12 federal agencies, and six Native American tribes, to ensure the awareness of the project and invite scoping comments.

An agency scoping meeting was held on September 24, 2009 to provide additional opportunities for agencies to identify their interest in coordination and provide input on the purpose and need, range of alternatives, proposed schedule, potential areas of impact, and the methodologies to be used to evaluate effects.

After considering input received during the scoping process, the lead agencies will further articulate the project's purpose and need. In accordance with existing guidance, issued by Congress in its conference report on SAFETEA-LU, other federal agencies should afford substantial deference to the FTA's articulation of the purpose and need for a transportation action.

4.3.2 Coordination during Project Development

Ongoing and active coordination will be undertaken with all agencies identified during the AA and scoping processes as having jurisdiction over the right-of-way of the proposed project or an interest or expertise in a specific environmental resource, including cooperating and participating agencies. This coordination process will consist of meetings with individual agencies and appropriate CTA and consultant staff, to discuss the specific concerns and suggestions. Subsequent meetings with agencies will be scheduled as needed to ensure that the appropriate level of coordination and communication is attained, especially as the project progresses. The purpose of these meetings will be to identify and resolve substantive issues, as early as practicable, in the design and environmental review process; finalize the methods that will be used in the environmental analysis; and collect data related to the project. In addition, this direct coordination process will support the documentation of official communications and any agreements between CTA and these agencies.

An effort will be also made to hold meetings with other agencies that may indicate specific issues of concern as the project progresses, and CTA will coordinate with all agencies to ensure that issues are addressed early in the process.

4.3.3 Coordination of Review and Comment on the Draft EIS

As a cooperating agency, FHWA will review administrative drafts of the Draft EIS along with FTA and CTA. Participating agencies will receive a Notice of Availability of the Draft EIS. They will be invited to attend the public hearings on the Draft EIS and to review and comment on the Draft EIS during the public comment period.

4.3.4 Coordination Subsequent to Draft EIS and Prior to the Record of Decision

Coordination of the Final EIS and ROD will be similar to coordination of review and comment on the Draft EIS. The participating agencies will receive a Notice of Availability of the Final EIS and project approval actions. All participating agencies will receive notification of the issuance of the ROD.

4.3.5 Coordination Subsequent to the Record of Decision

After approval of the ROD, the CTA will consult with the FTA prior to requesting any major approvals or grants to establish whether or not the approved EIS remains valid. These consultations will be documented as needed. Per 23 CFR 771.129, an EIS may become invalid if the NEPA process does not proceed as described below:

- A written evaluation of the Draft EIS must be prepared if an acceptable Final EIS is not submitted within three years from the date that the Draft EIS is circulated. The purpose of this evaluation is to determine if a supplement to the Draft EIS or a new Draft EIS is needed.

- A written evaluation of the Final EIS must be prepared before further approvals may be granted if major steps to advance the action have not occurred within three years after the approval of the Final EIS. Major steps to advance the action may include undertaking final design, acquiring significant portions or right-of-way and/or approving plans.

Agencies with permitting authority will continue to be consulted throughout the re-evaluation process as needed and the permit application development process. Permit applications will be submitted and data developed to support needs identified by the permitting agencies.

4.4 Issue Resolution Process

The lead agencies, cooperating agencies, and participating agencies will work cooperatively to identify and resolve issues that could substantially delay completion of the environmental review, and issues of concern that could substantially delay or prevent issuance of permits or approvals needed for the project.

The following issue resolution process will be followed:

- Every attempt will be made to resolve issues of concern between the lead agencies and participating agencies as they arise through direct agency meetings. These meetings will be

held as needed during the NEPA process to discuss and resolve the issues of concern. The meetings will be specific to the issue and agency involved. Therefore, as appropriate, the meetings could range from a single meeting involving technical staff of the agency and CTA to a series of meetings involving incrementally higher executive-level participation from the participating agency and CTA. An effort will be made to hold up to three such meetings within a reasonably available time period consistent with the project process and schedule, to resolve an issue of concern in a timely manner before proceeding to the next step of the process, described below.

- If direct meetings between the agencies are not sufficient to resolve an issue of concern in a timely manner:
  - An official issue resolution meeting will be scheduled.
  - If resolution cannot be reached within 30 days following such a meeting, and a determination has been made by FTA that all information necessary to resolve the issue has been obtained, then:
  - FTA will notify the heads of all participating agencies, CTA, the Committee on Environment and Public Works of the Senate, the Committee on Transportation and Infrastructure of the House of Representatives, and the Council of Environmental Quality of the FTA determination
  - FTA will publish such notice in the Federal Register

Section 5
Summary of Public Participation Plan

The Draft EIS phase of the RLE project will involve an extensive and inclusive community outreach process that builds upon and enhances the public engagement efforts developed during the AA phase; the RLE PPP is included as Appendix B. RLE public involvement includes outreach not only to neighborhood stakeholders, but also to current and potential CTA riders, and the wider population of transit users in Cook County. This effort will also re-engage targeted stakeholders identified during the AA while identifying and involving potentially new stakeholders who may now, more than before, have a special interest in this project. The PPP builds upon CTA's experience with the AA, including lessons learned and identification of potential opportunity areas as well as CTA's best practices in public outreach.

5.1 Compliance with Federal Requirements

SAFETEA-LU has a strong federal emphasis on public participation, requiring that the PPPs of CTA's planning processes "be developed in consultation with all interested parties and … provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan." SAFETEA-LU's broad definition of participation by "interested parties" includes as its partners, groups, and individuals who are affected by or involved with transportation in the area surrounding the project's service area. Examples stated include citizens, affected public agencies, representatives of public transportation employees, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties. These interested parties are to be provided with a reasonable opportunity to comment on the transportation plan.

As outlined in the Act, methods to accommodate these goals to the maximum extent possible include:

- Holding any public meetings at convenient and accessible locations and times
- Employing visualization techniques to describe plans
- Making public information available in hard copy and electronically accessible formats and means, such as the internet, as appropriate, to afford reasonable opportunity for consideration of public information
- Coordinating local public participation/involvement processes with statewide public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs, and reduce redundancies and costs

SAFETEA-LU also requires that public meetings be held at convenient and accessible times and locations, that all plans be available by website, and documents be written in easy, understandable language utilizing visual components.

This PPP was developed to be compliant with SAFETEA-LU, the public participation requirements of NEPA, and the FTA New Starts program.

5.2 Goals and Objectives of the Public Participation Process

The PPP for the RLE project provides an efficient, proactive, and comprehensive guide to community outreach efforts throughout each phase of this project. This plan builds on the foundation of the public engagement effort developed during the AA. The public involvement and consensus-building effort for this project has several goals and objectives, including:

- Utilize an inclusive outreach strategy that maximizes input from a broad range of project stakeholders
- Provide forums for residents, businesses, and community leaders to participate in the planning
- Create multiple opportunities for the generation of ideas, comments, and possible mitigation measures
- Establish a forum for educating stakeholders on a regular basis as the project evolves

The intent of the public involvement process is to work cooperatively with the community toward the development of a preferred alternative that meets the purpose and need of the project. Issues to be addressed during the Draft EIS outreach process for the RLE might include further development and refinement of the alternatives, locations of stations, bus/rail interface and other transit issues, urban design, land use, neighborhood and community impacts, environmental impacts, and potential mitigation measures.

5.3 Description of Public Participation/Involvement Activities

5.3.1 Schedule Overview

The schedule for the public participation process is summarized in Table 5-1. The proposed schedule for preparation of the Draft EIS will be shared with the public and participating agencies. A series of community update meetings and formal public hearings will be held at key milestones including the dissemination of the Draft EIS. In addition, CTA will continue to meet with individual stakeholder groups. The public engagement effort will continue as the NEPA process progresses.

Table 5-1: Public Participation Process Schedule

Schedule	Activity
August 12, 2009	Chicago Transit Board Meeting
September 1, 2009	Publish NOI in Federal Register Public Comment Period Begins
September 1, 2009	Mail Participating Agency Letters
September 2009	Distribute Media Outreach Releases
September - October 2009	Stakeholder Briefing Meetings
September 24, 2009	Agency Scoping Meeting
September 22 and 24, 2009	Public Scoping Meetings
October 27, 2009	Public Comment Period Ends
August 2, 2011	Public Open House Meeting
Spring 2013	Stakeholder Briefings
Spring 2013	Community Open House Meeting
Fall 2013	Stakeholder Briefings
Fall 2013	Public Hearings
Fall 2013	Public Comment Period

5.3.2 Stakeholder Identification and Community Profile

CTA will maintain and update the stakeholder database developed during the AA and scoping phases to track interested individuals and groups, areas of interest, communication, and other pertinent information for the duration of the project. Building on the database developed during the AA phase, CTA will continue to provide ongoing maintenance and updates to keep the database current.

The Draft EIS phase will include extended outreach beyond the project area, including all jurisdictions that could potentially benefit or be adversely affected by the RLE project. New project stakeholders may be identified as the project progresses in addition to those identified during the AA and scoping phases of the project. All stakeholders will be engaged throughout the NEPA process. Stakeholders for the RLE project include, but are not limited to:

- Local, county, federal, and state elected officials
- Neighborhood councils, associations, and community councils
- Business and labor associations
- Retail and entertainment center destinations
- Education, cultural, religious, and health care institutions along the proposed alignments

- Transit advocacy and environmental groups
- Public agencies/officials

Communication with individuals and organizations beyond the physical project area will be a priority during this phase.

Further, building on information gathered during the AA phase, CTA has developed a stakeholder outreach strategy that includes an identification of:

- Key communities and constituencies in the project area
- Key communities and constituencies outside the project area, likely to benefit from the project
- Issues of special interest to communities and constituencies
- Strategies and actions to address these communities, constituencies, and issues

In this way CTA will be able to monitor the issues and priorities of the distinct communities within and of relevance to the project in and beyond the project area.

5.3.3 Public and Agency Scoping Meetings and Elected Official Briefings

CTA conducted two public scoping meetings, one agency scoping meeting, and briefed three elected officials and one community business association within the scoping period of the project to solicit comment and input for the Draft EIS prior to the Oct 27, 2009, deadline for public scoping comments.

5.3.3.1 Public Scoping Meetings

Two public scoping meetings were held in the project area on September 22 and 24, 2009.

Scoping meetings are a useful opportunity to obtain information from the public and governmental agencies. In particular, the scoping process asks agencies and interested parties to provide input on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation, and potential impacts and mitigation measures to be considered. These meetings were documented in a Scoping Report.

5.3.3.2 Agency Scoping Meetings

An agency scoping meeting was held at CTA's offices on September 24, 2009. This meeting was held to coordinate and facilitate work with the designated federal, state, and local agencies. Agendas and sign in sheets for all meetings were prepared and discussions and agreements were fully documented. A detailed summary of comments and meeting notes were prepared afterwards.

5.3.3.3 Stakeholder and Alderman/Elected Official Briefings

An initial task in the public involvement program was to identify areas of agreement and conflict among various stakeholders. Individual meetings with key stakeholders were informal but structured to obtain input on goals, objectives, key issues, preferred communication tools, and public policy considerations. Input obtained from the stakeholder briefings was incorporated in the public participation program. Three elected officials and one stakeholder with interest in the project area were identified and briefed..

5.3.4 Events

To reach out to those not active in civic issues or who do not typically attend community meetings, CTA will explore the feasibility and effectiveness of other non-traditional outreach opportunities including participation in local events, festivals, fairs, and other grassroots outreach opportunities such as farmers markets, mall or shopping center booths, and other more community-focused events. This outreach technique was not employed during the AA or scoping, but remains a potential tool for use during the preparation of the Draft EIS.

Upcoming events including public open house meetings, public hearings, and stakeholder outreach, are summarized in Table 5-1

5.3.4.1 Summer 2011 Public Open House Meeting

A public open house meeting was held on August 2, 2011 to update residents and participating agencies about the project progress. This update summarized the results of the NEPA scoping process that concluded in October 2009. The open house was an opportunity for community members to ask questions about the range of actions, alternatives, environmental effects, and mitigation measures to be analyzed in the Draft EIS. A detailed summary of the meeting with documentation on comment received was prepared.

5.3.4.2 Stakeholder and Alderman/Elected Official Briefings

CTA representatives conducted 12 briefings with elected officials and stakeholders about the project in July and August 2011. Briefings generally covered a description of the project and the scoping process. Meeting notes were prepared.

5.3.5 Public Notice and Review

Public notices for scoping meetings included:

- NOI
- Participating agency invitation letters
- Public scoping invitation notices which were mailed out two weeks prior to the scoping meeting and were translated into Spanish
- Meeting notices were posted at local village halls and libraries

- Email notifications were sent to all in the project database

5.3.6 Written Materials

CTA will develop text and visuals for collateral materials, specifically newsletters, meeting materials, frequently asked questions, technical handouts on specific topics, and other materials as needed throughout the project. Materials for the RLE project will be translated into Spanish and will be available in other languages, including Braille, upon request. See Appendix B - Public Participation Plan.

5.3.7 Website

A project website was developed for the environmental phase. The website provides access to project updates, project background, project materials, documents, and announcements. Public meeting dates were posted in advance on the website. In addition to serving as a source for public information, the website will also serve as a way to gather information. The website includes a clickable link to the project email address that allows people to reach CTA project managers with their comments. The webpage will facilitate ongoing database additions and provide a means for the community to provide input, ask questions, receive responses, and distribute project materials. The website will be updated as the project progresses.

5.3.8 Media

CTA takes a proactive role working with the mainstream media to publicize all community meetings and to raise awareness of RLE project. This includes the development of press releases, complemented by outreach to grassroots, ethnic and niche print, broadcast and public access (radio and television), and new media, as applicable. See Appendix B – Public Participation Plan for details.

5.3.9 Accommodations

All public meetings will be scheduled at locations accessible by transit users and wheelchair accessible. Information regarding bicycle lockers/storage can also be researched upon request. Interpreters (language and hearing) or other auxiliary aids will be arranged if requested at least five days prior to a meeting.

5.4 Outreach to Traditionally Underserved Groups

Federal requirements for PPPs include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low income and/or minority groups. CTA has actively worked with organized business and community groups in the project area and will continue outreach efforts to transit users and traditionally underserved groups. In addition, materials will be translated into Spanish. See Appendix B – Public Participation Plan for details.

5.5 Public Participation Measures of Effectiveness

On a periodic basis, the public participation process will be reviewed to determine if modification of any particular strategy is necessary or if additional strategies need to be incorporated into the PPP to reach desired demographic groups.

In addition, the PPP will be revised as needed throughout the NEPA process to ensure that the outreach and involvement efforts are appropriate for the project area and that issues continue to be identified and addressed.

Appendix A
Participating Agencies

Eighty local, regional, state, federal, and tribal agencies were invited to be participating agencies (listed in Table A-1). Of those, 17 agencies affirmatively accepted the invitation and an additional 14 federal and tribal agencies did not decline. Federal and tribal agencies that do not decline the invitation are added to the list of participating agencies. In addition, the FHWA requested to become a cooperating agency. Participating agencies are listed in Table A-2.

Table A-1: Agencies Invited to Become Participating Agencies

Agency Type	Organization
Local	Calumet City - Community & Economic Development
Local	Chicago Bureau of Convention and Tourism
Local	Chicago Housing Authority
Local	Chicago Park District
Local	Chicago Port Authority
Local	Chicago Public Schools, External Resources
Local	Chicago State University, Office of Public Affairs
Local	City of Blue Island
Local	City of Chicago Department of Aviation
Local	City of Chicago Department of Business Affairs and Consumer Protection
Local	City of Chicago Department of Community Development
Local	City of Chicago Department of Cultural Affairs, Office of Tourism
Local	City of Chicago Department of Environment
Local	City of Chicago Department of Fire
Local	City of Chicago Department of Public Health
Local	City of Chicago Department of Streets and Sanitation
Local	City of Chicago Department of Transportation
Local	City of Chicago Department of Water Management
Local	City of Chicago Department of Zoning and Land Use Planning
Local	City of Chicago Office of Emergency Management and Communications
Local	City of Chicago Office of the Mayor
Local	City of Chicago Police Department
Local	Olive-Harvey College
Local	Village of Burnham
Local	Village of Calumet Park, Community Relations Commissioner
Local	Village of Dolton

Agency Type	Organization
Local	Village of Evergreen Park
Local	Village of Riverdale, Community Development Department
Regional	Chicago Metropolitan Agency for Planning
Regional	Circuit Court of Cook County - Fifth Municipal District
Regional	Cook County Building and Zoning
Regional	Cook County Emergency Management Agency
Regional	Cook County Environmental Control Department
Regional	Cook County Forest Preserve District
Regional	Cook County Health & Hospital Systems
Regional	Cook County Highway Department
Regional	Cook County Sheriff's Office
Regional	Cook County Zoning Board of Appeals
Regional	Metra Commuter Rail
Regional	Metropolitan Water Reclamation District of Greater Chicago
Regional	Northern Indiana Commuter Transportation District
Regional	Pace
Regional	Regional Transit Authority
State	Illinois Commerce Commission
State	Illinois Department of Central Management
State	Illinois Department of Commerce and Economic Opportunity
State	Illinois Department of Human Services
State	Illinois Department of Natural Resources
State	Illinois Department of Public Health
State	Illinois Department of Transportation
State	Illinois Emergency Management Agency
State	Illinois Environmental Protection Agency
State	Illinois Historic Preservation Agency
State	Illinois Housing Development Authority
State	Illinois Pollution Control Board
State	Illinois Secretary of State
State	Illinois Sports Facilities Authority
State	Illinois State Board of Education
State	Illinois State Police
State	Illinois State Toll Highway Authority
State	Illinois WorkNet
State	Office of the State Fire Marshal
Federal	Department of Energy

Agency Type	Organization
Federal	Department of Health and Human Services
Federal	Department of Housing and Urban Development
Federal	Department of the Interior, Office of Environmental Policy and Compliance
Federal	Federal Aviation Administration
Federal	Federal Emergency Management Agency
Federal	Federal Highway Administration
Federal	Federal Railroad Administration
Federal	Transportation Security Administration
Federal	U.S. Army Corps of Engineers
Federal	U.S. Environmental Protection Agency
Federal	U.S. Fish and Wildlife Service
Tribal	Citizen Potawatomi Nation
Tribal	Ho-Chunk Nation
Tribal	Peoria Tribe
Tribal	Sac and Fox Tribe - Mississippi and Iowa
Tribal	Sac and Fox Tribe - Missouri and Kansas
Tribal	Sac and Fox Tribe - Oklahoma

Table A-2: RLE Participating Agencies

Organization	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Department of Energy	Mr.	Steven	Chu	Secretary	1000 Independence Ave. SW		Washington	DC	20585
Department of Health and Human Services	Mr.	James	Galloway	Acting Regional Director - Region 5	233 N. Michigan Ave.	Ste. 1300	Chicago	IL	60601
Department of Housing and Urban Development	Ms.	Beverly	Bishop	Deputy Regional Director	77 W. Jackson Blvd.		Chicago	IL	60604
Federal Emergency Management Agency	Ms.	Janet	Odeshoo	Deputy Regional Administrator, Region V	536 S. Clark St.	6th floor	Chicago	IL	60605
Federal Highway Administration	Mr.	Norman	Stoner	Division Administrator, Illinois Division Office	3250 Executive Park Drive		Springfield	IL	62703
Federal Highway Administration	Mr.	Matt	Fuller	Environmental Programs Engineer	3251 Executive Park Drive		Springfield	IL	62703
Federal Railroad Administration	Mr.	Laurence	Hasvold	Regional Administrator	200 West Adams	Suite 310	Chicago	IL	60606
Transportation Security Administration	Ms.	Gale	Rossides	Acting Administrator	601 S. 12th St.		Arlington	VA	20598
U.S. Environmental Protection Agency	Mr.	Bharat	Mathur	Acting Regional Administrator - Region 5	77 W. Jackson Blvd.		Chicago	IL	60604
U.S. Fish and Wildlife Service	Mr.	John	Rogner	Field Supervisor - Chicago Field Office	1250 S. Grove	Ste. 103	Barrington	IL	60010
Citizen Potawatomi Nation	Mr.	John	Barrett	Chairperson	1601 S. Gordon Cooper Drive		Shawnee	OK	74801
Forest County Potawatomi	Mr.	Phillip	Shopodock	Chairperson	PO Box 340		Crandon	WI	54520
Ho-Chunk Nation	Mr.	Bill	Quackenbush	Tribal Historic Preservation Officer	P.O. Box 667		Black River Falls	WI	54815
Miami Tribe of Oklahoma	Mr.	George	Strack	Tribal Historic Preservation Officer	202 S. Eight Tribes Trail		Miami	OK	74354
Peoria Tribe of Indians of Oklahoma	Mr.	John	Froman	Chief	118 S. Eight Tribes Trail		Miami	OK	74354
Pokagon Band of Potawatomi Indians	Mr.	Michael	Zimmerman	Tribal Historic Preservation Officer	58620 Sink Road		Dowagiac	MI	49047
Potawatomi Nation-Hannahville Indian Community	Mr.	Earl	Meshigaud		N14911 Hannahville Blvd.		Wilson	MI	49896
Prairie Band of Potawatomi Nation	Mr.	Steve	Ortiz	Chief	16281 Q Road		Mayetta	KS	66509
Sac and Fox Nation of Mississippi in Iowa	Mr.	Homer	Bear, Jr.	Chairman	349 Meskwaki Road		Tama	IA	52339
Sac and Fox Nation of Missouri	Ms.	Twen	Barton	Chairperson	305 N. Main Street		Reserve	KS	66434
Sac and Fox Nation of Oklahoma	Ms.	Sandra	Massey	Tribal Historic Preservation Officer	Rt. 2 Box 246		Stroud	OK	74079
Chicago Housing Authority	Mr.	Lewis	Jordan	CEO	60 E. Van Buren		Chicago	IL	60605
Chicago Housing Authority	Ms.	Edie	Diaz		60 E. Jackson, Suite 1200		Chicago	IL	60605
Chicago Housing Authority, Intergovernmental Affairs	Mr.	Otis	Wright	Director	60 E. Van Buren		Chicago	IL	60605
Chicago Park District	Mr.	Mike	Kelly	CEO	541 N. Fairbanks		Chicago	IL	60611

Organization	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Chicago Park District	Mr.	Joseph	Bornstein	Project Manager, Planning & Development	541 N. Fairbanks		Chicago	IL	60611
City of Chicago Department of Business Affairs and Consumer Protection	Ms.	Rosemary	Krimbel	Commissioner	121 N. LaSalle St.	Room 805	Chicago	IL	60602
City of Chicago Department of Community Development	Ms.	Christine	Raguso	Acting Commissioner	121 N. LaSalle St.	Ste. 1000	Chicago	IL	60602
City of Chicago Department of Environment	Ms.	Suzanne	Malec-McKenna	Commissioner	30 N. LaSalle St.	Floor 25	Chicago	IL	60602
City of Chicago Department of Environment	Ms.	Nicole	Kamins	Program Director	30 N. LaSalle St.	Floor 25	Chicago	IL	60602
City of Chicago Department of Transportation	Ms.	Luann	Hamilton	Director, Transportation Planning	30 N. LaSalle St.	Suite 500	Chicago	IL	60602
City of Chicago Department of Transportation	Mr.	Joe	Alonzo	CREATE Manager	30 N. LaSalle Street	Suite 500	Chicago	IL	60602
City of Chicago Department of Transportation	Mr.	Richard	Hazlett	Coordinating Planner	30 N. LaSalle Street	Suite 500	Chicago	IL	60602
City of Chicago Office of the Mayor	Mr.	Pat	Harney	Deputy Chief of Staff	121 N. LaSalle St.	Room 509	Chicago	IL	60602
City of Chicago Police Department	Mr.	Jody	Weis	Superintendent	3510 S. Michigan Ave.		Chicago	IL	60653
City of Chicago Police Department	Mr.	Mark	Harmon	Commanding Officer, Patrol Division	3510 S. Michigan Ave.		Chicago	IL	60653
Metra Commuter Rail	Ms.	Lynette	Ciavarella	Director, Planning and Analysis	547 W. Jackson Blvd.	13th Floor	Chicago	IL	60661
Metra Commuter Rail	Mr.	David	Kralik	Department Head, Long Range Planning	547 W. Jackson Blvd.	13th Floor	Chicago	IL	60661
Metropolitan Water Reclamation District of Greater Chicago	Mr.	Terrence J.	O'Brien	President, Board of Commissioners	100 E. Erie St.		Chicago	IL	60611
Metropolitan Water Reclamation District of Greater Chicago	Mr.	Joseph	Schuessler	Principal Civil Engineer	100 East Erie Street		Chicago	IL	60611
Regional Transportation Authority	Ms.	Leanne	Redden	Senior Deputy, Executive Director of Planning	175 W. Jackson Blvd.	Suite 1550	Chicago	IL	60604
Regional Transportation Authority	Ms.	Aimee	Lee	Manager, Regional Planning	175 W. Jackson Blvd.	Suite 1550	Chicago	IL	60604
Regional Transportation Authority	Mr.	Peter	Fahrenwald		175 W. Jackson Blvd.	Suite 1550	Chicago	IL	60604
Pace	Mr.	David	Tomzik	Manager, Long Range Planning	550 W. Algonquin Road		Arlington Heights	IL	60005
Pace	Ms.	Lorraine	Snorden	Manager, Department of Planning Services	550 W. Algonquin Road		Arlington Heights	IL	60005
Illinois Commerce Commission	Mr.	Steve	Matrisch	Acting Transportation Bureau Chief	527 E. Capitol Ave		Springfield	IL	62701
Illinois Commerce Commission	Mr.	Michael E.	Stead	Rail Safety Program Administrator	527 E. Capitol Ave		Springfield	IL	62701
Illinois Department of Natural Resources	Mr.	Marc	Miller	Director	One Natural Resources Way		Springfield	IL	62702

Organization	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Illinois Department of Natural Resources	Mr.	Steve	Hamer	Office of Realty & Environmental Planning, Division of Ecosystems & Environment	One Natural Resources Way		Springfield	IL	62702
Illinois Department of Transportation	Mr.	Chuck	Abraham	Division of Public and Intermodal Transportation	100 W. Randolph	Suite 6-600	Chicago	IL	60601
Illinois Department of Transportation	Mr.	Joseph	Shacter	Director, Division of Public and Intermodal Transportation	100 W. Randolph	Suite 6-600	Chicago	IL	60601
Illinois Department of Transportation	Ms.	Lil	Budzinski	Section Chief, CTA/ City of Chicago Section	100 W. Randolph	Suite 6-600	Chicago	IL	60601
Illinois Environmental Protection Agency	Ms.	Lisa	Bonnett	Interim Director	1021 North Grand Avenue East	PO Box 19276	Springfield	IL	62794-9276
Illinois Environmental Protection Agency	Ms.	Dianne	Schuerman		1021 North Grand Avenue East	PO Box 19276	Springfield	IL	62794-9276
Illinois Historic Preservation Agency	Mr.	William	Wheeler	State Historic Preservation Officer	#1 Old State Capitol Plaza		Springfield	IL	62701
Illinois Historic Preservation Agency	Ms.	Anne	Haacker	Deputy State Historic Preservation Officer	#1 Old State Capitol Plaza		Springfield	IL	62701

Appendix B
Public Participation Plan

Please see Public Participation Plan provided earlier in Appendix C of the Draft EIS.

Appendix C
Agency Coordination and Public Involvement

Coordination with Chicago Park District

MEETING NOTES

RE: **CTA-CWC-Chicago Park District Meeting**
Red Line South Extension Project

MEETING DATE: **April 18, 2011**

CHAIRPERSON: **Sonali Tandon, CTA**

LOCATION: **at CTA and via Conference Call**

TO: **Distribution and All Attendees**

ATTENDEES:

Name	*Initials*	*Organization / Title*
Sonali Tandon	ST	CTA
Steve Hands	SH	CTA
Joe Iacobucci	JI	CTA
Helene Kornblatt	HK	CWC Transit Group
Claudia Lea	CL	CWC Transit Group
Joseph Bornstein	JB	Chicago Park District

PREPARED BY: Claudia Lea

ISSUE DATE: April 19, 2011

Meeting called to order at 1:30 pm

Project Background
Sonali Tandon discussed the project background, including the Alternatives Analysis process, the determination of a Locally Preferred Alternative (Union Pacific Railroad Heavy Rail Transit Alternative – UPRR HRT Alternative), the scoping process, as well as an overview of the EIS process.

Helene Kornblatt provided background regarding the 4(f) process: Section 4(f) of the Department of Transportation Act of 1966 prohibits the Federal Transit Administration (FTA) from approving a project or program that uses land from a significant public park, recreation area, wildlife or waterfowl refuge, or historic site except if the Administration determines that the other alternatives are not feasible. All parkland that is used for a transit project needs to be compensated. A 4(f) report will need to be completed as part of the EIS.

West Option
The UPRR HRT West Option would intersect Fernwood Park, located along the proposed alignment between 99th Street and 103rd Street. Fernwood Park is a linear park which runs between the UPRR

tracks and Eggleston Avenue. There are limited improvements to the park (no sidewalks), and it is not programmed much as a park. Abandoned houses and vacant lots are located along the park.

Joseph Bornstein indicated that CPD would be amenable to talking about this park. JB stated that if any of the park is used for the Red Line Extension, the remainder of the park will be unusable, and CTA will be responsible for a one-to-one acreage trade for the entire park area between 99th and 103rd Street. JB indicated that there would likely be land available to create new parks given the vacant land in the near vicinity of the park, but CTA will need to see what the community would like. CPD has no current plans for improvements to Fernwood Park. CTA will recommend several sites in the vicinity of Fernwood Park that would replace the entire Fernwood Park area (4.5 acres), and will begin by reviewing City of Chicago owned property.

East Option

The UPRR HRT East Option would intersect Wendell Smith Park, located on South Princeton Avenue between 99th Street and 99th Place. Wendell Smith Park is 4 acres in size and has basketball courts, baseball fields, a play lot, a recreation building, and 0.33 miles of walking trails. There are regularly-scheduled basketball, baseball, and softball games, concerts, and day camps that take place at the park. The UPRR HRT East Option would run through the northwest corner of the park. Impacts to the park would involve the loss of trees in the unused and unkempt northwest corner of the park, a total of 0.66 acres of impacted area.

The East Option would also run through the eastern parcel of Block Park. Block Park is located on two parcels, to the east and west of South Harvard Avenue, and runs along the eastern boundary of the UPRR. A natatorium was located on this property until 1998. A radio tower is located on the property at this time. Approximately 0.69 acres of the park would be impacted by the UPRR HRT East Option; the total parcel area is 1.26 acres. Following the meeting, JB provided information that the potentially impacted parcel is leased property from the Water Department. He indicated that the lease on the property is most likely expired, and CTA may need to work with the Water Department regarding the future of their parcels.

Process

- CTA will need to get feedback from the community regarding their wants and needs
- CPD does one-for-one land swaps
- CPD requires a two-acre minimum for new parks. CPD would prefer new parks to be greater than two acres, if possible.
- Land actions need to go though the CPD Board, which is a relatively quick process.
- CTA will need to discuss findings with FTA prior to proceeding.
- Funding for the park development will need to be discussed with FTA.
- CPD estimates that it costs ~$1 million per acre for development of property into usable park land, which includes lighting, improvements, etc.

Next Steps

As CTA begins to draft the EIS, they will get back in touch with CPD regarding potential sites and compensation, based on FTA's feedback. At this time, the EIS is not funded. CPD has no plans for further park development in the vicinity of the LPA.

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

cc: Attendees

MEETING NOTES

RE: **Chicago Park District Meeting**
Red Line Extension Draft EIS

MEETING DATE: **Wednesday, July 24, 2013 1:00PM**

LOCATION: **Chicago Park District Offices**

ATTENDEES:

Name	***Initials***	***Organization***
Sonali Tandon	ST	CTA
Rob Rejman	RR	Chicago Park District
Doreen O'Donnell	DO	Chicago Park District
Helene Kornblatt	HK	CWC Transit Group
Kansai Uchida	KU	CWC Transit Group

PREPARED BY: Kansai Uchida

ISSUE DATE: Thursday, July 25, 2013

- CTA is currently preparing the Draft Environmental Impact Statement for the Red Line Extension project. The ultimate funding sources and schedule for project implementation are still being determined.
- CPD's policy regarding other agencies' use of their property is replacement (whether the property is active or not). Replacement does not need to be in the same location.
- CTA, CPD, and CWC reviewed draft conceptual plan and profile drawings for the UPRR Rail Alternative options at Wendell Smith Park, Fernwood Parkway, and Block Park.
- CPD recently renewed its lease on Block Park for 25 years.
- CPD recognized that a Fernwood Parkway alignment might mean fewer residential displacements. If CPD received equal acreage nearby, they would have the opportunity to provide a better park for the neighborhood than the existing Fernwood Parkway.
- CWC described the potential Section 4(f) findings:
    - Use of Wendell Smith Park under all of the UPRR Rail Alternative Options
    - Use of Fernwood Parkway under the UPRR Rail Alternative West Option
    - De minimis impact on Block Park under the UPRR Rail Alternative East Option
- CPD understands the accessibility benefits that the extension would provide to the community. CPD sees this as an opportunity to improve existing parks or create a new park in alternate locations that would better serve the neighborhood.
- CPD will conduct an internal analysis of the needs of the community, and potential parks for improvement or new park lands to compensate for parks that may be affected by RLE project alternatives.

- CPD would like to have a representative attend a future meeting that CTA may have with Friends of the Parks.
- ST provided a copy of map showing Red Line Extension alternatives.

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

cc: Attendees

Meeting Notes

Date: Thursday, May 8, 2014

Meeting: CTA with Chicago Park District and Friends of the Parks

Meeting Purpose: CTA to share RLE Project updates and Parks Impacts

Present:
Erika Sellke, Chicago Park District
Cassandra Francis, Friends of the Parks
Sylvia Jones, Friends of the Parks
Sonali Tandon, Chicago Transit Authority
Virginia Jackson, CWC Transit Group
Jenifer Palmer, CWC Transit Group

Time: 1:00 pm to 2:00 pm

Location: CTA Headquarters, 567 West Lake Street, 10th Floor, Chicago, IL

Presentation Highlights
CTA staff delivered a presentation about the proposed Red Line Extension (RLE) Project that would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. Representatives from the CTA discussed:

- **Project Overview and Benefits**
  The RLE Project would mean a better served Far South Side, by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by bringing construction jobs to the area and increasing access to jobs outside of the project area.

- **RLE Project Alternatives and Potential Impacts**
  CTA is evaluating three options for the Locally Preferred Alternative along the Union Pacific Railroad (UPRR) tracks including an option within the existing freight right-of-way (ROW Option), an East Option, and a West Option. CTA is also evaluating a rail alternative along Halsted Street, a Bus Rapid Transit (BRT) Alternative along Michigan Avenue, and the No Build Alternative.

- CTA is preparing an Environmental Impact Statement (EIS)
  CTA has been evaluating the project alternatives and has begun to prepare a Draft EIS which will analyze the potential positive and negative environmental impacts of construction and operation of each alternative and will propose mitigation measures to reduce or eliminated potential negative impacts. Once the CTA completes the Draft EIS, a public hearing will be held to share the findings of the Draft EIS.

- Parks Impacts
  CTA has been analyzing the potential impacts of the project from a number of different perspectives, including potential for displacements, noise and vibration, impacts to historic properties and others and understands this meeting is mainly to discuss findings with respect to parks. Based on the analysis, the No-Build, BRT and Halsted Rail Alternative have no associated potential park impacts. All UPRR Alternatives have an impact to Wendell Smith Park due to the overlap with the park and elevated structure/vertical clearances. There would be temporary occupancy of a small portion of the park during construction, but the area underneath the elevated structure would remain open after construction. Depending upon the UPRR alternative selected, the acreage impacted varies.

  In addition to potential temporary impacts to Wendell Smith Park from all UPRR Alternatives, the UPRR East Alternative has potential impact to Block Park. The affected area includes an isolated portion of the park's open space and a communications tower and is in an area of the park that does not currently serve a recreational use. The key recreational features of the park, walking trails and benches, are on the other side of Harvard Avenue in the eastern half of the park. While there would be some temporary construction impacts, no permanent incorporation is needed as the area underneath the elevated track structure would remain open after construction.

  In addition to potential temporary impacts to Wendell Smith Park from all UPRR Alternatives, the UPRR West Alternative has potential permanent impact to Fernwood Parkway. The West Option alignment would run through two of the four parcels that make up Fernwood Parkway between 101st and 103rd Streets and would affect about 1.9 acres of the park. Temporary closure of the section of the park overlapped by the elevated structure would be necessary during construction. Public use of the park could resume after construction, as long as the area underneath the elevated structure is reopened. However, much of the park between 101st and 103rd Streets would be permanently overlapped and shaded by the structure. Concrete aerial supports would be placed permanently in the park space. The West Option would result in a permanent incorporation of the park space and if this option is selected, CTA would work with the Chicago Parks District on appropriate mitigation. Some options have already been discussed with the City, including creating replacement park space nearby and/or adding enhanced recreational features to improve Fernwood Parkway's functionality as a park. The end result would potentially be a net benefit for park users.

Questions and Comments from Meeting Participants

- Discussion ensued about appropriated funds for project development and Sylvia Jones noted that it was her understanding that $1.5 Billion was to be appropriated in 2009 for the Red Line Extension. CTA stated that funding for the EIS planning study had been received and was used to fund this portion of the project. Once the Final EIS is submitted and a Record of Decision is determined by the Federal Transit Administration (FTA), the project would become eligible under the federally competitive New Starts grant funding. Additional local and state funding sources would be needed at that time for further project development.
- Sylvia Jones asked about the future parking fee for the proposed park and ride facility. This has not yet been determined by CTA and would be dependent upon the alternative selected to move forward. As the project develops further, CTA will evaluate the size and scale needed for the park and ride facilities.
- CTA asked about any areas of community concern with regard to the potential for park impacts of proposed alternatives. Discussion ensued about specific parks in the surrounding community. Sylvia Jones asked about impacts to Princeton Park and Trinity Church. Based on review of study area mapping, these facilities are located near 95th Street, east of Eggleston. CTA noted that these areas are outside of the proposed alternatives' alignments and study area. Similarly, CTA was asked whether the study reviewed potential impacts to Kensington Park. CTA noted that this had been reviewed but was outside of the area of potential effect.
- Sylvia Jones noted that Carver Park in Altgeld Gardens is a good example park in the area.
- Cassandra Francis asked that Major Taylor Bike Trail be added to the park impacts mapping, as appropriate. Major Taylor Bike Trail is not impacted by the project, but should be shown for reference purposes.
- Discussion ensued about potential impacts from all UPRR alternatives on Wendell Smith Park. It is understood that this is not a permanent incorporation and that only a small portion of parkland is affected. However, Ms. Francis noted that leaving the area of overlap between the park and elevated structure afterwards does change the nature of the park use.
- Cassandra Francis had concerns about impacts to parks from the UP Rail alternatives and noted that replacement of parks should be considered as part of the mitigation efforts for Block Park as well as Fernwood Parkway. CTA explained that the portion of Block Park that would be impacted is not used for recreational activity currently and does not contain any amenities. If the UPRR West Option is selected, and Fernwood Parkway is impacted, CTA would work with the Chicago Parks Department on appropriate mitigation, including creating replacement park area nearby and other amenities.
- Ms. Francis noted that she would like to work with Erika Sellke at the Chicago Parks Department to conduct a field visit of the potentially impacted parks and determine ways to enhance compact, integrated park areas within the project study area.

Follow Up

CTA Government and Community Relations staff will provide Ms. Jones with a copy of the Section 106 (Historic) Effects Report.

Friends of the Parks and Chicago Parks Department staff will further coordinate a field visit to discuss the potential impacts on parks and appropriate mitigation. CTA offered to coordinate and be part of these field visits if desired.

Friends of the Parks will look for other properties in the area that could be used for parkland mitigation.

MEETING NOTES

RE: **Chicago Park District Coordination Meeting**
Chicago Transit Authority Red Line Extension Project

DATE: **April 8, 2015, 9:00 a.m.**

LOCATION: **Chicago Park District, 541 N. Fairbanks Court, Chicago, IL**

ATTENDEES:

Name	***Initials***	***Organization***
Sonali Tandon	ST	CTA
Jenifer Palmer	JP	CWC Transit Group
Michael Lange	MH	CPD
Doreen O'Donnell	DO	CPD
Rob Rejman	RR	CPD

PREPARED BY: **Jenifer Palmer**

ISSUE DATE: **April 15, 2015**

MEETING NOTES:

- Sonali Tandon (CTA) provided an update on the status of the Red Line Extension Project. Since CTA last met with the Chicago Park District (CPD), there have been some new developments. CTA is preparing a Draft Environmental Impact Statement (EIS) and has narrowed the number of alternatives under consideration to two options of the Union Pacific Railroad Rail Alternative—the East Option and the West Option.

- After the Draft EIS phase, only one option will move forward for further study in the Final EIS. This is a community-driven project and public feedback on the environmental impacts of each option will help in refining the alignment and in selection of a single preferred option.

- There are a number of environmental resource areas studied in the Draft EIS in addition to parks, such as property displacements and noise and vibration, which could have an effect on community decision-making. CTA's goal, therefore, is to work with CPD on further detailing appropriate mitigation measures for each of these options that will result in a no adverse effect to parks following implementation of measures and which allows the public an opportunity to review the park impacts of the two options after mitigation.

- CPD stated that they would provide further information on appropriate mitigation measures for each option that are responsive to community needs and would allow the public to weigh in on

the park impacts and mitigation measures in line with other considerations on a preferred option.

- CTA shared maps and information on impacts for each option. The alignment has been refined to reduce park impacts and CTA is continuing to coordinate with Illinois Department of Transportation to seek concurrence on refinements in the I-57 segment. For the East Option, park impacts include a portion of Wendell Smith Park and a portion of Block Park. The West Option would impact Fernwood Parkway – a fewer number of parks but greater acreage affected. CPD noted that mitigation measures should note acre-for-acre replacement in either option.

- CTA shared potential mitigation measures for CPD comment, including replacement park provisions, maintaining park area beneath the structure, restoration/landscaping of any disturbed areas, and incorporating design features into the final transportation infrastructure to enhance parks while maintaining safety of the transit facility. For the West Option, there would also be a potential for creating a bike path beneath the elevated structure. CTA would still need to use the area for maintenance purposes.

- CPD noted that when clipping portions of a park, maintaining the park underneath is not as desirable a mitigation measure from a CPD perspective as replacement. The bike path concept is a very desirable one, especially if it could be a connector to other bike park plans that CPD has (i.e., Calumet). There may also be some interesting opportunities/ideas with regard to both options and providing replacement park space near stations. While a park next to the new station might be a non-continuous park, it would have the potential to enhance the surrounding area and provide better park access and connectivity. When parks are incorporated near transit, they are known to attract greater transit-oriented development.

- CTA shared some additional information on requirements under the National Environmental Policy Act and Section 4(f) as it relates to park impacts. Findings related to Section 4(f) will consider not only the impacts to parks, but the significance of parks and the mitigation measures proposed for the determination of a no adverse effect finding on each option after implementation of mitigation measures.

- Obtaining consensus from CPD, as the official with jurisdiction over findings of the impacts and mitigation measures proposed for each option, will allow the continued community-driven process for selection of a preferred option. A public meeting and comment period on findings of all environmental impacts and mitigation measures proposed is expected to occur in spring 2016.

- As a next step, CTA will send CPD a letter (and the materials reviewed during the meeting) that will outline the major items where CTA would like feedback from CPD.

- CTA shared with CPD next steps in the coordination process. These steps will help formalize mitigation measures and impact findings for both options, which can then be shared with the public for further input and feedback on a preferred option.

CHICAGO TRANSIT AUTHORITY

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Chicago, Illinois 60661-1498
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www.transitchicago.com

June 8, 2015

Mr. Rob Rejman
Director of Planning and Construction
Chicago Park District
541 N. Fairbanks Court
Chicago, IL 60611

Re: CTA Red Line Extension (RLE) Project

Dear Mr. Rejman:

The Chicago Transit Authority (CTA) and Federal Transit Administration (FTA) are continuing efforts to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) Project in accordance with the National Environmental Policy Act (NEPA).The proposed project would extend the Red Line from the existing 95th Street Terminal to 130th Street, subject to the availability of funding.

CTA recently met with your agency on April 8, 2015 and presented information about the East and West options of the Union Pacific Railroad alignment, potential park impacts, and preliminary mitigation measures for each of the alignment options. In follow up to that meeting, this letter provides additional supporting information on the project, park impacts, and preliminary mitigation measures for further input from your agency. As the official with jurisdiction over these properties, CTA would like additional input from your agency on the following:

1. Confirmation on the attached documentation regarding primary activities and functions that take place at each of the three park properties that would be affected by the options under consideration, including which of these activities and functions constitute the primary purpose of these parks.

2. The views of your agency on the significance of each of these parks in terms of their existing availability and function in meeting the objectives of the Chicago Park District and the surrounding community as well as the impacts and/or benefits of the proposed project with mitigation measures implemented as proposed.

3. Comments and recommendations from your agency on the proposed mitigation measures for impacts and use of each park, including identification of any appropriate replacement park locations for the proposed project mitigation measures.

4. The views of your agency on whether, after implementation of these mitigation measures, the impacts presented would be adverse to the activities, features, or attributes of each park.

We also welcome any other feedback from your agency that would be useful in understanding the views, goals, and objectives of the Chicago Park District in relationship to the proposed RLE Project. Your input will be used and reflected in the Draft EIS and Section 4(f) Evaluation that is being prepared. Section 4(f) of the USDOT Act of 1966 protects significant historic resources as well as publicly owned recreation areas, parks, and wildlife refuges. Once your views on these matters are appropriately incorporated into the document, CTA and FTA will be providing documentation to your agency on the environmental impacts and Section 4(f) findings and will seek concurrence from the Chicago Park District on the determination made. Additional coordination meetings will be scheduled with your agency, as needed, to ensure proper coordination.

At this time, CTA expects to release the Draft EIS and Section 4(f) Evaluation for public review and comment in spring 2016. A public hearing will be scheduled at that time to take public comments on the environmental findings in the Draft EIS and Section 4(f) Evaluation. Based on the technical analysis conducted and public input received, a Final EIS/Record of Decision will be prepared. The Final EIS/Record of Decision will document the results of the Draft EIS process, confirm whether the East or West Option will be constructed, and include a list of committed final mitigation measures for the option chosen. CTA and FTA will continue to work with your agency through this process to keep you informed on the status of this project and to conduct follow up coordination activities, as needed. Additional information about the project is available at: transitchicago.com/RedEIS.

If you have any questions, please do not hesitate to contact me. Thank you for your participation on this project.

Sincerely,

Sonali Tandon
Senior Project Manager, Planning
Chicago Transit Authority
312.681.4246
standon@transitchicago.com

cc:

Michael Lange, Chicago Park District
Doreen O'Donnell, Chicago Park District
Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration

Project Overview and Description

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project to extend the existing Red Line heavy rail transit service approximately 5 miles south from the existing 95th Street Terminal to 130th Street on Chicago's Far South Side. The project area for the RLE is approximately 11 miles south of the Loop (Chicago's central business district).

The National Environmental Policy Act of 1969 (NEPA) mandates the consideration of environmental impacts before approval of any federally funded project that may have significant impacts on the environment or where impacts have not yet been determined. FTA and CTA are currently preparing a Draft Environmental Impact Statement (EIS) for this project in accordance with NEPA and other applicable regulations, including Section 106 of the National Historic Preservation Act (NHPA), Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966, joint guidance and regulations from FTA and the Federal Highway Administration (FHWA), and other agency regulations and guidelines.

After extensive planning and study, the Chicago Transit Board designated the Union Pacific Railroad (UPRR) Rail Alternative as the Locally Preferred Alternative (LPA) for this project on August 12, 2009. The UPRR Alternative route would run south along I-94 from the 95th Street Terminal, then curve west along the north side of I-57 (within the I-57 right-of-way) for nearly ½ mile until reaching the UPRR corridor in the vicinity of Eggleston Avenue. The alignment would turn south to follow the UPRR corridor.

Two options are being considered for the alignment along the UPRR corridor. The CTA elevated structure would be located either east or west of the existing UPRR corridor. The alignment would follow the UPRR corridor to Prairie Avenue, where it would cross over the Canadian National/Metra Electric District (CN/ME) tracks near 119th Street. South of this point, the East and West Options would follow the same alignment southeast along the NICTD/Chicago South Shore & South Bend Railroad (CSS & SBRR) right-of-way using a portion of the Indiana Harbor Belt Railroad (IHB) right-of-way to the terminus (end) of the RLE at 130th Street.

As described, two UPRR Alternative options for the segment of the proposed route between I-57 and the CN/ME tracks near 119th Street are under further evaluation:

- East Option - The CTA elevated structure would be placed immediately adjacent to the east side of the UPRR right-of-way.
- West Option - The CTA elevated structure would be placed immediately adjacent to the west side of the UPRR right-of-way.

An overview map of the project and alignment options is provided in **Figure 1**.

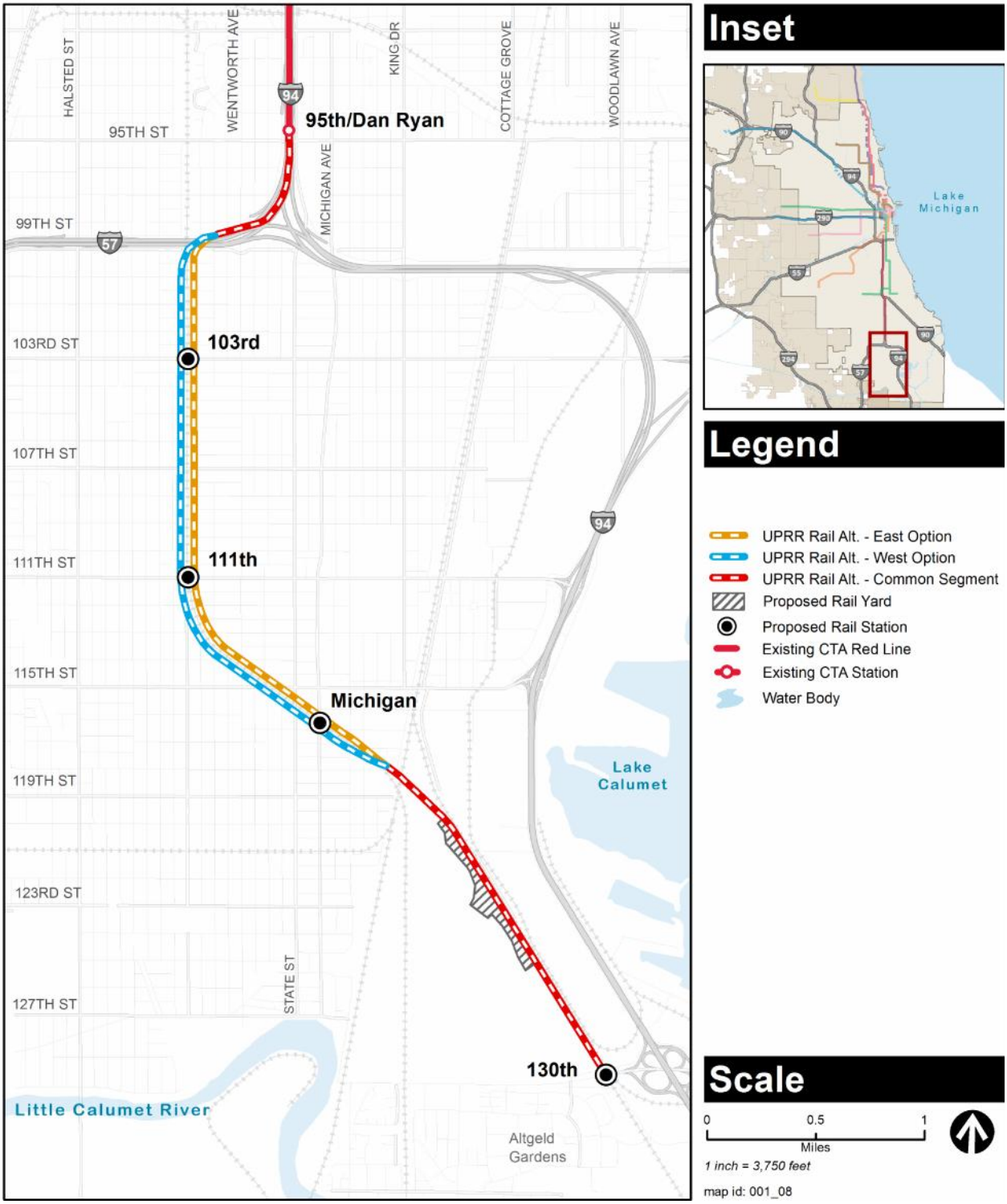

Figure 1: Union Pacific Railroad Alternative Options

Park Impact Overview

All public parks within 500 feet of the proposed right-of-way and within ½ mile around the locations of proposed stations were analyzed for potential impacts as a result of implementing the project. **Table 1** summarizes park impacts as a result of each UPRR alignment option. **Figure 2** shows the locations of all parks in the vicinity of the project. The following section provides further details on the park or parks impacted by each alignment option.

Table 1: Park and Recreational Resources Impacts Overview

Park or Recreational Resource Name	Address	Impact Findings	
		East Option	West Option
Wendell Smith Park	9912 S. Princeton Avenue	0.7 acres	-
Fernwood Parkway	9501 S. Eggleston Avenue	-	1.9 acres
Block Park	346 W. 104th Street	0.9 acres	-
Total		*1.6 acres*	*1.9 acres*

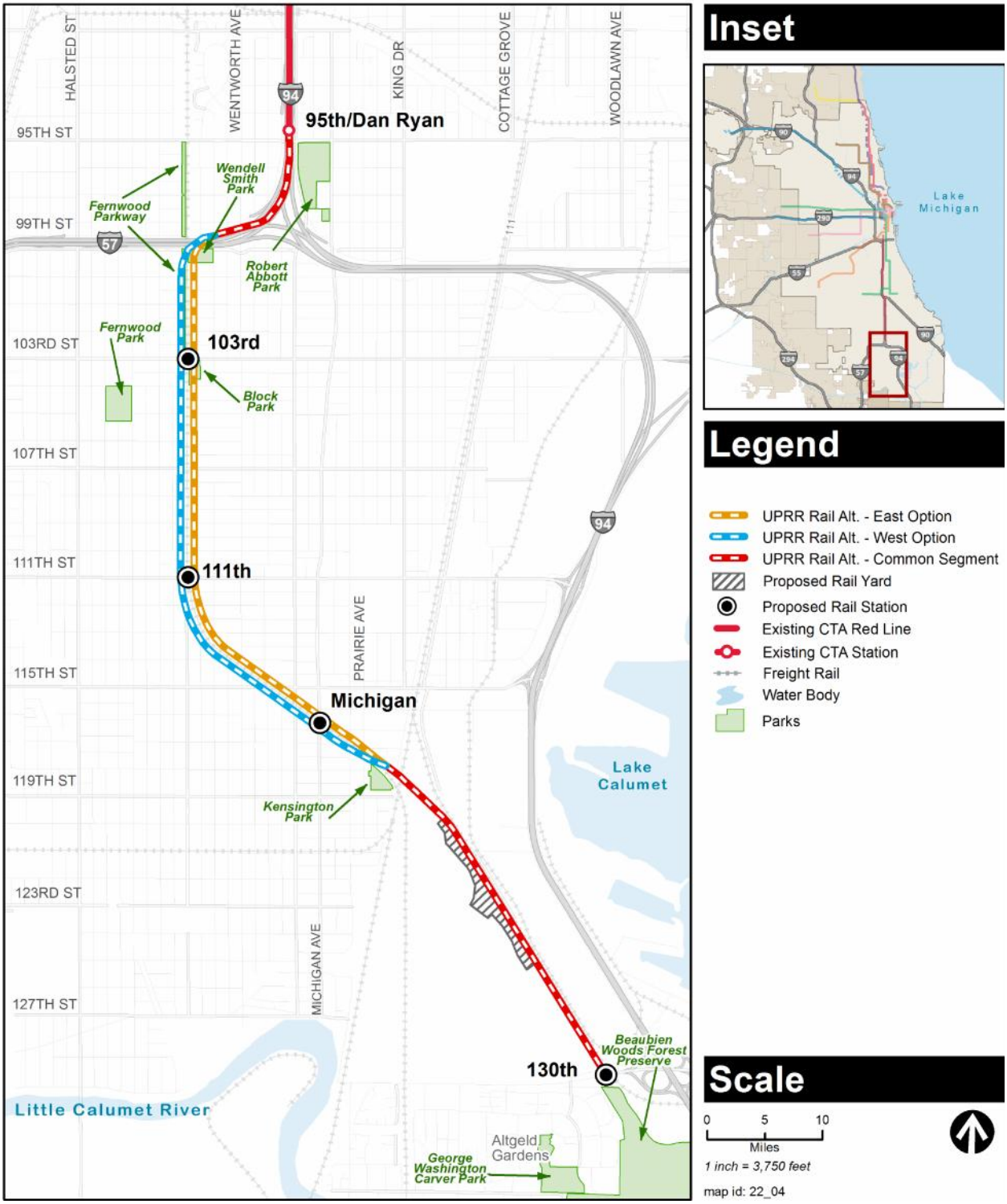

Figure 2: Publicly Owned Park and Recreational Properties Adjacent to the Project

UPRR Alternative East Option - Park Impacts

Two park resources would be used as result of the East Option: Wendell Smith Park and Block Park, which are further described below.

Wendell Smith Park

Wendell Smith Park is approximately 4.7 acres (340 feet wide by 610 feet long) and is an actively used facility with basketball courts, baseball fields, a play lot, recreation building, and 0.3 mile of walking trails. Regularly scheduled activities at Wendell Smith Park include basketball tournaments, baseball/softball games, and concerts. The park is also actively used by day camps and for activities organized by the Chicago Park District.

The East Option alignment would run through the northwestern corner of the park, as shown in Error! Reference source not found.. Of the 4.7 acres of the park, approximately 0.7 acre would be overlapped by the elevated structure and its associated clearances. The overlap area includes open space, trees, benches, and a portion of the park's walking trail. The outfield of an existing baseball field would be used. Piers would be located in the park, and the bottom of the elevated structure would be approximately 15 feet above ground level. Because a permanent easement is proposed, the land within the easement would be considered a permanent incorporation (direct use) of the park facilities. Temporary closure of the overlapped portion of Wendell Smith Park would be necessary during construction.

Preliminary Mitigation Measures

Mitigation and enhancement measures are proposed that would result in no adverse effect to the features, attributes, and activities of the park after implementation, as follows:

- Replacement of impacted park space. Payment would be the fair market value of the land and improvements taken or improvements to the remaining site equal to the fair market value of the land and improvements taken. Location of replacement property would be further defined in coordination with the Chicago Park District.

- Relocation or replacement of the baseball field based on further coordination with the Chicago Park District and outreach to the public so that the attributes, features, and activities are not adversely affected by the use of the northwest corner of the park.

- Replacement of facilities affected by the project including sidewalks, paths, benches, lights, trees, and other facilities within the park.

- Restoration and landscaping of disturbed areas.

- Incorporation of design features where necessary to reduce or minimize impacts of use on the Section 4(f) property. Such features would be designed in a manner that would enhance the park but not adversely affect the safety of the transit facility.

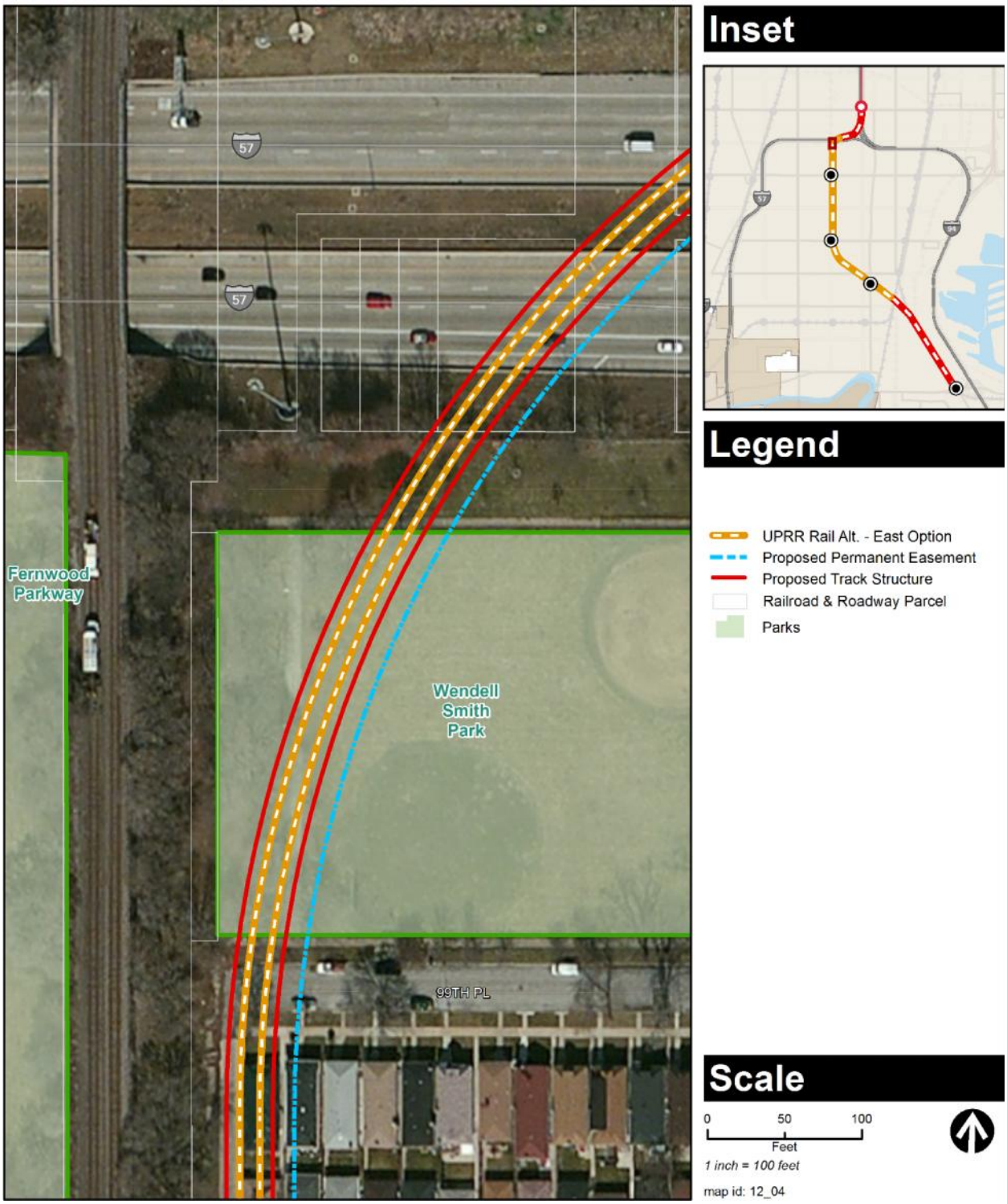

Figure 3: Impacts on Wendell Smith Park – -Union Pacific Railroad Alternative East Option

Block Park

Block Park is a passive green space and is divided into two parcels by Harvard Avenue. The east parcel is approximately 1.4 acres (130 feet wide by 460 feet long) and includes amenities such as benches, walking paths, and sidewalks. The west parcel is approximately 1.3 acres (90 feet wide by 600 feet long) and is open space with a sidewalk and no other park amenities. In addition, a radio tower and two utility structures are on the west parcel. Photos of Block Park are shown in **Figures 4** and **5**.

Figure 4: Block Park with the Roseland Pumping Station in the Background (facing south)

Figure 5: East Parcel (left) and West Parcel (right) of Block Park

The East Option alignment would run through the west parcel of Block Park, and would overlap 0.9 acre of park space with the elevated structure and its associated clearances, as shown in Error! Reference source not found.. A secondary station entrance would also be located in the park, along its western edge. The affected parcel includes an isolated portion of the park's open space and a communications tower, and does not currently serve a recreational use. The key recreational features of the park, walking trails and benches, are on the other side of Harvard Avenue in the east parcel of the park. Because the East Option alignment elevated structure would overlap a portion of this park, there would be a permanent incorporation (direct use) of this passive greenspace. Some temporary closure of the overlapped area would be necessary during construction.

Preliminary Mitigation Measures

Mitigation and enhancement measures are proposed that would result in no adverse effect to the features, attributes, and activities of the park after implementation. CTA and the Chicago Park District are currently coordinating to define any additional or alternative mitigation measures that may be necessary:

- Replacement of impacted park space. Payment would be the fair market value of the land and improvements taken or improvements to the remaining site equal to the fair market value of the land and improvements taken. Location of replacement property would be further defined in coordination with the Chicago Park District. Providing enhanced park connectivity to the proposed station area at 103rd Street and other CPD park projects in the nearby area could be considered to enhance the attributes, features and activities of this existing passive green space.

- Restoration and landscaping of disturbed areas.

- Incorporation of design features where necessary to reduce or minimize impacts of use on the Section 4(f) property. Such features would be designed in a manner that would enhance the park but not adversely affect the safety of the transit facility.

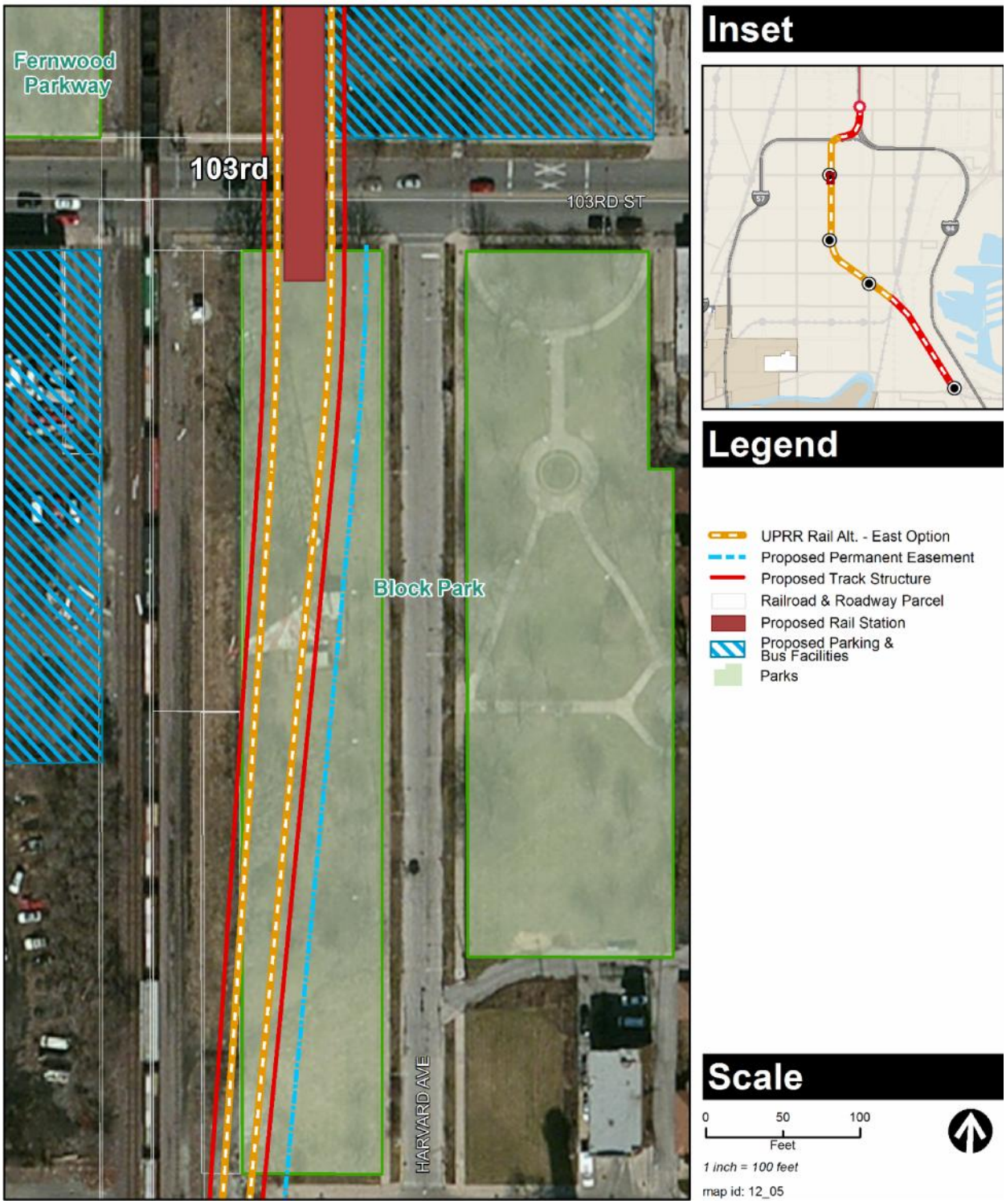

Figure 6: Impacts on Block Park - East Option

UPRR Alternative West Option - Park Impacts

One park resource would be used as result of the West Option—Fernwood Parkway—which is further described below.

Fernwood Parkway

Fernwood Parkway is a passive green space, and is divided into two parcels separated by 101st Street. The northern parcel, from 99th Street to 101st Street, is approximately 2.4 acres (78 feet wide by 1,325 feet long). The southern parcel, from 101st Street to 103rd Street, is approximately 2.9 acres (78 feet wide by 1,277 feet long). Both the north and south parcels of Fernwood Parkway serve as open space and do not contain recreational facilities or amenities such as sidewalks or benches. Some trees are planted within the park and a chain-link fence separates the green space from the existing at-grade UPRR tracks. **Figures 7 and 8** shows Fernwood Parkway facing north and south.

Figure 7: Fernwood Parkway at 100th Street and Eggleston Avenue (facing north)

Figure 8: Fernwood Parkway at 100th Street and Eggleston Avenue (facing south)

The West Option track structure would run through two of the four parcels that make up Fernwood Parkway between 101st and 103rd Streets. Approximately 1.9 acres of the parkway would be overlapped by the elevated structure and its associated clearances (see Error! Reference source not found.). The parkway functions as open space, and does not contain recreational amenities. Temporary closure of the section of the overlapped section of the parkway would be necessary during construction. Public use of the parkway could resume after construction, as long as the area beneath the elevated track structure is reopened, but much of the parkway between 101st and 103rd Streets would be permanently overlapped and shaded by the structure. Elevated track structure supports would be placed permanently in the park space. Because the West Option alignment elevated structure would overlap a portion of this park, there would be a permanent incorporation (direct use) of this passive green space.

Preliminary Mitigation Measures

Mitigation and enhancement measures are proposed that would result in no adverse effect to the features, attributes, and activities of the park after implementation, as follows:

- Replacement of impacted park space. Payment would be the fair market value of the land and improvements taken or improvements to the remaining site equal to the fair market value of the land and improvements taken. Location of replacement property would be further defined in coordination with the Chicago Park District.

- Potential installation of a new bicycle path beneath the elevated track structure, subject to use for CTA maintenance, which would enhance the existing unused green space and better connect parks and the newly proposed transit infrastructure.

- Restoration and landscaping of disturbed areas.

- Incorporation of design features where necessary to reduce or minimize impacts of use on the Section 4(f) property. Such features would be designed in a manner that would enhance the green space but not adversely affect the safety of the transit facility.

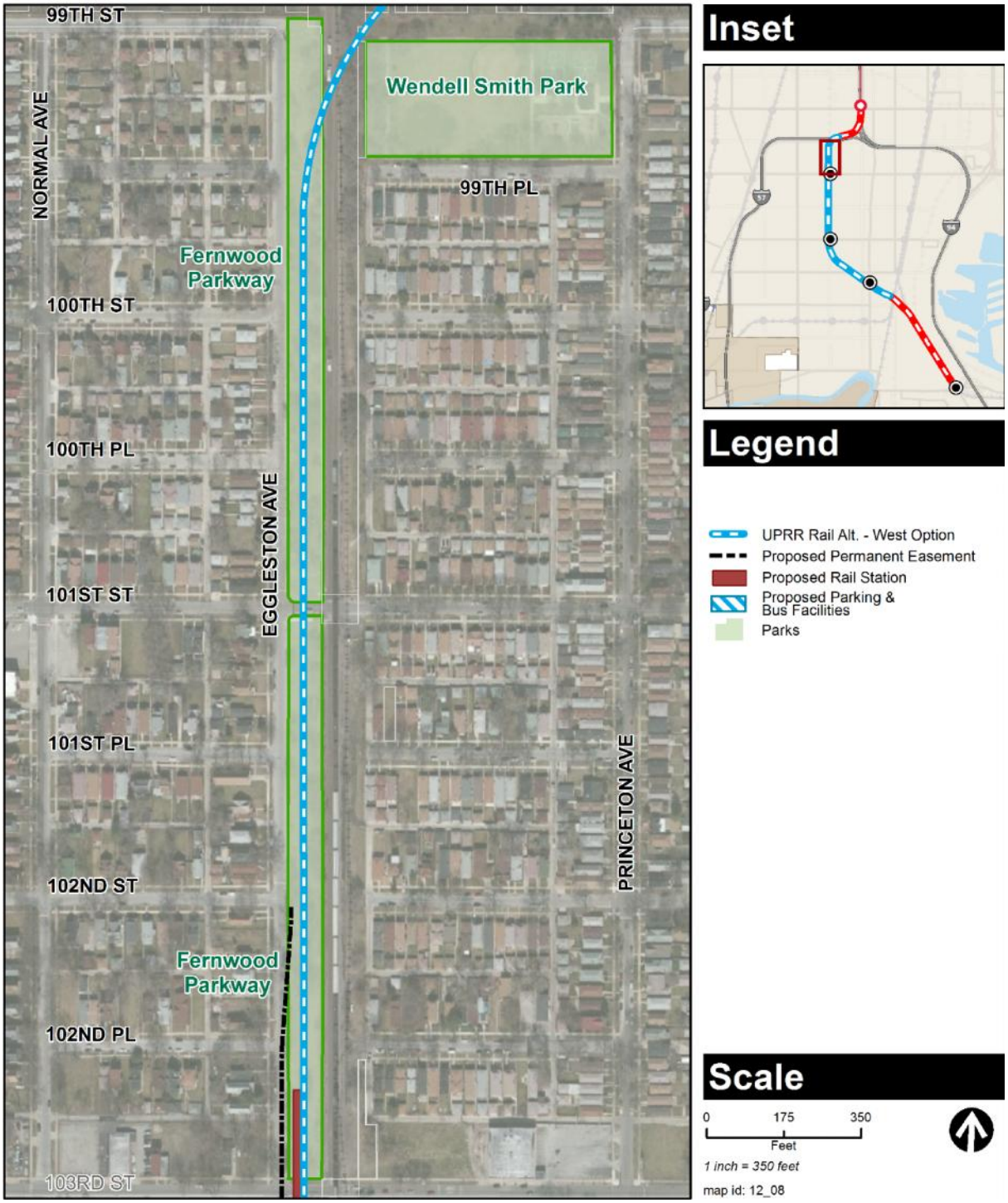

Figure 9: Impacts on Fernwood Parkway - Union Pacific Railroad Alternative West Option

chicago park district

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NATIONAL GOLD MEDAL AWARD FOR EXCELLENCE IN THE FIELD OF PARK AND RECREATION MANAGEMENT

August 17, 2015

Sonali Tandon
Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661

Re: CTA Red Line Extension (RLE) Project

Dear Ms. Tandon:

The Chicago Park District (CPD) appreciates the opportunity to review the draft of the proposed park impacts for the CTA Red Line Extension (RLE) Project dated June 8, 2015. Any proposed mitigation measures should include fully developed replacement property with the appropriate replacement improvements in the community area. The CPD's priorities for replacement park sites is to expand existing parks.

CPD's neighborhood parks range in size from 2-5 acres in size. These are parks that contain indoor and/or outdoor recreation facilities and typically include a playground and/or other sport fields. The standard for new parks is a minimum of two (2) acres in size. If Recognized Environmental Conditions are identified in the Phase 1 Environmental Site Assessment (ESA) then a Phase 2 ESA is required. If there are exceedances of the Illinois Environmental Protection Agency's (IEPA) TACO Tier 1 Residential Standards, then the property is required to receive a Comprehensive No Further Remediation (NFR) Letter from the IEPA's Site Remediation Program.

The documentation regarding primary activities and functions that occur in each of the three parks is accurate. CPD concurs conceptually with the proposed mitigation measures as outlined in the coordination package.

Wendell Smith (#272) Park is a 4.7-acre neighborhood park that primary serves the population within a ½ mile. Improvements include two basketball courts, two baseball fields, a playground, recreation building and .3 miles of walking trails. In addition to the areas described in the letter, the overlap area includes space behind the existing baseball backstop. Preliminary mitigation measures should include replacement property located in the Roseland Community area constructed in accordance with Chicago Park District standards.

Block (#1005) Park is a 2.95-acre passive park that provides informal active recreational uses or other accessory uses. The east option alignment affects the entire function of the 1.3 acre west parcel, including the accessory communication tower space. Preliminary mitigation measures should include replacement property located in the Roseland Community area constructed in accordance with Chicago Park District standards. Additionally, mitigation and replacement of the communications and utility structures is required.

Fernwood (#1215) Parkway is an 8.63-acre linear passive park that provides informal active recreational uses or other accessory uses. The parkway functions as open space and provides a quiet natural setting for park users. The Chicago Park District would not program or maintain areas beneath the elevated track structures. Preliminary mitigation measures should include replacement property located in the Washington Heights Community area constructed in accordance with Chicago Park District standards.

The suggested mitigations strategies coupled with the above comments should address all the adverse impacts on the Parks. We look forward to a successful collaboration.

Sincerely,

Rob Rejman
Director of Planning and Construction

RR/ml

cc: Doreen O'Donnell, Research and Planning Manger
Michael Lange, Senior Project Manager

Appendix C
Agency Coordination and Public Involvement

Website (May 2015)

@ the CTA Newsletter
Charter a Train
Developer Center
Going Green
Open Data
Performance
Planning & Expansion
Alternatives Analysis Studies (and archives)
Ashland Bus Rapid Transit (BRT)
Blue Line Forest Pk. Br. Feas./Vision Study
Circle Line Alternatives Analysis
Jeffery Jump
Orange Line Extension
Red Ahead
Red & Purple Modernization Project
Red Line Extension
Yellow Line Extension
Press Releases
Public Art
Reports & Notices
System Improvement Projects
Ventra
Videos
Winter Preparedness

RED AHEAD

Red Line Extension

Red Line Extension

Connecting 95th Street Terminal to 130th Street

The Chicago Transit Authority (CTA) is proposing to extend the Red Line from the existing 95th Street Terminal to 130th Street, subject to the availability of funding. The proposed 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Each new station would include bus and parking facilities. This project is one part of the Red Ahead Program to extend and enhance the entire Red Line.

Learn more about this project.

What's New?

In August 2014, we announced that list of extension alternatives have been narrowed to one "preferred alternative" with two variations:

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

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

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

In addition to the selection of the "preferred alternative", the CTA has also announced $5 million of bond funds to move forward on the required federal planning process for the rail line extension.

Red Line Extension

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Trains:

Red Line	Normal Service
Blue Line	Normal Service
Brown Line	Minor Delays
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Orange Line	Normal Service
Purple Line	Minor Delays
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Buses:

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See maps and learn more...

Press Releases

Mayor Emanuel, CTA Announce Next Steps in Modernizing the Red Line, CTA's busiest rail line (4/17/2014)
CTA Provides Update on Proposed Red Line Extension from 95th to 130th Street (8/11/2014)

Project Status

In accordance with the National Environmental Policy Act (NEPA), the CTA and the Federal Transit Administration (FTA) are preparing a Draft Environmental Impact Statement (EIS). An EIS compares the positive and negative environmental impacts of the various project alternatives. Additional public meetings will be held in 2016.

Get Involved and Stay Informed

Public and agency input is important. This website will keep you informed about the proposed project, the planning process, and opportunities for public input and participation.

If you have any questions related to the Chicago Transit Authority's proposed Red Line Extension, or would like to be added to the project mailing list for future updates, please contact us at:

RedExtension@transitchicago.com

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

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About the Red Line Extension

Connecting 95th Street Station to 130th Street

Overview

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street Terminal to the vicinity of 130th Street. This project is one part of the Red Ahead Program to extend and enhance the entire Red Line.

Purpose & Need

The purpose of the Red Line Extension is to:

- Reduce commute times for residents both within and south of the project area.
- Improve mobility and accessibility for transit-dependent residents in the project area.
- Improve rapid transit rail service to isolated areas and provide viable linkages between affordable housing (e.g., Altgeld Gardens public housing project), jobs, services, and educational opportunities, thereby enhancing livability and neighborhood vitality.
- Provide an opportunity for potential connections and linkages to other public transportation modes including regional commuter rail in the project area.
- Foster economic development in the project area, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts.

The RLE Project is needed to respond to the following problems:

- Transit trips to jobs are longer for Far South Side residents than they are for passengers in the Chicago seven-county region as a whole.
- Transit-dependent populations in the project area have limited direct access to rapid transit rail service.
- The project area is geographically isolated from major activity centers and provides residents limited viable transportation options, which limit access between affordable housing and employment centers outside of the project area.
- Existing transit markets are underserved and transit connectivity is challenging in the project area.

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63 66 71 75 78 95E
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- Disinvestment and limited economic development in the project area have negatively impacted Far South Side communities.

Project Alternatives

CTA began developing the alternatives that are being studied in Draft EIS during the Alternatives Analysis (AA) which took place from 2006 to 2009. Starting with multiple modes and corridor options, CTA developed and screened alternatives through a combination of conceptual engineering, public input (open houses and stakeholder meetings), and preliminary analysis of potential impacts and costs.
In preparation for the Draft Environmental Impact Statement (EIS), CTA evaluated the following alternatives and options:

- No Build Alternative
- Bus Rapid Transit Alternative
- Union Pacific Railroad Rail (UPRR) Alternative
  - Right-of-Way Option
  - East Option
  - West Option
- Halsted Rail Alternative

In August 2014, based on the technical analysis and public input CTA announced narrowing down the number of alternatives to a single Preferred Alternative with two options—the UPRR Rail Alternative. The Draft EIS will summarize the environmental benefits and impacts of the No Build Alternative and two UPRR Rail Alternative options: the East Option and the West Option.

No Build Alternative

The No Build Alternative is defined as the existing transportation system plus any committed transportation improvements that are already in the Chicago Metropolitan Agency for Planning (CMAP) Fiscal Year 2010-2015 Transportation Improvement Program (TIP). All elements of the No Build Alternative are included in each of the other alternatives.

The No Build Alternative would include the following:

- Existing transportation system
- Committed transportation improvements including bridge reconstructions, 95th Street Terminal Improvement Project, several road improvement projects including resurfacing and coordination of signal timing, work on Metra's facilities, construction of a bicycle/pedestrian multi-use trail, and preservation of historic facilities
- Bus transit service focused on the preservation of existing services and projects

Union Pacific Railroad (UPRR) Rail Alternative – Locally Preferred Alternative

The proposed UPRR Rail Alternative would extend the heavy rail transit line from the existing Red Line 95th Street Terminal to 130th Street. The UPRR Rail Alternative would operate on an elevated structure heading south from 95th Street along the I-57 Expressway for nearly one-half mile until reaching the UPRR corridor in the vicinity of Eggleston Avenue. The alignment would then turn south along the UPRR corridor to approximately 111th Street where it would turn southeast. East of South Prairie Avenue, the alignment would cross over the Canadian National/Metra Electric tracks near 119th Street, where it would transition to an at-grade profile and then continue southeast along the Northern Indiana Commuter Transportation District Chicago South Shore & South Ben Railroad (NICTD/CSS & SBRR) right-of-way using a portion of the Indiana Harbor Belt (IHB) alignment to terminate at 130th Street. The Chicago Transit Board selected the UPRR Alternative as the Locally Preferred Alternative on August 12, 2009.

The Locally Preferred Alternative would include the following features:

- Transportation improvements that are already in the Chicago

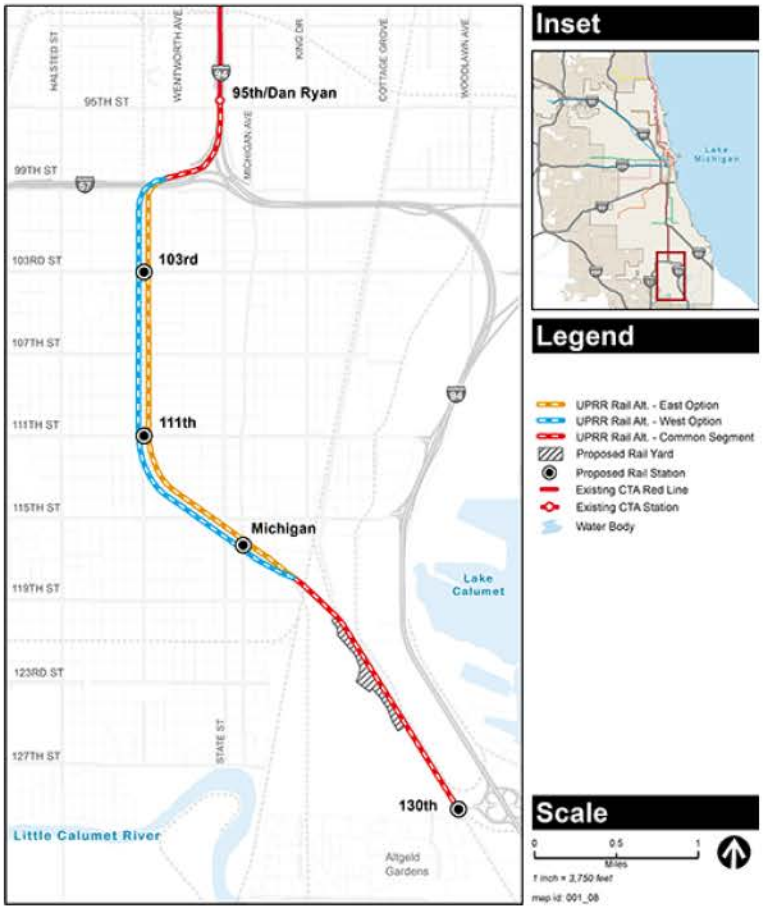
Metropolitan Agency for Planning Fiscal Year 2010-2015 Transportation Improvement Program as described in the No Build Alternative

- 5.3-mile heavy rail transit line extension from 95th Street Terminal to 130th Street
- Four new stations at 103rd Street, 111th Street, Michigan Avenue, and 130th Street
- New park & ride and bus terminal facilities at each station
- Bus transit service from the south to the new stations for faster travel to downtown Chicago
- New yard and shop at 120th Street

Two alignment options are being studied in the Draft EIS:

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

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



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RED AHEAD

Red Line Extension

Environmental Review

Overview

The National Environmental Policy Act (NEPA) requires evaluation of potential environmental impacts associated with federal projects and actions. In accordance with the NEPA, the Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) are preparing an Environmental Impact Statement (EIS) that will evaluate the environmental effects of constructing and operating the proposed extension.

Environmental Impact Statement

The CTA is currently in the process of preparing a Draft EIS. The Draft EIS will include an evaluation of the No Build Alternative, the BRT Alternative, the UPRR Rail Alternative, and the Halsted Rail Alternative. The Draft EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of the alternatives, and proposed mitigation measures to reduce or eliminate potential impacts.

The purpose of the EIS is to study, in a public setting, the effects of the proposed project and its alternatives on the quality of the physical, human and natural environment. Areas to be evaluated for potential impacts from construction and operation of the proposed project include, but are not limited to:

- Transportation
- Land use and economic development
- Displacement and relocation of existing uses
- Neighborhoods and communities
- Visual and aesthetic
- Noise and vibration
- Safety and security
- Historic and cultural resources
- Hazardous materials
- Air quality
- Wetlands
- Water quality
- Floodplains
- Vegetation and wildlife habitat
- Threatened and endangered species
- Geology and soils
- Energy
- Environmental Justice

The evaluation will reveal the extent to which the proposed project will or will not affect these areas. Measures to avoid, minimize, and mitigate potential adverse impacts will also be identified and evaluated.

CTA began public outreach on the project as part of the Alternatives Analysis from 2006 to 2009. Outreach continued during the formal Environmental Impact Statement (EIS) scoping period in 2009, and has continued through the preparation of Draft EIS starting in 2012. CTA will continue to involve and consult with the community as the project proceeds through the environmental process.

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Open House - 2014

CTA conducted outreach in April and May of 2014 to update the public on the status of the project; inform them of proposed alternatives, anticipated project benefits, and impacts; and gather feedback. Outreach included meetings with elected officials, interested community groups, and a public open house. The open house was held May 13, 2014 at the Palmer Park Gymnasium, 201 E. 111th Street in Chicago from 5:30 PM to 7:30 PM.

May 2014 Open House Exhibit Boards
May 2014 Project Summary

Newsletter - 2013

CTA sent a newsletter with a general project update to the approximately 3,200 addresses on the stakeholder database on August 27, 2013.

August 2013 Newsletter

Open House - 2011

CTA held an open house meeting on August 2, 2011 to update the community regarding the RLE Project. The meeting was held at St. John Missionary Baptist Church, 211 E. 115th Street in Chicago from 6:00 PM to 8:30 PM.

August 2011 Open House Exhibit Boards

Scoping and Scoping Meetings - 2009

The process of determining the scope, focus, and content of an EIS is known as "scoping." Scoping meetings are an opportunity to obtain information from the public and governmental agencies. The scoping process asks agencies and interested parties to provide input on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation, and potential effects and mitigation measures to be considered.

The official public comment period for scoping concluded on October 27, 2009. The comments received are summarized in the Scoping Report. Input received during scoping is used to refine the project purpose and need and alternatives, and to direct the analysis of environmental impacts. Public input is also used to help planners avoid potential impacts, and to identify potential mitigation measures.

Red Line Extension Scoping Report (.pdf)
Scoping report - revised June, 2010. Appendices are available as separate files.

Red Line Extension Scoping Report Appendices A-G (.pdf)
Public Participation Plan, Notice of Intent, Participating Agencies, Participating Agency Invitation Letters, Agency Scoping Meeting, Agencies and Organizations Notified of Scoping, Notification Materials

Red Line Extension Scoping Report Appendices H-K (.pdf)
Scoping Meeting Materials, Meeting Presentation, Meeting Exhibit Boards, Public Scoping Meeting Transcripts

Red Line Extension Scoping Report Plain Text Supplement for Appendices H-J (.txt)
This text-only supplement describes Scoping Meeting Materials, Meeting Presentation, Meeting Exhibit Boards

Red Line Extension Scoping Report Appendix L Public Comments 1-95 (.pdf)

Red Line Extension Scoping Report Appendix L Public Comments 96-171 (.pdf)

Red Line Extension Scoping Report Appendix L Public Comments 172-259 (.pdf)

Red Line Extension Scoping Report Appendix L Public Comments 260-344 (.pdf)

Red Line Extension Scoping Report Appendix M (.pdf)
Agency Comments - revised June, 2010

Alternatives Analysis - 2006–2009

The purpose of the Alternatives Analysis (AA) Study, which ended in August 2009, was to examine a wide range of potential transportation options. In the AA process, the project's purpose and need were identified, alternatives that meet the purpose and need were developed and evaluated, and comprehensive and ongoing public involvement was initiated. Many different transportation alternatives were identified in the AA process. Based on public comment and an evaluation of those options against criteria that included cost, environmental factors, and feasibility considerations, the number of options was narrowed. There were three screening stages and the results of each screening stage were presented at public meetings. At each stage, there was an opportunity for the public to review and comment on the results. The end result of the AA process was the selection of a Locally Preferred Alternative by the Chicago Transit Board on August 12, 2009.

Screen 1 Analysis

The CTA held public open houses to receive input on preliminary findings from Screen 1 of the Alternatives Analysis Study for the proposed Red Line Extension.

Tuesday, April 10, 2007, 6-8 p.m.
Chicago State University, New Academic Library, 4th Floor Auditorium
9501 S. King Drive, Chicago, IL 60628

Wednesday, April 11, 2007, 6-8 p.m.
West Pullman Branch, Chicago Public Library
830 W. 119th St., Chicago, IL 60628

Presentations delivered at the Screen 1 meetings are available at the links below:

Public Meeting Presentation Part 1 - April 2007 (3 MB PDF)
Public Meeting Presentation Part 2 - April 2007 (2 MB PDF)
Public Meeting Presentation - April 2007 (Text version)

Public Meeting Display Boards - April 2007 (3 MB PDF)
Public Meeting Display Boards - April 2007 (Text version)

Public Meeting Comment Card - April 2007 (0.4 MB PDF)

The official public comment period for the study's Screen 1 preliminary findings meeting concluded on May 11, 2007. Full documentation of all comments and questions as well as complete responses are provided in the following files:

Screen 1 Public Comment Database (0.1 MB PDF)
Screen 1 Responses to Public Comments (0.1 MB PDF)

Screen 2 Analysis

The CTA held public open houses to present possible transit technologies and alignments in a study area bordered by 95th Street on the north, Ashland Avenue on the west, Stony Island Avenue on the east, and the Cal-Sag Channel/Little Calumet River and 134th Street on the south.

Wednesday, December 3, 2008, 6-8 p.m.
Historic Pullman Visitor Center
11141 South Cottage Grove, Chicago, IL 60628

Thursday, December 4, 2008, 6-8 p.m.
Woodson Regional Chicago Public Library
9525 South Halsted Street, Chicago, IL 60628

Presentations delivered at the Screen 2 meetings are available at the links below:

Public Meeting Presentation Part 1 – December 2008 (2.8 MB PDF)
Public Meeting Presentation Part 2 - December 2008 (3.8 MB PDF)
Public Meeting Presentation - December 2008 (Text version)

Public Meeting Display Boards Part 1 - December 2008 (2 MB PDF)
Public Meeting Display Boards Part 2 - December 2008 (2.4 MB PDF)

Public Meeting Display Boards - December 2008 (Text version)

Public Meeting Comment Card - December 2008 (0.4 MB PDF)

The official public comment period for the study's Screen 2 preliminary findings meeting concluded on December 18, 2008. Full documentation of all comments and questions as well as complete responses are provided in the following files:

Screen 2 Public Comment Database (0.1 MB PDF)
Screen 2 Responses to Public Comments (0.1 MB PDF)

Screen 3 Analysis

The CTA invited the public to open houses to present preliminary Screen 3 findings and a recommendation of a locally preferred alternative, which concluded the Alternatives Analysis study for the Red Line Extension.

Wednesday, June 3, 2009, 6-8 p.m.
Olive-Harvey College, Cafeteria
10001 South Woodlawn Avenue, Chicago, IL 60628

Thursday, June 4, 2009, 6-8 p.m.
Woodson Regional Chicago Public Library
9525 South Halsted Street, Chicago, IL 60628

Presentations delivered at the Screen 3 meetings are available at the following links:

Public Meeting Presentation Part 1 – June 2009 (1.4 MB PDF)
Public Meeting Presentation Part 2 – June 2009 (2.9 MB PDF)
Public Meeting Presentation - June 2009 (Text version)

Display Boards Part 1 - June 2009 (2.4 MB PDF)
Display Boards Part 2 - June 2009 (3.4 MB PDF)
Display Boards - June 2009 (Text version)

Display Maps – HRT UPRR Alternative (1.2 MB PDF)
Display Maps – HRT Halsted Alternative (0.9 MB PDF)
Public Meeting Comment Card (0.4 MB PDF)

The official public comment period for the study's Screen 3 findings and preliminary recommendation for a locally preferred alternative concluded on June 25, 2009. Full documentation of all comments and questions as well as complete responses are provided in the following files:

Screen 3 Public Comment Database (0.1 MB PDF)
Screen 3 Responses to Public Comments (0.1 MB PDF)

Locally Preferred Alternative Report

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Red Line Extension Project: FAQ

The Chicago Transit Authority (CTA) knows residents and potential Red Line riders have questions about this proposed extension.

Q: How would CTA fund this proposed project?
A: Two types of funding are needed for the proposed extension – capital and operating. Capital funding (construction funding) for the proposed extension is provided partially by the Federal Transit Administration (FTA), through its "New Starts" grant program. This program provides funding for major public transit infrastructure projects throughout the United States through a highly competitive process. CTA is currently in the environmental review phase of that process that will allow the agency to apply for funding. Upon successfully advancing through the FTA's process, a project would be qualified to receive a Full Funding Grant Agreement (FFGA) from the Federal Transit Administration. The FFGA typically covers about half of a project's capital cost. Other non-federal funds will comprise the remainder of capital funding. Once the proposed extension is built and operational, CTA's operating budget would support day-to-day service.

Q: When would the extended Red Line be open for use?
A: No timeline has yet been established. Project schedule is dependent on federal reviews and approvals and funding availability.

Q: When would construction begin on the proposed Red Line Extension?
A: No timeline has yet been established. Project schedule is dependent on federal reviews and approvals and funding availability.

Q: What will be the operating hours for the proposed extension?
A: In the current project planning phase, the operating hours for the proposed extension are assumed to be the same as for the current Red Line, which operates 24 hours every day of the year.

Q: Would CTA need to buy private property because of the location of the proposed extension?
A: Yes, CTA would need to buy private property for the selected option. The number of properties affected varies; between approximately 215 and 279 properties could be affected. Final property acquisition requirements would be confirmed as project engineering proceeds. Property owners will be paid not less than fair market value for their land and buildings, and may be eligible for compensation equal to the original purchase price of the property. They will also be assisted in relocating their businesses or dwellings, per the Federal Uniform Act on relocation assistance and property acquisition. When

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a single option is chosen, CTA will work with the community and property owners (including the UPRR) to minimize property impacts.

Q: Will there be places to park near the new stations?
A: New park & ride lots are proposed at each new station.

Q: How would this proposed extension impact the natural environment and the community?
A: Potential impacts to the environment are being studied in the Draft Environmental Impact Statement (EIS). The Draft EIS will:
• Identify and evaluate measures to avoid, minimize and mitigate adverse impacts.
• Describe the potential environmental effects of the proposed Red Line Extension improvements and the steps that will be taken to alleviate them.
Typically, environmental reviews for proposed transit projects address:

- Transportation
- Land use and economic development
- Displacement and relocation of existing uses
- Neighborhoods and communities
- Visual and aesthetic
- Noise and vibration
- Safety and security
- Historic and cultural resources
- Hazardous materials
- Air quality
- Wetlands
- Water quality
- Floodplains
- Vegetation and wildlife habitat
- Threatened and endangered species
- Geology and soils
- Energy
- Environmental Justice

Q: How would this proposed extension impact noise in the community?
A: The Draft Environmental Impact Statement (EIS) will evaluate the potential for noise impacts to the surrounding community. If it is determined that there could be noise impacts, then mitigation measures to reduce those impacts would be proposed in the Draft EIS such as welded rail, closed deck structures, and noise barriers. During the public review of the Draft EIS, you will have an opportunity to review and comment on the analysis and the proposed mitigation measures.

Q: What is the economic impact of this proposed extension?
A: The Draft Environmental Impact Statement (EIS) will evaluate the fiscal and economic benefits and potential impacts of the proposed extension. During the public review of the Draft EIS, you will have an opportunity to review and comment on the economic analysis. Numerous transit studies suggest that transit investments result in economic development. CTA estimates between 2,600 and 4,100 jobs would be created during Red Line Extension construction. In addition, new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts.

Q: How would the proposed Red Line Extension affect current CTA services, both during construction of the new service and during operation of the new service?
A: The specifics of construction for the proposed Red Line Extension have not been established yet. CTA's general guidelines minimize the effects of construction on existing transit services. However, bus reroutes are possible. Once the proposed extension is complete, existing bus routes may be changed to complement the new high-capacity transit service. Depending on the specific route of the service, the number of routes feeding into the 95th Street Terminal may be reduced, which would also reduce congestion in and

around this facility.

Q: Is it possible that at some point this proposed Red Line Extension could go even farther to the Gary Airport and South Bend, Indiana?
A: At this point CTA's proposal for the Red Line Extension is limited to the project's defined study area, which is bounded by the Little Calumet River and 134th Street on the South. Any initiative to further expand service to the Gary Airport and South Bend, Indiana, would merit further investigation and its own planning study.

Q: For the Locally Preferred Alternative near the Union Pacific Railroad (UPRR) tracks, has CTA talked with Union Pacific representatives?
A: CTA has had preliminary conversations with UPRR and will continue to coordinate with the railroad as plans proceed. The UPRR requires that the CTA tracks be located at least 50 feet from the existing freight tracks due to safety considerations.

Q: Can engineering design be done at the same time as the Environmental Impact Statement is being drafted?
A: As part of the new Moving Ahead for Progress in the 21st Century Act (MAP-21) policy, environmental review is completed during the Project Development Phase. The Engineering Phase is the next step, during which engineering and design is completed. The timing for the Engineering Phase is subject to funding availability and federal approvals. Currently, CTA has not secured approval and funding for the Engineering Phase.

Q: How does work on the other Red Ahead projects affect progress on the Red Line Extension?
A: Red Line Extension project is one part of the Red Ahead Program to extend and enhance the entire Red Line. The Red Ahead program consists of separate projects with their own separate sources of potential funding and timelines. These projects are mutually beneficial and are combined into the Red Ahead program to ensure that they are coordinated efficiently.

Q: What portion of the extension would be elevated?
A: The UPRR Rail Alternative would operate on an elevated structure from approximately 95th Street to 118th Street, where it would transition to an at-grade profile and then continue at grade before terminating near 130th Street. The terminal station would be at-grade, whereas other stations would be elevated.

Q: Would this extension connect to existing Metra Electric or South Shore services?
A: There is potential for connection of the proposed Red Line Extension to the Northern Indiana Commuter Transportation District (NICTD) South Shore Commuter Rail Line in the vicinity of 130th Street, where the two lines would be adjacent to each other. This potential connection will be explored in further detail during the engineering phase. A connection between the Red Line Extension and Metra Electric District at Kensington/115th Street station is not possible, as the proposed Red Line Extension routing crosses the Metra Electric District Line approximately one-half mile to the south of the Kensington/115th Street station.

Q: Is CTA coordinating with Metra on the Red Line Extension?
A: CTA is coordinating with Metra on our progress with the Red Line Extension project. Metra is a participating agency in the environmental review process for the Red Line Extension.

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Appendix C
Agency Coordination and Public Involvement

Alternatives Analysis (2006-2009)

Screen 1

Screen 2

Screen 3

Appendix C
Agency Coordination and Public Involvement

Alternatives Analysis (2006-2009)

Screen 1

- Presentation
- Exhibit Boards
- Comment Card
- Comment Database
- Comment Responses

Federal Transit Administration's
New Starts Process

Red Line Extension Alternatives Analysis Study

4-5-2007

Schedule for Tonight's Meeting

- **Structure of the Meeting**
- **Questions and Answers Process**
  - Submit your comments in writing on comment cards
  - Comments and questions will be grouped and answered by topic
  - All comments and questions will be addressed on CTA's website **-** www.transitchicago.com
  - An interpreter for the hearing impaired and a translator for the Spanish speaking community are available this evening

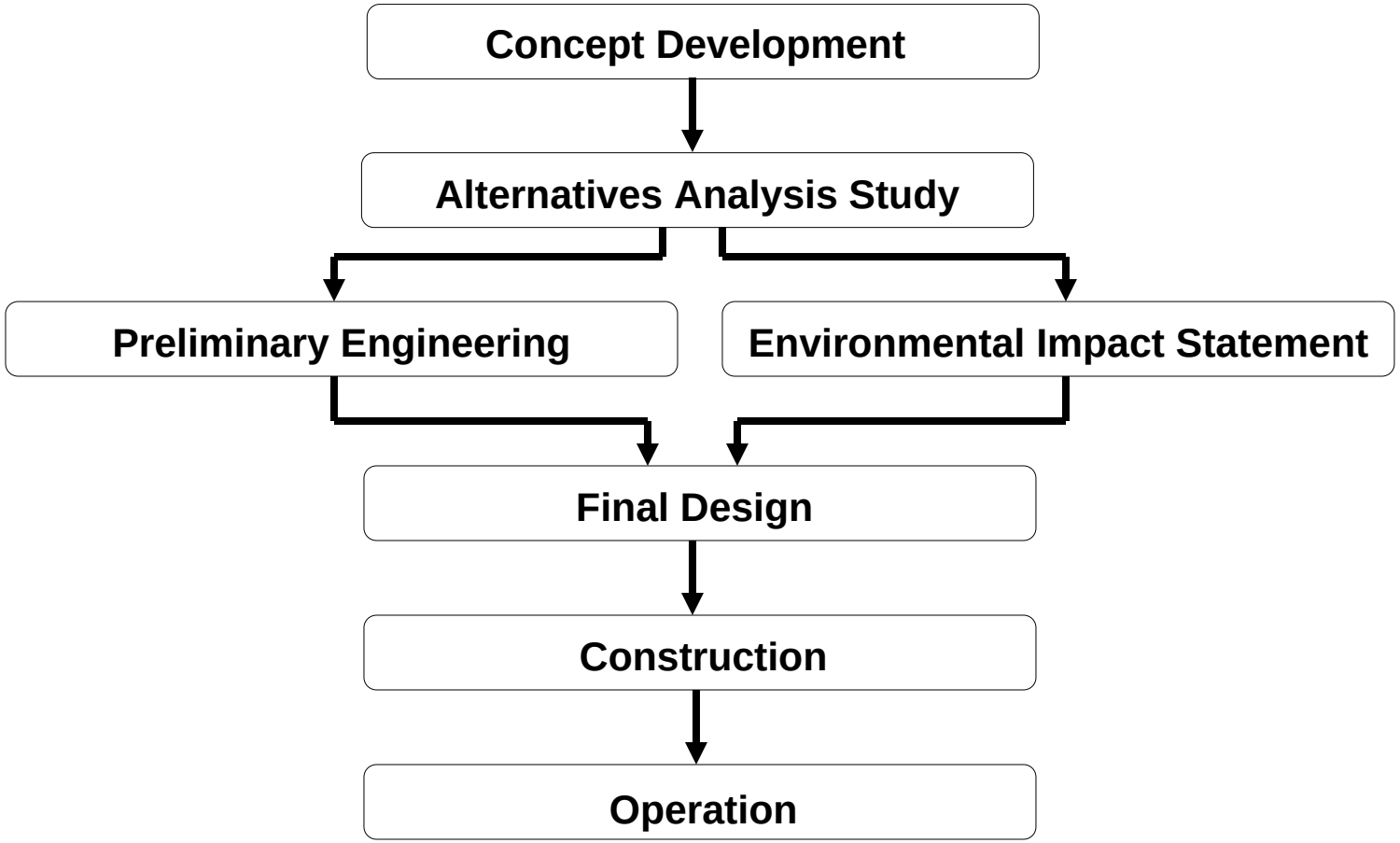
Tonight's Speakers

- **Darud Akbar – Moderator**
  - Chicago Transit Authority
- **Jeffrey Sriver – Project Manager**
  - Chicago Transit Authority
- **Ronald Shimizu – Red Line Study Area Manager**
  - PB Americas, Inc.

Outline of the Presentation

- **Describe Federal Transit Administration's (FTA) Required "New Starts" Process**
- **Define Alternatives Analysis Study Steps**
- **Emphasize Importance of Public Involvement Process**
- **Discuss Status of Red Line Extension Alternatives Analysis Study**

FTA's Required New Starts Process



Alternatives Analysis (AA) Studies

- **FTA Requirement for Federal Funding for Transit Expansion (New Starts)**
- **Identifies Transit Opportunities and Ensures All Practical Solutions are Considered**
- **Ensures Planning is Consistent Among All New Starts Projects Throughout the Country**
- **Provides Opportunity to Gather Information and Receive Public Input**
- **Identifies Locally Preferred Alternative**

Alternatives Analysis Process – Key Steps

Public Involvement

- Define Purpose and Need
- Identify all Possible Transportation Alternatives called the "Universe of Alternatives"
- Evaluate Viability of Possible Alternatives through a Screening Procedure
- Identify Locally Preferred Alternative

Public Involvement Process

- **Key Component of the Alternatives Analysis Study**
- **Opportunity to Provide Information and Receive Public Input**
  - Your comments are needed to complete this screening process
- **Community Outreach:**
  - General public, elected officials, community and civic organizations, faith-based organizations, city and state agencies
- **Ongoing Public Involvement/Input**
  - Meetings announced through public notices and advertisements
  - Project updates on the CTA web site - www.transitchicago.com, accessible at local public libraries

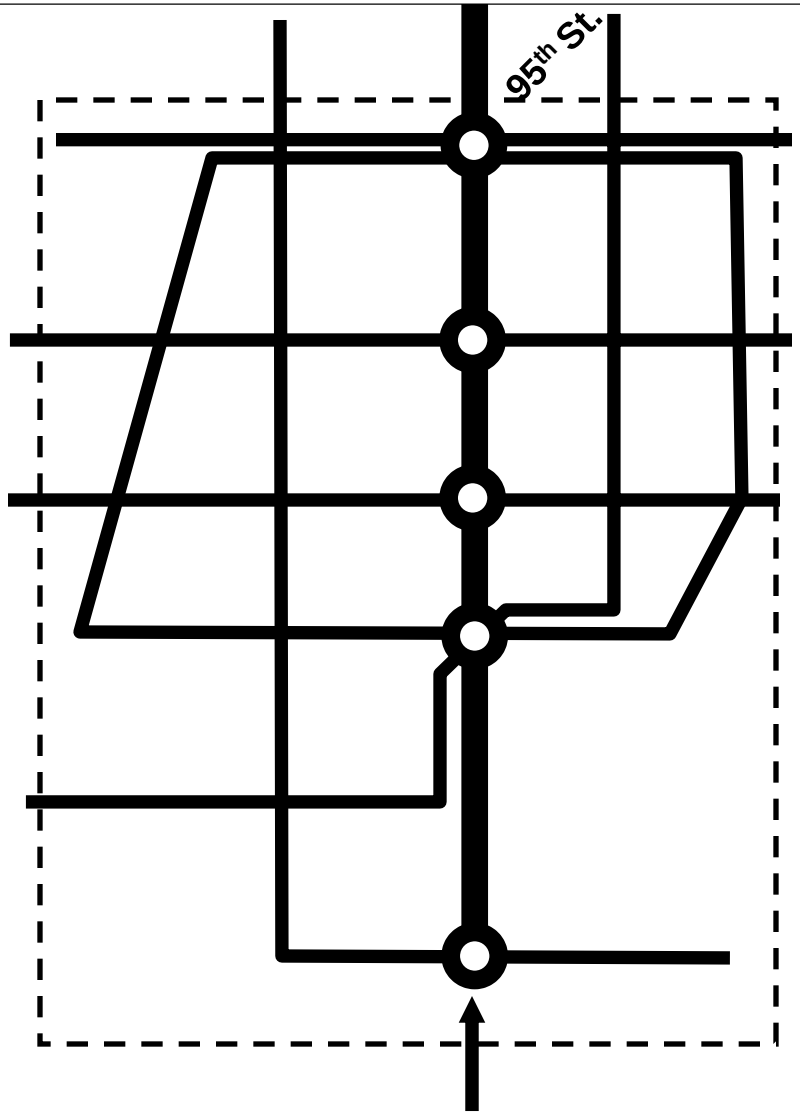
Status of Study

Purpose and Need

- **Significant Bus and Passenger Congestion at 95th Street Red Line Station**
- **Lengthy Bus Trips to Access 95th Street Red Line Station**
- **Far South Area Residents Experience 20% Longer Commute Times than Rest of City**
- **Traffic Congestion is Expected to Grow along with Study Area Population and Employment**

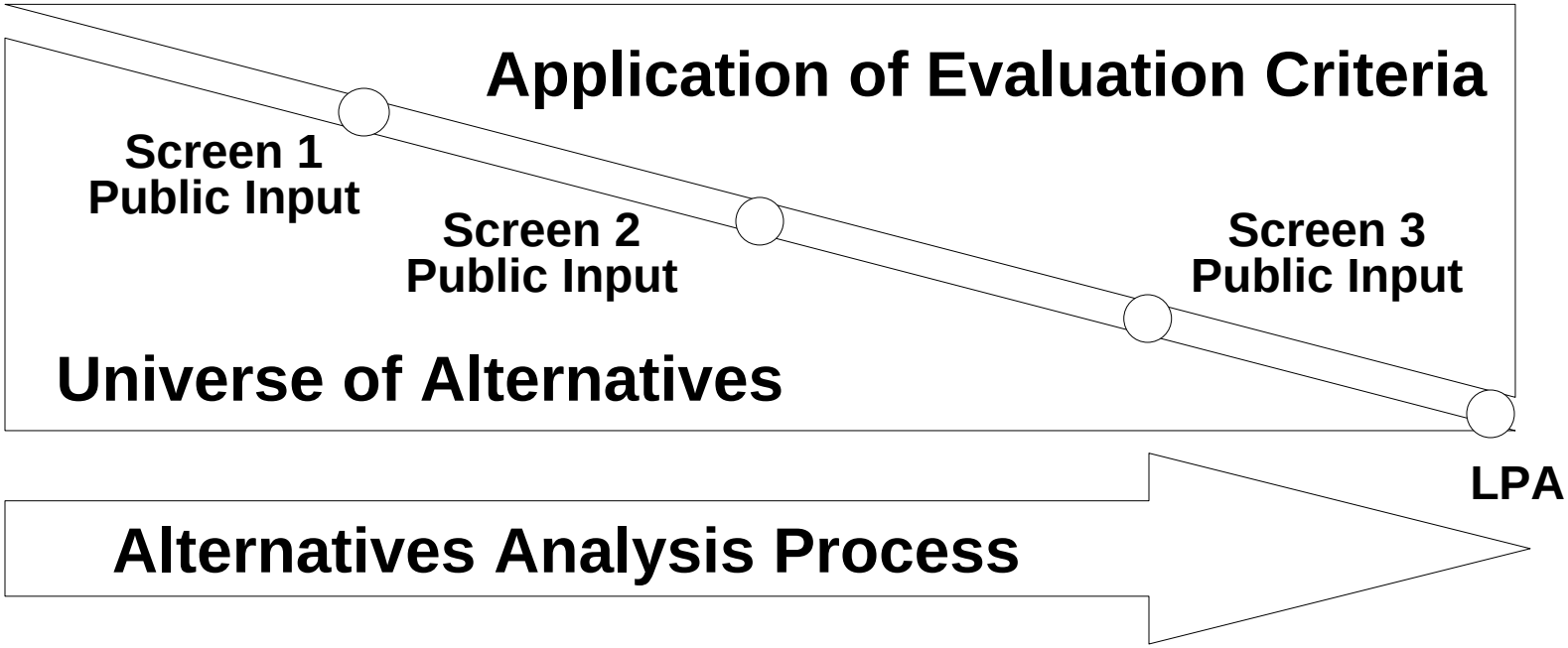
Opportunity for Improvement

- **Extend Rapid Transit Service South From 95th Street Red Line Terminal:**
  - **Improve access to, within, and beyond study area**
  - **Shorten transit travel times through faster and more direct routings**
  - **Stimulate economic development and job opportunities**



FTA Evaluation Process

As the AA study progresses and the evaluation criteria are applied, options within the Universe of Alternatives are eliminated until, at the end of the process, there is a Locally Preferred Alternative (LPA).



Evaluation Process – Screening Detail

- **Screen 1 – Review Universe of Alternatives**
  - Eliminate alternatives based on technology, corridor and profile
  - Advance strongest alternatives to Screen 2
- **Screen 2 – More Detailed Definition and Evaluation**
  - Define alignments, forecast transit ridership, calculate capital costs, identify neighborhood resources along the alignment
  - Evaluate and reduce number of remaining alternatives
- **Screen 3 – Final Definition**
  - Refine remaining alternatives
  - Identify Locally Preferred Alternative

Screen 1 Process

1. Define the Universe of Alternatives
2. Evaluate all Potential Technologies
3. Evaluate all Potential Alignments (Corridors and Profiles)
4. Evaluate all Potential Combinations of Technological and Alignment Alternatives
5. Advance Strongest Combinations

Technologies Evaluated

Universe of Alternatives Considered

TECHNOLOGIES
Automated Guideway/Monorail
Bus Rapid Transit
Commuter Bus
Commuter Rail
Heavy Rail Transit
High Speed Rail
Light Rail Transit
Local Bus
MagLev
Personal Rapid Transit
Streetcar

Technologies Reviewed

Automated Guideway/Monorail

Technologies Reviewed

Bus Rapid Transit

Technologies Reviewed

Commuter Bus

Technologies Reviewed

Commuter Rail

Technologies Reviewed

Heavy Rail Transit

Technologies Reviewed

High Speed Rail

Technologies Reviewed

Light Rail Transit

Technologies Reviewed

Local Bus

Technologies Reviewed

MagLev

Technologies Reviewed

Personal Rapid Transit

Technologies Reviewed

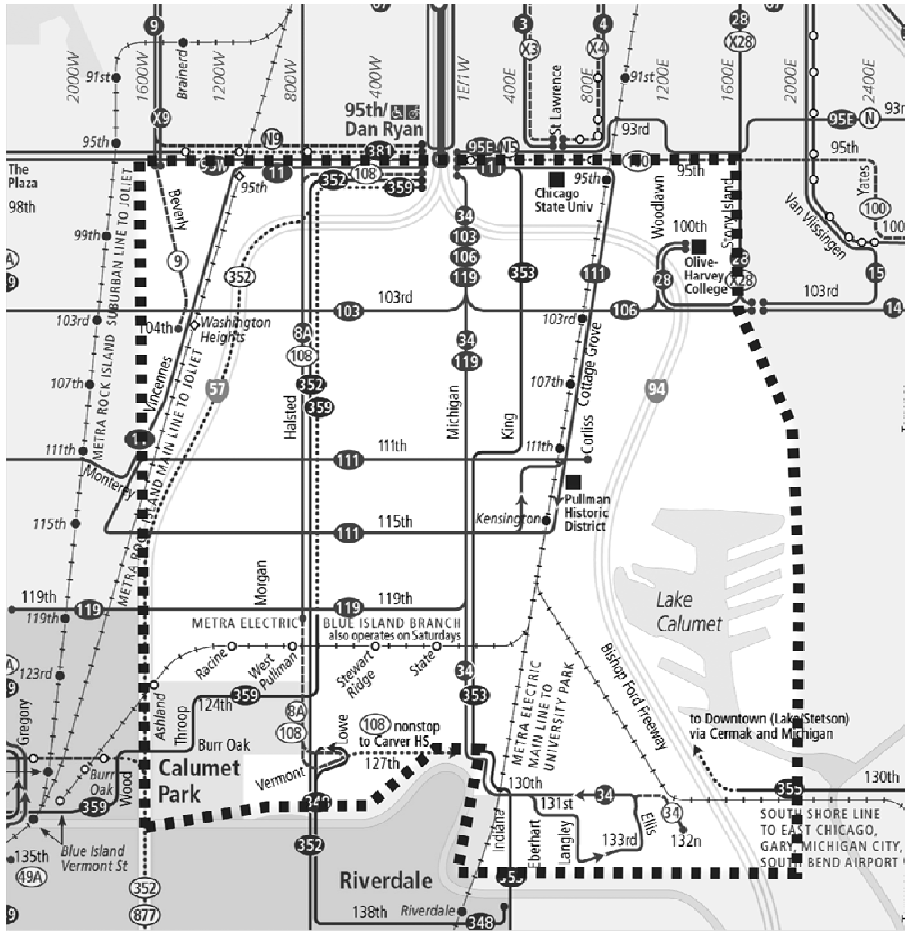
Streetcar

Corridors and Profiles Evaluated

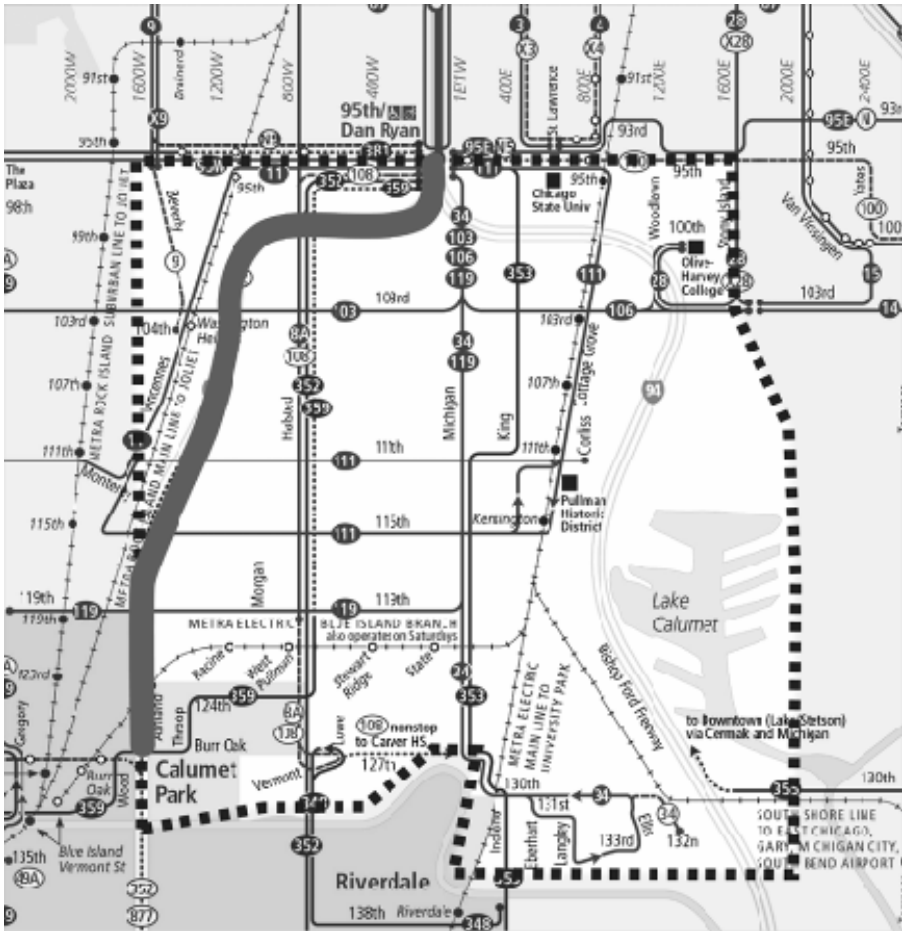
Universe of Corridors and Profiles Considered

CORRIDORS	PROFILES
I-57 Expressway	At-Grade
Halsted Street	Elevated
UP Railroad	Trench
Wentworth Avenue	Underground
State Street	
Michigan Avenue	
King Drive	
Cottage Grove Avenue / Metra Electric	
I-94 Bishop Ford Freeway	

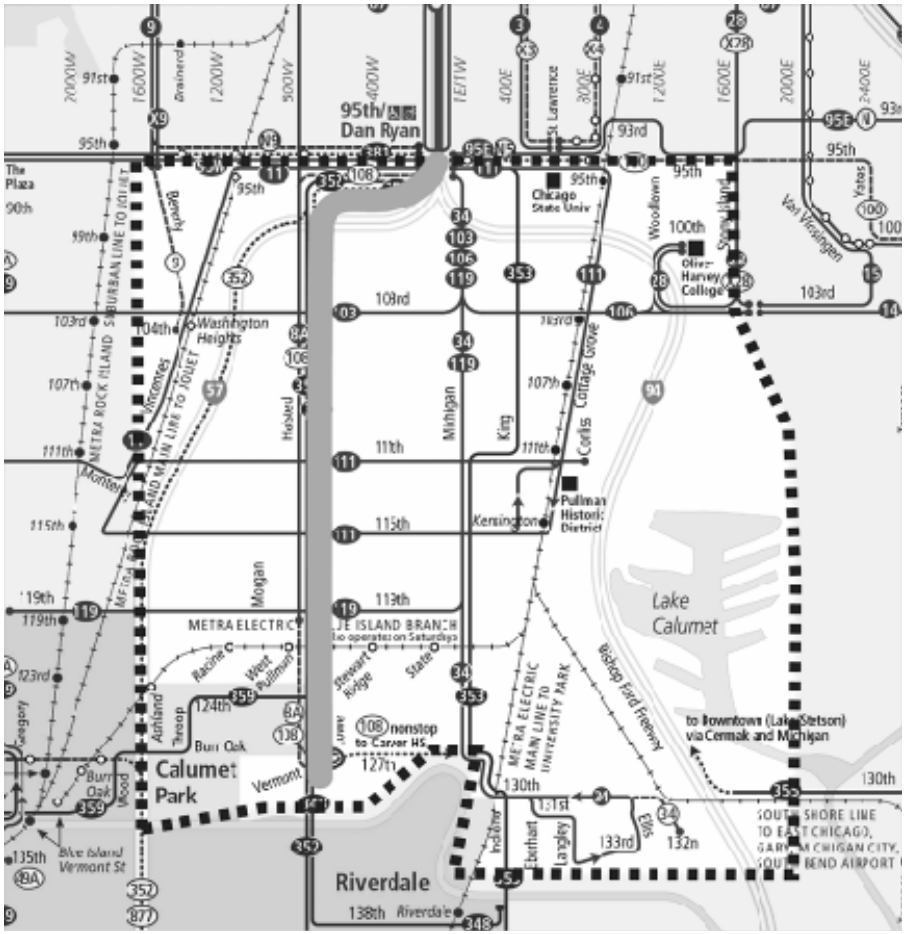
Study Area


95th/
Dan Ryan
Chicago
State Univ
Olive-
Harvey
College
Washington
Heights
Pullman
Historic
District
Lake
Calumet
Calumet
Park
Riverdale
METRA ELECTRIC
BLUE ISLAND BRANCH
also operates on Saturdays
METRA ROCK ISLAND SUBURBAN LINE TO JOLIET
METRA ELECTRIC
MAIN LINE TO
UNIVERSITY PARK
nonstop
to Carver HS
to Downtown (Lake/Stetson)
via Cermak and Michigan
SOUTH SHORE LINE
TO EAST CHICAGO,
GARY, MICHIGAN CITY,
SOUTH BEND AIRPORT
Blue Island
Vermont St
Burr Oak
Halsted
Michigan
King
Cottage Grove
Corliss
Woodlawn
Stony Island
Van Vlissingen
Yates
Bishop Ford Freeway
Ellis
Langley
Eberhart
Indiana
Vincennes
Morgan
Throop
Ashland
Wood
Gregory
Racine
West
Pullman
Stewart
Ridge
State
Lowe
Vermont
Kensington
Brainerd
Beverly
St Lawrence
Riverdale
The
Plaza
95th
99th
103rd
107th
111th
115th
119th
123rd
124th
127th
130th
131st
132n
133rd
135th
138th
91st
93rd
100th

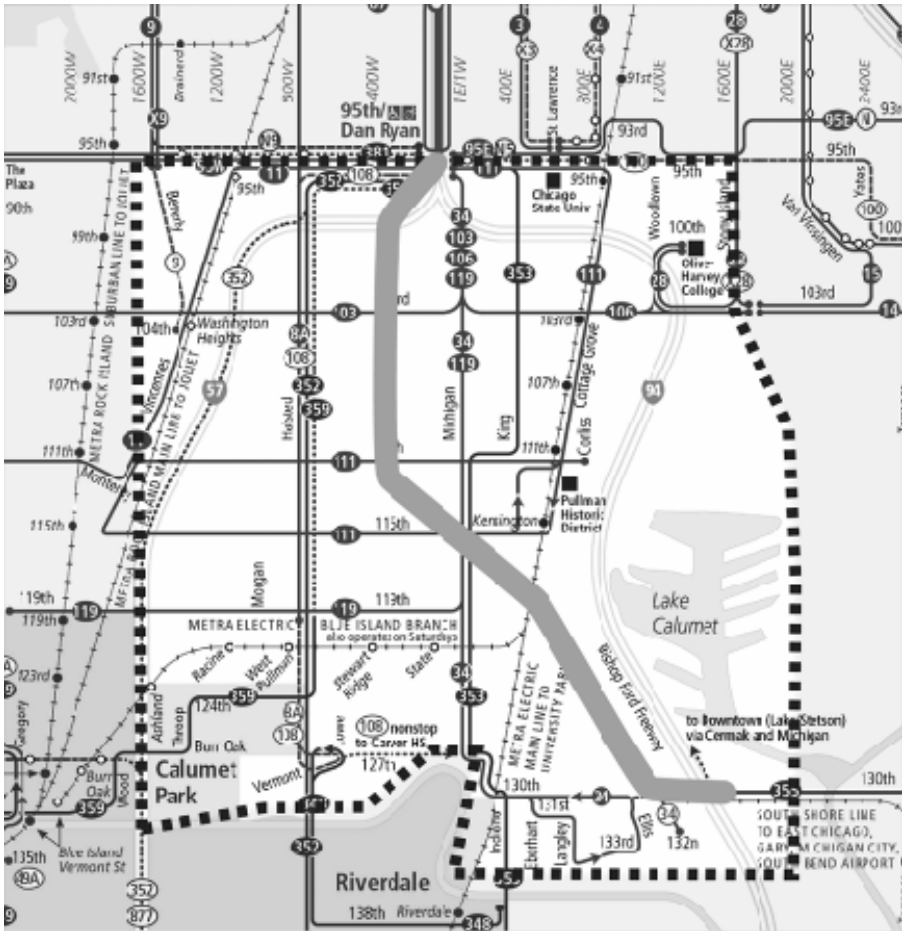
I-57 Expressway Corridor



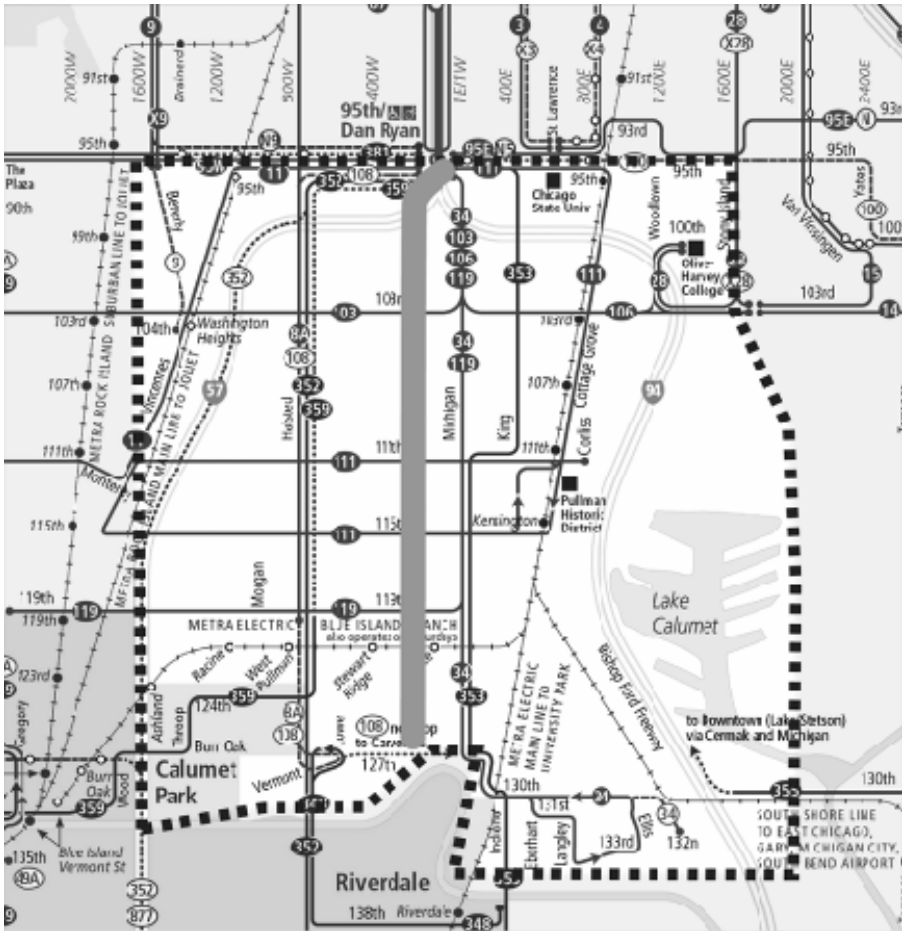
Halsted Street Corridor



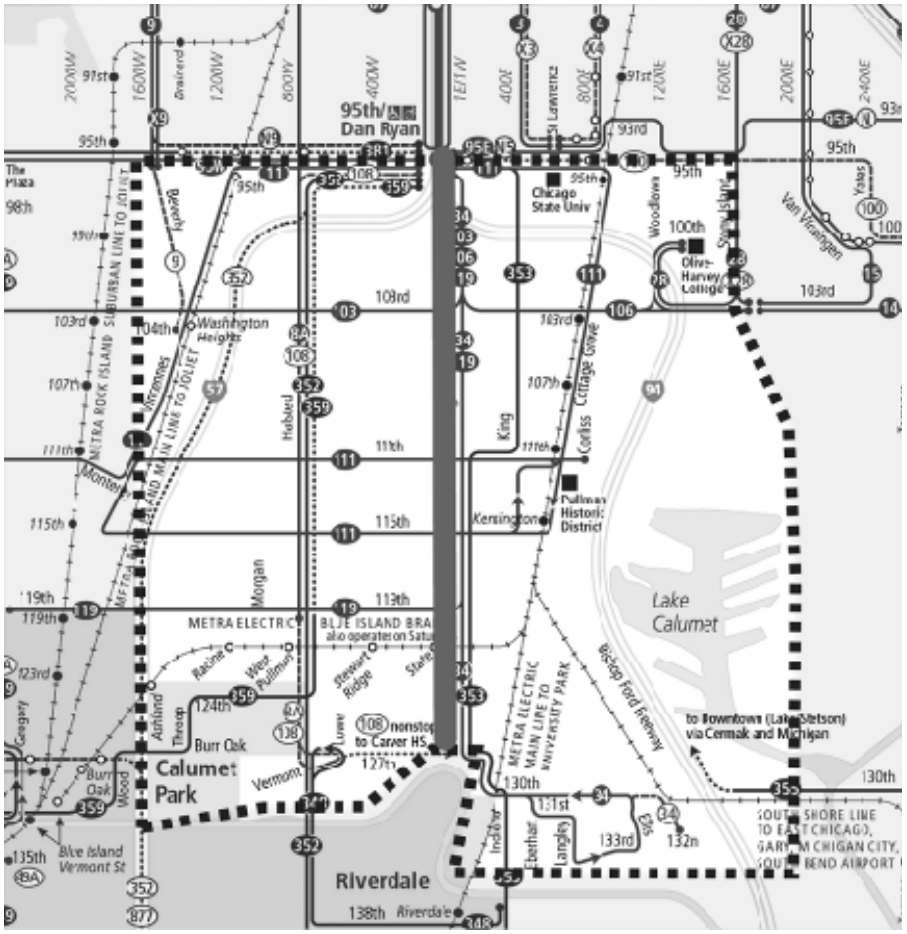
UP Railroad Corridor



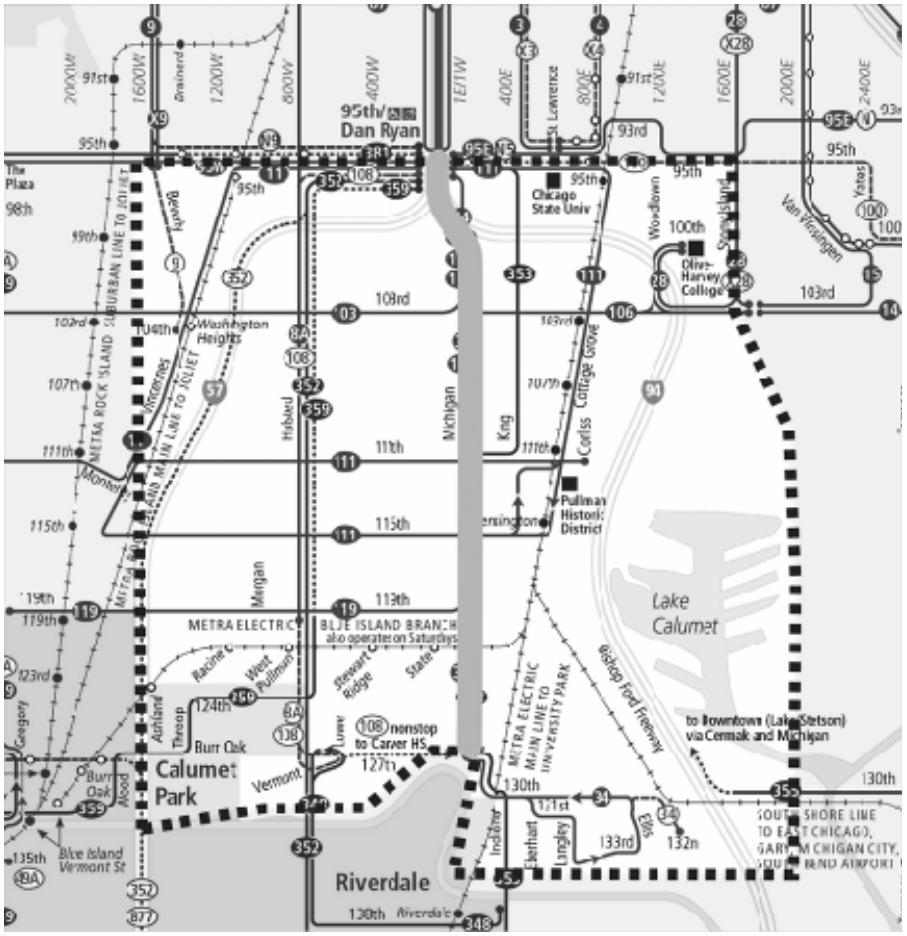
Wentworth Avenue Corridor



State Street Corridor

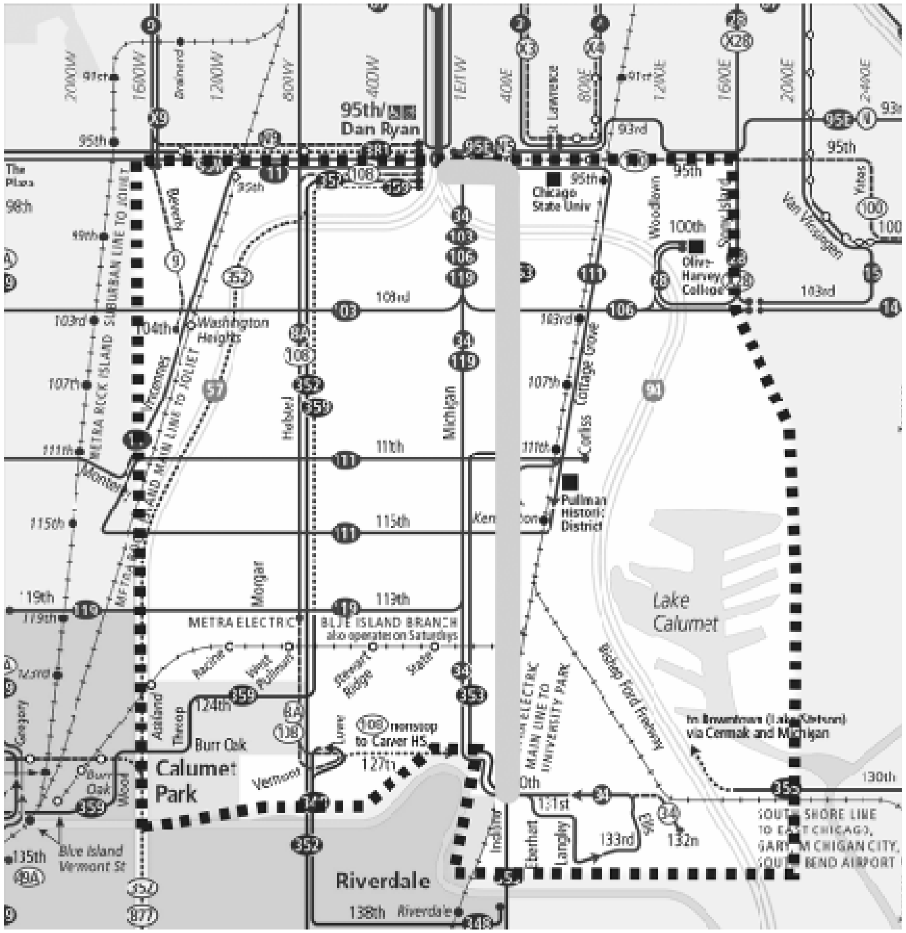


Michigan Avenue Corridor

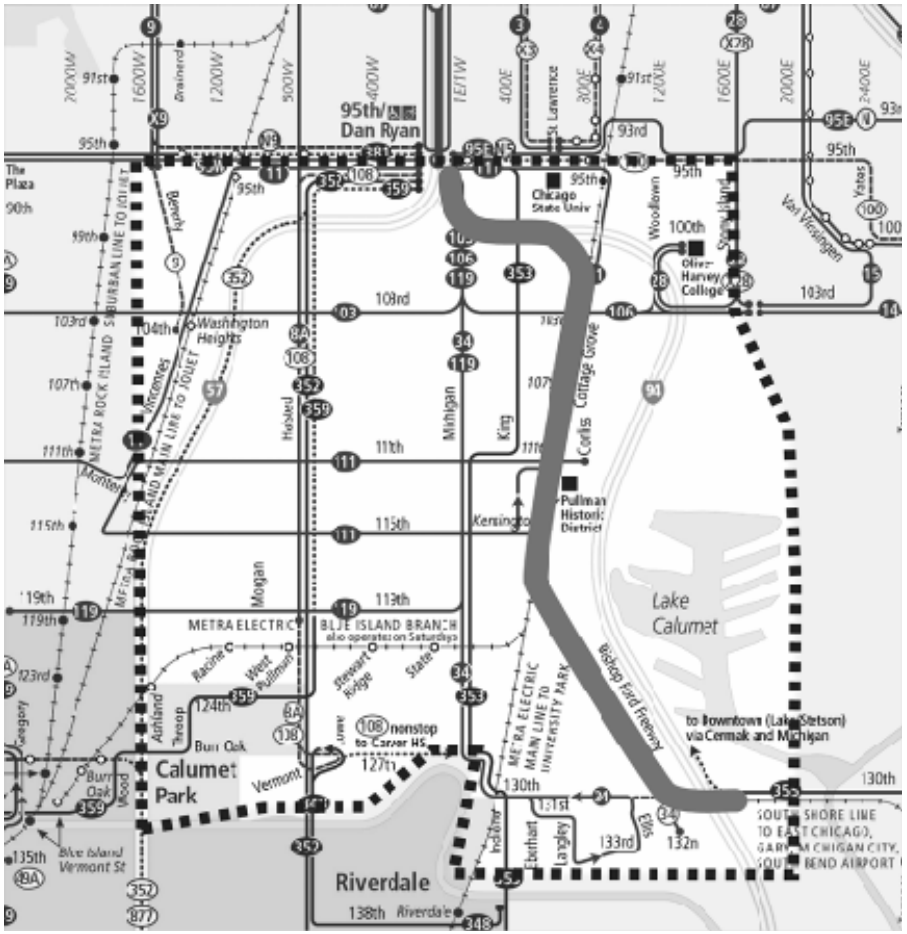


Screen 1

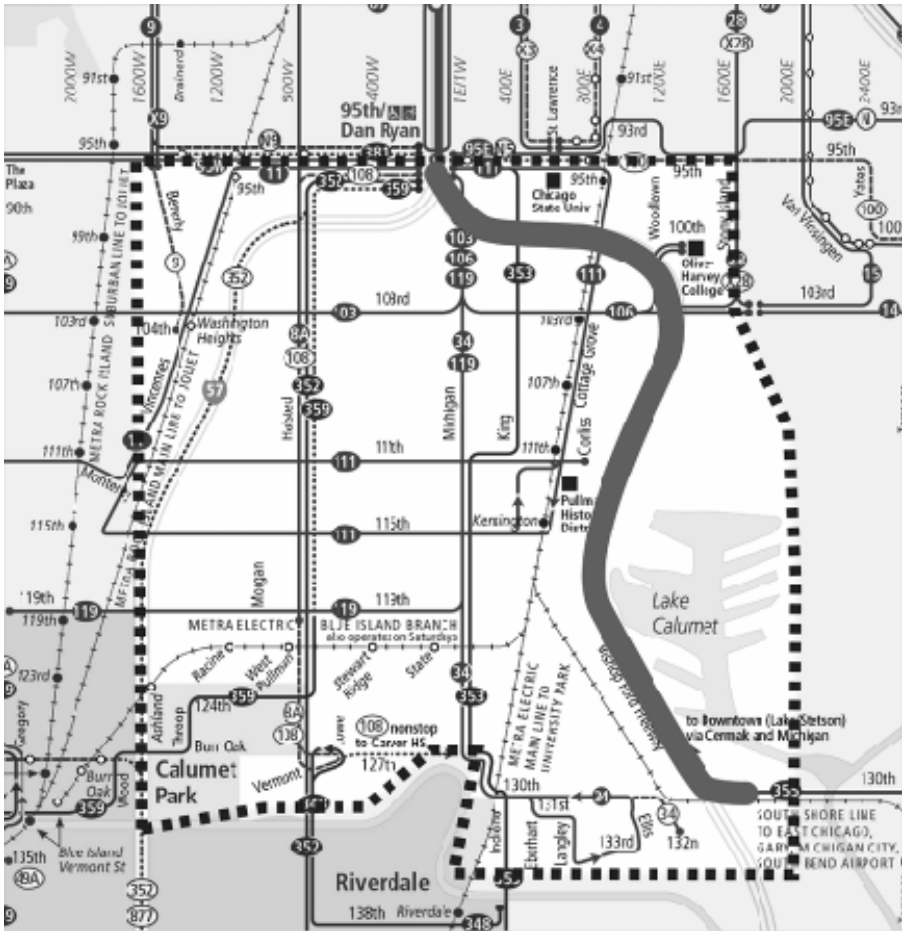
King Drive Corridor



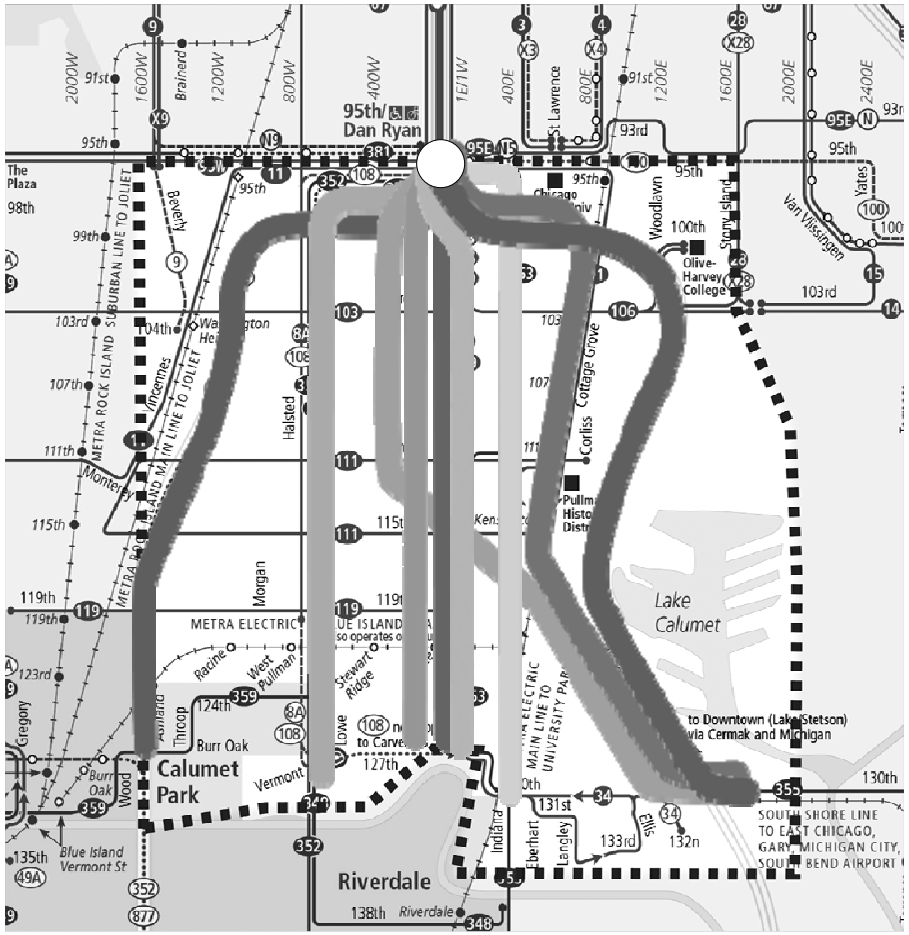
Cottage Grove Avenue / Metra Electric Corridor



I-94 Bishop Ford Freeway Corridor



Corridors Considered in the AA Study



- I-57 Expressway
- Halsted Street
- UP Railroad
- Wentworth Avenue
- State Street
- Michigan Avenue
- King Drive
- Cottage Grove Avenue / Metra Electric
- I-94 Bishop Ford Freeway

Universe of Alternatives in the AA Study

Technologies*

&

Corridors

I-57

Halsted

UP RR

Wentworth

State

Michigan

King

Cottage Grove / Metra Electric

I-94

&

Profiles

At-Grade

Elevated

Trench

Underground

=

Universe

398 Combinations Including No-Build and Baseline

* Not all Technologies Can be Applied to Each Alignment

Screen 1 Evaluation

Screen 1 Evaluation Criteria

Technologies	Corridors	Technologies, Corridors and Profiles
Speed Station Spacing Customer Capacity Proven Reliability	Social Factors Transportation Factors	Effects on Neighborhoods Physical and Operational Factors Opportunities to Access Other Transit Services

Screen 1 Evaluation Process Preliminary Findings

- **Technologies that Meet the Criteria of the Screen 1 Evaluation Process**
  - Bus Rapid Transit (BRT)
  - Heavy Rail Transit (HRT)

- **Technologies that Do Not Meet the Criteria of the Screen 1 Evaluation Process**
  - Light Rail Transit (LRT)
  - High Speed Rail
  - Commuter Rail
  - Commuter Bus
  - Magnetic Levitation Trains
  - AGT / Monorail
  - Personal Rapid Transit
  - Streetcar
  - Local Bus

Screen 1 Evaluation Process Preliminary Findings

- **Corridors that Meet the Criteria of the Screen 1 Evaluation Process**
  - Halsted Street
  - UP Railroad (UPRR)
  - Michigan Avenue
- **Corridors that Do Not Meet the Criteria of the Screen 1 Evaluation Process**
  - I-57 Expressway
  - Wentworth Avenue
  - King Drive
  - State Street
  - Cottage Grove / Metra Electric
  - I-94 Bishop Ford Freeway

Screen 1 Evaluation Process Preliminary Findings

Bus Rapid Transit

- At-Grade

Heavy Rail Transit

- Elevated
- Underground
- Trench

Screen 1 Evaluation Process Preliminary Findings

Technologies*

Bus Rapid Transit

Heavy Rail Rapid Transit

&

Corridors

Halsted

UPRR

Michigan

&

Profiles

At-Grade

Elevated

Trench

Underground

=

Universe

10 Combinations Including No-Build and Baseline

* Not all Technologies Can be Applied to Each Alignment

Next Steps

Next Steps

- **Incorporate Public Comments**
- **Confirm "Screen 1" Preliminary Findings**
- **Refine the Alternatives**
- **Continue Public Involvement**
  - Sign-in cards will be used to create a contact list to send notices and updates
  - Meetings announced through car cards, customer alerts, local media and contact list
  - Project updates on CTA web site - www.transitchicago.com

Screen 1 Meeting Schedule

Tuesday April 10, 2007
6:00 p.m. – 8:00 p.m.
Chicago State University
New Academic Library
4th Floor Auditorium
9501 South King Drive
Chicago, Illinois

Wednesday April 11, 2007
6:00 p.m. – 8:00 p.m.
West Pullman Branch
Chicago Public Library
Community Room
830 West 119th Street
Chicago, Illinois

Questions and Comments

- **CTA representatives are available to answer additional questions**
- **Written comments and questions accepted through May 11, 2007:**

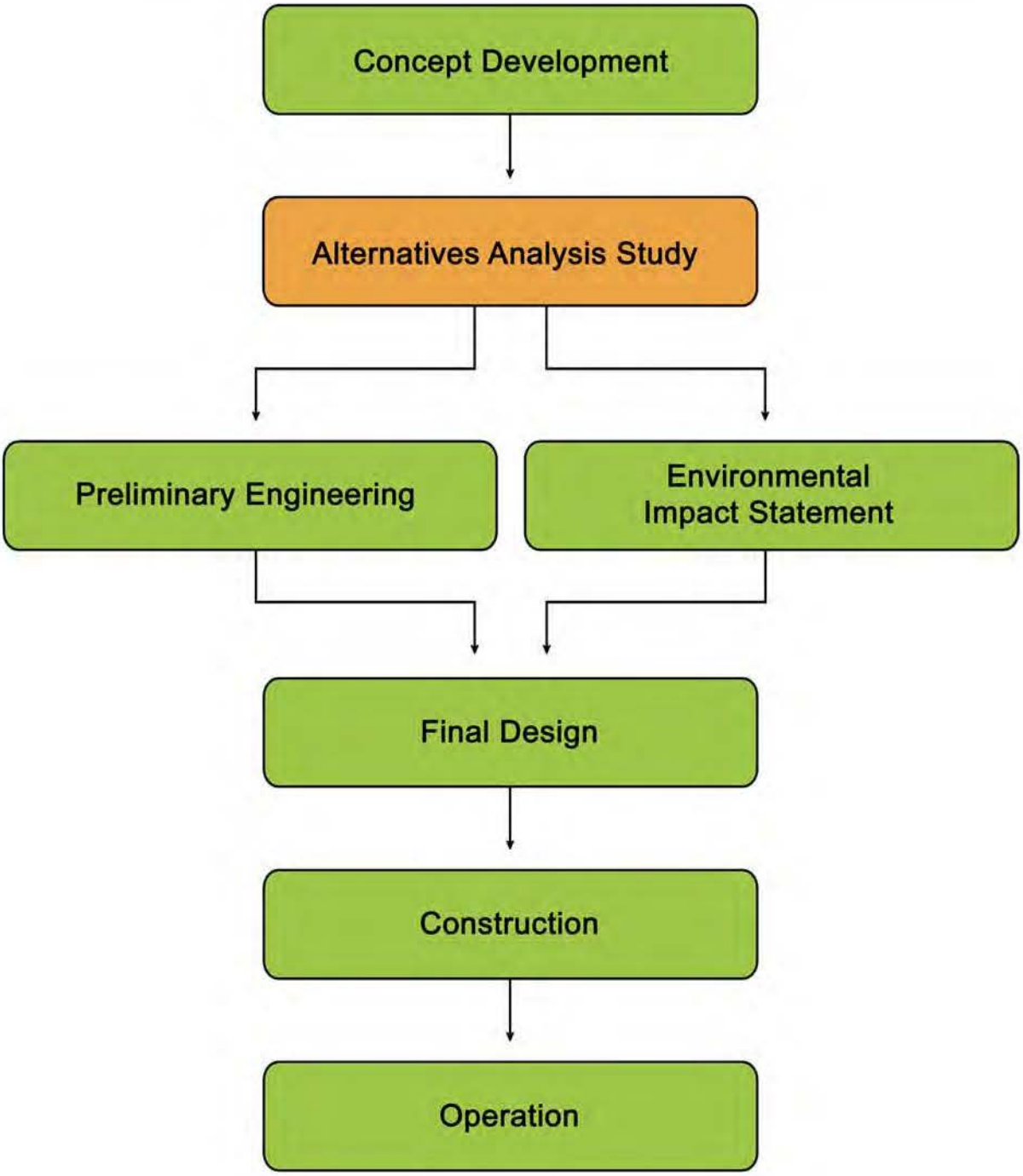
Mr. Darud Akbar
Chicago Transit Authority
Government and Community Relations
P.O. Box 7567
Chicago, IL 60680-7567
dakbar@transitchicago.com
312-681-2708

Federal Transit Administration's
New Starts Process

Red Line Extension Alternatives Analysis Study

4-5-2007

FTA's New Starts Process



Purpose and Need

Transportation Needs

- Significant bus and passenger congestion at 95th Street Red Line Station
- Lengthy bus trips to access 95th Street Red Line Station
- Far South Area residents experience 20% longer commute than rest of City
- Traffic congestion is expected to grow along with study area population and employment

Opportunity for Improvement

- Extend rapid transit service south from 95th Street Red Line Station
- Improve access to, within, and beyond study area
- Stimulate economic development and job opportunities
- Shorten transit travel times through faster and more direct routings

Community Participation

Community participation is one of the key components of the alternatives analysis.

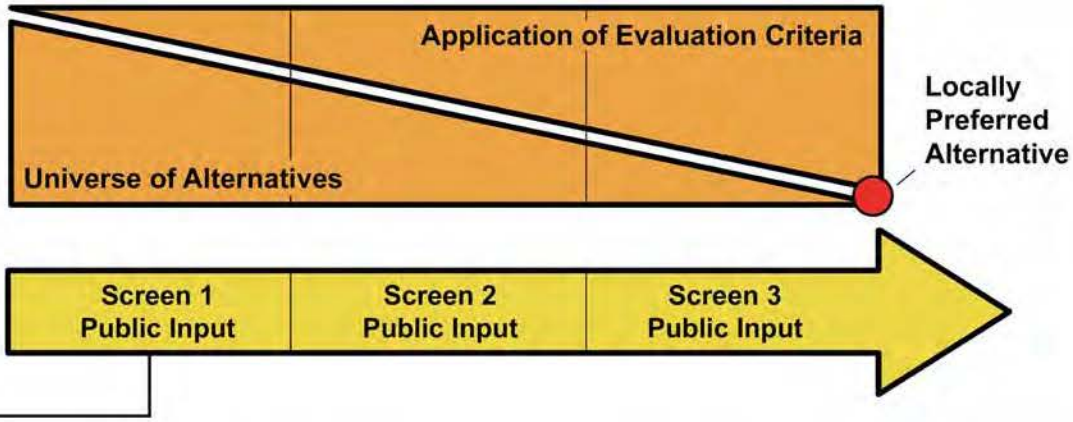
Community Outreach

- General Public
- Elected and Appointed Officials
- Community and Civic Organizations
- Faith-Based Organizations
- City and State Agencies

Ongoing Public Involvement/Input

- Meetings announced through public notices and advertisements
- Project updates on the CTA web site : www.transitchicago.com, accessible at local public libraries

Alternatives Analysis Process



Technologies		Corridors		Profiles		Universe
Automated Guideway / Monorail Bus Rapid Transit Commuter Bus Commuter Rail Heavy Rail High Speed Rail Light Rail Local Bus MagLev Personal Rapid Transit Streetcar	+	I-57 Expressway Halsted Street UP Railroad Wentworth Avenue State Street Michigan Avenue King Drive Cottage Grove / Metra Electric I-94 Bishop Ford Freeway	+	Elevated At-Grade Trench Underground	=	398 Combinations Including No-Build and Baseline

Technologies Evaluated

Automated Guideway/Monorail

- Service Area: Airports, theme parks, circulators, ½ to 5 miles
- Typical Speeds: 15 to 30 mph
- Station Spacing: ½ to 2 miles

Bus Rapid Transit

- Service Area: Urban and suburban uses, 1 to 10 miles or more
- Typical Speeds: 15 to 25 mph
- Station Spacing: ¼ to 1 mile

Commuter Bus

- Service Area: Suburbs to city, 15 to 100 miles
- Typical Speeds: 30 to 50 mph
- Station Spacing: 3 to 7 miles, or at end points

Commuter Rail

- Service Area: Suburbs to city, 15 to 100 miles
- Typical Speeds: 30 to 50 mph
- Station Spacing: 3 to 7 miles

Technologies Evaluated

Heavy Rail

- Service Area: Urban uses and loadings, 1 to 10 miles or more
- Typical Speeds: 25 to 40 mph
- Station Spacing: ¼ mile downtown, up to 2 miles in neighborhoods

High Speed Rail

- Service Area: Intercity, 150 to 300 miles
- Typical Speeds: 110 to 186 mph
- Station Spacing: 20 to 50 miles

Light Rail

- Service Area: Urban or suburban uses, 1 to 10 miles or more
- Typical Speeds: 15 to 25 mph
- Station Spacing: ¼ to 1 mile

Local Bus

- Service Area: Urban and suburban uses, ½ to 5 miles
- Typical Speeds: 10 mph
- Station Spacing: 2 to 4 blocks

Technologies Evaluated

MagLev

- Service Area: Intercity, 100 to 300 miles
- Typical speeds: 250 to 340 mph
- Station Spacing: 20 to 50 miles

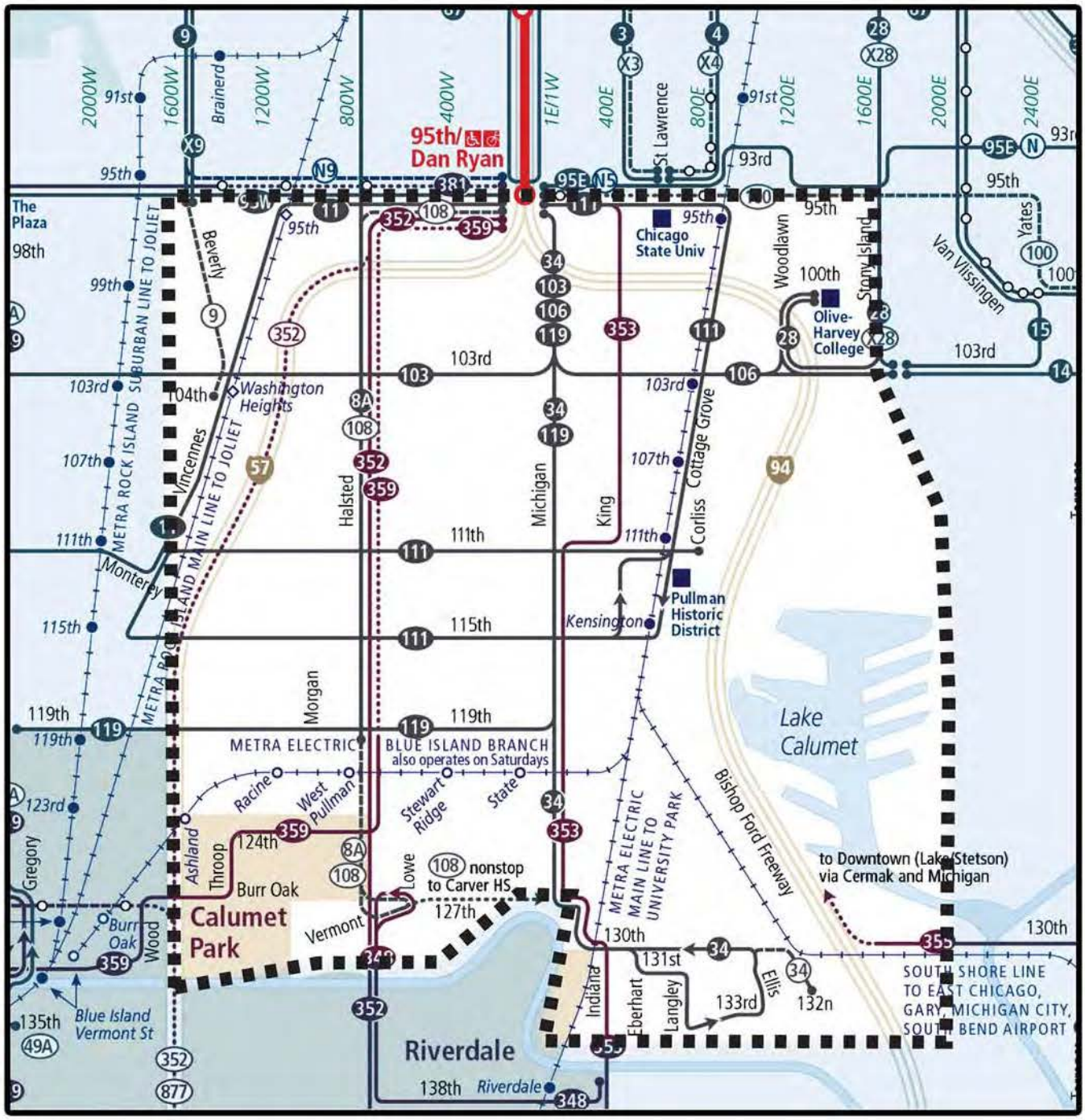
Personal Rapid Transit

- Service Area: Small area networks or campuses, 1 to 5 miles
- Typical Speeds: 15 mph
- Station Spacing: ¼ to 1 mile

Streetcar

- Service Area: Urban and suburban streets, ½ to 6 miles
- Typical Speeds: 10 mph
- Station Spacing: 2 to 4 blocks

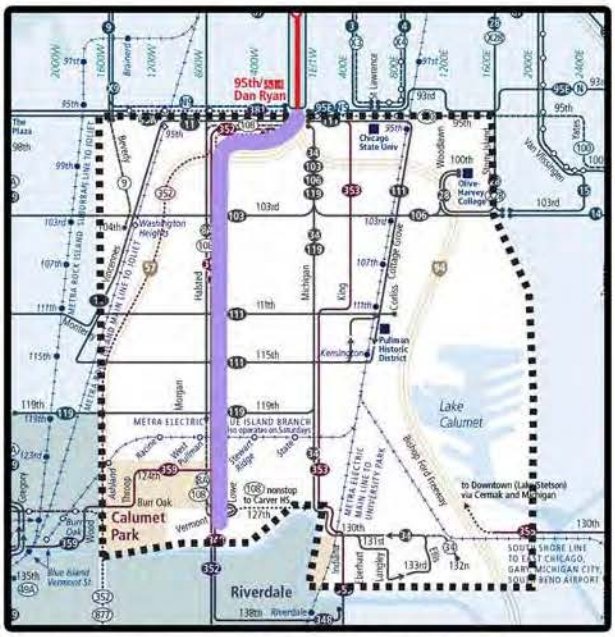
Study Area



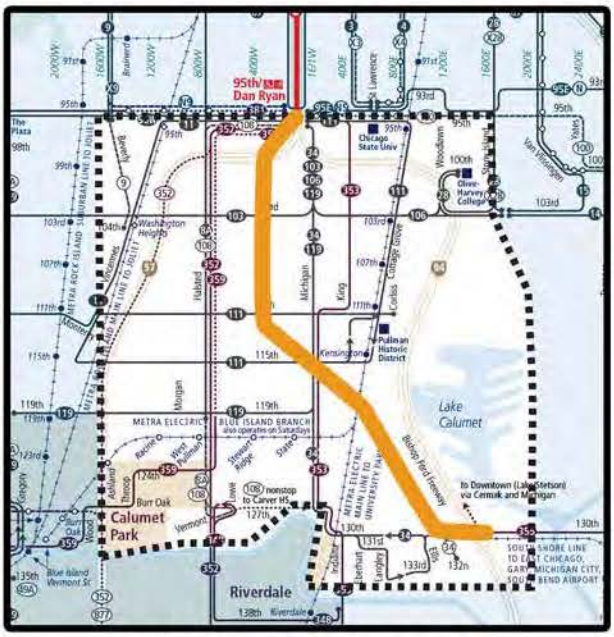
Red Line Extension
Alternative Analysis Study

Corridors Evaluated

I-57 Expressway Corridor

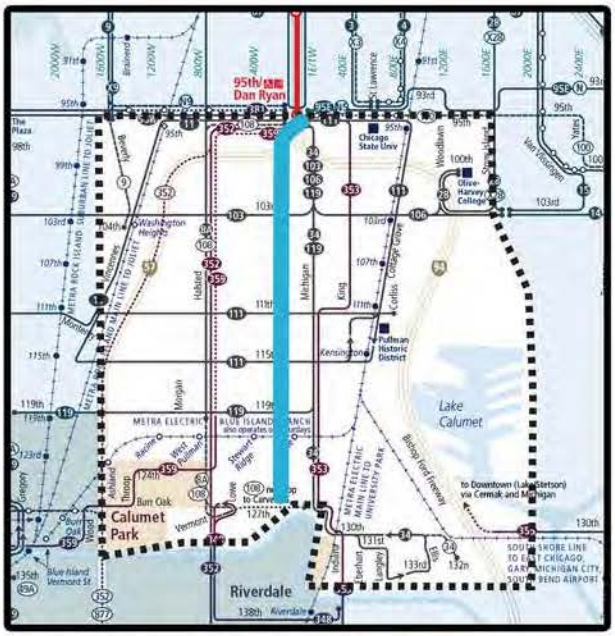


Halsted Street Corridor

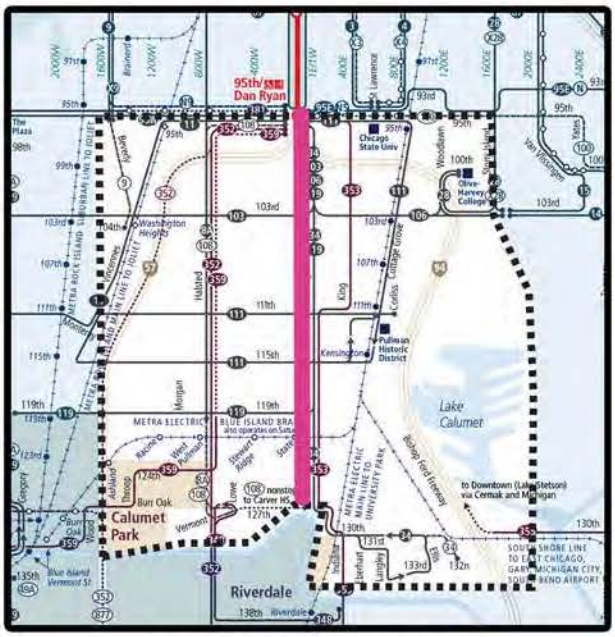


UP Railroad Corridor

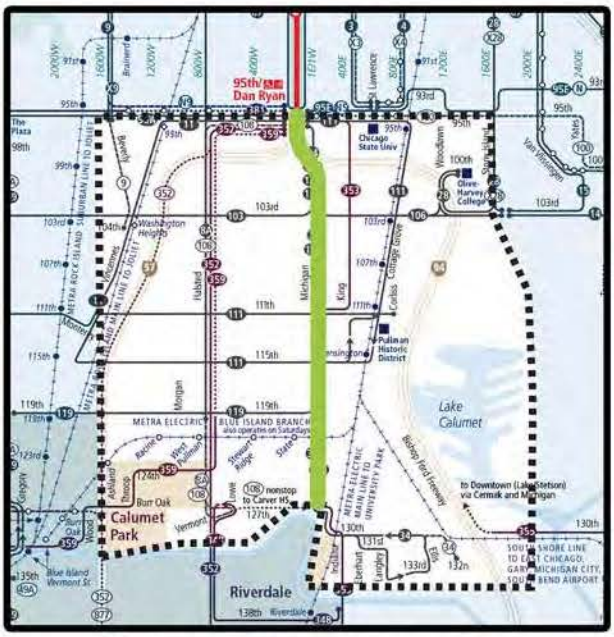
Corridors Evaluated



Wentworth Avenue Corridor

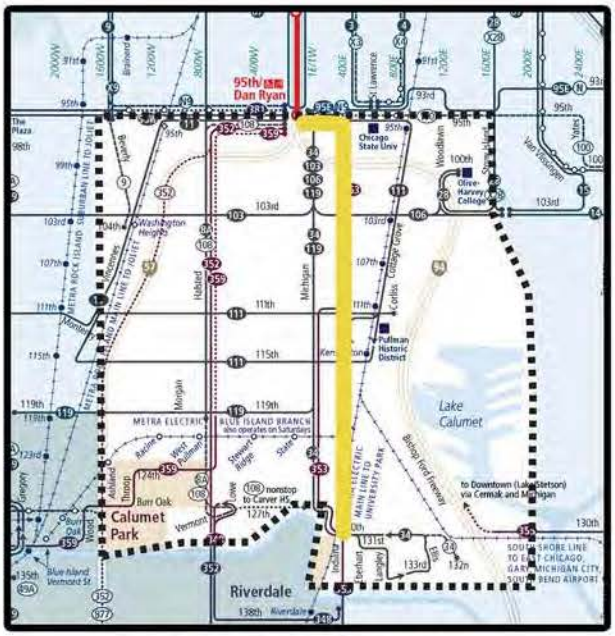


State Street Corridor



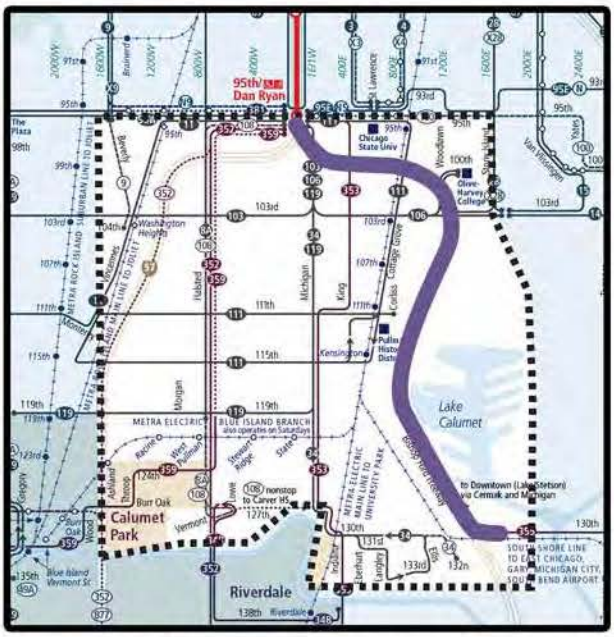
Michigan Avenue Corridor

Corridors Evaluated



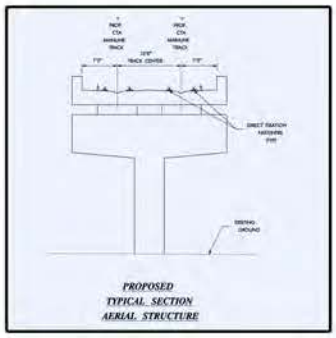
King Drive Corridor

Cottage Grove / Metra Electric Corridor

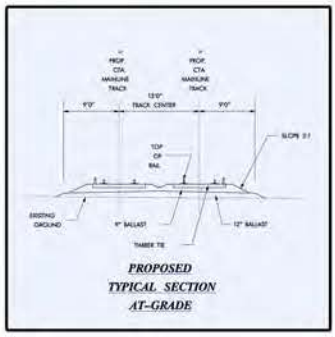


I-94 Bishop Ford Freeway Corridor

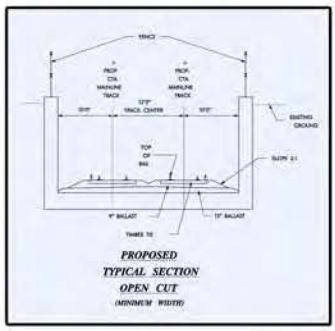
Profiles Evaluated



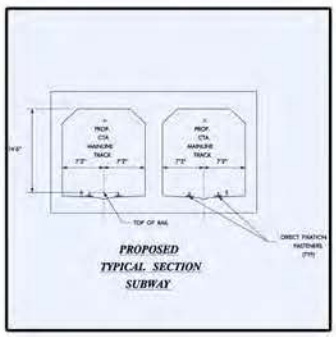
Elevated



At Grade



Trench



Underground

Step 1:

Technology Evaluation

Technology	Does Mode Meet the Measure of Effectiveness?				Advance for Further Screening?
	Length of Commute	Typical Station Spacing	Operating Speed	System Applicability	
Automated Guideway	●	●	●	●	YES
Bus Rapid Transit	●	●	●	●	YES
Commuter Bus	X	X	●	●	NO
Commuter Rail	X	X	●	●	NO
Heavy Rail Rapid Transit	●	●	●	●	YES
High Speed Rail	X	X	X	X	NO
Light Rail Transit	●	●	●	●	YES
Local Bus	●	X	X	●	NO
MagLev	X	X	X	X	NO
Personal Rapid Transit	●	X	●	X	NO
Streetcar	●	X	X	●	NO

● Yes X No

Step 2:

Technology & Profile Evaluation

Technology	Profile	Air Quality	System Capacity	Travel Time	Compati-bility	Traffic	Project Cost	Advance for Further Screening?
Automated Guideway Transit	Elevated	O	O	-	-	+	O	NO
	Trench	O	O	-	-	O	O	NO
	Underground	O	O	-	-	+	-	NO
Bus Rapid Transit	Elevated	O	O	O	-	+	O	NO
	At-Grade	O	O	O	+	O	+	YES
	Trench	O	O	O	-	O	O	NO
	Underground	O	O	O	-	+	-	NO
Heavy Rail Transit	Elevated	O	+	+	+	+	O	YES
	Trench	O	+	+	+	O	O	YES
	Underground	O	+	+	+	+	-	YES
Light Rail Transit	Elevated	O	O	O	-	+	O	NO
	At-Grade	O	O	O	-	-	+	NO
	Trench	O	O	O	-	O	O	NO
	Underground	O	O	O	-	+	-	NO

+ Better than other alternatives O Comparable to other alternatives - Worse than other alternatives

Step 3:

Corridor Evaluation

Corridor \ Criteria	Land Use	Neigh-borhood	Under-served	Transit Usage	Accessi-bility	Advance for Further Screening?
I-57 Expressway	+	O	O	-	-	NO
Halsted Street	+	+	+	+	O	YES
UP Railroad	+	+	+	+	+	YES
Wentworth Street	-	+	+	O	+	NO
State Street	-	+	+	O	+	NO
Michigan Avenue	+	+	+	+	+	YES
King Drive	-	+	O	O	+	NO
Cottage Grove / Metra Electric	-	O	O	+	O	NO
I-94 Bishop Ford Freeway	+	-	-	-	-	NO

+ Better than other alternatives O Comparable to other alternatives - Worse than other alternatives

Step 4:

Combined Evaluation

Technology	Profile	Recommended to Advance for Detailed Evaluation		
		Halsted Corridor	UPRR Corridor	Michigan Corridor
Bus Rapid Transit	Elevated	NO	NO	NO
	At-Grade	YES	NO	YES
	Trench	NO	NO	NO
	Underground	NO	NO	NO
Heavy Rail Transit	Elevated	YES	YES	YES
	Trench	NO	YES	NO
	Underground	YES	NO	YES

Preliminary Findings

Bus Rapid Transit

Halsted Street Corridor

At Grade

Michigan Avenue Corridor

At Grade

Heavy Rail Transit

Halsted Street Corridor

Elevated
Underground

UP Railroad Corridor

Elevated
Trench

Michigan Avenue Corridor

Elevated
Underground

Red Line Extension
Alternative Analysis Study

Red Line Extension
Alternatives Analysis Study
Comment Card

Please print your contact information if you would like to receive a response to the questions and comments.

Name _____

Organization _____

Address (Street, City, Zip)

_____

_____

_____

Phone _____

E-Mail _____

❏ Would you like to be added to the Red Line Extension Project mailing list? Check box if yes.

Please write your question or comment in the area below (please print). When you have completed the form, please give to one of the CTA representatives.

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Please send comments and questions to Mr. Darud Akbar, Chicago Transit Authority, Government and Community Relations, P.O. Box 7567, Chicago, IL 60680-7567. Or dakbar@transitchicago.com

Customer Information: 1-888-YOUR-CTA (1-888-968-7282)
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No.	Comment/Question	Received Via*	Topic Area(s)
1	Heavy Rail using UP Corridor makes the most sense. Seamless ride using existing Red Line and ROW already exists.	STK	7,9
2	Will parking be available at proposed stations and at 95th Street (similar to parking at Green Line)?	STK	17
3	Would like more information on no-build and baseline and proposed station locations.	STK	6,10
4	The Community Route is the best route because it better meets the needs of the main riders - 9th Ward, 34th Ward residents. Very little home displacement while addressing 28 to 30% new ridership. (UP Rail)	STK	7,12
5	The decision to select the three corridors stated in your presentation, was there any community representation at your CTA meetings to inform the community as you prioritize your three selection of corridors?	STK	13
6	What plans are there to provide off-street parking along the Red Line? Specifically at 95th and 55th Street? Also, does the extension provide off street parking at the terminal?	STK	17
7	If extended again, will this line serve the Gary Airport and extend on to South Bend, Indiana?	STK	5
8	Is it possible to get a list of the ten alternatives? If so, please send that out.	STK	7
9	What statistics/demographics can you provide for the study area?	STK	1,5
10	After April 11 public meeting, will representatives come out to groups to provide a presentation?	STK	13
11	If non-federal funds were used, would this project move faster?	STK	14
12	Could the state/city/county do more to help fund this?	STK	14
13	What is the local match needed?	STK	14
14	I think 39,000 voters voted for the route they favor.	CSU	7
15	Extend along the Union Pacific, CSX railroad from 99th Street to 130th & Stony Island, just west of the Ford assembly plant. Also bring back "A" and "B" skip stops.	CSU	7,11,19
16	UP corridor route alternative seems best option (alternative) - heavy rail grade level or trench.	CSU	7,9
17	I believe that the "UP Corridor" route is the best alternative because it provides the best transportation alternative for the greatest number of patrons without the need to transfer at 95th . While the development of communities is not a primary concern for the CTA, the UP Corridor also provides the greatest impetus for community development.	CSU	7
18	Some of the alternative routes pictured (State St., Wentworth, Michigan) would displace existing houses and businesses, are those serious proposals?	CSU	6,12
19	Considering the UP proposal: Where would stations be located?	CSU	10
20	Considering the UP proposal: would it connect with Metra Electric?	CSU	16
21	Considering the UP proposal: would there be parking facilities at each station?	CSU	17
22	Eight final proposals were mentioned - can you please enumerate them again?	CSU	7
23	The UP option looks good. Would the CTA build an elevated line beside the tracks, as they did with the Orange Line, or is the UP line abandoned and they could simply build on the embankment?	CSU	8
24	I believe that the UP route and the heavy rail technology makes the best sense and provides for transit oriented development along with substantial ridership, with fewest displacement.	CSU	7,9,12
25	I think the UP Corridor route would be the best because it would be of greater services to the needs of the residents.	CSU	7,18
26	My community would be interested in the UP rail line. Would that line terminate in Riverdale? Or at 130th Street at the Bishop Ford expressway entrance?	CSU	7,10
27	Suggestion - If the rail is elevated with ground bus service to rail - it's the least disruptive to community and environmental.	CSU	8,9,18
28	DCP supports the UPRR Corridor because the route would benefit the far south side community, creating transit oriented development. It would also allow residents at the 130th Street stop means of getting into the City for work.	CSU	7
29	The UP Corridor is the preferred route of 39,000 residents of 2 Wards from the study area.	CSU	7

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No.	Comment/Question	Received Via*	Topic Area(s)
30	UP Rail Line - our choice.	CSU	7
31	The (UP Rail) "The Community Route" is the best route because: It's close to my home, ridership will increase and I can get to and from work faster.	CSU	7
32	The Community Route (UP Rail) is by far the best route because: I have lived and work in this area for over 40 years. Now I need and many others work in my age group (60s and 70s) need what should have happened 30 plus years ago. Just do it. I don't have long to use it for work.	CSU	7
33	The Community Route is the best route because: When I get off work, the bus that I ride home - 108 Halsted - has stopped running. I have to ride the closest bus to my house or just walk. The Red Line would run all night. I don't mind the short walk home - and there are plenty of folks like me that come home late from work.	CSU	7,19
34	We need the Community Route because: It would help me get to work and school without having to take so many buses and trains.	CSU	7
35	The Community Route is the best route because: It is the right thing to do. Don't waste time and money trying a lot of options. Most of people riding the Red Line live along the Community Route (UP Rail). I believe that means CTA will have more riders and make more money - enough said.	CSU	7
36	The Community Route is the best route for the Red Line Extension because: my community (Altgeld) will not be isolated to cut off times with transportation and easier to get to jobs, schools or wherever we need to go outside of the community.	CSU	7,18
37	To me the best way to go is where the most people are. The Community Route - UP Rail Corridor - makes the most sense. I know it would help me a great deal.	CSU	7
38	After all the studies are done, the best way to build will be the Community Route. I know it and the CTA knows it. Build the rails close to the most users, simple.	CSU	1,6,7
39	We need the Community Route because it is difficult for the elderly to get on so many buses.	CSU	7
40	The Community Route is the best route because many people will have better access to get out of the community and get better jobs.	CSU	7
41	Heavy Rail trench Michigan Street would probably serve the community best.	CSU	7,8,9
42	Why don't you reconsider taking the Red Line down the Bishop Ford Expressway and reroute buses into station? This would cause less construction hassle.	CSU	7
43	UP Corridor precludes Metra Southeast. There probably needs to be spacing at 18'6" on either side of columns. Columns may be five feet thick. 42' uses up entire so - remaining empty r-o-w Metra need two additional tracks.	CSU	7
44	I like the Cottage/Metra Electric as well as the UP Railroad to try to prevent damage to communities. Bus rapid would also work on longer routes.	CSU	7,9
45	Cottage Grove corridor further east to Olive Harvey. UP Rail corridor to Altgeld Gardens - stops west of Bishop Ford for residents encouraged.	CSU	7
46	Michigan Avenue Corridor - extend hours past school hours.	CSU	7,11
47	If the goal is to improve transit, why not increase frequency of Metra services on both sides of corridor and restructure east-west bus service connections without major capital project?	CSU	16
48	The UP Corridor is not appropriate for dense "transit-oriented" development on account of hazardous materials.	CSU	6,7,18
49	Why was commuter rail rejected? Commuter rail could have closely spread stations as Metra BNSF, UP North, and Rock Island have today. Commuter Rail doesn't require incompatible infrastructure.	CSU	9
50	Why was a viable commuter rail alternative rejected?	CSU	9
51	Can you explain the intermodal modes at 130th and UPRR?	CSU	16
52	Is intermodal transfer being evaluated at 130th and the Metra Electric Line on the Michigan Avenue alternative?	CSU	16

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No.	Comment/Question	Received Via*	Topic Area(s)
53	What corridor would be the least expensive?	CSU	6,7,14
54	Will the community be able to vote on the corridor they prefer?	CSU	1,6,13
55	Use CTA Gray Line as complement to Red Line Extension.	CSU	5
56	Please contact CMAP for CTA Gray Line project ranking and information.	CSU	5
57	Utilize the Metra Electric as a CTA "L" route as proposed in the Gray Line project: www.Grayline.20M.com as included in the CMAP 2030 RTP in addition to the Red Line Extension.	CSU	5
58	Where and how will the Red Line Extension connect with the South Shore Line to Indiana?	CSU	5,16
59	Are you considering elevated trains for the Halsted and Michigan models?	CSU	8
60	What are connecting streets for the Halsted model? 95th?	CSU	7
61	When you said extending the Red Line, in my mind I am thinking the train will stop at 103rd, 111th, 119th and so on. Why can it not be extended this way?	CSU	6,9,10
62	Howard (A) east 130th Street (I-94) and Howard (B) west 127th (I-57)	CSU	7
63	I -94 alignment east side or west side of expressway?	CSU	7
64	I am a former resident of Altgeld Garden. In over 30 years Altgeld has waited to see the CTA railway realized through to the south side city limits. I support the Community Route for the Red Line because it will remove the isolation that continues to suppress opportunities for economic growth. It will also address the inequity and discrimination that has been prolonged for too long.	CSU	7,18
65	With gas prices escalating it would be feasible to use the heavy rail transit, not buses.	CSU	9
66	Since there is overcrowding already of cars on the streets use the overhead rail for the heavy rail transit.	CSU	8,9
67	At the moment, I like the State Street line which would simply be an extension of the present line. Whichever corridor is used will/should draw more commuters.	CSU	7
68	Heavy rail - Michigan, in my opinion would best serve the need of the community.	CSU	7,9
69	The corridors ending/terminating last at 130th is needed urgently. The Halsted and other corridors currently have bus access on the west and several bus routes in the center of the proposed geographic areas. In the Altgeld area there is not easy access to rail lines, southwest bus routes only the #34 services the area with limited transfer points.	CSU	7
70	The Dan Ryan (Red Line) should have been built all the way to Altgeld Gardens as originally intended. Buses constantly get jammed in 95th terminal.	CSU	4,5,19
71	The Midway (Orange Line) trains should already be going to Ford City. This was originally intended. In fact, trains have Ford City destination signs on them.	CSU	19
72	Why was the extension held from being constructed in the past?	CSU	1
73	I want to see the PRT line because it would be more accessible to and from the community. This line will also provide more jobs for the people in the surrounding community.	CSU	9
74	Please consider future multi-use trail connections - please look at Chicago Trails Plan.	CSU	16,18
75	Please be concerned about possible future gentrified communities when this extension is built.	CSU	18
76	Please be concerned about connections.	CSU	16
77	The Red Line Extension is more than 30 years coming. It should be looked at before younger projects. More ridership will come from the Red Line Extension. Over crowding at 95th Street will be taken care of, and the community will have easy access. The UP Rail Road or the Community Route is the best route to take.	CSU	1,4,7,18
78	I'd rather prefer having the Red Line use the Bishop Ford where it was proposed before. This would be closer to be at the CTA 103rd garage.	CSU	7
79	What are chances that the CTA sub-regional study will supersede the Red Line Extension project?	CSU	3
80	What is the relationship of the CTA sub-regional study to the New Starts Baseline Alternative?	CSU	3

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81	Given that PB did a feasibility study for CDOT that came to most of the conclusions we've heard tonight, what is new in this AA?	CSU	1
82	Why isn't the actual analysis with measures, methodologies, criteria being made available to the public?	CSU	13
83	Metra Line at 95th - will it connect to Red Line? And years from now after 130th, will it go further?	CSU	5,16
84	When will PB/CTA consider noise abatement technologies as a significant need for the Red Line Extension going through residential areas?	CSU	18
85	What is the relationship of Parsons-Brinckerhoff (PB) to CTA? How committed is PB to the CTA's strategic plan?	CSU	1
86	Who will get to bid on these contracts for CTA transportation jobs? Will ALL contract bids be done through City Council or Mayor Daley?	CSU	18
87	Does CTA have any idea right now how much this will be costing the residents of Chicago and the suburbs? Will you print it on the website?	CSU	13,14
88	How will you make continued connections from transit to bus?	CSU	15
89	What are the environmental justice impacts in the AA and why weren't they made public?	CSU	18
90	How does residential displacement factor in decisions to analyze various alternatives?	CSU	6,12
91	Do you foresee any displacement of homes in any of these plans?	CSU	12
92	If the UP Railroad alternative is used, will it run 24 hours and will the price be closer to that of Metra system cost?	CSU	11
93	Buses get hours cut. Don't use bus services when heavy rail is the answer.	CSU	9,19
94	Regardless of the corridor adopted, additional trains would need to be run. This could potential increase congestion within the downtown area and north to the Belmont switch. How do you plan on combating against this plausible congestion problem? Perhaps making the new south extension as a separate line much like Skokie Swift.	CSU	2,15
95	I live in Roseland, the buses are always crowded. Sometimes they are so crowded they pass my stop. I often have to walk to a more populated stop so the buss won't pass me by. The best route for the Red Line to take is the UP Rail Route or the Community Route.	CSU	7,19
96	How committed is the CTA to public involvement? Would CTA support the participation of community stakeholders on the Project Management Team, especially on the "Overall New Starts Criteria" team?	CSU	13
97	How can Chicago South assist in the process? We are a long existing community development organization on the Southside! 1968	CSU	13
98	If the alternatives analysis (AA) screenings are completed by early 2008, will CTA continue immediately to PE instead of waiting until December 2008 according to the CTA's original timeline?	CSU	1,4
99	Is it possible to get email copy of presentation?	CSU	13
100	In order to save money, can the rapid bus transit be made possible for the corridors listed instead of the rail?	CSU	9
101	What impact would hybrid busing bring to the community? Cost?	CSU	9
102	What is the priority among the New Starts projects? Because the Red Line serves low-to-moderate income communities - should that not place high priority on the project? Residents have fewer options, ratio of people to cars is also lower.	CSU	2,18
103	Have you considered splitting the Red Line at the end or midway in the study area like the Green Line?	CSU	7,11
104	How about advertising these public meetings at local stores?	CSU	13
105	Salem Baptist - have you talked to the reps about this project?	CSU	13
106	I am willing to volunteer to do outreach.	CSU	13
107	UP Railroad Corridor best one - could be elevated or below grade. 115th/Michigan location some Pace routes/CTAcould end at 115th/Kensignton/Metra/South Shore. Parking is great.	WPL	7,16,17
108	Will parking be near the stations? 103rd -111th -115th/Michigan- maybe a Metra transfer near 119th street - 130th/Bishop Ford	WPL	10,16,17

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109	Michigan corridor is ok but could be costly - will it change the area around Roseland/West Pullman to something vibrant and bring business near area?	WPL	7,18
110	UPRR corridor - trench	WPL	7,8
111	I support the UP line in the community because this will benefit the Roseland area more efficiently.	WPL	7
112	The Red Line Community Route (UP railroad) is the best route because it will increase ridership, promote economic development, be easier to access, and best reflects the community needs and desires.	WPL	7,18
113	For this community the Red Line Extension is an issue that this will do what ever is necessary to support this project. I support the Community (UP) corridor at grade trench as a route to extend the Red Line.	WPL	7,8
114	The UP Railroad corridor is the route supported by over 39,000 citizens from 2 wards in the study area, and the only one which brings rapid transit service to the south city limits and to underserved patrons and workers in the area. It is the best and preferred route.	WPL	7,18
115	The UP Corridor route would be the best route for the community because it would alleviate congestion and allow Altgeld residents the ability to acquire jobs further north of the City.	WPL	7,18
116	The UP Corridor is the best route for the community!	WPL	7
117	Customer service on the buses overall is not good!	WPL	19
118	Too many unsavory characters, especially at 95th.	WPL	19
119	UP Corridor Route.	WPL	7
120	If you use Bus Rapid Transit or Heavy Rail, what people capacity and scheduled hours of operation are you proposing? Also, how often would they run? The current "EL" operates 24 hours, would this new transit route do the same?	WPL	9,11
121	Red Line Extension is long overdue. I would like to see project kept realistic with a corridor that will make it feasible. I am a little upset to not see a little about on I-57 due to the fact it could be built at-grade with lower cost. The line needs to be rail to stay fluid with system. I believe many people would use line especially I-57 users if adequate parking was to be and anchoring the south end. The population declines as you go east of Halsted and would be betting on an area renewing itself. I believe that would be a gamble. I believe a line would be most feasible terminating near 130th and Halsted.	WPL	4,7
122	Yes, it should be placed near the expressway.	WPL	7
123	I believe the Halsted Route would be more beneficial to the community while stopping some of the local bus services.	WPL	7,15
124	How would you combine the current rail with which ever rail you choose (heavy rail/bus rail)? Or will the whole thing change or just the extension?	WPL	15,16
125	When will construction start?	WPL	4
126	In order to massively increase regional transit ridership and comply with federal ADA, civil rights, and environmental justice statutes, RTA and CTA expansion should prioritize the Red Line Community Route and the MidCity Transitway (MCT) and eliminate Block 37, airport express, Circle Line and Pink Line projects.	WPL	2,4,18
127	There is a cemetery on Halsted from 124th to 127th, how will that work out?	WPL	7,12,18
128	130th is being rehabbed at the Altgeld Garden homes, wouldn't it be more feasible?	WPL	7
129	I am in favor of the Halsted or Michigan corridor being the choice for the Red Line expansion.	WPL	7
130	Will community residents be considered for employment opportunities with this project?	WPL	18
131	Has a "displacement percentage" of residents been evaluated or achieved?	WPL	12
132	Several years ago the 108 Halsted was cut in service. After 9 pm we only have Pace. Has there been any thought to reinstate the route for people who need transportation late night? My son is being picked up at 95th at 4 am because no bus will bring him home until later, or he leaves before the last 108 stop.	WPL	19

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133	I think you should use the I-94 Route/Metra Route but people can use the Metra unless they go all the way north to Howard on Red Line. Or use UPRR route on grade. L.V. CPS I could not find any info on website.	WPL	5,7
134	Halsted is better because there are more businesses.	WPL	7,18
135	The rail service should go on the Halsted Corridor. It doesn't make sense to have a rail service that goes along near the south rail system. They already have rail service. Halsted needs something.	WPL	7
136	Buses - Halsted Street/ rail - Michigan	WPL	7,9
137	Everything sounds really good; I especially like the fact that you will try to connect the Metra with the CTA lines. But I was wondering, during the whole construction process, will transportation be affected drastically?	WPL	15
138	How do you get a bus route's hours extended? The 111/115 should be 24 hours/7 days or 24 hours/5 days or some other combination. It needs to run longer than until midnight. Many of its riders work second shift jobs!!	WPL	19
139	At 130th at Ellis, it takes less than 5 minutes by car, 20 - 40 minutes by walking and biking but by public transportation it takes 3 buses and about a six block walk to reach where the proposed new transit is going to be built. How is CTA going to address this need for the residents of the Riverdale Community Area (54) to have bus transportation at 130tth Street.	WPL	4,19
140	What are the environmental impact study stated in regards to the selected technologies?	WPL	18
141	What source of fuel will be used to power the selected technology?	WPL	9
142	What are economic opportunities for communities of low-income that are near this development?	WPL	18
143	Why are public comments or questions from the floor not allowed, since this is a public, mandated meeting?	WPL	13
144	Has the CTA requested the City and/or State to provide the matching funds for the Red Line Extension project?	WPL	14
145	When the final alternative has been narrowed down, who gets to be involved in indicating which is the preferred route? Will the people in the community have a voice?	WPL	6,13
146	The CTA's lack of a true public comment process which allows participants to speak is fundamentally patronizing, classist, racist, and undemocratic. You must allow people to speak.	WPL	13
147	What consideration has been given to having a community person on your project management team for the Red Line Extension? Developing Communities Project (DCP) has been promoting this project a long time and has information that could prove quite valuable/could provide valuable input.	WPL	13
148	No specific questions tonight, but I represent 10 churches on the south side and they need to be aware of what's going on.	WPL	13
149	I live between three of your corridors evaluated. Will this effect my home? If yes, please explain. (Wentworth/State Street/Michigan Street)	WPL	7,12
150	A major concern is the amount of displacement of people, homes, etc. Which takes the least amount of displacement?	WPL	12
151	I am all for extending the Red Line, but how will affect homeowners who would be in the path of the final decision?	WPL	12
152	Will more minority businesses have an opportunity to build and flourish along the expected corridor?	WPL	18
153	Which of the proposed routes will require displacement? If so, how many residents, homes, businesses?	WPL	12
154	How many jobs for the community?	WPL	18
155	When will construction start? And when will jobs be available?	WPL	4,18
156	Is there a maximum amount the FTA will approve for each project?	WPL	14
157	Approximately how long after approval will the project take for completion?	WPL	4
158	Can all four projects be approved in this round and if so how will CTA prioritize the approved projects?	WPL	1,2
159	The Red Line needs to be extended and done in such a way that allows for maximum benefit of the community in terms of easy accessibility and potential for economic development. Why is it taking so long (and has it taken so long) for this to be done?	WPL	1,4,18
160	Will this thing ever be done? If so, when?	WPL	4
161	How much will this project cost?	WPL	14

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162	This meeting has been very informative; particularly in the areas of the diversity of transportation systems. Question: The research overwhelmingly indicates that it is feasible to extend the Red Line. Why is the process so long in implementing the extension of the Red Line? Our communities are fitting weary and impatient!	WPL	1,4
163	Like many other people, I would really like to know why this project is taking so long? (Around 40 years) We were told that the monies were available.	WPL	1,4,14
164	Will you have a place in your plan for the displaced persons?	WPL	12
165	What safety precautions will be in place for underground?	WPL	8,11
166	Where will the Red Line stations be along the proposed routes?	WPL	10
167	Who determines the route the Red Line Extension will take?	WPL	1,6
168	Can I get mailings of all your evaluations?	WPL	13
169	If heavy rail is used, what would be done for security purposes? I'm concerned about the overcast and concealing this creates of business and people under this elevated area, eg: 63rd Street.	WPL	8,18
170	With CTA proposing cuts what will be the hours of operation for the new transit line?	WPL	11
171	Will a percentage of the new jobs created with CTA be left open for some of the people in the community where the new line will venture?	WPL	18
172	Presidential Order 12898 detailed environmental justice principles, will CTA include this Order while making decisions about this development?	WPL	18
173	How is environmental justice issues being applied to this development of transportation?	WPL	18
174	Pastor Leroy Sanders - not present tonight, but he should be informed about the progress of this project.	WPL	13
175	What route will the train take?	USPS	7
176	How long will it take for a final decision to be made for construction to start?	USPS	4
177	God's Blessings on this project.	USPS	19
178	Why do south side commuters have to wait two to three times longer than north side commuters to receive basic service that pails in comparison. The red line extension is long overdue and must be constructed before any talk of a Skokie extension. Its not fair the south siders had to wait an additional 10 years for expressway reconstruction when the Kennedy has far less traffic. Now we are repeating this prejudice again to south side commuters of the cta.	EMAIL	1,2,18
179	I'm writing because I'm excited about the CTA finally taking the steps it needs to bring the Dan Ryan line extension to fruition and would like to be added to the Red Line Extension Project mailing list.	EMAIL	13
180	Why do south side commuters have to continually wait for transit improvements? The basic commuter services of the CTA buses and rail lines already pails in comparison from the north side to the south side . The red line extension is long overdue and must be constructed before any talk of a Skokie extension or any other north side improvements. Is not the brown and pink line renovations enough. The tearing down of the 63rd & Stony Island station was insulting, and resulted in longer commutes for anyone living east and south. It is not fair for the south side commuters to continually receive less service, the worst buses and never receive our fair share of transit improvements. When will the prejudice to south side commuters stop!!!	EMAIL	1,2,18,19
181	The South Side has become more populated than when this line was originally designed. An extension would make more passengers further south have an easier commute.	USPS	18
182	CTA needs to create a better time schedule for when a particular bus or train will arrive.	USPS	19
183	I think this addition will be a great opportunity for our community that will bring good paying jobs for the people which will improve the living conditions of our communities. I will support the expansion project by any way I can. UP Route.	HND	7
184	This extension will greatly benefit the entire city of Chicago. I rode the red line with my granddaughter from 87th to Grand to go to Navy Pier 2 days ago. It was a great ride.	HND	7

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Red Line Extension Alternatives Analysis Study
Screen One Public Involvement * Public Comments and Questions
November 21, 2007

No.	Comment/Question	Received Via*	Topic Area(s)
185	I support the UP route.	HND	7
186	I want the UP Route extended to 130th St.	HND	7
187	I would like to see the UP Route extended.	HND	7
188	I want the UP route extended to 130th St.	HND	7
189	I would like to see the UP Route extended.	HND	7
190	Much need. UP Route.	HND	7
191	The UP Route.	HND	7
192	The UP Route.	HND	7
193	Please extend the Red line to 130rd. It is very much needed for transportation purpses. The UP route	HND	7
194	No questions right now. Except I want the UP Route.	HND	7
195	The UP Route.	HND	7
196	UP Route.	HND	7
197	We would love to let you know we need the UP Route	HND	7
198	I think it would be a good idea to extend the Red Line with stops on Michigan Ave. and King Drive. Also a stop if possible on State Street South.	HND	7
199	I think we should have the UP line so that the traffic on the Bishop Ford will be lessend and the people in that community will have better access to jobs.	HND	7,18
200	It would be nice to see the red line extended to 130th Street.	HND	7
201	I grew up in the Greater Roseland community. I support the UP route.	HND	7
202	Extension of the Red Line should be given highest priority for economic, financial and personal gain to the community. This has been needed for a long time. By the grace of God it shall be done.	HND	18
203	I think that it is a great idea to bring the red line to 130th street. People can get on the bus at 95th Dan Ryan and ride all the way to 130th rather than getting on several trains and buses. Ths is more convienent for individuals and families. There wil also be more jobs available.	HND	7,18
204	I think it would be a good idea for the red line to extend further south.	HND	7
205	I would like to see the red line extended out this way for the convienence of the people who live out this way. Also: this will hopefully create a few more jobs for people.	HND	7,18
206	I would like to see the Red Line Extension added to 130th St.	HND	7
207	I' asking for the Red Line to Create Job for the community	HND	18
208	This extension would be a great opportunity for our community where as it will provide the community with better transportation and provide more job opportunity. I support the UP Route.	HND	7,18
209	You act as though the considerable Metra infrastructure in this area does not exist. Within your Study Area there already exist 10 stations served by the Metra Electric Line, as well as another 2 served by the Metra Rock Island Line. Your "alternatives analysis" overlooks the obvious - and very inexpensive - remedy for the transit needs of this area, which is to turn the in-city portions of the Metra Electric line into a CTA operation. The right-of-way, tracks, and stations exist. This proposal has been nicknamed the "Grey Line".	EMAIL	5

CHICAGO TRANSIT AUTHORITY
Red Line Extension Alternatives Analysis Study
Screen One Public Involvement * Public Comments and Questions
November 21, 2007

No.	Comment/Question	Received Via*	Topic Area(s)
	One major reason for having the CTA operate the Blue Island, Kensington, and South Chicago branches of the Metra Electric as an "L" would be the ability to transfer to other routes to complete a trip. Currently, this requires paying two separate fares using incompatible fare systems. Having the CTA operate the Metra Electric city sections would resolve these issues, and also free up a large number of the CTA buses currently allocated for express bus service along the south lakefront. I think you need to seriously explain why this cheap, easy proposal cannot work, before asking the taxpayers to fund expensive and essentially duplicate facilities. There are already 12 rapid transit stations built, paid for, and in operation within the Study Area. We don't need any more - we just need to make better use of what we already have. It is incumbent on you to include this alternative in your formal Alternatives Analysis, otherwise you will have failed to consider all reasonable alternatives for meeting the very real transit needs of your Study Area. For more information, refer to the Chicago Area Transportation Study "Shared Path 2030" Regional Transportation Plan at http://www.sp2030.com/proposals/index.htm This proposal earned one of the strongest ratings of all those in Shared Path 2030, due to its combination of maximum benefit and minimum cost.		

*** Key to source of comments:**

CSU Comment received at Public Meeting held at Chicago State University
EMAIL Comment sent to CTA by email
HND Comment hand delivered to CTA
STK Comment received at Stakeholder Meeting
USPS Comment sent to CTA by postal mail
WPL Comment received at public Meeting held at West Pullman Library

Chicago Transit Authority
Red Line Extension Alternatives Analysis Study

Screen 1 Public Involvement
Responses to Public Comments and Questions

15 July 2008

Written questions and comments regarding the Red Line Extension Alternatives Analysis Study were submitted by a variety of individuals and groups from throughout the Chicago region at the study's Screen 1 Public Meetings held on April 10 and 11, 2007. In addition, public comments and questions on Screen 1 were submitted directly to the Chicago Transit Authority (CTA) via e-mail and postal mail through May 11, 2007.

All of the questions and comments have been collected and compiled to provide a comprehensive review of the issues raised along with CTA's responses. Every question, comment, and suggestion, submitted during the public comment period has been compiled in the "Outreach Comment Database" (see separate document). Each question has been recorded verbatim and assigned a number that corresponds with the answers provided in this document, ensuring every question or comment submitted has been reviewed and answered or acknowledged. Collectively, the public comments and preferences will be considered in the evaluation of alternatives and concepts introduced through the public involvement process and may be evaluated and/or reflected in advancing alternatives as appropriate.

Many of the comments received were very similar in nature. As a result, similar comments and their responses have been grouped by topic and "General Comment" heading below to avoid duplicative responses. Questions or comments requiring individual or specific responses are also included below along with unique responses. In order to understand some terms used in the Comments and Responses, it may be necessary to review the original Screen 1 presentation materials which are posted on CTA's Web site www.transitchicago.com.

The list below shows the index of topics covered in the report, along with the number of comments received for each. Because comments often refer to more than one topic, the numbers associated with each do not equal the total number of comments received.

Index of Topics

1. FTA's Alternatives Analysis Process (15)
2. Relationship of Red Line Extension to Other Proposed Transit Projects (6)
3. Relationship of Red Line Extension Project to Far South Sub-Regional Study (2)
4. Overall Red Line Extension Project Timeline, Purpose, and Need (14)
5. Red Line Extension Study Area (10)
6. Evaluation Criteria Used in the Alternatives Analysis Study (10)
7. Alignments (Corridors) Analyzed (89)
8. Vertical Profiles Analyzed (9)
9. Transit Vehicle Technologies (Modes) Analyzed (19)
10. Proposed Red Line Extension Stations (6)
11. Proposed Red Line Extension Operations (7)
12. Potential Property Acquisition & Impacts (12)
13. Alternatives Analysis Public Involvement Process and Format (19)
14. Funding for Red Line Extension Construction and Operations (9)
15. Potential Red Line Extension Impacts on Existing CTA Services (5)
16. Potential Red Line Extension Connections with Existing Regional Transit Services (11)
17. Potential Red Line Extension Parking Facilities (5)
18. Potential Red Line Extension Economic and Environmental Impacts (39)
19. General Customer Service Questions/Compliments/Complaints (14)

1.

FTA's Alternatives Analysis Process

General Comment:

Please Describe the Federal Transit Administration's (FTA) Alternatives Analysis process and its components.

Pertains to specific comments:

9, 38, 54, 72, 77, 98, 158, 159, 162, 163, 167, 178, 180

Response to Overall Category Comment:

Alternatives Analysis has for over 25 years been a key part of FTA's decision-making process for awarding grant funding to support fixed guideway transit projects. Federal law requires that projects seeking grant funding from FTA's New Starts program be based upon the results of an alternatives analysis study and subsequent preliminary engineering. Alternatives analysis has also been a part of established transportation planning practice in the United States for several decades. At its core, alternatives analysis is about supporting local decision-making. An effective alternatives analysis answers the questions: What are the transportation problems in a corridor? What are their underlying causes? What are viable options for addressing these problems? What are their costs? What are their benefits?[1]

The Red Line Extension project is currently conducting its Alternatives Analysis study. The Red Line Extension Alternatives Analysis study will have three steps or "screens." Screen 1, which has just been completed and presented to the public, has issued preliminary findings regarding corridors, alignments, and vehicle technologies that should be advanced to Screen 2 for further analysis. These findings have determined 3 vehicle technologies, 3 potential corridors and 3 alignments that should be studied further. Screens 2 and 3 will further refine these corridors, technologies and alignments. In each successive screen, the potential locations, vehicles and alignments will be discussed in more detail, costs and ridership will be projected and operational questions considered. Ultimately, this process will result in the selection of a Locally Preferred Alternative (LPA) which, with FTA approval, will subsequently undergo environmental analysis and preliminary engineering.

A detailed description of the formal FTA Alternatives Analysis process is available at the Federal Transit Administration's web site: http://www.fta.dot.gov/16363_ENG_HTML.htm .

Other Specific Comments Noted on this Topic:

Comment:

81: Given that PB did a feasibility study for CDOT that came to most of the conclusions we've heard tonight, what is new in this AA?

Response:

The feasibility study that was conducted for CDOT served as a starting point to build the "Universe of Alternatives" for the Red Line Extension's Alternatives Analysis. The results presented in Screen 1 represent a shortlist of alternatives that merit further consideration in the alternatives analysis study. In subsequent screens, increasingly rigorous evaluation criteria will be applied to the remaining alternatives with the objective of identifying a Locally Preferred Alternative. Unlike a feasibility study, a formal alternatives analysis (AA) must follow guidelines as prescribed by the Federal Transit Administration. The AA considers additional transit alternatives not considered during the feasibility study introduces public involvement in the planning process and represents the first formal step in the application for New Starts funding.

Comment:

85: What is the relationship of Parsons-Brinkerhoff (PB) to CTA? How committed is PB to the CTA's strategic plan?

[1] "Additional Guidance on Local Initiation of Alternatives Analysis Planning Studies." Federal Transit Authority Web site.

Response:

PB is a paid consultant to the CTA, performing the technical services for the Red Line Extension Alternatives Analysis. CTA relies on transportation consultants like PB to assist in the completion of project analysis and deliverables for special projects for which it is more cost effective to contract for the necessary expertise for limited time rather than adding to CTA planning staff. PB is a widely recognized consulting firm that participated in a competitive bidding process against other consulting companies to assist the CTA with the completion of the Red Line Extension Alternatives Analysis. The CTA awarded the contract to PB due to their technical skills and extensive experience performing similar work. The project team assisting with the Red Line Extension is local to Chicago and familiar with the city, the study area and its related transportation needs. CTA has oversight on all work completed by PB and the CTA and PB are partners in the Red Line Extension Alternatives Analysis; both parties are committed to the goals and success of the project.

2. Relationship of Red Line Extension to Other Proposed Transit Projects

General Comment:

Are other transit projects being considered by CTA, and if so, what is the relationship between the Red Line Extension and these other projects?

Pertains to specific comments:

94, 102, 126, 158, 178, 180

Response:

Every five to six years, the United States Congress enacts legislation that authorizes federal funding for highway, transit, motor carrier, safety, and research programs across the country. This federal support represents the primary source of capital funding for CTA and other transit agencies throughout the U.S. The current legislation, known as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users), authorizes the federal transit and highway programs through 2009. President Bush signed the act into law on August 10, 2005.

The SAFETEA-LU legislation authorized CTA to seek federal New Starts grant support for five new rail lines or line extensions including: the Red Line Extension to 130th Street; the Orange Line Extension to Ford City; the Yellow Line Extension to Old Orchard; the Circle Line; and the Ogden-Carroll-Navy Pier Transitway. In order to qualify for New Starts funding, CTA is required to perform comprehensive Alternatives Analysis studies for each. Alternatives Analysis studies for all five projects are currently underway following the same federally mandated process as the Red Line Extension study, but addressing the unique transportation needs of their respective study areas.

A key objective of the Federal Transit Administration's Alternatives Analysis process is to measure all transit projects from across the nation by the same set of standards. This process ranks projects based on this measurement and not on where they are located. In this way, the benefits and costs of a project can be objectively measured in comparison to all others. Acknowledging that each project has a unique Purpose and Need, the process allows multiple projects from the same region to be rated highly. It is not unusual for a large region such as Chicago to seek approval for several major transit initiatives at the same time. In the late 1990s, CTA won New Starts funding approval for both the Cermak (Douglas) Branch reconstruction and the Brown Line capacity expansion project at the same time. Metra has also received New Starts funding for multiple projects at the same time. New York City in 2005 had two multi-billion dollar transit projects approved for New Starts funding.

In order to qualify for federal funding, regional transportation projects must also be included in an official Regional Transportation Plan. Chicago's Regional Transportation Plan is prepared by the Chicago Metropolitan Agency for Planning[2] (CMAP) with input from local and state government agencies

[2] CMAP was created in 2006 by the merger of the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC).

(including CTA), community organizations, and the general public. The plan is updated regularly and the Red Line Extension project is included in the plan. The most recent comprehensive update of the 2030 Regional Transportation Plan (RTP) was prepared in 2006 and involved extensive public outreach meetings throughout the region in May and June of 2006. A technical update of the 2030 RTP was also completed earlier this year. Additional information on this plan can be found on CMAP's "Shared Path 2030" Web site www.sp2030.com.

3. Relationship between Far South Sub-Regional Study and Red Line Extension Project

General Comment:

We have questions relating to the Far South Sub-Regional Study and its impact to the Red Line Extension Project.

Pertains to specific comments:

79, 80

Response to Overall Category Comment:

CTA's Far South Sub-regional Study seeks to better meet transportation needs in a relatively short timeframe (approximately one to two years) through potential restructuring of existing bus routes and/or creation of new bus services. Guided by comments voiced by the local communities, the objective of the sub-regional study is to implement solutions that can address transit needs in a shorter time frame. The Red Line Extension project not only examines existing conditions, but it also accounts for what is anticipated to be problems over a longer planning horizon, out to year 2030. As a result, the scope of the Red Line Extension project is focused on a more permanent long-term solution that can not only solve the study area's current day problems, but can mitigate growing transportation problems projected for future years.

4. Overall Red Line Extension Project Schedule and Timeline, Purpose and Need

General Comment:

What is the timeline of the project? How long will it take from design until operation?

Pertains to specific comments:

70, 77, 98, 121, 125, 126, 139, 155, 157, 159, 160, 162, 163, 176

Response to Overall Category Comment:

The FTA New Start grant program requires conceptual transit project proposals to proceed through a formal process of planning, design, and construction. Upon completion of this process, the project is ready for operation. The process involves five formal steps: Alternatives Analysis (AA); Environmental Impact Statement (EIS); Preliminary Engineering (PE); Final Design (FD); and Construction. Each of these steps typically takes 2-3 years to complete. Initiation of each step is also contingent upon continued availability of federal and local funding, the timing of which will also affect the overall project schedule. For highly complex projects the Final Design and Construction steps take longer, particularly if construction is implemented in sequential phases rather than all at once.

In the Alternatives Analysis step, the project's purpose and need is identified, alternatives to address the purpose and need are developed and evaluated, comprehensive and on-going public involvement is initiated, and a Locally Preferred Alternative (LPA) is determined. The Red Line Extension project's "purpose and need" is to improve transportation access and enhance opportunity for economic development within the study area. In particular, transportation improvements are needed to reduce the significant bus and passenger congestion at CTA's existing 95th Street Red Line station; reduce lengthy

bus trip times to access the 95th Street Red Line station from neighborhoods south of 95th Street; reduce the lengthy transit commute times experienced by many residents of the study area; and more effectively manage future traffic growth in the study area. Extending Red Line transit service south of 95th Street is intended to stimulate economic development and enhance job opportunities by improving access to, within, and beyond the study area and shortening transit travel times through faster and more direct transit service.

The Red Line Extension project is currently in the Alternatives Analysis phase. The next step is preparation of an Environmental Impact Statement (EIS). In this step, potential environmental, financial and economic impacts of each alternative are identified, potential environmental impacts of the LPA are analyzed; environmental mitigation strategies are developed, public hearings are conducted to receive input, and a formal Record of Decision is received from the FTA upon successful completion. The Preliminary Engineering step involves engineering effort to support the EIS (30% design level), development of project phasing and construction staging, and feasibility review of mitigation approaches for construction or operational impacts. In the Final Design step the engineering design started in PE is completed, capital and operating cost estimates are updated and construction drawings are prepared, and a Full Funding Grant Agreement is obtained from the FTA upon successful completion. The Construction step commences when federal and local matching funds are secured.

The current Red Line Extension Alternatives Analysis study is expected to conduct public involvement meetings for Screens 2 and 3 in 2008. Identification of an LPA and completion of the study is anticipated in 2008.

5. Red Line Extension Study Area

General Comments:

How large is the project study area? How were the boundaries of the study area determined?

Pertains to specific comments:

9, 58, 70, 83, 133

Response to Overall Category Comment:

A key component of the Alternatives Analysis process is specifying a study area of a definite size for the project. The goal is to establish a specific area and to define the transit challenges and opportunities within this particular space, so that potential solutions can be measured against these defined challenges. Keeping the study area focused also helps to avoid confusion between multiple unique transit project proposals within the same city or region. Too large a study area can make it too difficult to determine accurately whether the potential solutions effectively address the identified transportation needs.

The Red Line Extension study area is bounded by the current terminus of the existing CTA Red Line at 95th Street (9500S) on the north, the Little Calumet River (approximately 13000S) on the south, Ashland Avenue (1600W) on the west, and Stony Island Avenue (1600E) on the east. The study area is four (4) miles east-to-west and approximately five (5) miles north-to-south. These boundaries define an area with numerous opportunities for improving transit connections and growing transit market share. A key goal of the Red Line Extension is to improve transportation access and enhance opportunities for economic development. In particular, transportation improvements are needed to reduce the significant bus and passenger congestion at CTA's existing 95th Street Red Line station; reduce lengthy bus trip times to access the 95th Street Red Line station from neighborhoods south of 95th Street; reduce the lengthy transit commute times experienced by many residents of the study area; and more effectively manage future traffic growth in the study area. Extending Red Line transit service south of 95th Street is intended to stimulate economic development and enhance job opportunities by improving access and shortening transit travel times through faster and more direct transit service. The study area boundaries encompass the areas that would benefit most directly from such transit service improvements.

For more information on the details of the study area population, please see the Screen 1 report document, which is available for download at the CTA's website www.chicagotransit.com as noted in the introduction to this document.

Other Specific Comments Noted on this Topic:

Comment:

We have questions relating to the "Gray Line" proposal and its consideration in this Alternatives Analysis.

Pertains to specific comments:

55, 56, 57, 209

Response:

The "Gray Line" proposal calls for operational changes to increase service frequency on the Metra Electric District Line and improve CTA connections to this facility as well as fare integration between regional transit services.

Opportunities for changes or improvements to the existing Metra commuter rail service and CTA bus services within the corridor will be evaluated in detail during both the Screen 2 and 3 processes. These types of "lower capital cost investment" opportunities will be considered within the no-build and TSM alternatives described in Topic 6, as well as in conjunction and coordination with other more capital intensive options. Additionally, CTA is focusing attention on identifying possibilities to enhance intermodal interchange on the various alignments. See Topic 16 for additional information about connections with existing regional transit services.

A proposed "Gray Line" meets some of the needs of the study area, such as reducing the lengthy transit commute times experienced by many residents of the study area. However, it will not be included as a build alternative in the current Alternatives Analysis because it does not comprehensively address all of the needs of the project, including alleviating the bus and passenger congestion at 95th Street Red Line station, reducing travel times of passengers that transfer from bus to CTA rail to best access their destination, or stimulating economic development in the region. Additionally, as noted in Topic 9, commuter rail has several characteristics that are less favorable for the study area than other modes analyzed (such as bus and heavy rail).

Comment:

7: If extended again, will this line serve the Gary Airport and extend onto South Bend, Indiana?

Response:

The scope of this Alternatives Analysis study is strictly tied to the project's purpose and need (see Topic Area 4) and the project's defined study area (above). While consideration can be made to preserve other future opportunities for expansion, any initiative to further expand service to Gary Airport and South Bend, Indiana would merit further investigation and its own planning study.

6. Evaluation Criteria Used in the Alternatives Analysis Study

General Comment:

How are screening criteria applied throughout the analysis to advance the alternatives being evaluated?

Pertains to specific comments:

18, 38, 48, 53, 54, 61, 90, 145, 167

Response to Overall Category Comment:

A three phase evaluation methodology is being used for the Red Line Extension Alternatives Analysis. With each screen increasingly detailed and comprehensive evaluation criteria are applied to a decreasing number of alignment alternatives that have been identified as the best potential transportation

investments. Each step in the evaluation process is thus designed to increase the level of detailed planning and engineering analysis on progressively fewer alternatives.

In Screen 1, the Alternatives Analysis began with identifying a "universe" of alternatives—all of the conceivable transit service improvements that may address the purpose and need for the project within the study area. These alternatives included a wide array of transit vehicle technologies, six potential corridors through the study area, and three possibilities for vertical profiles (above ground, below ground, and at ground level). This universe of alternatives was evaluated in Screen 1 to identify a shortlist of specific technologies, corridors, and profiles that may best satisfy the project's goals and objectives.

In Screen 1, the transit vehicle technologies were evaluated for study area suitability according to the length of commute, typical station spacing, operating speed and system applicability. Simultaneously, the corridors through the study area were evaluated according to social factors (land use, neighborhoods and communities, and population access) and transportation factors (system usage and accessibility). Next, in combination with possible vertical profiles (subway, trench, at-grade, or elevated), the corridors and technologies that were found to be suitable to the study area were then evaluated according to general environmental, transportation, and economic parameters. These general evaluation criteria were used to eliminate alternatives that were not capable of meeting the project's goals.

For more information on the Screen 1 evaluation criteria or evaluation results of each alternative, please see the detailed summaries available for review on the Screen 1 presentation boards, which are available for download at the CTA's website www.chicagotransit.com as noted in the introduction to this document.

Other Specific Comments Noted on this Topic:

Comment:

3: Would like more information on no-build and baseline?

Response:

The No-Build Alternative incorporates only those transportation improvements that are included in the 2030 Regional Transportation Plan for which need, commitment, financing, and public and political support are identified and are reasonably expected to be implemented. The second alternative that is developed for consideration is called the Transportation System Management (TSM) Alternative and is defined as the best that can be done for improving mobility without constructing a new transit guideway. The TSM Alternative can include applicable transportation system upgrades such as intersection improvements, bus route restructuring, shortened bus headways, express and limited-stop service, signalization improvements, and timed-transfer operations.

The Federal Transit Administration must approve the definition of the No-Build and TSM Alternatives; however, only one of these alternatives advances as the Baseline Alternative. Because the Baseline Alternative should represents the best that can be done to improve transit service in the study area without major capital investment in new infrastructure, it is often the TSM Alternative that is used as the Baseline Alternative. The Baseline Alternative should be designed to address identified transportation needs in the Red Line Extension study area and demonstrate the extent to which these problems can be solved without a proposed major capital investment.

The definitions and selection of the No-Build and TSM Alternatives – and the alternative chosen as the Baseline Alternative – occur in the next stage of the project, Screen 2. At that time, definition of the specifics of these alternatives will be presented to the public in one of the future project public forums. Additionally, measured benefits from the alignment, mode and vertical profile alternatives (or build alternatives) that have advanced to Screen 2 will be compared with the FTA-required Baseline Alternative. This comparative analysis is a key activity that the FTA uses in their annual rating of New Starts transit projects.

7. Alignments (Corridors) Analyzed

General Comment for UPRR Corridor:

There is a strong level of support within the community for extending CTA Red Line service along the Union Pacific Railway corridor.

Pertains to specific comments:

1, 4, 15, 16, 17, 24, 25, 26, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 44, 45, 64, 69, 77, 95, 107, 110, 111, 112, 113, 114, 115, 116, 119, 183, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 200, 201, 203, 206, 208

General Comment for Michigan Avenue / Halsted Street Corridors:

There is support within the community for extending CTA Red Line service along the Michigan Avenue and/or Halsted Street corridors.

Pertains to specific comments:

41, 46, 68, 109, 123, 129, 134, 135, 136, 198

General Comment for Various Corridors Analyzed:

There is support for other corridors and/or please provide clarification on the various corridors considered.

Pertains to specific comments:

8, 14, 22, 43, 48, 53, 60, 62, 63, 67, 78, 103, 121, 122, 127, 128, 133, 149, 175, 184, 199, 204, 205

Response to Overall Category Comment:

Several recommendations and preferences for potential alignment extensions were provided on the question/comment cards submitted by the public. Many are derivations of the alternatives already defined. Others significantly differ from the alternatives proposed by the CTA. Staff will review all suggestions and incorporate in the analysis those that offer merit for further consideration. Suggested alignments that are predominantly or entirely outside the defined study area will not be considered.

Regarding the defined alternatives, nine (9) different north/south corridors were defined and reviewed as part of the universe of alternatives. Collectively, these alternatives encompass the entire study area. From west-to-east across the study area alternatives include: 1) I-57 Expressway Corridor that, similar to the existing Red Line would be an extension of the rapid transit service in the median of the expressway. 2) The next corridor is Halsted, one of the major north/south arterial streets in the study area. Halsted is a wide street with four lanes of traffic, parking and a median. The corridor attracts a large amount of activity and includes a concentration of retail stores. Several local bus routes currently use Halsted. 3) The Union Pacific (UP) Railroad corridor is the freight railroad corridor and then continues south-east parallel to the Bishop-Ford/130th Street area. This alternative would serve the center of the study area and then shift to the southeast. 4)Wentworth is predominantly a residential street, that narrows significantly towards the south. 5) The State Street alternative is also a narrow street that is mostly residential. The latter two alternatives are not currently served by bus service.

Continuing to the east is: 6) Michigan Avenue, which is a major commercial corridor through the heart of the study area with several local bus services operating on it; towards the south end (south of 120th) the land use becomes residential. 7) King Drive is the next corridor to the east. King Drive has bus service over a portion of it, and much of the surrounding land use is residential; the street ends at 115th Street. 8) Cottage Grove/Metra Electric alternative would extend east along 95th Street and then generally operate parallel to the Metra Electric service (along Cottage Grove) and then head to the southeast, adjacent to the South Shore Line, ending in the vicinity of the Bishop Ford and 130th Street. The ninth (9) and last corridor is the I-94 - Bishop Ford alternative. This corridor has been studied previously and would use the expressway median from 95th Street and continue down I-94. This is a low density non-residential corridor over the majority of its length.

Other Specific Comments on this Topic:

Comment:

42. Why don't you reconsider taking the Red Line Extension down the Bishop Ford Expressway and reroute buses into station?

Response:

The ninth alternative considered does propose use of the Bishop Ford expressway median from 95th street to 130th Street. Optimizing existing, and potentially expanding, transit service, including feeder bus and suburban bus services, are important considerations in developing this and other alternatives being studied. One concern with this alternative is that it is somewhat removed from the population centers in the study area. While it is true that feeder buses could link the population centers to the new stations, travel time reductions from reduced transfer activity is a key purpose of this extension. All of these factors will be considered in greater detail as the Alternatives Analysis advances.

8. Vertical Profiles Analyzed

General Comment:

Please provide additional information on the issues involved with elevated, at-grade, trench and underground alignments.

Pertains to specific comments:

27, 41, 66, 110, 113, 165, 169

Response to Overall Category Comment:

Four alignments (or profiles) are possible for any transit service: below ground (subway), open cut (trench), above ground (elevated), or at-grade (street level). The current CTA system features trains that operate on each of the four alignments at various points within the rail system. Following modern transit industry practice, CTA-compatible heavy rail will only be considered in elevated, trench, or below ground alignments in the Red Line Extension analysis (not at street level).[3] Bus rapid transit will only be considered on street level, because the benefits of lower construction costs could not be realized if it used an elevated structure or subway alignment like heavy rail.

In Screen 1, vertical profiles for corridors and transit technologies (rail, bus, etc.) were evaluated according to general environmental, transportation, and economic parameters. These general evaluation criteria were used to eliminate alternatives that were not capable of meeting the project's goals. See Topic Area 6 for more information. Preferences for potential vertical profiles that were provided on the question/comment cards submitted by the public will be reviewed by staff and profiles that offer merit will be incorporated into the analysis for further consideration.

Other Specific Comments on this Topic:

Comment:

23. The UP option looks good. Would the CTA build an elevated line beside the tracks, as they did with the Orange Line, or is the UP line abandoned and they could simply build on the embankment?

Response:

For the Red Line Extension Alternative Analysis, elevated and trench rail profiles are being considered for the UP corridor alternative.

The UP Line is an active rail line and is an important corridor linking Chicago and the south. This freight line is at-grade from the north end of the study area to State Street (south of 115th) and then elevated through the center of Roseland. It returns to an at-grade alignment after crossing over the Metra Electric/Canadian National rail lines around 119th Street. The UP Line is also being evaluated by Metra as a possible commuter rail route for the South-East Service, which is in its own Alternatives Analysis planning process. CTA will coordinate with both Metra and UP to accommodate the existing freight line and any potential transit improvements.

[3] Although there are section of CTA's Brown, Pink, and Purple heavy rail transit lines that currently operate at-grade, this characteristic is due to the design standards that were in place at the time these lines were built nearly 100 years ago. Modern design practice for newly-built heavy rail transit lines calls for complete grade separation to promote faster, safer, and more reliable service for transit customers.

Comment:

59. Are you considering elevated trains for the Halsted and Michigan models?

Response:

In the case of the Halsted and Michigan alignments, both subway and elevated rail profiles continue to be analyzed.

9. Transit Vehicle Technologies (Modes) Analyzed

General Comment for Heavy Rail Rapid Transit:

There is support within the community for Heavy Rail Rapid Transit.

Pertains to Specific Comments:

1, 16, 24, 27, 41, 61, 65, 66, 68, 93

General Comment for Various Transit Vehicle Technologies Analyzed:

There is support for other vehicle technologies and/or please provide clarification on the various modes considered.

Pertains to specific comments:

44, 73, 120, 136

Response to Overall Category Comment:

Several recommendations and preferences for modes were provided on the question/comment cards submitted by the public. Staff will review all suggestions and incorporate in the analysis those that offer merit for further consideration.

During Phase 1, eleven (11) transit technologies were evaluated applying a series of screening factors including vehicle operating speed, station spacing requirements, capacity, reliability, and daily use in revenue transit operations. Preliminary findings for Screen 1 identified two technologies to advance to more detailed evaluation -- Bus Rapid Transit, or BRT, and Heavy Rail Transit, or HRT -- the existing type of Red Line technology -- to be carried forward. The other nine technologies were deemed not as well suited to this study area due to factors like the operating speed and other compatibility issues. Bus Rapid Transit will be considered only as an at-grade application or in-street operation. For Heavy Rail Transit, three different options in terms of profile will be considered including; elevated, in-trench and underground (or subway). HRT and BRT technologies will now be evaluated within the operating context of the alternatives being carried forward.

Other Specific Comments on this Topic:

Comments:

49. Why was commuter rail rejected?
50. Why was a viable commuter rail alternative rejected?

Response:

In Screen 1, the transit vehicle technologies were evaluated for study area suitability according to the length of commute, typical station spacing, operating speed and system applicability. Commuter rail has several characteristics that are less favorable for the study area than other modes analyzed (such as bus and heavy rail). Commuter rail is typically used for longer distance trips, such as from the suburbs to the central city, and station spacing is usually three to seven miles apart. Meanwhile, the study area for the Red Line Extension is four (4) miles east-to-west and approximately five (5) miles north-to-south. Preferred modes in the study area would need to have closely spaced stations to facilitate trip making both within and beyond the study area. Additionally, the frequency of service required to effectively serve short distance trips anticipated in this study area is not conducive to commuter rail. Commuter rail service

tends to be oriented toward peak period travel; in contrast, the technology selected to serve the study area demand would be intended for operation seven days per week and up to 24-hours per day.

Comment:

100. In order to save money, can the rapid bus transit be made possible for the corridors listed instead of rail?

Response:

Bus Rapid Transit (BRT) along with Heavy Rail Transit (HRT) are the two technologies that based upon the analysis will be brought forward into the next planning and evaluation phase. While BRT can utilize separate lanes, station construction, special signalization, and other infrastructure, BRT within this study will be confined to at-grade (or in-street) operations. This reduces the infrastructure requirements -- and costs -- often associated with BRT as confirmed by several of the BRT services in operation throughout the U.S. The planning process is not yet in an advanced stage that would support any statement regarding capital or operating costs.

Screen 1 findings recommend BRT alternatives to operate on Halsted and Michigan at-grade. Heavy rail is recommended to be carried forward to further evaluate its operation along the Halsted and Michigan Avenue corridors in either subway or elevated. For the UP Railroad, operating along an elevated right-of-way or in trench will be considered. Many factors in addition to cost will be evaluated in the consideration and eventual selection of the mode best suited for the projected level of ridership, including the appropriateness for the corridor, environmental compatibility, traffic impacts, safety, and visual impacts. Positive impacts will be identified as well, such as the anticipated positive impacts on community and commercial development and expanded employment opportunity.

Comments:

101. What impact would hybrid busing bring to the community? Cost?
141. What source of fuel will be used to power the selected technology?

Response:

The planning process has not yet advanced to a stage that would support any statement regarding the impacts of various propulsion system alternatives.

10. Proposed Red Line Extension Stations

General Comment:

Where would stations on the proposed Red Line Extension be located?

Pertains to Specific Comments:

3, 19, 26, 61, 108, 166

Response to Overall Category Comment:

Prospective station locations for advancing BRT and HRT alternatives will be reviewed as part of Screen 2.

Physical constraints, the ability to transfer between lines, cost, property acquisition and other critical station design issues will all be addressed in the preparation of the federally required Environmental Impact Statement (EIS). The EIS process is a requirement for federal funding and mandates that any negative environmental impacts—including impacts upon the built environment—must be mitigated in order to receive federal approval. The EIS process begins after the Alternatives Analysis process ends and an LPA is determined.

11. Proposed Red Line Extension Operations

General Comment:

How will the service operate? Will the trains run 24 hours and what will be the fare?

Pertains to Specific Comments:

15, 46, 92, 103, 120, 165, 170

Response to Overall Category Comment:

At this time, specific operating hours, fares, and other operational issues of the Red Line Extension have not been determined. As a part of Screen 3, FTA guidance requires CTA to conduct additional analysis of ridership, travel times, and cost-effectiveness ratings (cost per travel time savings) on the proposed routes and transit technologies. Until these additional reviews have been made, operating recommendations will not be developed. It is expected, however, that any new CTA service will be generally consistent with current CTA operating practices and seek to provide customers with safe, frequent and reliable travel options. Any new CTA service and associated facilities recommended by this study would be consistent with the Americans with Disabilities Act (ADA) requirements.

12. Potential Property Acquisition and Impacts

General Comment:

Alternatives with less residential displacement are preferred. How will you handle displaced residents due to property acquisition?

Pertains to Specific Comments:

4, 18, 24, 90, 91, 127, 131, 149, 150, 151, 153, 164

Response to Overall Category Comment:

At this early stage in the Alternatives Analysis study CTA cannot determine how much private property, if any, would need to be acquired in order to construct and operate the selected alternative. A final determination on the vehicle technology, alignment and vertical profile will need to be established before potential property impacts can be assessed. Potential property impacts are determined in detail as a part of the Preliminary Engineering (PE) phase of project development, which proceeds concurrently with the preparation of the Environmental Impact Statement (EIS). The EIS process is a requirement for federal funding and mandates that any negative environmental impacts—including impacts upon private property—must be mitigated in order to receive federal approval. The EIS and PE processes both begin after the Alternatives Analysis process ends and an LPA is determined. Public acquisition of private property is governed by federal and local laws. In accordance with these laws, affected property owners would be compensated for their properties based on fair market values and can be provided relocation costs. See Topic 18 for additional details about potential economic and environmental impacts of the Red Line Extension project.

13. Alternatives Analysis Public Involvement Process and Format

General Comment:

Does the public involvement process for the Red Line Extension Alternatives Analysis study allow individuals to have a voice in the decision in the corridor selection? Is all the information (evaluation criteria, etc.) available to the public?

Pertains to Specific Comments:

5, 54, 82, 87, 96, 97, 99, 104, 105, 106, 143, 145, 146, 147, 148, 168, 174, 179

Response to Overall Category Comment:

Public involvement is a key component of this process. The outreach has already begun including a community stakeholders meeting with representatives and leaders of various community groups throughout the study area. We also have met with all the elected officials and reached out to all the aldermen representing the Red Line Extension study area and adjacent areas. Many of the state representatives and senators from the area have been given a briefing on this presentation. Meetings also included faith- based organizations, other community organizations, and city and state agencies such as the Chicago Department of Transportation, Illinois Department of Transportation, Regional Transportation Authority, Metra, and Pace. If your organization would like to be included in the stakeholder's meetings please contact Darud Akbar, CTA Government and Community Relations at dakbar@transitchicago.com.

The public involvement process for the Red Line Extension Alternatives Analysis study also includes a total of six public involvement meetings, two each at the conclusion of the Screen 1, Screen 2, and Screen 3/LPA analyses. The Screen 1 meetings were held at Chicago State University and West Pullman Public Library. Meeting locations for Screen 2 and Screen 3 have not yet been determined nor have the dates. The meeting locations must be close to public transit and accessible to people with disabilities. Suggestions for meeting locations may be sent to Darud Akbar, CTA Government and Community Relations at dakbar@transitchicago.com.

Meetings are announced through ads in neighborhood newspapers and publications as well as public alerts on CTA trains and buses, at rail stations, on the CTA Web site, and distributed to print and broadcast media via news releases.

The format of the meetings included groups of presentation boards containing detailed information on each area of analysis in the study, where individual conversations between the public and project staff knowledgeable about that area of analysis could take place. The public meetings also included a community presentation that provided information in a slideshow format led by the study's project managers (available at www.transitchicago.com). Meeting attendees were requested to submit questions and comments in a written format. CTA's goal in emphasizing written questions and comments has been to ensure everyone's thoughts are collected and reviewed, rather than only those individuals who might choose to speak publicly at a meeting or monopolize available time thus precluding others from voicing their questions and comments. The intent has been for everyone to have an equal opportunity to participate in the process. In addition, by reviewing and responding to similarly worded questions, the presenters efficiently addressed multiple individuals at once and avoided repetition during the public meetings. CTA and the consultant team staff have also been available to answer any individual questions on a one-on-one basis following the general question and answer period at each meeting.

The written comments received at the public meetings and other detailed comments submitted subsequently are being answered individually for the record in the format of this document, which will be made available publicly on the CTA Web site, by email to public meeting participants, and in hard copy by written request. All of the comment cards and other written communications (primarily emails) will collectively become part of the evaluation process and will be submitted to the Federal Transit Administration as a part of the official documentation for the Alternatives Analysis study.

Other Specific Comments on this Topic:

Comment:

10. Will representatives come out to groups to provide a presentation?

Response:

Presentations can be scheduled by contacting Darud Akbar, CTA Government and Community Relations at dakbar@transitchicago.com.

14. Funding of Red Line Extension Construction and Operations

General Comment:

How will the construction and operation of the Red Line Extension be funded? How much funding for this project has already been received by CTA? How much with the project cost?

Pertains to Specific Comments:

12, 13, 53, 87, 144, 156, 161, 163

Response:

The Red Line Extension will seek approval and funding for construction from the federal government through the Federal Transit Administration's "New Starts" grant program. This program provides funding for major public transit infrastructure projects throughout the U.S. For projects that ultimately receive a "Full Funding Grant Agreement," the federal government typically provides 50% or more of the project's capital costs. State and local funds comprise the remainder. Other sources may also be used to provide funding for the project, but the federal New Starts grant program is the program most capable of supporting transit projects of this nature. Securing a New Starts grant requires the project to be evaluated as part of a nationally competitive process.

To secure the federal New Starts funding, matching funds of at least 20% are required from non-federal (i.e., state and local) sources. From 2000 through 2004, the Chicago region's matching funds came from the State of Illinois through the Illinois FIRST legislation. The Illinois FIRST legislation expired on June 30, 2004. Since that time, CTA has been working with the Illinois Legislature to enact a replacement to Illinois FIRST and ensure that all future federal transit funds available to the Chicago region can be utilized.

Estimates of the Red Line Extension capital costs will depend on route and alignment and will be prepared during the second and third analysis phases, or Screens. Once the line is built and operational, the funds to operate the system will come from fare revenue as well as local and state funding sources, consistent with the funding mechanisms that support CTA's current bus and rail transit services.

At the present time, CTA only has sufficient funding to initiate this Alternatives Analysis study; it has received no federal funding for completing the remaining steps involved in planning, designing, and constructing the Red Line Extension project. Although the project was listed as "eligible" to receive federal funding in the SAFETEA-LU legislation of 2005 (see Topic 4), no funding for environmental analysis, preliminary engineering, final design, or construction of this project has been appropriated by the U.S. Congress (nor the Illinois State Legislature) at this time.

Other Specific Comments on this Topic:

Comment:

11. If non-federal funds were used, would this project move faster?

Response:

It is possible to build a major transit improvement such as the Red Line Extension without using any federal funding. Due to the high cost of this type of project and the limited availability of non-federal (i.e.,

state and local) funds seeking federal support is desirable. If sufficient state and local funds were identified so that no federal funding would be needed, there may be some time savings from avoiding federal requirements. This time savings may be limited – the project development process would still include similar steps. The Alternatives Analysis step remains a prudent planning process to ensure that the proposed public investment is best suited to addressing the identified purpose and need. Environmental studies will still be required per state and local laws, and the duration of design and construction steps would not change significantly due to a change in funding sources.

15. Potential Red Line Extension Impacts on Existing CTA Services

General Comment:

How would the Red Line Extension impact current CTA services, both during construction of the new service and ultimately during operation of the new service?

Pertains to specific comments:

88, 94, 123, 124, 137

Response to Overall Category Comment:

While the specifics of construction staging and the exact route of the Red Line Extension have not yet been established, a general guideline is that impacts to existing transit services must be minimized during construction. Bus reroutes are possible on paralleling streets through much of the study area.

The structure of existing bus routes in the study area may be changed to complement new high-capacity transit service. Depending on the specific route of the high-capacity service, the number of routes feeding into the 95th Street Red Line station may be reduced, which would reduce congestion in and around this facility.

16. Potential Red Line Extension Connections with Existing Regional Transit Services

General Comment:

Will the Red Line Extension connect with existing CTA and Metra lines? Will I be able to transfer from one service to another?

Pertains to specific comments:

20, 58, 74, 76, 83, 107, 108, 124

Response to Overall Category Comment:

A key goal of the Red Line Extension is to utilize and integrate existing regional transit infrastructure to the greatest extent possible. CTA's bus and rail lines, Metra's commuter rail lines, and Pace's suburban bus services are interrelated. The Red Line Extension will be designed to establish and maintain convenient connections between transit services it intersects. In the Alternatives Analysis study, suggested connection points between the Red Line Extension, CTA bus and rail lines, and Metra commuter rail lines will be identified. In particular, opportunities may exist to develop new connections between the proposed CTA Red Line Extension and the Metra Rock Island District, Metra Electric District and/or the NICTD South Shore Line commuter rail systems, possibly at either existing Metra stations or at new station locations. Similarly, opportunities for connections between the CTA Red Line Extension and Pace bus services will also be explored. These connection possibilities will be further described and analyzed in Screen 2 and 3.

While transit integration is a key goal of the project, regional transportation integration of multiple modes is also a priority. As a part of the Alternatives Analysis process, CTA meets regularly with its counterparts at Metra, Pace, RTA, the Chicago Department of Transportation, the Illinois Department of

Transportation, and the Chicago Metropolitan Agency for Planning to promote coordination within all components of the region's transportation network. The Red Line Extension's Purpose and Need includes effectively managing future traffic growth in the study area. The CTA seeks opportunities to connect with other transportation elements as opportunities permit.

Other Specific Comments on this Topic:

Comment:

47. If the goal is to improve transit, why not increase frequency of Metra services on both sides of corridor and restructure east-west bus service connections without major capital projects?

Response:

Opportunities for changes or improvements to the existing Metra commuter rail service and CTA bus services within the corridor will be evaluated in detail during both the Screen 2 and 3 processes. These types of "lower capital cost investment" opportunities will be considered within the no-build and TSM alternatives described in Topic 6, as well as in conjunction and coordination with other more capital intensive options.

Comments:

51. Can you explain the intermodal modes at 130th and UPRR?
52. Is Intermodal transfer being evaluated at 130th and the Metra Electric Line on the Michigan Avenue Alternative?

Response:

The study area and alignments under consideration have locations where significant intermodal interchange facilities could be built. For example, at Michigan/Kensington a number of local bus routes could interchange with high-capacity transit service (regardless of the technology selected). As noted in a previous response, it is also possible that Metra's Southeast Service might operate over the UP alignment, and so also serve this intermodal facility. At 130th/Bishop Ford, a similar bus interchange is possible, which could also include a South Shore Line interchange station. For various corridor alternatives, an intermodal facility is also possible at 130th and the Metra Electric District (MED) Line, although a new 130th Street MED passenger station would need to be constructed.

17. Potential Red Line Extension Parking Facilities

General Comment:

Will parking facilities be proposed and where will they be located?

Pertains to specific comments:

2, 6, 21, 107, 108

Response to Overall Category Comment:

Parking facilities associated with the proposed transit improvements in the study area are considered along with station locations. The amount of parking to be constructed is determined by forecast station usage. Proposed station locations will be addressed in the Screen 2 process. At that time, the location of each station, the area served, and proximity to major arterials and/or highways will determine whether parking is recommended at each station. If parking is determined to be advantageous at a proposed station, patronage forecast for those stations will determine the number of parking spaces and the type of parking facility required (e.g. parking lot, parking garage).

18. Potential Red Line Extension Economic and Environmental Impacts

General Comment:

What will be the economic and environmental impact of the Red Line Extension? What will be the community and economic benefits of the Red Line Extension?

Pertains to specific comments:

25, 27, 36, 48, 64, 74, 75, 77, 84, 102, 109, 112, 114, 115, 126, 127, 130, 134, 140, 142, 152, 154, 155, 159, 169, 171, 178, 180, 181, 199, 202, 203, 205, 207, 208

Response to Overall Category Comment:

An Environmental Impact Statement (EIS) will analyze in detail the social, economic, and environmental consequences and benefits of the proposed Red Line Extension. The environmental review process required by the *National Environmental Policy Act* of 1969 (NEPA) and related laws includes environmental impact analyses and the preparation of documentation for public review. Per FTA guidance, the environmental evaluation begins upon completion of the Alternatives Analysis study, and it will result in a detailed written statement on the anticipated environmental impacts of the Red Line Extension and the steps that will be taken to reduce any negative impacts to the community and the natural environment.

Typically, environmental reviews for proposed transit projects address the potential impact areas of air and water quality, noise and vibration, historic and cultural properties, parklands, contaminated lands, displacement of residences and businesses, and community preservation. During the federal environmental review process, the CTA will work concurrently with state and other local agencies to also comply with state and local environmental laws. See Topic 12 for additional information about potential property acquisition and impacts.

Regarding the economic impact of the Red Line Extension, FTA guidance requires an economic analysis of the Red Line Extension to be conducted as a part of Screen 3 of the Alternatives Analysis. In general terms, it may be noted that numerous transit studies suggest that transit investments result in economic development. A recently conducted study by the U.S. Department of Transportation, found that for every $1 billion invested in transit projects, 47,500 jobs are created or sustained. Specific projections for the Red Line Extension may be developed in later studies.

Other Specific Comments on this Topic:

89. What are the environmental justice impacts in the AA and why weren't they made public?
172. Presidential Order 12898 detailed environmental justice principles, will CTA include this Order while making decisions about this development?
173. How is environmental justice issues being applied to this development of transportation?

Response:

Environmental justice will be considered throughout the subsequent levels of screening. During these periods the evaluation will identify potential environmental justice situations. These will be noted and alignment and station alternatives will be modified accordingly. Environmental justice is a specific focus in the preparation of the federal environmental impact statements which will begin after the selection of the Locally Preferred Alternative.

Comment:

86. Who will get to bid on these contracts for transportation jobs?

Response:

All contract procurement will follow CTA's competitive bidding requirements open to all qualified firms. More information about CTA's competitive bidding requirements is available on the CTA web site at www.transitchicago.com.

19. General Customer Service Questions/Compliments/Complaints

General Comment:

We have some general comments related to CTA and/or CTA service.

Pertains to specific comments:

15, 33, 70, 71, 93, 95, 117, 118, 132, 138, 139, 177, 180, 182

Response to Overall Category Comment:

CTA Customer Service representatives were also in attendance at the public meetings for the Red Line Extension and were available to answer specific questions on existing CTA services and to take suggestions for improvements to those services. Many questions submitted to the Red Line Extension study team also covered these topics, which are outside the purview of the study itself. The study team notes these questions and comments for the record and has referred them to the CTA Customer Service Department for an independent response and filing through CTA's established Customer Service procedures.

Appendix C
Agency Coordination and Public Involvement

Alternatives Analysis (2006-2009)

Screen 2

- Presentation
- Exhibit Boards
- Comment Card
- Comment Database
- Comment Responses

Federal Transit Administration's
New Starts Process

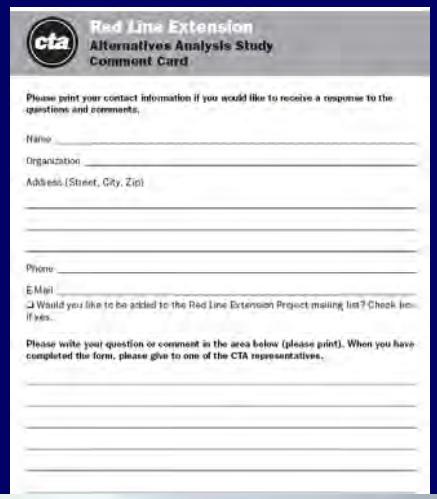
Red Line Extension Alternatives Analysis Study

Schedule for Tonight's Meeting

- **Structure of the meeting**
- **Questions and answers process**
  - Submit your comments in writing on comment cards
  - Comments and questions will be grouped and answered by topic
  - All comments and questions will be addressed on CTA's website - www.transitchicago.com
  - An interpreter for the hearing impaired and a translator for the Spanish speaking community are available this evening

Screen 2 Public Involvement Process

- **Open Houses are scheduled as follows:**
  - Wednesday, December 3, 2008
    6 - 8 p.m. (presentation begins at 6:15 p.m.)
    Historic Pullman Visitor Center
    11141 South Cottage Grove
    Chicago, IL
  - Thursday, December 4, 2008
    6 – 8 p.m. (presentation begins at 6:15 p.m.)
    Woodson Regional Chicago Public Library
    9525 South Halsted Street
    Chicago, IL


Red Line Extension
Alternatives Analysis Study
Comment Card

Please print your contact information if you would like to receive a response to the questions and comments.

Name

Organization

Address (Street, City, Zip)

Phone

E-Mail

☐ Would you like to be added to the Red Line Extension Project mailing list? Check box if yes.

Please write your question or comment in the area below (please print). When you have completed the form, please give to one of the CTA representatives.

Facilities are accessible to people with disabilities

Tonight's Speakers

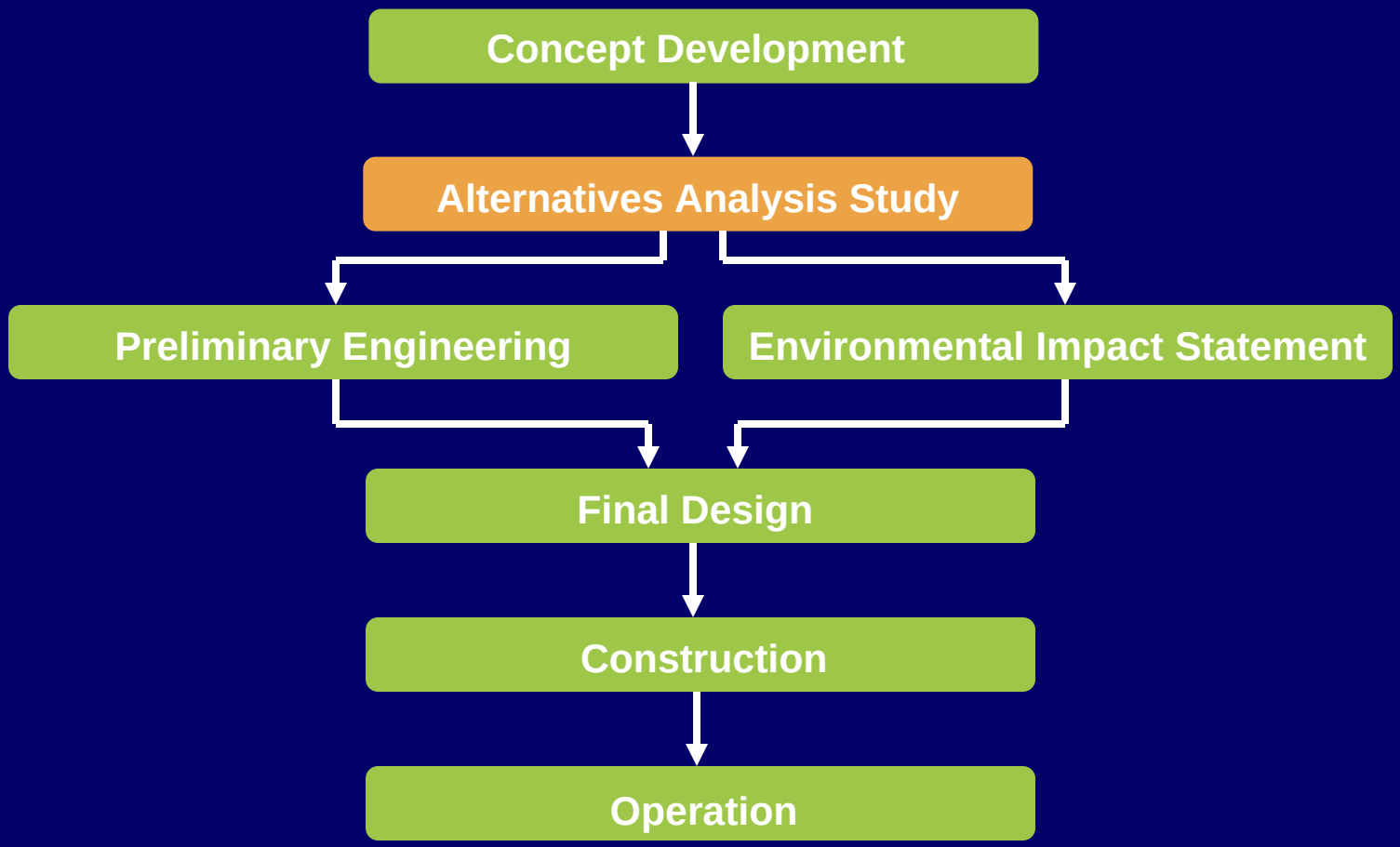
- **Darud Akbar – Moderator**
  - **Chicago Transit Authority**
- **Jeffrey Busby – Strategic Planning Manager**
  - **Chicago Transit Authority**
- **Ronald Shimizu – Red Line Study Area Manager**
  - **Parsons Brinckerhoff**

Outline of the Presentation

- **Discuss Status of Red Line Extension Alternatives Analysis Study**
  - New Starts Overview
  - Screen 1 Findings
- **Screen 2 Preliminary Findings**
- **Public Involvement Process**

Status of Study

FTA's Required New Starts Process

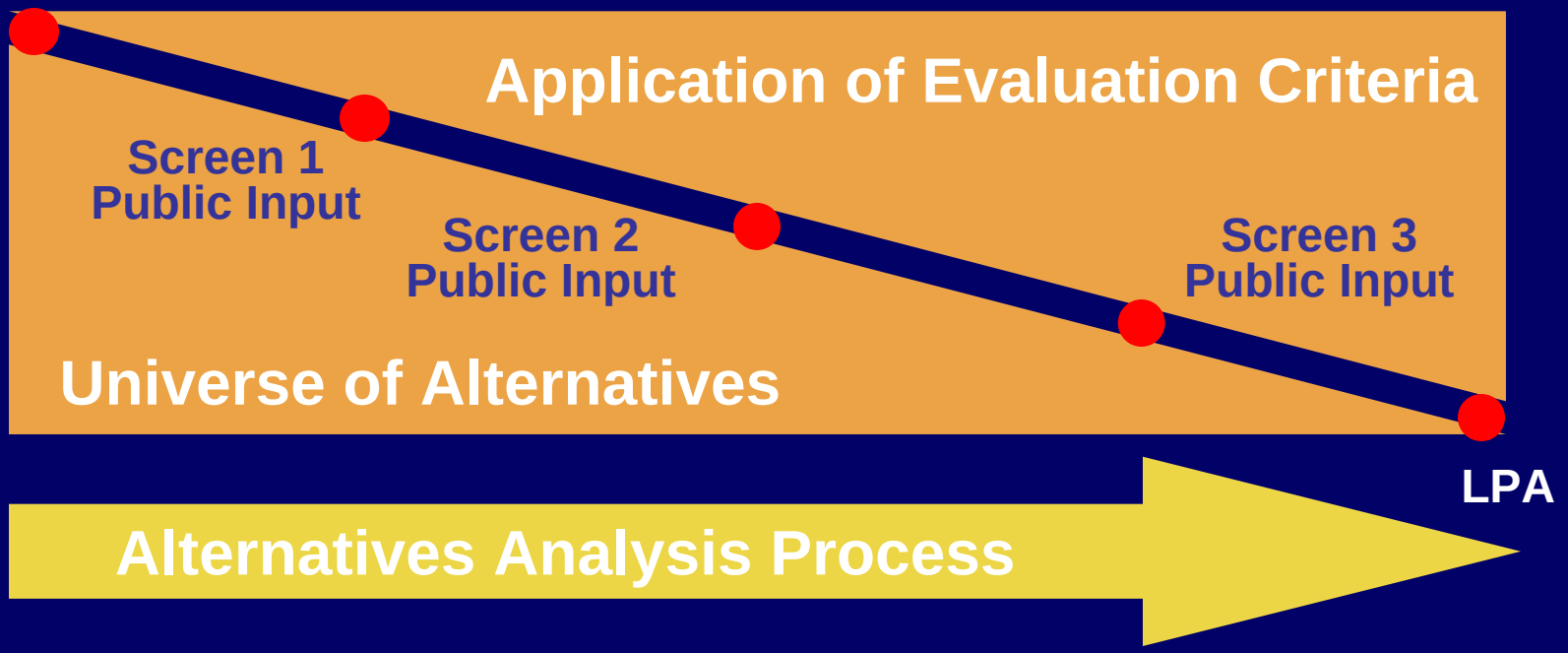


Alternatives Analysis (AA) Studies

- FTA Requirement for federal funding for transit expansion (New Starts)
- Identifies transit opportunities and ensures all practical solutions are considered
- Ensures planning is consistent among all New Starts projects throughout the country
- Provides opportunity to gather information and receive public input
- Identifies Locally Preferred Alternative

FTA Evaluation Process

The Purpose and Need is first defined, the evaluation criteria are applied, and options within the Universe of Alternatives are eliminated until, at the end of the process, there is a Locally Preferred Alternative (LPA).



Purpose and Need

- Significant Bus and Passenger Congestion at 95th Street Red Line Station
- Lengthy Bus Trips to Access 95th Street Red Line Station
- Far South Area Residents Experience 20% Longer Commute Times than Rest of City
- Traffic Congestion is Expected to Grow along with Study Area Population and Employment

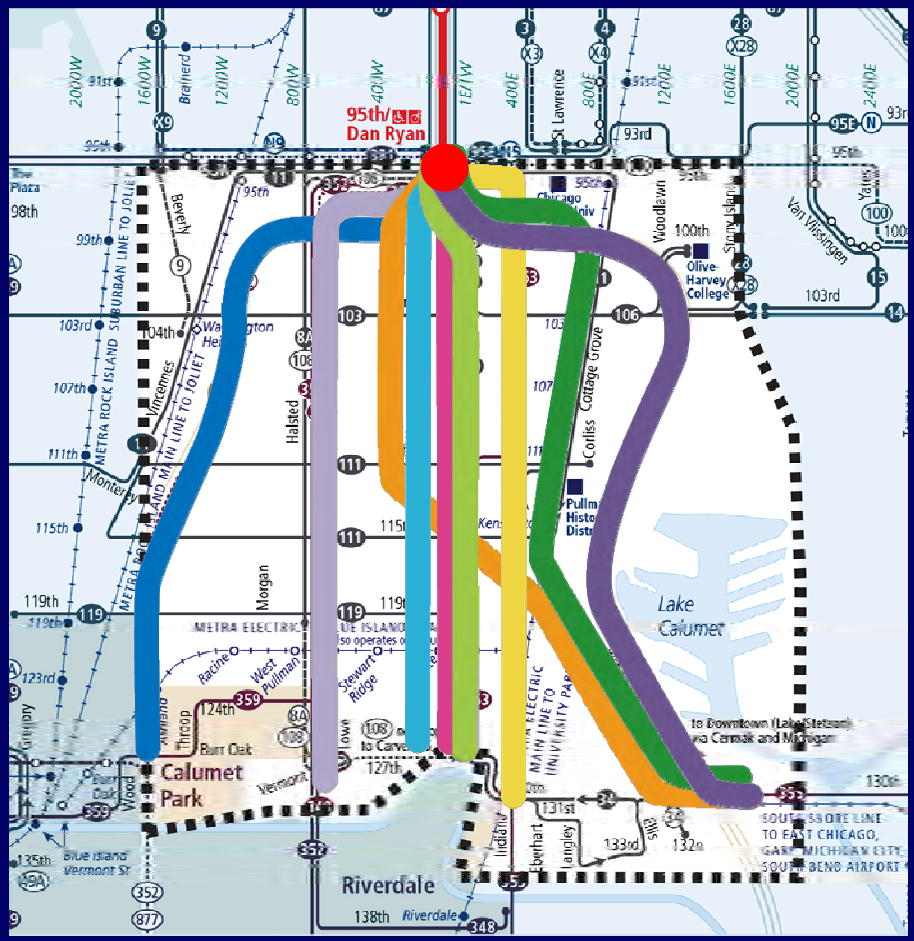
Screen 1 Process

1. Define the Universe of Alternatives
2. Evaluate all Potential Technologies
3. Evaluate all Potential Alignments (Corridors and Profiles)
4. Evaluate all Potential Combinations of Technological and Alignment Alternatives
5. Advance Strongest Combinations to Screen 2

Universe of Alternatives - Technologies

TECHNOLOGIES
Automated Guideway/Monorail
Bus Rapid Transit
Commuter Bus
Commuter Rail
Heavy Rail Transit
High Speed Rail
Light Rail Transit
Local Bus
MagLev
Personal Rapid Transit
Streetcar

Universe of Alternatives - Corridors



- I-57 Expressway
- Halsted Street
- UP Railroad
- Wentworth Avenue
- State Street
- Michigan Avenue
- King Drive
- Cottage Grove Avenue / Metra Electric
- I-94 Bishop Ford Freeway

Universe of Alternatives - Profiles

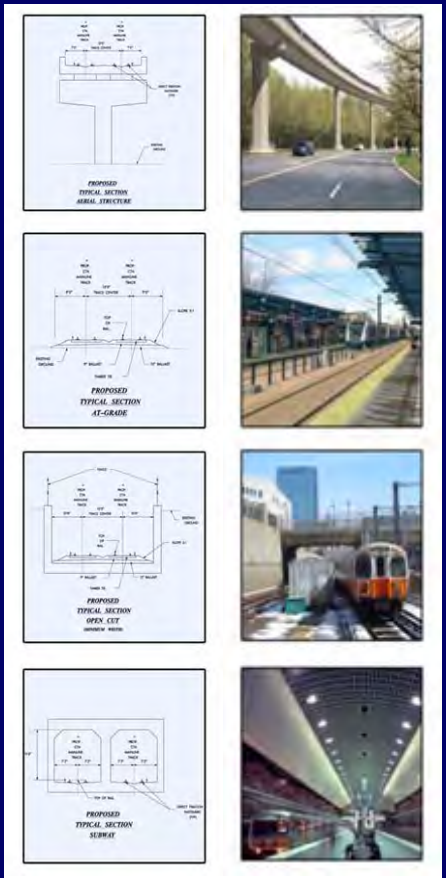
PROFILES

Elevated

At-Grade

Trench

Underground



Screen 1 Evaluation - Findings

Bus Rapid Transit

Halsted Street

Michigan Avenue

At Grade

Screen 1 Evaluation - Findings

Heavy Rail Transit

Halsted Street

Elevated / Underground

UP Railroad

Elevated / Trench

Michigan Avenue

Elevated / Underground

Screen 1 Public Involvement Process

- **Two Public Meetings**
  - April 10, 2007 at Chicago State University
  - April 11, 2007 at West Pullman Branch Chicago Public Library
- **More than 140 people attended public meetings**
- **Met with stakeholders and elected officials**
- **Over 200 comments submitted and answered**
- **Significant media coverage**

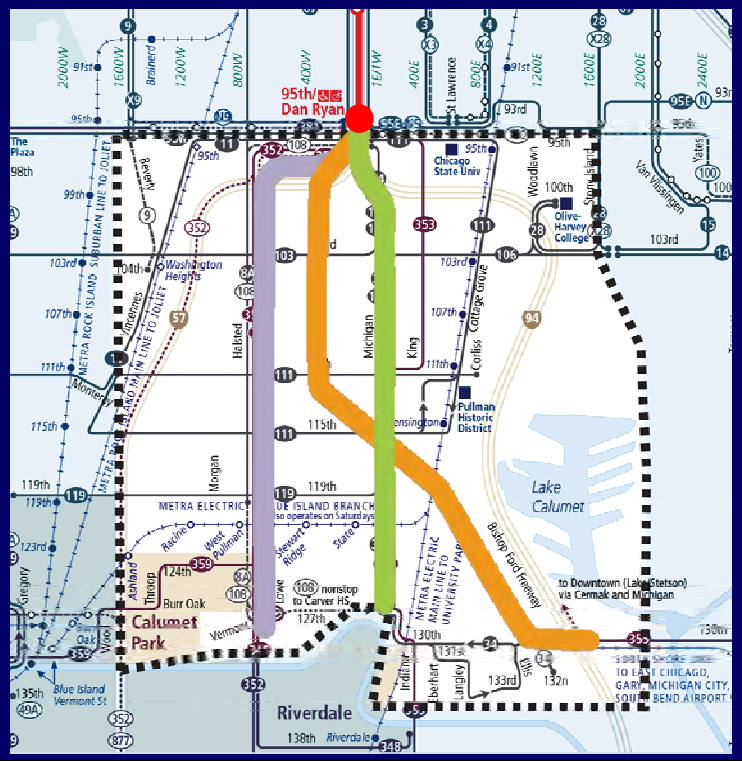
Screen 2 Analysis

Screen 2 Process

- **Step 1 – Alternatives Definition**
- **Step 2 – Preliminary Evaluation**
  - Physical Constraints (Right-of-Way Requirements)
  - Social & Economic Factors (Demographics and Employment)
  - Environmental Factors (Noise, Visual, Natural and Cultural Resources)
  - Transportation Factors (Travel Time, Transit Connectivity and Traffic)
- **Step 3 – Detailed Evaluation**
  - Capital Cost Comparison
  - Operating and Maintenance (O&M) Cost Comparison
  - Ridership Potential
  - Cost Effectiveness

Step 1 - Alternatives Definition

- **Integrated the most suitable technologies, alignments and potential station locations**



Halsted Street

UP Railroad

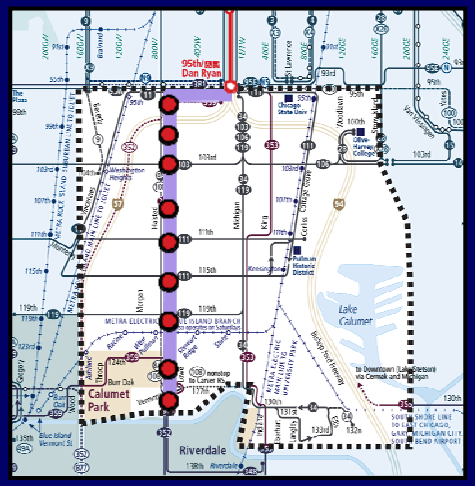
Michigan Avenue

Bus Rapid Transit

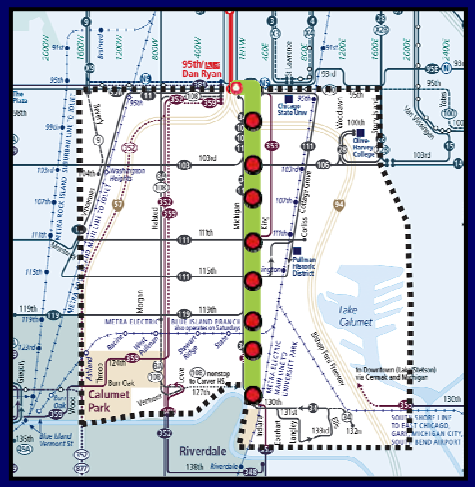
Heavy Rail Transit

Step 1 - Alternatives Definition

Bus Rapid Transit



Halsted Street



Michigan Avenue

At Grade

Step 1 - Alternatives Definition

Heavy Rail Transit

Halsted Street

Elevated / Underground

UP Railroad

Elevated / Trench

Michigan Avenue

Elevated / Underground

Step 2 - Preliminary Evaluation

Evaluation Factors

- Physical Constraints
  - Right-of-Way Requirements
- Social & Economic factors
  - Demographics and Employment
- Environmental Factors
  - Noise, Visual, Natural and Cultural Resources
- Transportation Factors
  - Travel Time, Transit Connectivity and Traffic

Step 2 - Preliminary Evaluation Preliminary Findings

- **Corridors that Meet the Criteria of the Step 2 Evaluation Process**
  - Halsted Street BRT At-grade
  - Halsted Street HRT Elevated and Underground
  - UP Railroad (UPRR) HRT Elevated and Trench
- **Corridors that Do Not Meet the Criteria of the Step 2 Evaluation Process**
  - Michigan Avenue BRT At-grade
  - Michigan Avenue HRT Underground
  - Michigan Avenue HRT Elevated

Step 3 - Detailed Evaluation

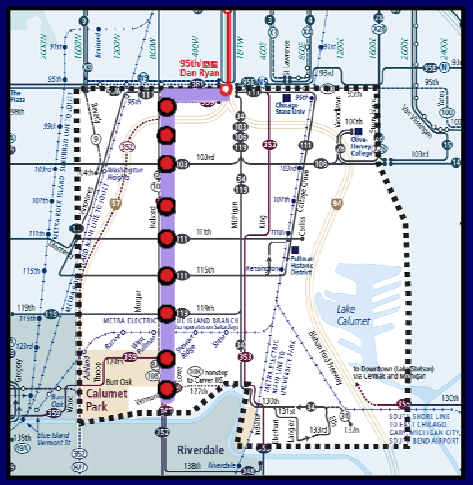
- **Projects Costs and FTA Criteria**
  - Capital Cost Comparison
  - Operating and Maintenance (O&M) Cost Comparison
  - Ridership Potential
  - Cost Effectiveness

Step 3 - Detailed Evaluation Preliminary Findings

- **Corridors that Meet the Criteria of the Step 3 Evaluation Process**
  - Halsted Street BRT At-grade
  - Halsted Street HRT Elevated
  - UP Railroad (UPRR) HRT Elevated
- **Corridors that Do Not Meet the Criteria of the Step 3 Evaluation Process**
  - Halsted Street HRT Underground
  - UP Railroad (UPRR) HRT Trench

Screen 2 Evaluation - Preliminary Findings

Bus Rapid Transit



Halsted Street

At Grade

Heavy Rail Transit

Halsted Street

Elevated

UP Railroad

Elevated

Next Steps

- **Screen 2**
  - Confirm Corridor Findings
    - Incorporate comments from public meetings
  - Confirm No Build and Transportation System Management (TSM) Alternatives
- **Screen 3**
  - Detailed Baseline Alternative
  - Detailed Refinement of Alternatives
  - Identify Locally Preferred Alternative (LPA)
  - Continued Public Involvement

Public Involvement

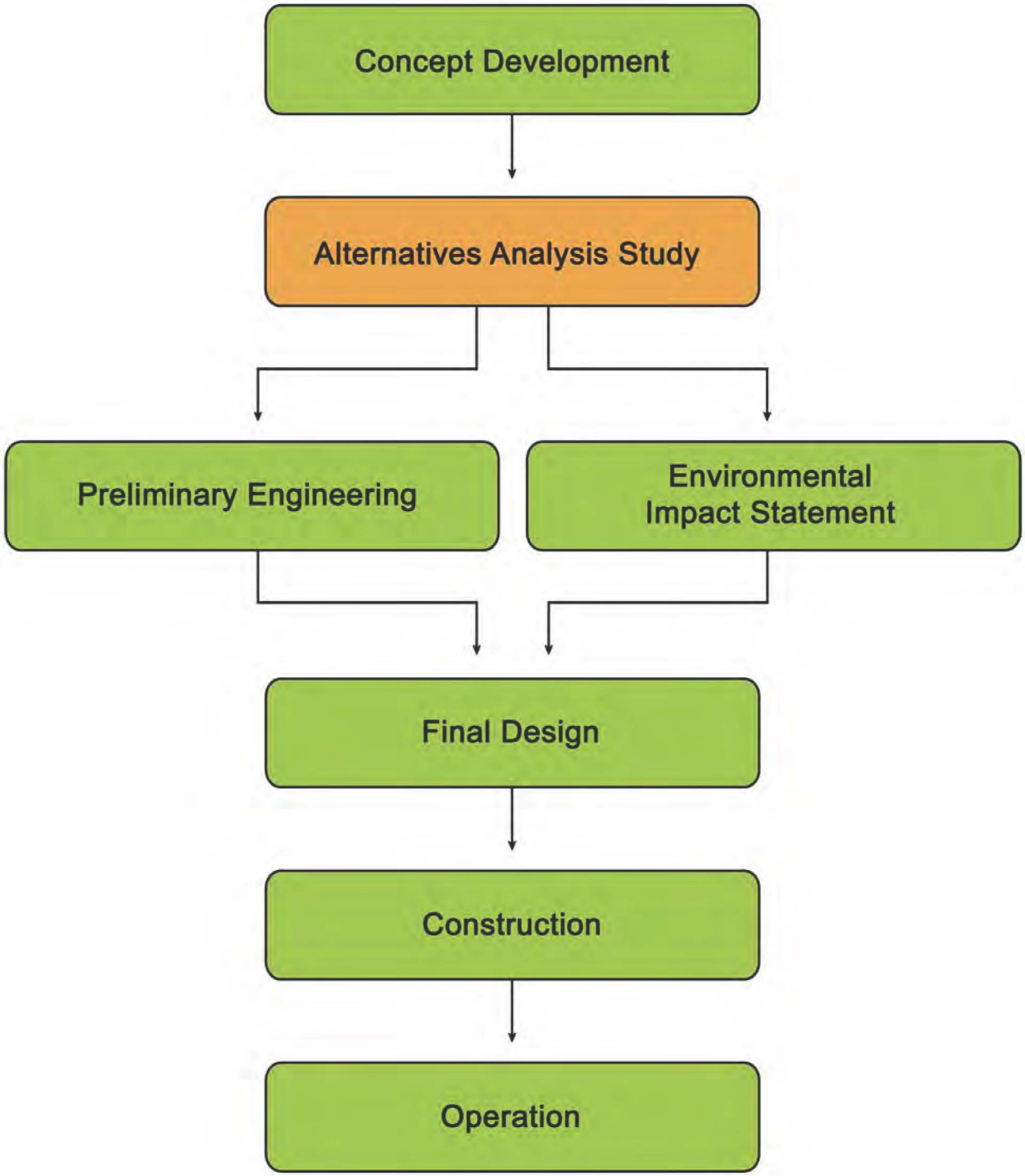
- Sign-in cards will be used to create a contact list to send notices and updates
- Meetings announced through car cards, customer alerts, local media and contact list
- Project updates on CTA web site - www.transitchicago.com

Questions and Comments

- **CTA representatives are available to answer additional questions**
- **Written comments and questions accepted through December 18, 2008:**

Mr. Darud Akbar
Chicago Transit Authority
Government and Community Relations
P.O. Box 7567
Chicago, IL 60680-7567
dakbar@transitchicago.com
CTA Customer Service: 1-888-YOUR-CTA
TTY: 1-888-CTA-TTY1

FTA's New Starts Process



Purpose and Need

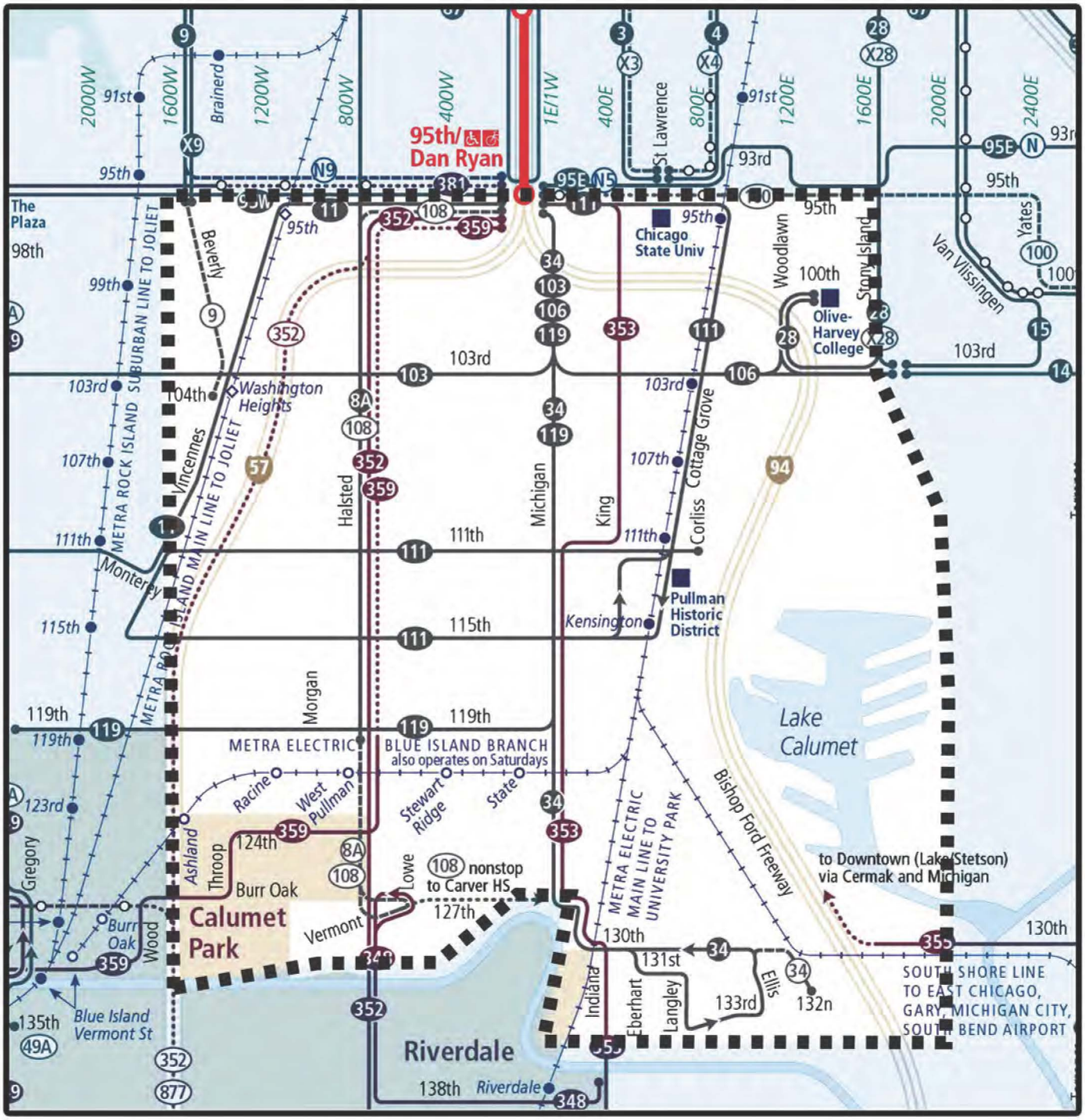
Transportation Needs

- Significant bus and passenger congestion at 95th Street Red Line Station
- Lengthy bus trips to access 95th Street Red Line Station
- Far South Area residents experience 20% longer commute than rest of City
- Traffic congestion is expected to grow along with study area population and employment

Opportunity for Improvement

- Extend rapid transit service south from 95th Street Red Line Station
- Improve access to, within, and beyond study area
- Stimulate economic development and job opportunities
- Shorten transit travel times through faster and more direct routings

Study Area



Red Line Extension
Alternative Analysis Study

Community Participation

Community participation is one of the key components of the alternatives analysis.

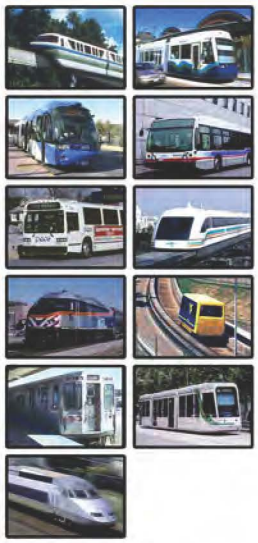
Community Outreach

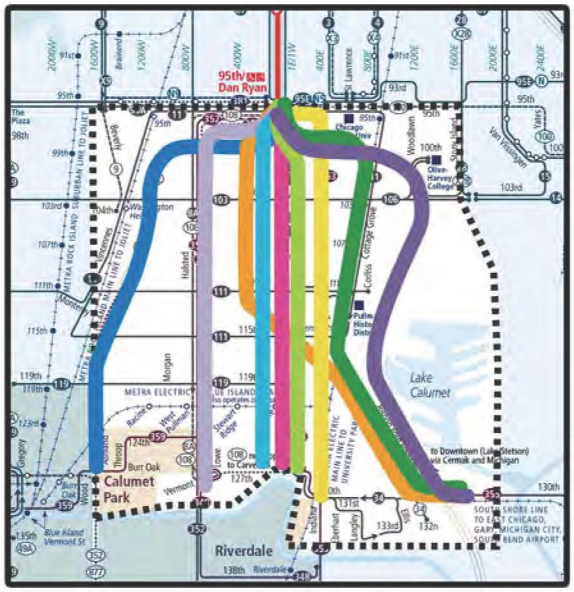
- General Public
- Elected and Appointed Officials
- Community and Civic Organizations
- Faith-Based Organizations
- City and State Agencies

Ongoing Public Involvement/Input

- Meetings announced through public notices and advertisements
- Project updates on the CTA web site: www.transitchicago.com, accessible at local public libraries

Universe of Alternatives





Technologies

- Automated Guideway / Monorail
- Bus Rapid Transit
- Commuter Bus
- Commuter Rail
- Heavy Rail
- High Speed Rail
- Light Rail
- Local Bus
- MagLev
- Personal Rapid Transit
- Streetcar

Corridors

- I-57 Expressway
- Halsted Street
- UP Railroad
- Wentworth Avenue
- State Street
- Michigan Avenue
- King Drive
- Cottage Grove / Metra Electric
- I-94 Bishop Ford Freeway

Profiles

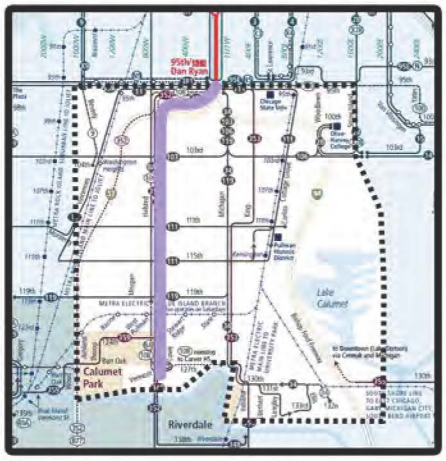
- Elevated
- At-Grade
- Trench
- Underground

Red Line Extension
Alternative Analysis Study

cta

Screen 1 Findings

Bus Rapid Transit



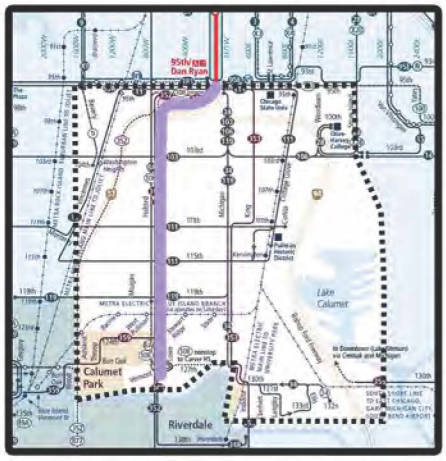
Halsted Street Corridor

At Grade

Michigan Avenue Corridor

At Grade

Heavy Rail Transit



Halsted Street Corridor

Elevated
Underground

UP Railroad Corridor

Elevated
Trench

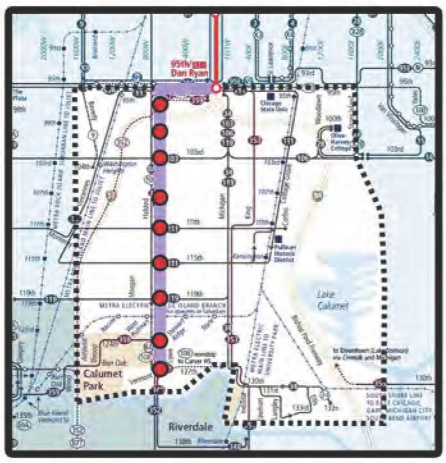
Michigan Avenue Corridor

Elevated
Underground

SCREEN 2 - Step 1:

Alternatives Definition

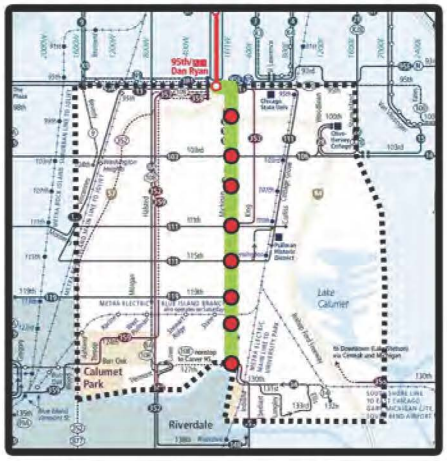
Bus Rapid Transit



Halsted Street Corridor

At Grade

9 Stations / 5.1 Route Miles



Michigan Avenue Corridor

At Grade

8 Stations / 4.2 Route Miles

Heavy Rail Transit

Halsted Street Corridor

Elevated / Underground

4 Stations / 4.9 Route Miles

UP Railroad Corridor

Elevated / Trench

4 Stations / 6.0 Route Miles

Michigan Avenue Corridor

Elevated / Underground

4 Stations / 4.1 Route Miles

Corridors and stations are shown in generalized locations only.

Red Line Extension
Alternative Analysis Study

cta

SCREEN 2 - Step 2:

Evaluation Findings

Technology	Corridor	Profile	Physical Constraints	Social / Economic	Environ-mental	Transpor-tation	Advance for Further Screening?
Bus Rapid Transit	Halsted Street	At-Grade	O	O	+	-	YES
	Michigan Avenue	At-Grade	-	O	O	-	NO
Heavy Rail Transit	Halsted Street	Elevated	O	O	O	+	YES
		Underground	O	O	O	+	YES
	UP Railroad	Elevated	O	O	O	+	YES
		Trench	O	O	O	+	YES
	Michigan Avenue	Underground	-	O	O	+	NO
		Elevated	-	O	-	+	NO

+ Better than other alternatives O Comparable to other alternatives - Worse than other alternatives

SCREEN 2 - Step 3:

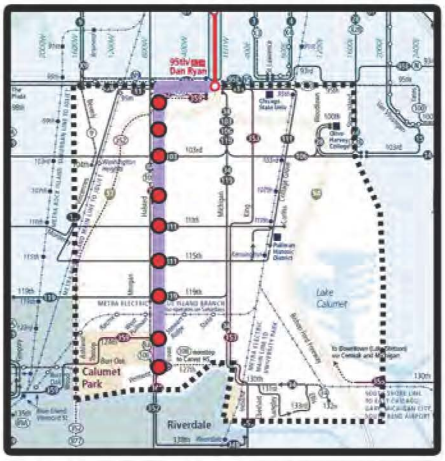
Evaluation Findings

Technology	Corridor	Profile	Capital Cost	Operating Cost	Ridership	Cost Effective-ness	Advance for Further Screening?
Bus Rapid Transit	Halsted Street	At-Grade	+	+	-	+	YES
Heavy Rail Transit	Halsted Street	Elevated	O	O	+	O	YES
		Underground	-	O	+	-	NO
	UP Railroad	Elevated	O	O	+	O	YES
		Trench	-	O	+	-	NO

+ Better than other alternatives O Comparable to other alternatives - Worse than other alternatives

Preliminary Screen 2 Findings

Bus Rapid Transit



Halsted Street Corridor

At Grade

Heavy Rail Transit

Halsted Street Corridor

T Elevated

UP Railroad Corridor

T Elevated

Corridors and stations are shown in generalized locations only.

Red Line Extension
Alternatives Analysis Study
Comment Card

Please print your contact information if you would like to receive a response to the questions and comments.

Name _____

Organization _____

Address (Street, City, Zip)

_____

_____

_____

Phone _____

E-Mail _____

❏ Would you like to be added to the Red Line Extension Project mailing list? Check box if yes.

Please write your question or comment in the area below (please print). When you have completed the form, please give to one of the CTA representatives.

_____

_____

_____

_____

_____

_____

_____

Please send comments and questions to Mr. Darud Akbar, Chicago Transit Authority, Government and Community Relations, P.O. Box 7567, Chicago, IL 60680-7567. Or dakbar@transitchicago.com

Customer Information: 1-888-YOUR-CTA (1-888-968-7282)
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Chicago Transit Authority

Red Line Extension Alternative Analysis Study

Screen 2 Public Involvement - Public Comments and Questions

February 2008

No.	Comment/Question	Received Via*	Topic Area(s)
1	What will this extension do to CTA fares? Stay the same or increase?	STK	6
2	DCP (Developing Communities Project) has been advocating for the Red Line extension for 5 years and their work has, we believe, has helped to advance & promote construction of the Red Line Extension. Community impact and input is essential.	STK	15
3	Where does Red Line Extension fall in priority for Rapid Transit capital projects in Chicago?	STK	2
4	When identifying park and ride alternatives priority to look at vacant and available land/properties. Also, the impact of the surrounding community to newly created routes should be addressed via public hearings at that stage. Opportunity for neighborhood/community consensus. Widen your reach to advertising about this project to radar newspapers and public hearings. Job creation opportunities should be promoted and give transfer periods for this project.	STK	7, 12, 13
5	Again as discussed at the meeting a job creation plan for community and minority contractors is crucial. It is imperative that communities with CTA BBE/Mowp etc begin to prepare (certify, educate community on how to enter apprentice ship positions etc) begin. It may appear to plan to be prepared for construction opportunities five to ten years out is futile, but it is not. Please use our organization to set up training sites etc.	STK	13
6	How can the alternative analysis preferred alternatives be arrived at ahead of the environmental impact analysis when one of the routes- the UP Railroad- has significant environmental issues, effecting isolated communities like Altgeld Corridor?	HPC	1, 8
7	I think that the UP Rail Extension is the best alternative.	HPC	5
8* (8-9)	Subways are cost prohibitive? Why? Are the cost constraints the CTA's or the Fed governments?	HPC	8, 10
9	Bus pollution of BRT, how will it be mitigated?	HPC	13
10	What are the transit oriented development values associated with the 3 alternatives?	HPC	8
11	What is the process by which public involvement impacts the evaluation process if arriving at the locally preferred alternatives?	HPC	12
12	Best Alternative in my view: "Union Pacific/Heavy Rail" This would provide service to S Michigan, and Altgeld, and Hegewisch- Also, potential connections to 1. Metra Electric Rail 2. South Shore Electric Rail.	HPC	5
13	I am a longtime rider of this line when it was first open I ride from 95th State Street to Davis Street in Skokie, Illinois Daily and weekends. Sunday from 95th State Street to Dividend once at 6am to 4:30. I would like to know will the extension with go out I-94 to 130th Street or I-57 to 127th Street?	HPC	5
14	Would the amount of revenue generated by the local stops on the Red Line on the South side be a faster in determining the priority of the Red Line Extension via other New Starts Projects?	HPC	2
15	Will the Red Line Extension mean significant redesign of the 95th Street stop.	HPC	14
16	When will the CTA schedule the 3rd screening?	HPC	12
17* (17-18)	When will the final choice of the route be made, and who makes it?	HPC	1, 3
18	When the federal funds become available, how long will it take to get the matching funds? Is there an expectation of getting the matching funds?	HPC	11
19* (19-20)	When will you have the final choice between the different alternatives?	HPC	1, 3
20	When will the next analysis phase meetings take place?	HPC	12
21* (21-23)	When does the CTA anticipate a third and final alternative analysis meeting?	HPC	12
22	When will you make your final choice on the alternatives?	HPC	1, 3
23	What are the CTA's plans for searching matching funding?	HPC	11
24*(24-25)	When will the Red Line extension be a reality?	HPC	3
25	Once the choice is made on the route and the funds are available, how long will it take to complete the work?	HPC	1, 3
26	When does the CTA estimate construction will begin on the Red Line Extension?	HPC	3
27	When will you make the final choice on the alternatives?	HPC	1, 3
28*(28-29)	What are the cost estimates?	HPC	10
29	Where would the yard be located?	HPC	6
30	Will the rail options include park and ride?	HPC	5, 7

31	What are the dollar amounts for the 3 alternatives?	HPC	10
32	What are CTA plans for securing matching funding?	HPC	11
33	What does the CTA believe will be the cost estimate for the 3 final alternatives?	HPC	10
34* (34-38)	What is the impact of the proposed route on economic development?	HPC	8, 13
35	Which projects are being driven by the 2016 Olympics?	HPC	15
36	When will the people have an opportunity to let you know their favored route?	HPC	12
37	What are the CTA's plans for securing matching funds?	HPC	11
38	The UP elevated alternative sounds best.	HPC	5
39	Is the Red Line- rather the advancement of the project being driven by 2016 Olympics?	HPC	15
40* (40-41)	Has CTA proposed or surveyed the communities to obtain an estimate of ridership or preferences for rapid bus or rail?	HPC	1, 9, 12
41	Has rapid bus in other areas addressed the need for rail service?	HPC	5
42	It was stated that south area passengers experience a 20% longer commute currently. With each possibility (HB, HR, UPR) what would the impact be on decreasing the commute time?	HPC	3, 8
43	I am in favor of UP Route. I think that although Halsted is wide enough, any transit additional would make traffic worst.	HPC	5
44	Will the CTA, the RTA and IDOT present the Red Line Extension as a priority project as a public works project to the new Obama Administration?	HPC	2
45	I recommend the UP route for the service it will extend to the underserved area of the far southeast side of Chicago.	HPC	5
46	We need a route that would not make it necessary to transfer at 95th but extend the Red Line to city limits.	HPC	5
47	The Halsted End of the Line will not be as to limiting morning suburban traffic/ commuters to city. End of the line using UP track would be more am to parking and limiting traffic congestion on expressway- and promote access south to shore riders. The UP line offers more options for riders and does not congest community.	HPC	5
48	good meeting	HPC	15
49	The Red Line is the most used line in the city. It would be a great help to those living far south. Many who do not drive together to work, would be a help to them. Thank you.	HPC	15
50	Comment: UP Rail- Best Solution, Halsted Rail- 2nd Best, Halsted Bus- 3rd. UP Rail - Land necessary, impact on environment, etc. This is the top alternative in my opinion.	HPC	5
51	Not exactly a comment, but so far, I wish that the proposed routing of the UP Railroad goes through.	HPC	5
52	For the Heavy Rail/UPRR option, you could end at the 130th on the west side of the Bishop Ford Fwy, thereby preserving the ability to extend further south in the future, while also fitting in a station with walking access to Carver HS & Altgeld Gardens and a transfer station to the South Shore trains. Please see the sketch I sent to CTA a few months ago.	HPC	4, 5
53	This is a little specific but: would the 111/115 Pullman Route return to a "shuttle like" route whenever an alternative is chosen? As I understand, it did not travel to 95th and if so could it be extended to a 24 hour time?	HPC	14
54	Will the fare hikes have any bearing on the completion of the x-tension and is there an anticipated start date to begin construction?	HPC	3, 6, 11
55	What are ridership estimates for the UP Railroad and Halsted route? If ridership estimates have not been done, when will the estimates be done? When will ridership estimates be made public?	HPC	9
56	What are the socioeconomic factors taken into consider for environmental impact analysis?	HPC	8, 13
57	What percentage does socioeconomic impact carry in evaluating routes?	HPC	8, 13
58	What weight does access of isolated communities, like Altgeld Corridor have in evaluating alternatives?	HPC	8, 13
59*(59-61)	Of all projects considered, where does the red line prioritize? 1st, 2nd, 3rd, or 4th? What are the parameters that determine priority?	HPC	2
60	More buses will not help because decrease in funds will decrease bus service.	HPC	5
61	What are the costs of the three proposals?	HPC	10
62	Concept Development Alternative Analysis Study Preliminary Engineering Environmental Construction	WCPL	15
63	Send a copy of presentation and boards.	WCPL	12

64* (64-67)	When will there be a third and final Alternative Analysis meeting?	WCPL	12
65	When will the final choice be made?	WCPL	1, 3
66	Are there any ridership projections for the suggested alternative routes?	WCPL	9
67	How is funding for capital projects obtained?	WCPL	11
68	Are 4 stations along the Red Line Extension Heavy Rail alternative really enough stations to alleviate congestion and promote increase usage of the Red Line? Would it really help the South Side Communities?	WCPL	5
69	Sounds good, where will you get the money?	WCPL	11
70	Why not extend the red line further south to 130th St on Halsted?	WCPL	5
71	Is the land at 127th Street for a new longer train yard?	WCPL	6
72* (72-74)	The UP certainly seems most feasible. It is the most cost effective since the tracks are already there?	WCPL	8
73	How does the Red Line extension compare with other extensions in the city, i.e. circle, orange, etc. Is the Red Line #1? If not why not?	WCPL	2
74	Halsted BRT and UP HRT should both be utilized.	WCPL	5
75	What effect does the Canadian National's RR purchase of the EJ&E RR and subsequent rerouting of freight trains in suburban & city areas have in the final consideration?	WCPL	15
76	The Red line extension is a great idea but will the extension increase the cost for the rider in the city?	WCPL	11
77	Any Bus alternative will add to the congestion would be heavy rail (UP) tracks either elevated, or trench (ideally subway).	WCPL	5
78* (78-79)	I believe that the UP route for the red line extension is the best one.	WCPL	5
79	Is it true that the greatest financial benefit to the CTA would be through the selection of the UP route even though the initial cost might be more?	WCPL	10
80	I choose one of the red line extension is UP Railroad corridor because it connects with bus routes and other train stations. Please try to make the red line extension easy for the people and run on time.	WCPL	5
81	A Referendum was voted on in 2004 by @ 38,000 residents impacted by the Red Line Extension. The locally preferred alternative/the UP line is by far the best, most expedient, most beneficial to the most people, including seniors, and the disabled.	WCPL	5
82	What is the reasoning behind imposing an additional bus line on an existing bus line?	WCPL	5
83	The UP route provides transportation in the area where there is no existing public transportation, this being more accessible to more underserved people.	WCPL	5
84	I was in Boston in the fall of 2007 and rode their Green Line. It was an Articulated Hybrid Bus with the only difference being a Power Pole attached. It opened on an Express Busway. It took me from Boston Logan - Boston Amtrak in 15 minutes. I see an Electrified High Speed Bus way as a LOW COST Alternative Red Line Extension. Agree or Disagree	WCPL	5, 10
85	The city has spent money beautifying Halsted St. The elevated tracks would make the street darker and make it more unsafe looking and who would go underground in Roseland? There are churches in the area & schools what about noise especially on Sundays and street crossings?	WCPL	5, 13
86	Would like to get a hard copy of the power points presentation from both tonight and April of 2007 sent to me or made available for pick up at CTA Headquarters Lake Jefferson.	WCPL	12
87	I'm totally against the red line coming down Halsted.	WCPL	5
88	What exactly would the TSM be for the Red Line Study?	WCPL	8
89	What is the Baseline Alternative, and does not the BRT come closest to the Baseline alternative?	WCPL	8
90	What are the developments of the 3 final alternatives?	WCPL	5
91	How much displacement of residential housing and businesses do each of the options call for?	WCPL	13
92	Why exactly was the trench option for the UPRR HRT not recommended? Would the UPRR tracks really need to be in the trench as well?	WCPL	5, 10
93	Why was underground Heavy Rail for the UP route shot down?	WCPL	5, 10
94	UP Line? Can this line (track) be elevated? Along with existing track?	WCPL	5

95	Have there been examples of elevated rail over existing rail right-of-ways like to UP Railroad? The elevated would be constructed over the freight and Metra rail line.	WCPL	5
96* (96-99)	Since the Federal Government and the CTA are aware of the economic and social benefits that accrue around transportation projects, how will those issues be measured in deciding on the locally preferred route?	WCPL	8
97	Why has it taken decades to get this far with the red line extension, while other lines got completed in relatively short periods of time?	WCPL	3
98	Why has service to suburbs (north and west) received greater attention than service south of 95th?	WCPL	2
99	I highly recommend the UPRR route for the benefits to community.	WCPL	5
100	How important is resolving the train yard congestion at 98th as a factor in choosing the LPA?	WCPL	3, 6
101	How much does existing congestion on Halsted factor into evaluating the BRT option for Halsted?	WCPL	8
102	Comment: Just wondering what interface would be created between bus and rail at 95th, since this intersection is already heavily congested. Would Bus Rapid Transit keep the same schedule as the Red line? 24 hour service? What intervals or headway would BRT have? Same as Red Line? Would bus lines be rerouted as a result of implementing BRT. BRT & Heavy Rail- Median of Halsted? How to keep pedestrians & transit patrons safe? Similar to Day Ryan.	WCPL	6, 13, 14
103	Will the Extension of the Red Line cut the time of getting to your destination on time because the commit time is disgusting.	WCPL	8
104	What are the TOD values of the 3 alternatives?	WCPL	8, 13
105	What kind of support facilities are planned/proposed for New Stations? Will any of the Stations have "park and ride" facility? How many? Will passenger facilities (stations) have stores or stands? Is there any proposed construction for area adjacent to stations? Will only currently owned property be used? (for expansions)	WCPL	5, 7
106	Are the plans/proposals available to the public via CTA website?	WCPL	12
107	Where are your handouts?	WCPL	12
108	What is the CTA doing to obtain funding for its capital projects?	WCPL	11
109	The UP route seems to be the best route for the Extension.	WCPL	5
110* (110-112)	I'm addressing this letter to you about transportation expansion in the city of Chicago. My first issue I would like to talk about is the extension of the CTA Red Line. I think this service improvement is completely necessary, but I think it should be implemented in another form. Instead, I think service levels on the Metra Electric line should be increased to levels comparable with the proposed extension. When the name Metra is mentioned many people think of diesel locomotive pulling a string of cars behind it. However, this is not the case on the Metra Electric line as the name implies. With the electric power comes greatly increased acceleration power and lower operating costs due to not having to pay for diesel fuel. Electrical power is also quieter and pollution free compared to diesel locomotives. These are common characteristics that are shared with CTA trains and even though they are incompatible electrical systems, electrical power is necessary for increased service levels. This brings me to another point- no new cars would be necessary for the increased service levels because Metra has a large stockpile of cars that are used for the extremely frequent rush hour services. These	EMAIL	4
111	Also, the Metra line largely parallels the proposed route of the CTA extension. What would happen as a result is that these two lines would be competing for passengers which is not desirable in any business environment. Metra Electric ridership will decline because in 1969 when the CTA Dan-Ryan line was built ridership between 75th and 111th street stations declined 75%.[1] In addition, Metra Electric stations are far closer together than the CTA Red Line. This may be a little inefficient, but it is a convenience for riders and is a lot better than putting two lines right next to each other like the CTA is proposing to do. To resolve the issue of bus congestion at the CTA 95th station is very easy. If half of the buses were rerouted to nearby Metra stations (which many are closer to the bus routes) the issue would be solved. In addition, the plan of increasing trains on the Metra Electric could be implemented almost immediately compared to the years it will take to build the Red Line extension. Furthermore, the Red Line extension will be extremely cost prohibitive due to the soaring materials costs, acquisition of cars, and operating expenses. If you supported the implementation of the Met	EMAIL	4

112	I also wanted to give you an example of where a similar plan is being put into action. The location is London, and they are creating the Over ground Network. Most people would agree that London is light years ahead of the U.S. when it comes to public transportation, and the planners in London came to a startling conclusion. They realized that it was extremely expensive to build new subway lines, so they took commuter train lines, increased their frequency, and rebranded them into the Over ground network. This is essentially the same thing I'm proposing for the Metra Electric line without the rebranding. So basically, if train frequencies are increased on the Metra Electric and the CTA Red Line extension is not built, it will provide the same service to the taxpayers' of Chicago immediately with much less of their money being spent. I hope you take my suggestions into consideration.	EMAIL	4
113	Can "A" & "B" stops come back to the red line. Along Halsted St. or Michigan Ave, will the elevated be over the street like Lake St. or an adjacent alley?	USPS	5, 6
114	I believe you are making a mistake by considering only linear two-way travel extension options. A one-way loop extension at the end of an existing two-way mainline offers many advantages over a two-way linear extension. Attached is a proposal for a 10 mile long single track loop Red Line south extension. This extension would cost about the same as a two-way 5 mile long extension. But it's ten stations would make the Red Line accessible by walking to twice as many residents of the area as any of the nine two-way alternatives in your study. Note that: For a one-way loop extension compared to a two-way line with the same number of added stations: some trips take longer; but others are quicker. (see attached hypothetical example) One-way loop allows: Single side stations: no crossover structures, Use of narrower existing ROWs, Fewer cars ands operators and power consumption Let me know if you have any questions. Thanks you for your consideration. Sorry I am making my suggestion so late in your process. *Two documents attached	EMAIL	5
115* (115-116)	I can bloody well understand why Michigan Avenue was quashed south of 95th Street. In fact, I was wondering how trolleys plied Michigan Avenue in the olden days, in the first place! But just as most of the Green Line runs along alleys west of Calumet Avenue, and/or east of Prairie Avenue, couldn't a viable Red Line Extension use alleys west of Michigan Avenue, or is the environmental impact (noise) too great to make that an option this time around? Incidentally, I thought I could submit an idea to use Eggleston Avenue for a High Speed Electric Bus way-complete with overhead wires from 95th Street south to 127th and Indiana. But there were misgivings about doing that versus extending the rail portion.	EMAIL	5
116	Also: Has anyone thought about expanding the 95th Street Terminal for auto parking and bus marshalling using the air rights over the Dan Ryan Expressway?	EMAIL	5, 14
117	Thank you for the opportunity to voice my support for the Red Line extension to 130th/Altgeld. I have been attending meetings concerning this for at least 2 years. I continue to support the progress that has been made and I support the UNION PACIFIC ROUTE. This project would provide jobs, new business and a new mode of transportation for many residents. This extension is really needed. I am a regular rider on the Red Line and I would love to be able to have the additional stops. Thanks and keep me on your list for information regarding further developments.	EMAIL	5
118	I'm writing to inform you of the importance of the CTA Red Line. If extended to Altgeld Gardens it would help low-income families as well as our high school students who work. Please consider others when making your decision.	EMAIL	5
119	Please add me to your mailing list for the Greater Roseland Red Line Extension Project. Thank you.	EMAIL	12
120	This email is to indicate my families support of the Red Line extension and the support for the Union Pacific Route be used for the CTA Red Line Extension. The extension of the Red Line is long over due. The Roseland, Morgan Park, Altgeld neighbors were told this extension would happen when I was in grammar school I am now over 20 years in the working world and the extension is still talk. The extension of the Red Line is needed currently it takes two buses and over an hour just to get the 95th Street to board the Red Line.	EMAIL	5

121	I have been riding the Red Line from 95th Street to 4700 North for over 1 year now and I live near 115th and Halsted. The Red Line extension would benefit me and so many other CTA Red Line Riders. We could save time and money if the Red Line is extended to 130th Street. Please move on the Red Line riders behalf and get the extension plan moving a little faster. We have been meeting for over 3 years about this extension and what ever the riders and supporters of the Red Line extension need to do we will do.	EMAIL	3
122	I am writing to encourage you and others to extend the CTA Red Line from 95 Street to 130/Altgeld Gardens. Having lived in the south suburbs for almost 20 years, I know the frustration of not being near a CTA line and the extra time it takes to get to and from work. With over 40,000 people catching the El at 95th Street, I understand it has become the most profitable terminal for CTA. However, not so beneficial for a considerable number of those individuals who make up the 40,000 because they must first drive a long distances (from Altgeld, Riverdale, Dolton, South Holland, Calumet City) to take advantage of this mode of transportation. Extending the Red line could alleviate some of the burden of trying to find parking around 95 Street and then trying to get to work on time. An extension of the line could also help to increase employment opportunities for those in areas beyond 95 and increase CTA ridership. I enthusiastically support extending the Red line to 130/Altgeld and hope you and others will move to do so quickly.	EMAIL	5
123	I am in support of the 95th Street Red Line extension because and the Union Pacific Route: The 95th Street Red Line terminal is the most profitable terminal of all CTA Rails. Over 40,000 people use the 95th Street Rail each day. Most riders have to catch buses or taxis to get to and from the 95th street stop. Altgeld Gardens is the most isolated community in Chicago. Extending the Red Line would increase employment, as businesses develop around station stops. The proposed extension would run along the Union Pacific tracks, and would include stops at 103rd Street, 111th Street, 115th Street/Michigan, and 130th/Altgeld.	EMAIL	5
124	I support the Union Pacific Route to Altgeld. I take the el train everyday and have to catch a bus from the 95th Street line. This is an important part of transportation because our area is very isolated and in the evening, very dangerous.	EMAIL	5
125	Please accept this email as support in favor of extending the Red Line from 95th street to 130th/Altgeld via the union Pacific.	EMAIL	5
126	Please accept my support for the extension of the CTA Red Line from 95th Street to 130th/Altgeld using the Union Pacific Route.	EMAIL	5
127	I am very interested in the Red Line extension. My choice is the Union Pacific line. It is often very inconvenient for me to travel to 95th Street to get to the Loop. If the Red Line is extended to 130th and Stony Island it would make it so much easier for me to get around. I would love to park and ride.	EMAIL	5, 7
128	I wanted to make sure I sent you an email to express my great support of the Red Line Union Pacific extension. I live in the Washington Heights area and think that extending the red line is a fantastic idea. I work downtown and have to drive in order to make it into work at an appropriate time. However, having the redline closer to my home would allow me to substantially decrease my car usage and provide a better commute for me everyday. There is a substantial need to have increase transportation on the south side outskirts of Chicago. The citizens in this neighborhood deserve the services just as does the rest of the city. Here are some of other great reasons that this project should proceed: The 95th Street Red Line terminal is the most profitable terminal of all CTA Rails. Over 40,000 people use the 95th Street Rail each day. Most riders have to catch buses or taxis to get to and from the 95th street stop. Altgeld Gardens is the most isolated community in Chicago. Extending the Red Line would increase employment, as businesses develop around station stops. The proposed extension would run along the Union Pacific tracks, and would include stops at 103rd Street, 111th Street, 115th Street/Michigan, and 130 Please move forward with the expansion project as this will be a positive move for both the CTA and the city of Chicago!	EMAIL	5

129	I am sending this email because I believe that it is a excellent idea to extend the Red Line to 130th. Everyone I know that rides the Red Line everyday has to catch a bus or call a cab or a family member. I'm sure that the money that is spent expanding the Red Line will be reimbursed ten-fold when the project is complete!	EMAIL	15
130	I support the extension of the Union Pacific Route which will commute people to and from 130th/Altgeld Gardens.	EMAIL	5
131	Please accept my support for the extension of the CTA Red Line from 95th Street to 130th/Altgeld using the Union Pacific Route.	EMAIL	5
* Comments were received on the same comment card			
Key to source of comments:			
HPC	**Comment received at Public Meeting held at Historic Pullman Center**		
WCPL	**Comment received at Public Meeting held at Woodson Regional Chicago Public Library**		
EMAIL	**Comment sent to CTA by email**		
STK	**Comment received at Stakeholder Meeting**		
USPS	**Comment sent to CTA by postal mail**		

Chicago Transit Authority
Red Line Extension Alternatives Analysis Study

Screen 2 Public Involvement
Responses to Public Comments and Questions

17 February 2009

Written questions and comments regarding the Red Line Extension Alternatives Analysis Study were submitted by a variety of individuals and groups from throughout the Chicago region at the study's Screen 2 Public Meetings held on December 3 and 4, 2008. In addition, public comments and questions on Screen 2 were submitted directly to the Chicago Transit Authority (CTA) via e-mail and postal mail through December 18, 2008.

All of the questions and comments have been collected and compiled to provide a comprehensive review of the issues raised along with CTA's responses. Every question, comment, and suggestion submitted during the public comment period has been compiled in the ―Outreach Comment Database" (see separate document). Each question has been recorded verbatim and assigned a number that corresponds with the answers provided in this document, ensuring every question or comment submitted has been reviewed and answered or acknowledged. Collectively, the public comments and preferences will be considered in the evaluation of alternatives and concepts introduced through the public involvement process and may be evaluated and/or reflected in advancing alternatives as appropriate.

Many of the comments received were very similar in nature. As a result, similar comments and their responses have been grouped by topic and ―General Comment" heading below to avoid duplicative responses. Questions or comments requiring individual or specific responses are also included below along with unique responses. In order to understand some terms used in the Comments and Responses, it may be necessary to review the original Screen 2 presentation materials which are posted on CTA's Web site www.transitchicago.com (click on News and Initiatives, then Alternatives Analysis Studies).

The list below shows the index of topics covered in the report, along with the number of comments received for each. Because comments often refer to more than one topic, the numbers associated with each do not equal the total number of comments received.

Index of Topics

1. FTA's Alternatives Analysis Process (8)
2. Relationship of Red Line Extension to Other Proposed Transit Projects (6)
3. Overall Red Line Extension Project Timeline, Purpose and Need (12)
4. Red Line Extension Study Area (4)
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6. Proposed Red Line Extension Operations (7)
7. Potential Red Line Extension Parking Facilities (4)
8. Evaluation Criteria Used in the Alternatives Analysis Study (15)
9. Ridership Estimates and Related Issues (3)
10. Project Cost Estimation (9)
11. Funding of Red Line Extension Construction and Operations (9)
12. Alternatives Analysis Public Involvement Process and Format (13)
13. Potential Red Line Extension Economic and Environmental Impacts (11)
14. Potential Red Line Extension Impacts on Existing CTA Services (4)
15. Other (8)

1. FTA's Alternatives Analysis Process

General Comment:

Please describe the Federal Transit Administration's (FTA) Alternatives Analysis process and its components.

Pertains to Specific Comments:

17, 19, 22, 25, 27, 40, 65

Response to Overall Category Comment:

Alternatives Analysis has for over 25 years been a key part of FTA's decision-making process for awarding grant funding to support fixed guideway transit projects. Federal law requires that projects seeking grant funding from FTA's New Starts program be based upon the results of an alternatives analysis study and subsequent preliminary engineering. Alternatives analysis has also been a part of established transportation planning practice in the United States for several decades. At its core, alternatives analysis is about supporting local decision-making. An effective alternatives analysis answers the questions: What are the transportation problems in a corridor? What are their underlying causes? What are viable options for addressing these problems? What are their costs? What are their benefits?[1]

The Red Line Extension project is currently conducting its Alternatives Analysis study. The Red Line Extension Alternatives Analysis study will have three steps or "screens." Screen 1, completed in April 2007, issued preliminary findings regarding corridors, alignments, and vehicle technologies that should be advanced to Screen 2 for further analysis. Screen 2, just completed in December 2008, further refined the alternatives from Screen 1. These findings have determined three alternatives that should be studied further. Screen 3 will be a quantitative screening process; costs and ridership will be projected and operational questions considered. Screen 3 will result in the recommendation of a Locally Preferred Alternative (LPA) which, with FTA approval, will subsequently undergo environmental analysis and preliminary engineering.

A detailed description of the formal FTA Alternatives Analysis process is available at the Federal Transit Administration's web site: http://www.fta.dot.gov/planning/planning_environment_5221.html .

Other Specific Comments Noted on this Topic:

Comment:

6: How can the alternative analysis preferred alternatives be arrived at ahead of the environmental impact analysis when one of the routes- the UP Railroad- has significant environmental issues, effecting isolated communities, like the Altgeld Corridor?

Response:

While the formal federally mandated Environmental Impact Statement (EIS) is not completed until after the selection of a Locally Preferred Alternative, environmental issues and community impacts are considered for each corridor and technology studied in the Alternatives Analysis. The subsequent EIS phase is used to quantify both positive and negative environmental impacts in detail and develop mitigation measures where necessary. See Topic 8 for more information about evaluation criteria used in the screening process.

[1] "Additional Guidance on Local Initiation of Alternatives Analysis Planning Studies." Federal Transit Authority web site.

2. Relationship of Red Line Extension to Other Proposed Transit Projects

General Comment:

What is the relationship between the Red Line Extension and other projects being considered by CTA? Is the Red Line Extension the highest priority?

Pertains to Specific Comments:

3, 14, 59, 73, 98

Response to Overall Comment Category:

Every five to six years, the United States Congress enacts legislation that authorizes federal funding for highway, transit, motor carrier, safety, and research programs across the country. This federal support represents the primary source of capital funding for CTA and other transit agencies throughout the U.S. The current legislation, known as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users), authorizes the federal transit and highway programs through 2009. President Bush signed the act into law on August 10, 2005.

The SAFETEA-LU legislation authorized CTA to seek federal New Starts grant support for four new rail lines or line extensions including: the Red Line Extension to 130th Street; the Orange Line Extension to Ford City; the Yellow Line Extension to Old Orchard; and the Circle Line. In order to qualify for New Starts funding, CTA is required to perform comprehensive Alternatives Analysis studies for each. Alternatives Analysis studies for all four projects are currently underway following the same federally mandated process as the Red Line Extension study, but addressing the unique transportation needs of their respective study areas.

A key objective of the Federal Transit Administration's Alternatives Analysis process is to measure all transit projects from across the nation by the same set of standards. This process ranks projects based on this measurement and not on where they are located. In this way, the benefits and costs of a project can be objectively measured in comparison to all others. Acknowledging that each project has a unique Purpose and Need, the process allows multiple projects from the same region to be rated highly. It is not unusual for a large region such as Chicago to seek approval for several major transit initiatives at the same time. In the late 1990s, CTA won New Starts funding approval for both the Cermak (Douglas) Branch reconstruction and the Brown Line capacity expansion project at the same time. Metra has also received New Starts funding for multiple projects at the same time. New York City in 2005 had two multi-billion dollar transit projects approved for New Starts funding.

CTA is preparing all of the New Starts projects to be advanced simultaneously from Alternatives Analysis with the selection of Locally Preferred Alternatives in each study area by fall 2009.

In order to qualify for federal funding, regional transportation projects must also be included in an official Regional Transportation Plan. Chicago's Regional Transportation Plan is prepared by the Chicago Metropolitan Agency for Planning[2] (CMAP) with input from local and state government agencies (including CTA), community organizations, and the general public. The plan is updated regularly and the Red Line Extension project is included in the plan. The most recent comprehensive update of the 2030 Regional Transportation Plan (RTP) was prepared in 2006 and involved extensive public outreach meetings throughout the region in May and June of 2006. A technical update of the 2030 RTP was also completed in 2008. Additional information on this plan can be found on CMAP's "Shared Path 2030" web site http://www.cmap.illinois.gov/sp2030/sp2030main.aspx?terms=2030.

Other Specific Comments Noted on this Topic:

Comment:

44: Will the CTA, the RTA and IDOT present the Red Line Extension as a priority project as a public works project to the new Obama Administration?

[2] CMAP was created in 2006 by the merger of the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC).

Response:

CTA can only speculate that the President's support for transit will be beneficial to transit and transportation systems in our nation. However, CTA is subject to the federal New Starts process that both guides prudent planning activities and determines the evaluation steps required for additional funding.

Current details of a federal stimulus plan that may include additional funding for urban transit systems suggest that funding would need to be spent in a short time frame to have the desired stimulus and jobs creation. This type of funding, as currently specified, would not be available to New Starts projects; however, CTA is reviewing details of the stimulus package and its likely impacts on the CTA. If New Starts funding were increased through stimulus measures, CTA would propose to advance progress on all of its New Starts projects into subsequent Preliminary Engineering and Environmental Impact Statement project phases.

3. Overall Red Line Extension Project Timeline, Purpose and Need

General Comment:

What is the timeline of the project and when will the Locally Preferred Alternative be selected? How long will it take from design until operation?

Pertains to Specific Comments:

17, 19, 22, 24, 25, 26, 27, 42, 54, 65, 97, 100, 121

Response to Overall Category Comment:

Fixed guideway projects are resource intensive and are rarely funded through local funding sources alone. In order to obtain federal funding for fixed guideway projects such as an extension of a rail line, the FTA developed a funding application process called the New Starts process. The FTA New Start grant program requires conceptual transit project proposals to proceed through a formal process of planning, design, and construction. Upon completion of this process, the project is ready for operation. The process involves five formal steps: Alternatives Analysis (AA); Environmental Impact Statement (EIS); Preliminary Engineering (PE); Final Design (FD); and Construction. Each of these steps typically takes 2-3 years to complete. Initiation of each step is also contingent upon continued availability of federal and local funding, the timing of which will also affect the overall project schedule. For highly complex projects the Final Design and Construction steps take longer, particularly if construction is implemented in sequential phases rather than all at once.

In the Alternatives Analysis step, the project's purpose and need is identified, alternatives to address the purpose and need are developed and evaluated, comprehensive and on-going public involvement is initiated, and a Locally Preferred Alternative (LPA) is determined. The Red Line Extension project's "purpose and need" is to improve transportation access and enhance opportunity for economic development within the study area. In particular, transportation improvements are needed to reduce the significant bus and passenger congestion at CTA's existing 95th Street Red Line station; reduce lengthy bus trip times to access the 95th Street Red Line station from neighborhoods south of 95th Street; reduce the lengthy transit commute times experienced by many residents of the study area; and more effectively manage future traffic growth in the study area. Extending Red Line transit service south of 95th Street is intended to stimulate economic development and enhance job opportunities by improving access to, within, and beyond the study area and shortening transit travel times through faster and more direct transit service.

The Red Line Extension project is currently in the Alternatives Analysis phase. The next step is preparation of an Environmental Impact Statement (EIS). In this step, potential environmental, financial and economic impacts of each alternative are identified, potential environmental impacts of the LPA are analyzed; environmental mitigation strategies are developed, public hearings are conducted to receive input, and a formal Record of Decision is received from the FTA upon successful completion. The Preliminary Engineering step involves engineering effort to support the EIS (30% design level), development of project phasing and construction staging, and feasibility review of mitigation approaches

for construction or operational impacts. In the Final Design step the engineering design started in PE is completed, capital and operating cost estimates are updated and construction drawings are prepared, and a Full Funding Grant Agreement is obtained from the FTA upon successful completion. The Construction step commences when federal and local matching funds are secured.

The current Red Line Extension Alternatives Analysis study is expected to conduct the final, Screen 3, public involvement meetings in summer 2009. Prior to these meetings, CTA will complete the quantitative analysis that will help to identify an LPA in the study area. This LPA will be presented at the Screen 3 public outreach meetings and public comments will be reviewed before CTA makes its selection final in late summer 2009. CTA anticipates completing technical work to support an LPA recommendation and submission to the FTA for project advancement in fall 2009.

Specific Comments Noted on this Topic:

Comment:

100: How important is resolving the train yard congestion at 98th as a factor in choosing the LPA?

Response:

A Locally Preferred Alternative cannot advance if it has technical or operational shortcomings without proposed solutions. However, several alternatives exist for resolving congestion at the 98th Street yard.

4. Red Line Extension Study Area

General Comments:

What are the boundaries of the project study area? How were those boundaries determined?

Pertains to Specific Comments:

52, 110, 111, 112

Response to Overall Category Comment:

A key component of the Alternatives Analysis process is specifying a study area of a definite size for the project. The goal is to establish a specific area and to define the transit challenges and opportunities within this particular space, so that potential solutions can be measured against these defined challenges. Keeping the study area focused also helps to avoid confusion between multiple unique transit project proposals within the same city or region. Too large a study area can make it too difficult to determine accurately whether the potential solutions effectively address the identified transportation needs.

The Red Line Extension study area is bounded by the current terminus of the existing CTA Red Line at 95th Street (9500S) on the north, the Little Calumet River (approximately 13400S) on the south, Ashland Avenue (1600W) on the west, and Stony Island Avenue (1600E) on the east. The study area is four miles east-to-west and approximately five miles north-to-south. These boundaries define an area with numerous opportunities for improving transit connections and growing transit market share. A key goal of the Red Line Extension is to improve transportation access and enhance opportunities for economic development. In particular, transportation improvements are needed to reduce the significant bus and passenger congestion at CTA's existing 95th Street Red Line station; reduce lengthy bus trip times to access the 95th Street Red Line station from neighborhoods south of 95th Street; reduce the lengthy transit commute times experienced by many residents of the study area; and more effectively manage future traffic growth in the study area. Extending Red Line transit service south of 95th Street is intended to stimulate economic development and enhance job opportunities by improving access and shortening transit travel times through faster and more direct transit service. The study area boundaries encompass the areas that would benefit most directly from such transit service improvements.

For more information on the details of the study area, please see the Screen 1 presentation materials available for download at the CTA's website www.chicagotransit.com as noted in the introduction to this document.

Other Specific Comments Noted on this Topic:

Comment:

We have questions relating to the —Gray Line" proposal and its consideration in this Alternatives Analysis.

Pertains to Specific Comments:

110, 111, 112

Response:

The -Gray Line" proposal calls for operational changes to increase service frequency on the Metra Electric District Line and improve CTA connections to this facility as well as fare integration between regional transit services.

Opportunities for changes or improvements to the existing Metra commuter rail service and CTA bus services within the corridor will continue to be evaluated in detail during Screen 3. These types of -lower capital cost investment" opportunities will be considered within the no-build and TSM alternatives (described in Topic 8), in conjunction with other more capital intensive options. Additionally, CTA is focusing attention on identifying possibilities to enhance intermodal interchange on the various alignments.

A proposed -Gray Line" meets some of the needs of the study area, such as reducing the lengthy transit commute times experienced by many residents of the study area. However, it will not be included as a build alternative in the current Alternatives Analysis because it does not comprehensively address all of the needs of the project, including alleviating the bus and passenger congestion at 95th Street Red Line station or reducing travel times of passengers that transfer from bus to CTA rail to access their destination. Additionally, as noted in the Screen 1 analysis (available at www.transitchicago.com – click on News and Initiatives, then Alternatives Analysis Studies) commuter rail has several characteristics that are less favorable for the study area than other modes analyzed (such as bus and heavy rail).

5. Alternatives Analyzed

General Comment in Support of UPRR Alternatives:

Many comments received support extending CTA Red Line service along the Union Pacific Railroad corridor. Additionally, some comments expressed opposition to advancing the Halsted Street Corridor or Bus Rapid Transit alternatives.

Pertains to Specific Comments:

7, 12, 38, 43, 45, 46, 47, 50, 51, 60, 74, 77, 78, 80, 81, 83, 85, 87, 99, 109, 117, 120, 122, 123, 124, 125, 126, 127, 128, 130, 131

General Comment for Various Alternatives Analyzed:

Please provide more information about the combined corridor-technology-vertical profile alternatives analyzed in Screen 2.

Pertains to specific comments:

13, 30, 52, 72, 74, 90, 94, 116

Response to Overall Category Comment:

In Screen 1, CTA evaluated potential transit corridors, vehicle technologies, and vertical profiles to determine which would be appropriate to meet the needs of the proposed Red Line Extension. From this analysis, three transit corridors (Halsted Street, Union Pacific Railroad (UPRR) right-of-way, Michigan Avenue) and two vehicle technologies (Bus Rapid Transit (BRT), Heavy Rail Transit (HRT)) were advanced. Additionally, for rail alternatives, three vertical profiles (elevated, subway, trench) were advanced and for bus alternatives, one vertical profile (at-grade) was advanced. These components were combined to create specific alternatives and in total, eight alternatives were advanced to Screen 2.

(For more information about all of the alternatives evaluated in Screen 1, see Screen 1 presentation, technical boards and public comments and responses posted on the CTA website www.transitchicago.com – click on News and Initiatives, then Alternatives Analysis Studies).

In Screen 2, two bus alternatives were evaluated, as follows: 1) Halsted Street BRT at-grade, which is proposed to travel via an exclusive travel lane right-of-way from Vermont Avenue/Halsted Street to the Red Line 95th Street terminal station; and 2) Michigan Avenue BRT at-grade, which is proposed to travel via an exclusive travel lane from 127th Street/Michigan Avenue to the Red Line 95th Street terminal station. Both of these alternatives were defined with BRT station stops proposed every half mile on their respective north-south arteries, consistent with BRT stop spacing, and no stops proposed on 95th Street. The vehicles anticipated for the BRT alternatives would be articulated buses that would be hybrid diesel-electric powered or use alternative fuels.

In addition to the two bus alternatives, six rail alternatives were evaluated, as follows: 1 & 2) Halsted Street HRT elevated and underground alternatives. Both of these alternatives would depart the current CTA 95th Street terminal station and follow the I-57 Expressway median, transitioning to either an elevated or underground structure at Halsted Avenue, where these alternatives would travel south on Halsted Street to Vermont Avenue. These proposed alternatives are both 4.9 miles long and have four station stops – at Vermont Avenue, 119th Street, 111th Street, and 103rd Street – consistent with modern rapid transit station spacing. 3 & 4) UPRR HRT elevated and trench alternatives. Both of these alternatives would follow the I-57 Expressway as it traveled south from the 95th Street terminal station until the UPRR corridor, where it would turn south to follow the corridor. The UPRR corridor travels south to approximately 111th Street, and then travels southeast until the proposed terminal location at 130th Street near the I-94 Bishop Ford Freeway. These alternatives are 6.0 miles long and have four proposed stations – at 130th Street, 115th Street, 111th Street, and 103rd Street. 5 & 6) Michigan Avenue HRT elevated and underground alternatives. Both of these alternatives would follow the I-94 Bishop Ford Expressway median and transition to either an elevated or underground structure at Michigan Avenue, where these alternatives would travel south on Michigan Avenue to 127th Street. These proposed alternatives are both 4.1 miles long and have four station stops – at 127th Street, 119th Street, 111th Street, and 103rd Street.

All rail transit alternatives would be powered via an electric third rail, consistent with the existing CTA system and rail cars would be equivalent to those used by the existing fleet. Note that with regard to the UPRR Corridor, CTA and UPRR operate services with incompatible train cars and power systems; therefore, in the proposed UPRR Corridor, CTA will have its own dedicated tracks. The elevated alternative would operate above the existing UPRR freight right-of-way (currently at-grade); whereas the trench alternative would be in a cut below the surface, with the UPRR freight right-of-way relocated in the trench as well, adjacent to the CTA right-of-way.

All alternatives currently have Park and Ride lots proposed in proximity to their terminal stations; for more information about parking facilities, see Topic 7.

Several recommendations and preferences for potential alternative and terminal configurations were provided on the question/comment cards submitted by the public. Many are derivations of the alternatives already defined. Others significantly differ from the alternatives proposed by the CTA. Staff will review all suggestions and incorporate in the analysis those that merit further consideration.

Other Specific Comments on this Topic:

Comment:

41: Has rapid bus in other areas addressed the need for rail service?
82: What is the reasoning behind imposing an additional bus line on an existing bus line?

Response:

Bus Rapid Transit (BRT) is an option for introducing certain features of rail service (for example, dedicated right-of-way and multi-door boarding) at a lower capital cost and on a more accelerated timeline than building new rail lines. Several cities in North America have successfully adopted BRT services, including New York, Los Angeles, Cleveland, Kansas City, Toronto, and Mexico City.

Introducing BRT in a local bus corridor can increase travel options for customers with different needs. For example, BRT routes may be ideal for those who are willing to walk further to a stop in exchange for a faster more predictable trip, while local routes may be a preferred option for those with limited mobility or those making short trips. Providing both services in one corridor ensures that diverse travel needs are met.

Comment:

68: Are 4 stations along the Red Line Extension Heavy Rail alternative really enough stations to alleviate congestion and promote increase[d] usage of the Red Line? Would it really help the South Side Communities?

Response:

Proposed station locations on each of the rail alternatives are consistent with modern rapid transit station spacing – about one-mile between station stops. In some cases, such as on the UPRR corridor, larger gaps exist between station locations due to the lack of development between proposed stops. Additionally, buses on east-west arterials will be able to service the rapid transit station in closest proximity to that bus line, allowing the proposed Red Line Extension to divert many bus trips currently traveling on north-south arterials in the study area to the 95th Street terminal station. Proposed Park and Ride facilities will provide more convenient auto access and promote transit use in the study area.

Comment:

70: Why not extend the red line further south to 130th St on Halsted?

Response:

The Halsted Street BRT and HRT alternatives were designed to capture the majority of potential transit riders in the Halsted Street corridor, without crossing the Calumet Sag / Little Calumet River located at Halsted Street just south of 129th Street where development density drops significantly. The proposed terminal location of the Halsted Street BRT and HRT alternatives is located at Vermont Street, just two blocks north and within walking distance of the southernmost intersection with Halsted Street in the City of Chicago.

Comment:

84: I see an Electrified High Speed Bus way as a LOW COST Alternative Red Line Extension. Agree or Disagree?
115: Incidentally, I thought I could submit an idea to use Eggleston Avenue for a High Speed Electric Bus way-complete with overhead wires from 95th Street south to 127th and Indiana.

Response:

Bus Rapid Transit (BRT) is an option for introducing certain features of rail service (for example, dedicated right-of-way and multi-door boarding) at a lower capital cost (and on a more accelerated timeline) than building new rail lines.

Eggleston Avenue has a similar width as Michigan Avenue, which is too narrow to support a dedicated BRT corridor.

Propulsion technology for the BRT alternatives has not yet been finalized; however, vehicles are anticipated to be articulated buses that would be hybrid diesel-electric powered or use alternative fuels.

Comment:

92. Why exactly was the trench option for the UPRR HRT not recommended? Would the UPRR tracks really need to be in the trench as well?
93. Why was underground Heavy Rail for the UP route shot down?

Response:

Due to the limited right-of-way available for rail infrastructure in the UPRR corridor, if the CTA Red Line Extension were to be placed in a trench, as considered in one alternative in Screen 2, then the UPRR right-of-way would also need to be placed in a trench. The configuration of rail lines require minimum distances on either sides of the rail tracks and a trench alignment increases these requirements. Without

placing the UPRR rail line in a trench as well, the available right-of-way would not be sufficient for both services to operate. While there are some additional environmental impacts from placing the UPRR rail line in a trench, such as transferring higher elevation diesel emissions to ground-level, the primary reason that this corridor was not advanced was due to the increased cost. Additional costs to put the freight line in a trench will not accrue additional benefits to transit users, making this alternative less cost-effective than the elevated UPRR alternative.

Comment:

95: Have there been examples of elevated rail over existing rail right-of-ways like to UP Railroad?

Response:

Portions of the CTA Orange Line are elevated over a freight railroad right-of-way.

Comment:

105: What kind of support facilities are planned/proposed for New Stations? Will any of the Stations have "park and ride" facility? How many? Will passenger facilities (stations) have stores or stands? Is there any proposed construction for area adjacent to stations? Will only currently owned property be used? (for expansions)?

Response:

Park and Ride facilities are planned in all proposed Red Line Extension alternatives. Size, configuration and specific locations will be determined in Screen 3. Additionally, Park and Ride facilities at intermediate stations as well as station details included in the station area plans will also be developed in Screen 3.

Comment:

113: Along Halsted St. or Michigan Ave, will the elevated be over the street like Lake St. or an adjacent alley?

Response:

In Screen 2, the Halsted Street and Michigan Avenue Corridors both included elevated rail alternatives that would travel over the existing street (not in an adjacent alley). However, the engineering design of these elevated structures has not yet been defined. As suggested, an elevated rail line may have a box-shaped support such as on Lake Street. An alternate elevated structure design on the CTA system exists on the Orange Line, which uses hammerhead columns – a center support that opens for the elevated track structure. Modern engineering variations will be considered for elevated structures advancing to Screen 3.

Comment:

114. I believe you are making a mistake by considering only linear two-way travel extension options.

A one-way loop extension at the end of an existing two-way mainline offers many advantages over a two-way linear extension.

Attached is a proposal for a 10 mile long single track loop Red Line south extension. This extension would cost about the same as a two-way 5 mile long extension. But its ten stations would make the Red Line accessible by walking to twice as many residents of the area as any of the nine two-way alternatives in your study.

Response:

A loop alternative would enhance coverage of the study area but would result in longer travel times on the guideway. Many potential customers in the study area are geographically dispersed and are anticipated to access the rail line by bus or auto beyond the immediate station area as they do today and therefore need faster travel times on the guideway such that transit remains competitive with other modes.

6. Proposed Red Line Extension Operations

General Comment:

How will the service operate? Will the trains run 24 hours and what will be the fare?

Pertains to Specific Comments:

1, 54, 102, 113

Response to Overall Category Comment:

CTA assumes that any new CTA service will be generally consistent with current CTA operating practices and seek to provide customers with safe, frequent and reliable travel options. CTA assumes that the proposed Red Line Extension will operate the same hours as existing Red Line service and that the fare would be consistent with existing fares at the time of implementation. Any new CTA service and associated facilities recommended by this study would be consistent with the Americans with Disabilities Act (ADA) requirements.

Other Specific Comments on this Topic:

Comments:

29: Where would the yard be located?
71: Is the land at 127th Street for a new longer train yard?
100: How important is resolving the train yard congestion at 98th as a factor in choosing the LPA?

Response:

CTA has explored some preliminary yard location sites for each of the proposed rail alternatives. For the Halsted Street HRT elevated alternative, a preliminary yard location has been identified on the west side of Halsted Street near industrial areas in the middle of the corridor. For the UPRR HRT elevated alternative, possible yard sites could be accommodated along the southern leg of the proposed alignment in adjacent industrial areas.

Identifying yard space in coordination with the proposed alternatives is one way to accommodate additional trains required to serve a rail line extension; however, other operational improvements can achieve similar goals. The feasibility of accommodating additional trains at alternate yard locations in the CTA system will also be considered as part of this study.

7. Potential Red Line Extension Parking Facilities

General Comment:

Where will parking facilities be located? Will you look at vacant and available land/properties?

Pertains to Specific Comments:

4, 30, 105, 127

Response to Overall Category Comment:

The CTA is considering Park and Ride facilities for each of the bus and rail alternatives included in Screen 2. For each corridor, Park and Ride facilities are being considered at the terminal locations of the proposed Red Line Extension alternatives. Additionally, in Screen 3, further analysis on adjacent land use and parking needs at interim station locations will also be considered. The amount of parking proposed is determined by forecast station usage. The location of each station, the area served, and proximity to major arterials and/or highways will determine whether parking is recommended at each station. If parking is determined to be advantageous at a proposed station, the ridership forecast for that station will determine the number of parking spaces and the type of parking facility required (e.g. a lot or a garage).

8. Evaluation Criteria Used in the Alternatives Analysis Study

General Comment:

How are screening criteria applied throughout the analysis to advance the alternatives being evaluated?

Pertains to Specific Comments:

6, 8, 57, 58, 72, 96

Response to Overall Category Comment:

A three phase evaluation methodology is being used for the Red Line Extension Alternatives Analysis. With each screen, increasingly detailed and comprehensive evaluation criteria are applied to a decreasing number of alignment alternatives that have been identified as the best potential transportation investments. Each step in the evaluation process is thus designed to increase the level of detailed planning and engineering analysis on progressively fewer alternatives.

In Screen 1, the Alternatives Analysis began with identifying a "universe" of alternatives—all of the conceivable transit service improvements that may address the purpose and need for the project within the study area. This universe of alternatives was qualitatively evaluated in Screen 1 using social, environmental, transportation, and economic parameters to identify a shortlist of specific technologies, corridors, and profiles that may best satisfy the project's goals and objectives.

In Screen 2, after identifying the alternatives in more detail, two additional steps of evaluation were performed. In the first step, four factors were used to evaluate each alternative's performance, as follows: physical constraints, such as right-of-way requirements; social and economic factors, using demographics and employment data; environmental factors, including impacts from each alternative on noise, visual, natural and cultural resources; and transportation factors, such as travel time, transit connectivity, and traffic impacts. At the start of Screen 2, eight distinct build alternatives (not including the No-Build and TSM alternatives, which are discussed in more detail below) were considered. Only five of these alternatives advanced after the application of the four evaluative factors used in this first evaluation step.

Next, a more detailed evaluation of the five remaining build alternatives was performed. In this step, preliminary estimates of capital costs, operating costs and projected ridership were used to compare the alternatives. This evaluation was performed with order-of-magnitude estimates to determine which alternatives were most likely to perform well under FTA's cost-effectiveness evaluation criteria. After this evaluation step, three build alternatives remained, as follows: 1) Halsted BRT at-grade, 2) Halsted HRT elevated, 3) UPRR HRT elevated, plus the No-Build and TSM alternatives.

In Screen 3, these advancing alternatives will be evaluated using detailed and quantitative analysis to identify and recommend an alternative to continue as the Locally Preferred Alternative in the study area. In addition to the quantitative cost, ridership, and cost-effectiveness evaluation performed in Screen 3, evaluation of other FTA criteria, such as analyses of transit-supportive land use and local financial commitment are also prepared.

For more information on the evaluation criteria or evaluation results of each alternative, please see the detailed summaries available for review on the Screen 1 and Screen 2 presentation boards, which are available for download at the CTA's website www.chicagotransit.com as noted in the introduction to this document.

Other Specific Comments on Socioeconomic Criteria:

What are the socio-economic factors considered in the Screen 2 analyses and how are they weighted?

Pertains to Specific Comments:

10, 34, 56, 57, 58, 104

Response:

In Screen 2, after identifying the alternatives in more detail, two additional steps of evaluation were performed. In the first step, social and economic factors were considered, among others. Social factors were evaluated by station area: for BRT this included the area within ¼-mile radius of proposed station stops and for HRT, the area within ½-mile radius of proposed station stops. CTA evaluated factors

including total population, population density, employment, employment density, number of households, total zero-car households, zero-car household percentage, total minority population, minority population percentage, total poverty-status households, poverty-status household percentage, number of hospitals, and number of schools and colleges. All of these factors were evaluated based on year 2000 data and, where available, forecasts for year 2030. CTA compared BRT alternatives and HRT alternatives separately, due to the differing station radii used for collecting and analyzing data.

For the eight alternatives evaluated, the data did not significantly differentiate one alternative from any other. For example, the analysis reveals there are no significant differences in the current percent of minority populations among the three alternatives. The minority population for all of the corridors considered is approximately 99 percent, which is significantly higher than the minority population in Cook County at 44 percent. Additionally, all corridors include a proportion of households without cars (ranging from 15-25 percent) similar to Cook County at 17 percent. And all corridors have a higher percentage of poverty-status households (17-24 percent) than Cook County as a whole (at 12 percent).

A comparison of the potential impact on hospitals and schools did not reveal significant differences either. One hospital is located within quarter of a mile of the Michigan Avenue Alternatives and each alternative has three to five schools within a quarter mile of station areas. Since all schools were along the neighboring streets rather than on the main routes, with the exception of Harlan High School on the west side of South Michigan Avenue at West 97th Street, they did not weigh heavily on the overall social rating.

All economic factors were evaluated within a ¼-mile radius of both BRT and HRT proposed station stops. Factors included the number of Tax Increment Financing (TIF) Districts, Enterprise Zones and Industrial Corridors as well as an evaluation of retail locations and transit-supportive land use potential and impacts to the revenue of adjacent businesses during construction.

For the eight alternatives evaluated, all of the alternatives were equivalent in the evaluation of economic factors. All of the corridors have adjacent areas belonging to (TIF) Districts, Enterprise Zones and Industrial Corridors. The Halsted Street and UPRR Corridors have five and six noted areas, respectively. The Michigan Avenue Corridor has only two of these areas; however, the Michigan Ave TIF district encompasses nearly the entire corridor.

In the evaluation of average retail locations and transit supportive land uses, note that the corridors that perform best (the Halsted and Michigan Avenue Corridors) are also the corridors most affected during construction – as noted in the subsequent economic factor "Impacts to revenue of adjacent businesses during construction." All of the corridors have the potential for enhanced economic development in conjunction with the respective alternative.

Transit-oriented development (TOD) is also an important evaluation factor considered by the Federal Transit Administration (FTA). The FTA evaluation of TOD includes existing land use, transit supportive plans and policies, performance and impacts of these policies, and other land use considerations. As all corridors have the potential for enhanced economic development, there are TOD opportunities for all three alternatives. These opportunities will be further defined and documented during the upcoming station area planning work that CTA will perform to support Screen 3.

Other Specific Comments Noted on this Topic:

Comment:

42: …With each possibility (HB, HR, UPR) what would the impact be on decreasing the commute time?
103: Will the extension of the Red Line cut the time of getting to your destination…?

Response:

Reducing travel times is one of the key elements in the stated Purpose and Need of the Red Line Extension Alternatives Analysis study (see Topic 4 for more information about the project Purpose and Need). All of the proposed build alternatives advancing to Screen 3 (Halsted at-grade Bus Rapid Transit, Halsted elevated Heavy Rail Transit, and UPRR elevated Heavy Rail Transit) include improvements to reduce travel times in the Red Line Extension Alternatives Analysis study area.

The Heavy Rail Transit alternatives on Halsted and the UPRR both result in travel time reductions on the bus trips currently used to access the Red Line. Local bus trips would serve the proposed extension station nearest the east-west bus lines, reducing the total number of buses serving the current Red Line

95th Street terminal station. Estimated travel time by rail from 130th Street to 95th Street by rail is approximately 12 minutes compared to 25 minutes or more today.

For the Bus Rapid Transit alternatives, travel times on Halsted, the corridor with the majority of bus trips in the Red Line Extension Alternatives Analysis study area would improve due to roadway improvements such as dedicated travel lines and traffic signal priority. Additionally, this alternative includes reconfiguring the current bus terminal at the Red Line 95th Street terminal station, alleviating some of the congestion approaching and accessing the terminal, although still requiring a transfer for trips beyond 95th Street.

Comment:

88: What exactly would the TSM be for the Red Line Study?
89: What is the Baseline Alternative, and does not BRT come closest to the Baseline Alternative?

Response:

The No-Build Alternative incorporates only those transportation improvements that are included in the 2030 Regional Transportation Plan for which need, commitment, financing, and public and political support are identified and are reasonably expected to be implemented. The second alternative that is developed for consideration is called the Transportation System Management (TSM) Alternative and is defined as the best that can be done for improving mobility without constructing a new transit guideway. The TSM Alternative can include applicable transportation system upgrades such as intersection improvements, bus route restructuring, shortened bus headways, express and limited-stop service, signalization improvements, and timed-transfer operations.

The Federal Transit Administration must approve the definition of the No-Build and TSM Alternatives; however, only one of these alternatives advances as the Baseline Alternative. Because the Baseline Alternative should represents the best that can be done to improve transit service in the study area without major capital investment in new infrastructure, it is often the TSM Alternative that is used as the Baseline Alternative. The Baseline Alternative should be designed to address identified transportation needs in the Red Line Extension study area and demonstrate the extent to which these problems can be solved without a proposed major capital investment.

The definitions and selection of the No-Build and TSM Alternatives – and the alternative chosen as the Baseline Alternative – is the subject of interaction between FTA and CTA Alternatives Analysis study staff and that process is currently underway. When the final alternatives are selected, definition of the specifics of these alternatives will be presented to the public in the next round of outreach, Screen 3. Additionally, measured benefits from the alignment, mode and vertical profile alternatives (or build alternatives) that have advanced from Screen 2 to Screen 3 will be compared with the FTA-required Baseline Alternative. This comparative analysis is a key activity that the FTA uses in their annual rating of New Starts transit projects.

Comment:

101: How much does existing congestion on Halsted factor into evaluating the BRT option for Halsted?

Response:

In Screen 2, after identifying the alternatives in more detail, two additional steps of evaluation were performed. In the first step, transportation factors were considered, among others. Transportation factors were evaluated along the corridor length of each proposed alternative. CTA evaluated factors such as the anticipated travel speed of each alternative, new traffic impediments introduced by the alternative, and potentially displaced parking spaces.

Since the Halsted Street BRT at-grade alternative assumes that a dedicated lane exists for the BRT vehicles, average travel speed was derived from known travel speeds in other BRT corridors operating in similar conditions – and was not negatively impacted by existing congestion on Halsted Street. The Halsted Street impacts to traffic in general purpose lanes and parking displacement will be assessed in more detail in Screen 3.

9. Ridership Estimates and Related Issues

General Comment:

How were ridership numbers generated? What is the projected ridership on each corridor?

Pertains to Specific Comments:

40, 55, 66

Response to Overall Category Comment:

As required by FTA guidance, CTA is working in cooperation with other regional transportation agencies and the Chicago Metropolitan Agency for Planning (CMAP) to develop a regional travel forecasting computer model that can be used to predict ridership for the various alternatives being studied using information on projected population, employment, congestion, and other factors. This computer model is based on other models already used by CMAP for other regional transportation planning purposes.

In Screen 2, after identifying each alternative in more detail, two steps of evaluation were performed. In the first step, four factors were used to evaluate each alternative's performance including physical constraints, social and economic factors, environmental factors, and transportation factors. (More detail on the evaluation process is provided in Topic 8.) At the start of Screen 2, eight distinct build alternatives, plus the No-Build and TSM alternatives (also discussed in more detail in Topic 8) were considered. Only five of these build alternatives advanced after the application of the four evaluative factors used in this first evaluation step.

Next, in addition to other evaluation criteria, preliminary ridership estimates were developed for each alternative that advanced to the step 2 evaluation of Screen 2. The ridership model requires calibration with current day transit volumes in order to validate the forecasting outputs. This calibration had not yet been completed in detail at the completion of Screen 2; therefore, the ridership volumes produced by the model are only conceptual estimates and can only be referenced for order-of-magnitude comparisons. However, these estimates suggest that the rail alternatives on the Halsted Street and UPRR Corridors are similar in scale. Additionally, the estimates suggest that the rail alternatives have a ridership volume that is about three times higher than BRT ridership estimates. Specific ridership estimates from the calibrated model will be produced for the Screen 3 and will support the recommendation of a Locally Preferred Alternative.

10. Project Cost Estimation

General Comment:

Please describe the project cost estimating process and how these estimates are used to make decisions regarding alternatives advanced in the study. What are the current estimates for each alternative?

Pertains to Specific Comments:

8, 28, 31, 33, 61, 84, 92, 93

Response to Overall Category Comment:

Constructing transportation facilities, purchasing transit vehicles, providing new transit services, and maintaining existing services require a significant financial commitment. Transit capital investments can last several generations and can require continuing public financial support for maintenance and operations. FTA guidelines require that all of these factors must be considered when evaluating the feasibility of an alternative and in determining which alternatives advance for more detailed analysis.

In Screen 2, the costs used in the analysis were preliminary and conceptual in many cases, based on general knowledge of the costs associated with each alternative being evaluated. For example, in the comparison of the underground versus elevated HRT alternatives on Halsted Street, experience from projects in other U.S. cities indicates that underground HRT in this context would cost two to three times as much as elevated HRT, but would yield comparable benefits—such as capacity and travel times. As a result, although highly detailed and precise economic costs regarding the expenses to create an

underground or elevated HRT alternative were not determined (and are not appropriate at this stage), underground HRT was not advanced to Screen 3 because the identified economic factors strongly indicated that there would be higher costs for the underground HRT system with little or no advantage over an elevated HRT system.

This order-of-magnitude analysis was performed on all alternatives advancing into the second evaluation phase of Screen 2 (see Topic 8 for more information about evaluation criteria). Alternatives were compared with each other to determine which would advance into the more detailed capital costing performed in Screen 3. CTA analysis determined that the Halsted Street BRT at-grade alternative rated favorably compared with others under consideration and will be advanced to Screen 3. As mentioned, the Halsted Street HRT underground alternative and the UPRR HRT trench alternative performed poorly compared with other alternatives, as their costs are expected to be much higher than other HRT alternatives. Finally, while these order-of-magnitude estimates suggest that the UPRR HRT elevated alternative would be more expensive than the Halsted Street HRT elevated alternative due to over a mile more in infrastructure costs, both of these alternatives rated favorably compared with different vertical profiles on the same corridors (the trench and underground alternatives, respectively) and will be advanced to Screen 3.

The upcoming Screen 3 analysis will examine capital and operating costs in more detail as well as how the various cost factors apply to the alternatives being considered. In Screen 3, the reduced number of alternatives creates a manageable set of alternatives to be examined in detail. In accordance with FTA guidance, the analysis in Screen 3 will include a capital cost comparison, an operating and maintenance cost comparison, as well as a comparison of the estimated annualized cost per boarding.

Other Specific Comments on this Topic:

Comment:

8: Subways are cost prohibitive? Why? Are the cost constraints the CTA's or the Federal governments?

Response:

There are no local or federal constraints on the project cost. However, since the Red Line Extension and other projects in Chicago are competing with other cities across the country for a limited amount of federal funding to advance into Preliminary Engineering and Environmental Impact Statement project phases, CTA works to keep all of its projects competitive. The current FTA measure of competitiveness is the project cost-effectiveness rating, which compares project cost with estimated user benefits. The project must provide high benefits (measured in terms of new riders and travel time savings) for the people using the facility for the least amount of cost to remain competitive against projects in other cities.

Screen 2 analyses estimated that the cost of building a subway on the Halsted Street corridor in the Red Line Extension Alternatives Analysis study area would be two to three times the cost of an elevated structure in the same corridor. However, while the cost of a subway line is much higher than an elevated structure, the level of service and travel time savings provided by both are identical. Additionally, since the evaluation analyses to advance alternatives are comparative, the subway alternative did not perform as well as the elevated alternative on the Halsted Street corridor.

Comment:

79: Is it true that the greatest financial benefit to the CTA would be through the selection of the UP route even though the initial cost might be more?

Response:

It is too early to tell which alternative will have the greatest financial or ridership benefits. The Screen 3 evaluation process will develop ridership forecasts based on computerized travel models, and more detailed estimates of capital and operating costs associated with the remaining alternatives. Therefore, at the end of Screen 3, the CTA will be able to address this question. It is important to note that all proposed alternatives are expected to require public financial support for construction, operation, and maintenance.

11. Funding of Red Line Extension Construction and Operations

General Comment:

How will the construction and operation of the Red Line Extension be funded? How are matching funds secured? How is the Red Line Extension funding related to transit fares?

Pertains to Specific Comments:

18, 23, 32, 37, 54, 67, 69, 76, 108

Response to Overall Comment Category:

CTA's operating budget supports day-to-day operations and helps determine the service frequency and hours CTA can offer on its bus and rail system. Half of CTA's operating budget comes from customer fares and revenue generated from sources such as advertising and concessions. The other half of the operating budget comes from regional sales taxes and matching funds from the State of Illinois. No federal funds are available specifically to cover operating expenses. Once the Red Line Extension is built and operational, the funds to operate the system will come from fare revenue as well as local and state funding sources, consistent with the funding mechanisms that support CTA's other bus and rail transit services.

Meanwhile, CTA's capital funding is provided both by the federal government and State of Illinois and is granted specifically for improvement projects such as rail station renovations, track and structure rehabilitation, bus and rail car purchases, and rail extensions. It is federal capital funding that is being sought for the Red Line Extension and other New Starts projects. Capital funds help the CTA maintain and improve its service, but federal rules prevent its use for day-to-day operations expenses.

CTA has initiated this Alternatives Analysis study for the Red Line Extension as a first step towards obtaining capital funding for the project through the Federal Transit Administration's "New Starts" grant program.[3] This program provides funding for major public transit infrastructure projects throughout the U.S. through a highly competitive process. Upon successfully advancing through the four phases of project implementation (Alternatives Analysis, Environmental Impact Statement, Preliminary Engineering, and Final Design) a project will be qualified to receive a "Full Funding Grant Agreement" (FFGA) from the U.S. Government. The amount of funding in the FFGA covers up to 80 percent of the project's capital costs. Other federal, state and local funds comprise the remainder of capital funding. It is possible to seek alternative sources of federal and non-federal funding for the project, but the federal New Starts grant program is specifically intended to support transit projects of this nature and is the public funding mechanism generally most capable of doing so.

As indicated above, to ultimately secure federal New Starts grant funding, matching funds for at least 20 percent of the project's capital costs are required from sources other than the New Starts grant program mainly from non-federal (i.e., state and local) sources. From 2000 through 2004, the Chicago region's matching funds came from the State of Illinois through the Illinois FIRST legislation. The Illinois FIRST legislation expired on June 30, 2004. Since that time, CTA has been working with the Illinois Legislature to enact a replacement to Illinois FIRST and ensure that all future federal transit funds available to the Chicago region can be fully utilized.

CTA is simultaneously pursuing solutions to its overall operating and capital funding challenges while also positioning itself (through Alternatives Analysis studies such as this one) to secure capital funding to meet the region's future transit infrastructure needs. While it is necessary and critical for CTA to obtain the capital and operating resources it needs to maintain its system in a state of good repair on an ongoing basis, it is equally important to plan for the future; there is little value in maintaining an existing system if it will not adequately address future travel needs. CTA's overall Capital Improvement Program not only identifies funding needs to maintain the existing system in a state of good repair, but it also identifies and addresses future needs to serve growing regional transit travel demands. With a growing population and shifting travel patterns and travel needs, it is important to anticipate CTA customers' future needs and plan accordingly. For example, many of today's key transit links—including the Blue Line to O'Hare and

[3] CTA is also conducting concurrent Alternatives Analysis studies for other candidate New Starts expansion projects that have been authorized by the U.S. Congress—including extending the Yellow Line to Old Orchard, extending the Orange Line to Ford City Mall, and the constructing the Circle Line.

the Orange Line to Midway—were made possible by past generations who understood the need to invest in transit's future even as they addressed significant day-to-day financial pressures.

It is also important to recognize that federal capital funding for transit system expansion projects comes largely from the New Starts grant program funds that are allocated separately from federal formula funds dedicated to ongoing "state of good repair" capital improvements. While federal formula funds may be used for infrastructure renewal projects, New Starts funds are discretionary funds that can only be used for system expansions. Given that CTA has demonstrated need for both formula and New Starts funding, it is prudent that CTA take all necessary steps to obtain funding from both sources and not focus on just one while passing up the other. CTA does not propose diverting its federal formula funds to support system extensions and expansions.

See Topic 10 for more information about Red Line Extension project costs.

12. Alternatives Analysis Public Involvement Process and Format

General Comment:

Does the public involvement process for the Red Line Extension Alternatives Analysis study allow individuals to have a voice in the decision in the corridor selection? Is all the information (evaluation criteria, etc.) available to the public? When will the next round of meetings be held?

Pertains to Specific Comments:

2, 4, 11, 16, 20, 21, 36, 40, 63, 64, 86, 106,107,119

Response to Overall Category Comment:

Public involvement is a key component of this process. The outreach has already begun including a community stakeholders meeting with representatives and leaders of various community groups throughout the study area. We also have offered to meet with all elected officials representing the Red Line Extension study area and adjacent areas. Meetings also included faith-based organizations, other community organizations, and city and state agencies such as the Chicago Department of Transportation, Illinois Department of Transportation, Regional Transportation Authority, Metra, and Pace. If your organization would like to be included in the stakeholder's meetings please contact Darud Akbar, CTA Government and Community Relations at dakbar@transitchicago.com.

The public involvement process for the Red Line Extension Alternatives Analysis study also includes a total of six public involvement meetings, two each at the conclusion of the Screen 1, Screen 2, and Screen 3/LPA analyses. The Screen 1 meetings were held at Chicago State University and West Pullman Public Library. The Screen 2 meetings were held at the West Pullman Historic Visitors Center and the Woodson Regional Public Library. Meeting locations for Screen 3 have not yet been determined nor have the dates; however, CTA anticipates that meetings will be held in summer 2009. The meeting locations must be close to public transit and accessible to people with disabilities. Suggestions for meeting locations may be sent to Darud Akbar, CTA Government and Community Relations at dakbar@transitchicago.com.

Meetings are announced through ads in neighborhood newspapers and publications as well as public alerts on CTA trains and buses, at rail stations, on the CTA Web site, and distributed to print and broadcast media via news releases. The Screen 2 outreach meeting information was posted in The Chicago Defender (Nov. 12 & 19), The Crusader (Nov. 13), La Raza (Nov. 23rd), and the Daily Southtown (Nov. 20th). In addition to the CTA website, information was posted on at the websites for the Regional Transportation Authority and the Chicago Metropolitan Agency for Planning. Notices were distributed to elected officials and surrounding suburb's village halls for distribution and posting.

The format of the meetings included groups of presentation boards containing detailed information on each area of analysis in the study, where individual conversations between the public and project staff knowledgeable about that area of analysis could take place. The public meetings also included a community presentation that provided information in a slideshow format led by the study's project managers (available at www.transitchicago.com). Meeting attendees were requested to submit questions and comments in a written format. CTA's goal in emphasizing written questions and comments has been

to ensure everyone's thoughts are collected and reviewed, rather than only those individuals who might choose to speak publicly at a meeting. The intent has been for everyone to have an equal opportunity to participate in the process. In addition, by reviewing and responding to similarly worded questions, the presenters efficiently addressed multiple individuals at once and avoided repetition during the public meetings. CTA and the consultant team staff have also been available to answer any individual questions on a one-on-one basis following the general question and answer period at each meeting. All of the meeting materials are available at the CTA's web site (www.transitchicago.com).

The written comments received at the public meetings and other detailed comments submitted subsequently are being answered individually for the record in the format of this document, which will be made available publicly on the CTA web site, by email to public meeting participants, and in hard copy by written request. All of the comment cards and other written communications (primarily emails) will collectively become part of the evaluation process and will be submitted to the Federal Transit Administration as a part of the official documentation for the Alternatives Analysis study.

13. Potential Red Line Extension Economic and Environmental Impacts

General Comment:

What will be the economic and environmental impacts of the Red Line Extension? What will be the community and economic benefits of the Red Line Extension? How are specific impacts and benefits measured and valued?

Pertains to Specific Comments:

4, 5, 34, 56, 57, 58, 85, 91, 102, 104, 105

Response to Overall Category Comment:

An Environmental Impact Statement (EIS) will analyze in detail the social, economic, and environmental consequences and benefits of the proposed Red Line Extension. The environmental review process required by the *National Environmental Policy Act* of 1969 (NEPA) and related laws includes environmental impact analyses and the preparation of documentation for public review. Per FTA guidance, the environmental evaluation begins upon completion of the Alternatives Analysis study, and it will result in a detailed written statement on the anticipated environmental impacts of the Red Line Extension and the steps that will be taken to mitigate any negative impacts to the community and the natural environment.

Typically, environmental reviews for proposed transit projects address the potential impact areas of air and water quality, noise and vibration, historic and cultural properties, parklands, contaminated lands, displacement of residences and businesses, and community preservation. During the federal environmental review process, the CTA will work concurrently with state and other local agencies to also comply with state and local environmental laws.

As part of the preparation of an Environmental Impact Statement, the traffic and parking impacts of the proposed transit improvements – at key intersections, at proposed terminal locations, and throughout the study area – will also be evaluated in more detail. Depending on the Locally Preferred Alternative (LPA), local bus routes may be reduced or reconfigured. Where necessary, CTA coordinates with the Illinois Department of Transportation and local municipalities when evaluating traffic issues. Maintaining traffic flow and related efficiencies is a major consideration in CTA's planning of this extension.

Prior to initial engineering work which outlines specific infrastructure needs in coordination with available right-of-way and current land uses, CTA cannot determine how much private property, if any, would need to be acquired in order to construct and operate the selected alternative. A final determination on the vehicle technology, alignment and vertical profile will need to be established before potential property impacts can be assessed. Potential property impacts are determined in detail as a part of the Preliminary Engineering (PE) phase of project development, which proceeds concurrently with the preparation of the EIS. Public acquisition of private property is governed by federal and local laws. In accordance with these laws, affected property owners would be compensated for their properties based on fair market values and can be provided relocation costs.

Regarding the economic impact of the Red Line Extension, FTA guidance requires an economic analysis of the Red Line Extension to be conducted as a part of Screen 3 of the Alternatives Analysis. In general terms, it may be noted that numerous studies suggest that transit investments result in economic development. A recently conducted study by the U.S. Department of Transportation, found that for every $1 billion invested in transit projects, 47,500 jobs are created or sustained. Specific projections for the Red Line Extension may be developed in later studies. Currently, CTA is working with the Mayor's Office of Workforce Development to ensure that training and jobs access will be available to support the construction of the proposed Red Line Extension.

Other Specific Comments on this Topic:

Comment:

9: Bus pollution of BRT, how will it be mitigated?

Response:

CTA anticipates that any BRT alternatives would use hybrid diesel-electric powered or use alternative fuels-based vehicles. Alternatives fuels could include compressed natural gas, clean diesel technology engines, and/or low sulfur fuel. New technologies, such as fuel cell powered buses are also being developed. All of these options have lower pollution than regular diesel fuel vehicles; however, the potential pollution impacts of any vehicle decision will be further evaluated during the subsequent Environmental Impact Statement project phase. Mitigation strategies, if necessary, would be developed at that time.

14. Potential Red Line Extension Impacts on Existing CTA Services

General Comment:

How would the Red Line Extension impact current CTA services? Will there be redesign or expansion to the existing 95th Street terminal station?

Pertains to Specific Comments:

15, 102, 116

Response to Overall Category Comment:

It is anticipated that the structure of existing bus routes in the study area will be changed to complement new high-capacity transit service. Depending on the specific alternative advanced as the Locally Preferred Alternative, the number of bus routes feeding into the 95th Street Red Line station may change. Changes to bus services will be subject to public input and will be implemented after construction.

The use of the air rights over the Dan Ryan Expressway has been considered for expanding the 95th Street Red Line station facility. This type of expansion is very costly and must be weighed against the needs and benefits of expanding the station facility. The Red Line Extension HRT alternatives – including the Halsted Street HRT elevated and the UPRR HRT elevated alternatives – would reduce the number of buses feeding the 95th Street station, while the Halsted Street BRT at-grade and Transportation System Management (TSM) alternatives (more information about these alternatives is available in Topic 8) would result in an increase in the number of buses serving the 95th Street station. During Screen 3, the potential for expanding the 95th Street station facility will be examined as part of the Halsted Street BRT and TSM alternatives. The Screen 3 evaluation and subsequent engineering design phases will determine the necessity for any significant redesign of the 95th Street station based on proposed bus routing changes that affect the terminal.

Other Specific Comments on this Topic:

Comment:

53: Would the 111/115 Pullman Route return to a "shuttle like" route whenever an alternative is chosen?

Response:

Route 111 Pullman/111th Street/ 115th Street bus may be restructured if it results in a simplified route paths and better service to the proposed alternative. The Screen 3 evaluation will include the development of preliminary service plans for the alternatives that would identify any anticipated changes to the bus route.

15. Other

General Comment:

This section includes general comments and viewpoints that can be characterized as public input into the study process.

Pertains to Specific Comments:

2, 48, 49, 62, 129

Response to Overall Category Comment:

These comments do not ask a question or refer to a specific issue, but rather point out general views on the subject, which have been noted. Thank you for your feedback.

Other Specific Comments on this Topic:

Comment:

35: Which projects are being driven by the 2016 Olympics?
39: Is the Red Line- rather the advancement of the project being driven by 2016 Olympics?

Response:

CTA is working closely with the 2016 bid team and believes that the present transit system can handle transit needs for the 2016 Olympics. The Red Line Extension project is not linked with Chicago's bid for the 2016 Olympics. However, any improvements made to the current system could only benefit the City's Olympic candidacy.

Comment:

75: What effect does the Canadian National's RR purchase of the EJ&E RR and subsequent rerouting of freight trains in suburban & city areas have in the final consideration?

Response:

This purchase does not affect any of the alternatives under consideration in the Red Line Extension Alternatives Analysis study.

Appendix C
Agency Coordination and Public Involvement

Alternatives Analysis (2006-2009)

Screen 3

- Presentation
- Exhibit Boards
- Comment Card
- Comment Database
- Comment Responses

Federal Transit Administration's
New Starts Process

Red Line Extension Alternatives Analysis Study

June 2009

Schedule for Tonight's Meeting

- **Structure of the meeting**
- **Questions and answers process**
  - Submit your comments in writing on comment cards
  - Comments and questions will be grouped and answered by topic
  - All comments and questions will be addressed on CTA's website - www.transitchicago.com
  - An interpreter for the hearing impaired and a translator for the Spanish speaking community are available this evening

Screen 3 Public Meetings

Wednesday, June 3, 2009

6:00 pm - 8:00 pm
(Presentation begins at 6:15 pm)
Olive-Harvey College Cafeteria
10001 S. Woodlawn Ave.
Chicago, IL

Thursday, June 4, 2009

6:00 pm - 8:00 pm
(Presentation begins at 6:15 pm)
Woodson Regional Chicago Public Library
9525 S. Halsted St.
Chicago, IL

Tonight's Speakers

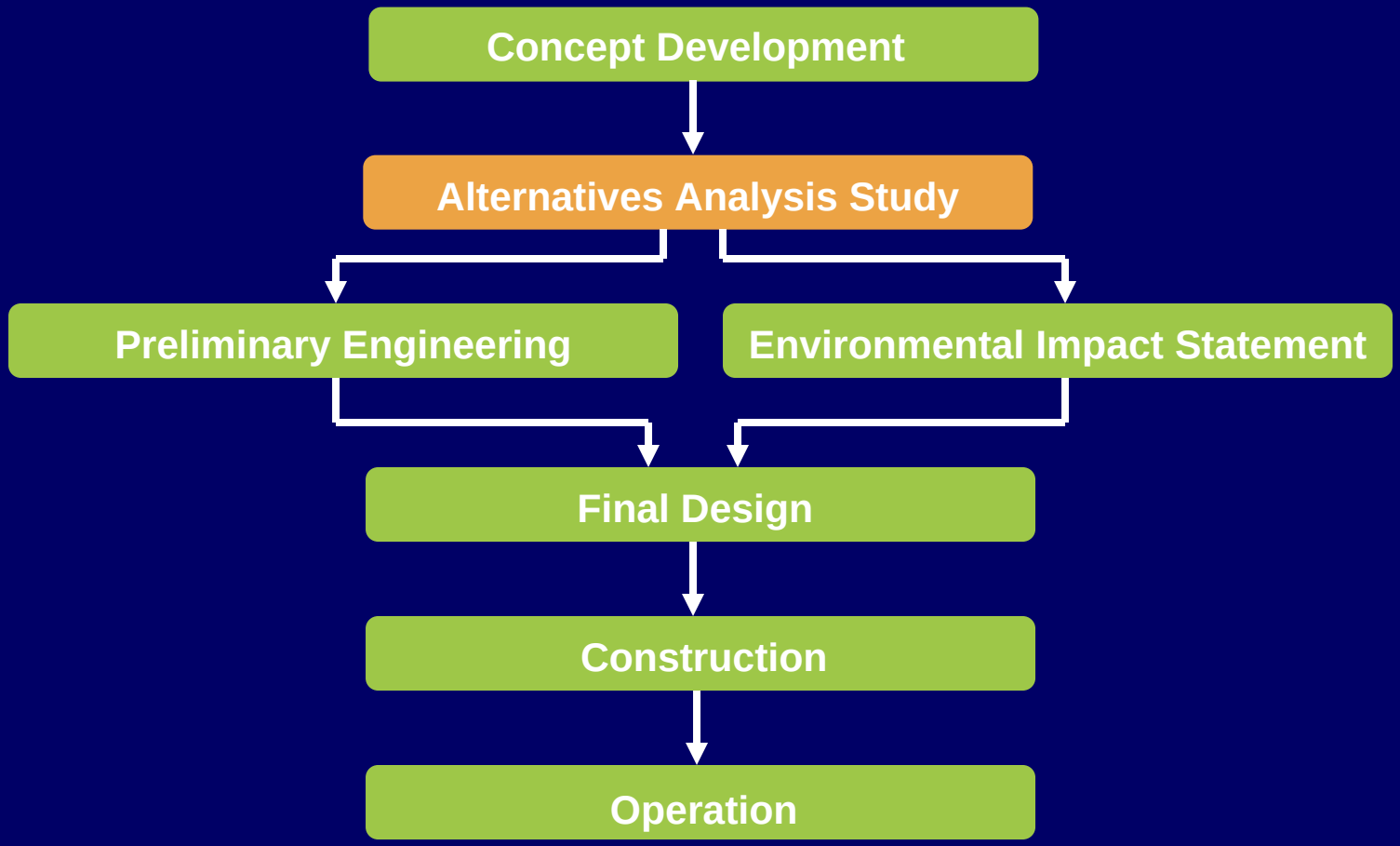
- **Darud Akbar – Moderator**
  - **Chicago Transit Authority**
- **Jeffrey Busby – Strategic Planning Manager**
  - **Chicago Transit Authority**
- **Ronald Shimizu – Red Line Study Area Manager**
  - **Parsons Brinckerhoff**

Outline of the Presentation

- **Discuss Status of Red Line Extension Alternatives Analysis Study**
  - New Starts Overview
  - Prior Findings
- **Screen 3 Preliminary Findings**
- **Public Involvement Process**

Status of Study

FTA's Required New Starts Process

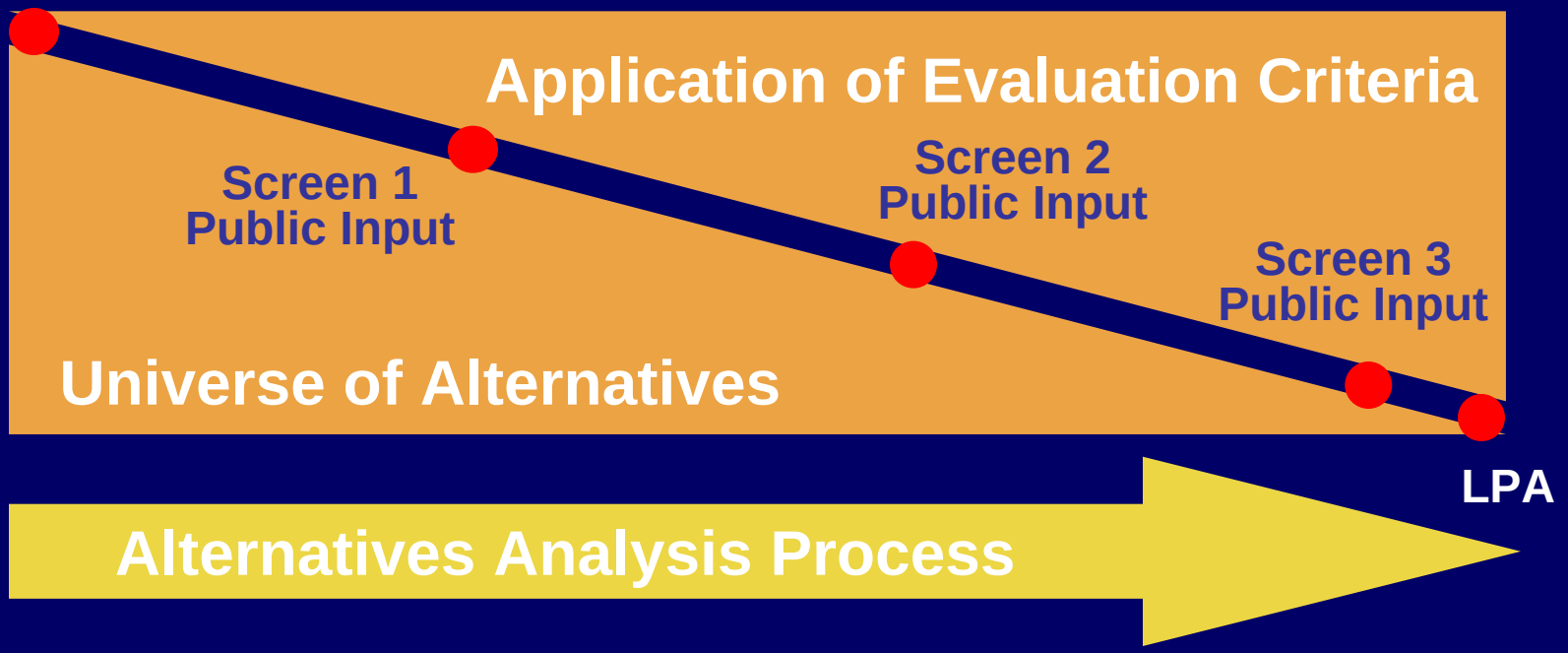


Alternatives Analysis (AA) Studies

- FTA Requirement for federal funding for transit expansion (New Starts)
- Identifies transit opportunities and ensures all practical solutions are considered
- Ensures planning is consistent among all New Starts projects throughout the country
- Provides opportunity to gather information and receive public input
- Identifies Locally Preferred Alternative

FTA Evaluation Process

The Purpose and Need is first defined, the evaluation criteria are applied, and options within the Universe of Alternatives are eliminated until at the end of the process, there is a Locally Preferred Alternative (LPA).



Purpose and Need

- Significant Bus and Passenger Congestion at 95th Street Red Line Station
- Lengthy Bus Trips to Access 95th Street Red Line Station
- Far South Area Residents Experience 20% Longer Commute Times than Rest of City
- Traffic Congestion is Expected to Grow along with Study Area Population and Employment

Screen 1 & 2 Summary

Universe of Alternatives - Technologies

TECHNOLOGIES
Automated Guideway/Monorail
Bus Rapid Transit
Commuter Bus
Commuter Rail
Heavy Rail Transit
High Speed Rail
Light Rail Transit
Local Bus
MagLev
Personal Rapid Transit
Streetcar

Universe of Alternatives - Profiles

PROFILES

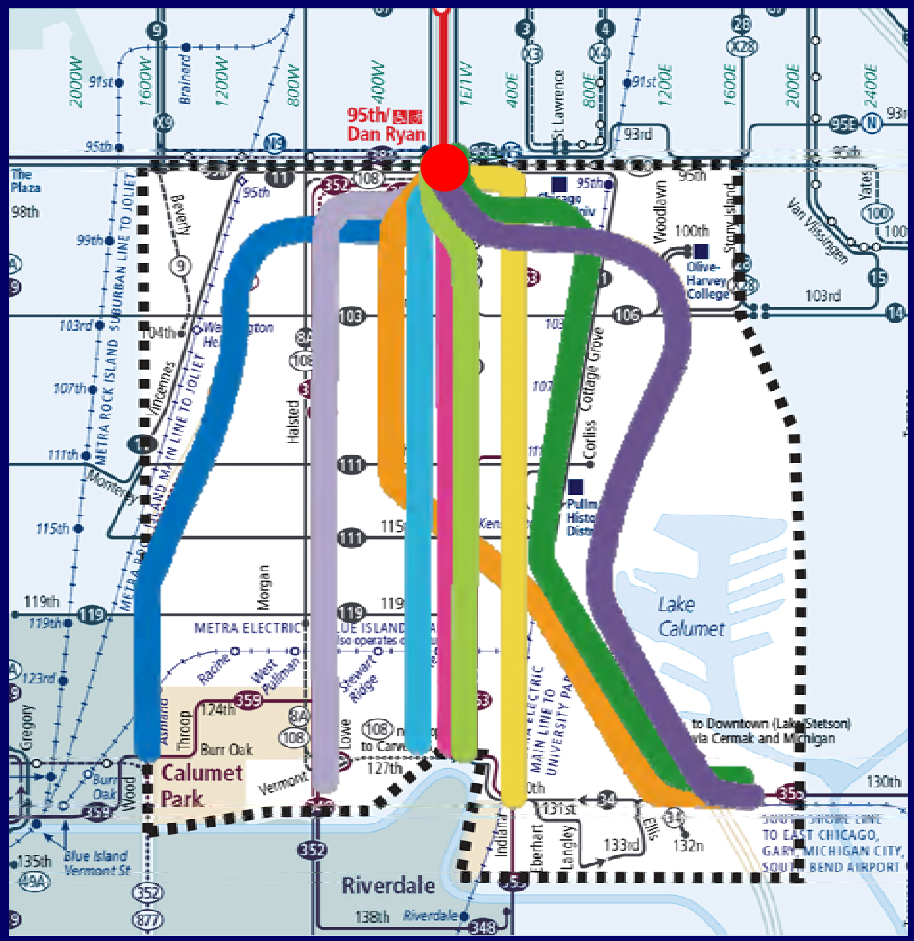
Elevated

At-Grade

Trench

Underground

Universe of Alternatives - Corridors



- I-57 Expressway
- Halsted Street
- UP Railroad
- Wentworth Avenue
- State Street
- Michigan Avenue
- King Drive
- Cottage Grove Avenue / Metra Electric
- I-94 Bishop Ford Freeway

Screen 1 Public Involvement Process

- **Two public meetings**
  - April 10, 2007 at Chicago State University
  - April 11, 2007 at West Pullman Branch Chicago Public Library
- **More than 140 people attended public meetings**
- **Met with stakeholders and elected officials**
- **Over 200 comments submitted and answered**
- **Significant media coverage**

Screen 2 Evaluation - Findings

Bus Rapid Transit

Halsted Street

At Grade

Heavy Rail Transit

Halsted Street

Elevated

UP Railroad

Elevated

Screen 2 Public Involvement Process

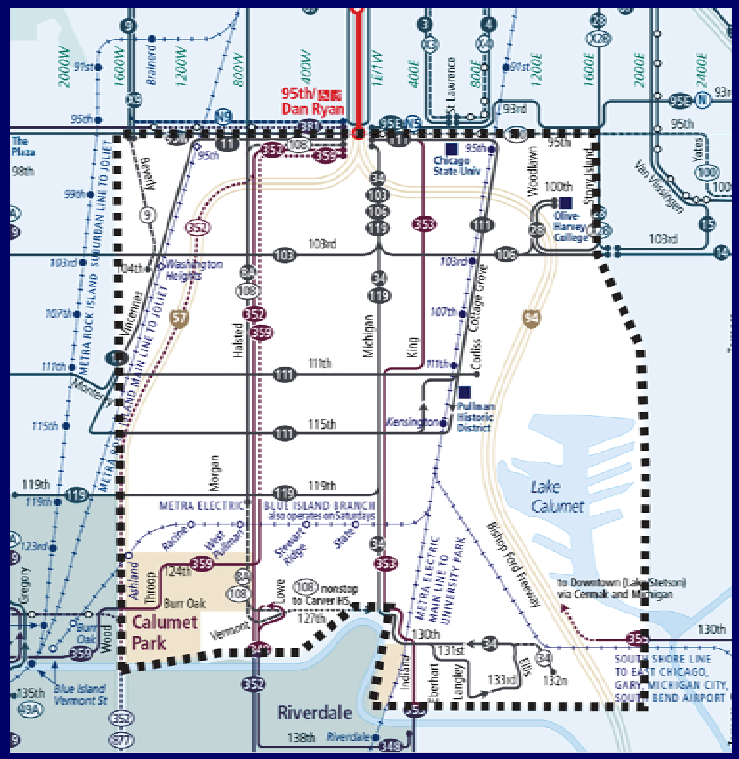
- **Two public meetings**
  - December 3, 2008 at Historic Pullman Visitor Center
  - December 4, 2008 at Woodson Regional Chicago Public Library
- **More than 80 people attended public meetings**
- **Met with stakeholders and elected officials**
- **Over 130 comments submitted and answered**
- **Significant media coverage**

Screen 3 Analysis

Screen 3 Process

- **Step 1 – Alternatives Definition**
  - Conceptual Alignment Refinement
  - Operating Plans
- **Step 2 – Preliminary Evaluation**
  - Physical Constraints
  - Public Support
  - Social/Economic Factors
  - Environmental Factors
  - Transportation Factors
  - Capital Cost Comparison
  - Operating and Maintenance (O&M) Cost Comparison
  - Ridership Potential
  - Cost Effectiveness Index

No Build Alternative



- Existing CTA heavy rail transit service terminating at the 95th Street station
- Existing CTA and Pace bus service

TSM (Bus) Alternative – Halsted Street

- **BRT redefined to be part of TSM Alternative**
- **Express bus between CTA 95th Street station and Halsted/127th Street**
  - 95th Street station expansion
  - No separated exclusive lanes
  - Transit signal priority
  - Intermediate stations at 103rd, 111th and 119th
  - Terminal station at 127th
  - Park-and-ride at stations

HRT (Rail) Alternative – Halsted Street

- **95th Street to I-57 & Halsted Street**
  - Median of I-57 Expressway
- **Halsted from I-57 to 127th Street**
  - Elevated above Halsted
  - Intermediate stations at 103rd, 111th and 119th
  - Terminal station at 127th
  - Park-and-ride at stations

Rail Alternative – Halsted Elevated

NB Halsted Street / 103rd Street

TSM (Bus) Alternative - Michigan Avenue

- **Express bus between CTA 95th Street station and 130th Street**
  - 95th Street station expansion
  - No exclusive lanes
  - Transit signal priority
  - Intermediate stations at 103rd, 111th and 115th
  - Terminal station at 130th
  - Park-and-ride at stations

HRT (Rail) Alternative – UPRR

- **95th Street to I-57 & UPRR**
  - Median of I-57
- **Railroad Section**
  - Elevated adjacent to the UPRR right-of-way
  - At-grade south of 119th to 130th Streets
  - Intermediate stations at 103rd, 111th and 115th
  - Terminal station at 130th
  - Park-and-ride at stations

Rail Alternative – UPRR Elevated

103rd Street Station

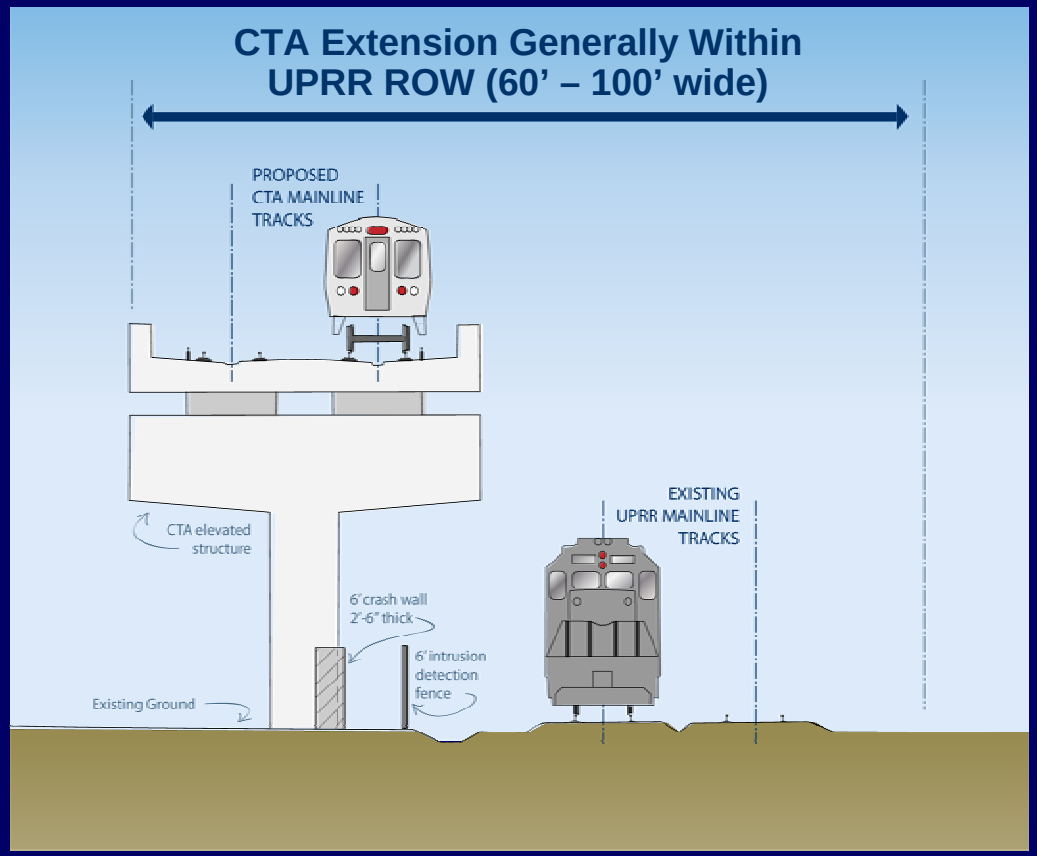
Step 2 – Detailed Evaluation

- **Evaluation Factors**
  - Physical Constraints
    - Right-of-Way Requirements
  - Public Support
    - Public Meeting Comments
    - Referendum
  - Social/Economic Factors
    - Demographics
    - Employment
  - Environmental Factors
    - Noise, Visual, Natural and Cultural Resources
  - Transportation Factors
    - Travel Time, Transit Connectivity and Traffic
  - Capital Cost
  - Operating & Maintenance Cost
  - Ridership Potential
  - Cost Effectiveness

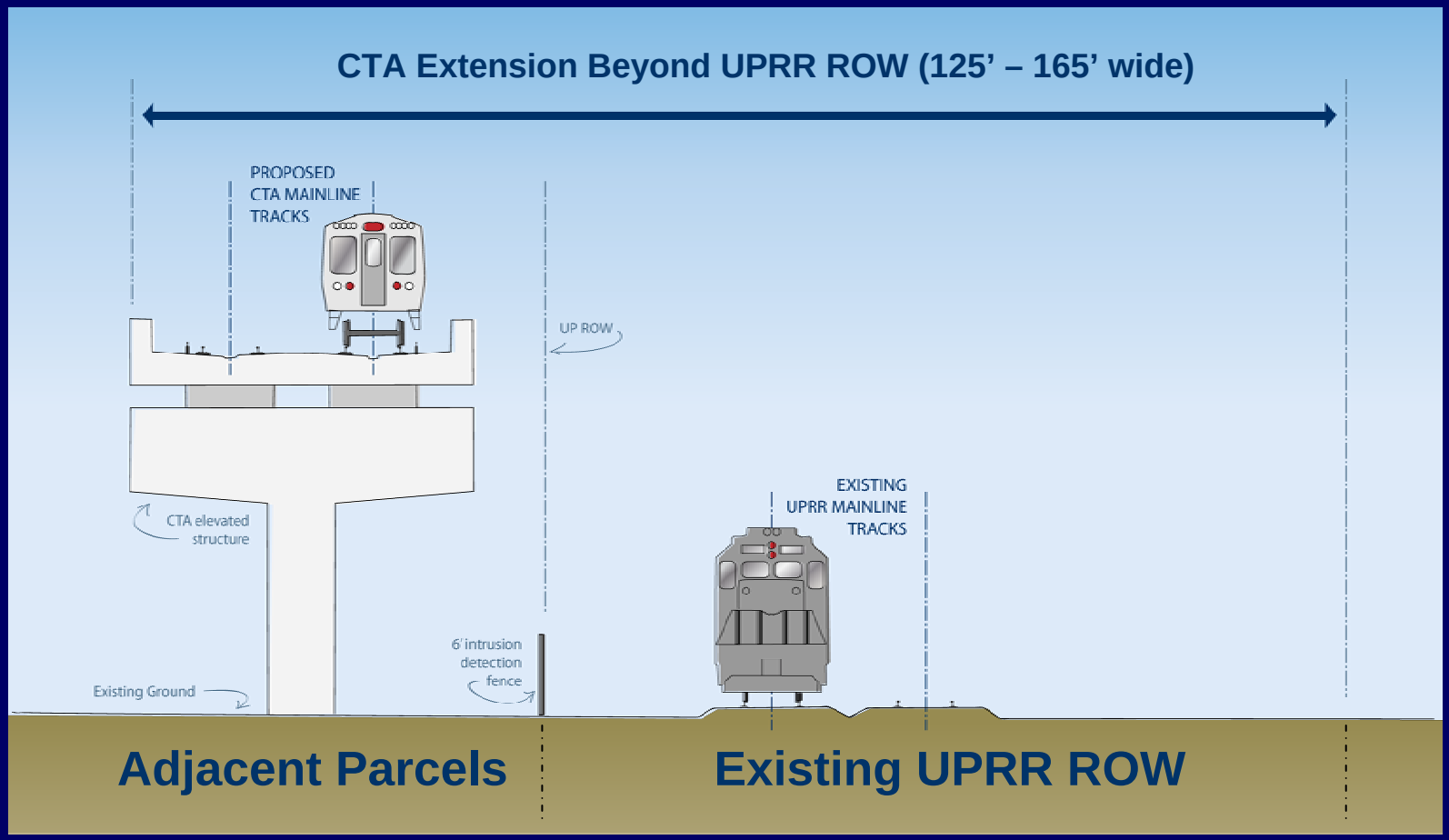
Physical Constraints

- **Freight Railroad & Transit Shared-Use Corridor**
  - Due to recent accidents, the transportation industry is adopting greater separation between freight railroad and transit operations for safety reasons
  - For the UPRR Rail Alternative, 50-feet separation distance is desired from freight railroad tracks
- **Right-of-Way Constraints**
  - UPRR needs most of their right-of-way for operational purposes
  - With additional separation distance, CTA extension will be immediately adjacent (east or west) of the UPRR right-of-way and will require adjacent property acquisition

UPRR Rail Alternative – Within UPRR ROW



UPRR Rail Alternative – Beyond UPRR ROW



Public Support

- 340 comments were received in Screens 1 & 2 -- 99 of those expressed a preference for a particular alternative
- 87% of these comments were in favor of the UPRR Rail alternative and 7% were in favor of the Halsted Rail alternative
- In a November 2004, 38,000 residents in the 9th and 34th wards supported a public referendum for the Red Line Extension along the UPRR Corridor

Screen 3

Factor	Bus Halsted	Bus Michigan	Rail Halsted	Rail UPRR
Physical	O	O	O	-
Public Support	O	O	O	+
Social/Economic	O	O	O	O
Environmental	O	O	O	O
Transportation	-	-	+	+
Capital Costs	+	+	O	O
O&M Costs	+	+	O	O
Ridership	O	O	+	+
Summary	+1	+1	+2	+2
LPA Recommend	NO	NO	YES	YES*

* Subject to cost-effectiveness requirements

Screen 3

Factor	Bus Halsted	Bus Michigan	Rail Halsted	Rail UPRR
Physical	O	O	O	-
Public Support	O	O	O	+
Social/Economic	O	O	O	O
Environmental	O	O	O	O
Travel Time From 130th or Vermont Streets to Jackson & State (min.)	47	52	39	39
Capital Costs (YOE)	$230 M	$210 M	$1,100 M	$1,100 M
O&M Costs (annual)	$1.2 M	$3.1 M	$20.5 M	$24.1 M
Ridership (annual)	2.5 M	0.9 M	11.6 M	12.7 M
Summary	+1	+1	+2	+2
LPA Recommend	NO	NO	YES	YES*

* Subject to cost-effectiveness requirements

Cost-Effectiveness Evaluation

- **FTA has cost-effectiveness thresholds**
  - Cost per hour of projected user benefits as measured by travel time savings
- **Shorter versions were investigated to see if the cost-effectiveness improved**
  - Halsted Rail to 119th St.
  - UPRR Rail to 115th St.
- **Initial results indicate up to 23% improvement in cost-effectiveness due to greater proportion of capital and O&M cost savings versus ridership reductions**

Screen 3 Evaluation – Preliminary Findings

- **Locally Preferred Alternative Preliminary Recommendation**

Rail Extension via UPRR*

* **Subject to cost-effectiveness requirements**

Next Steps

Next Steps

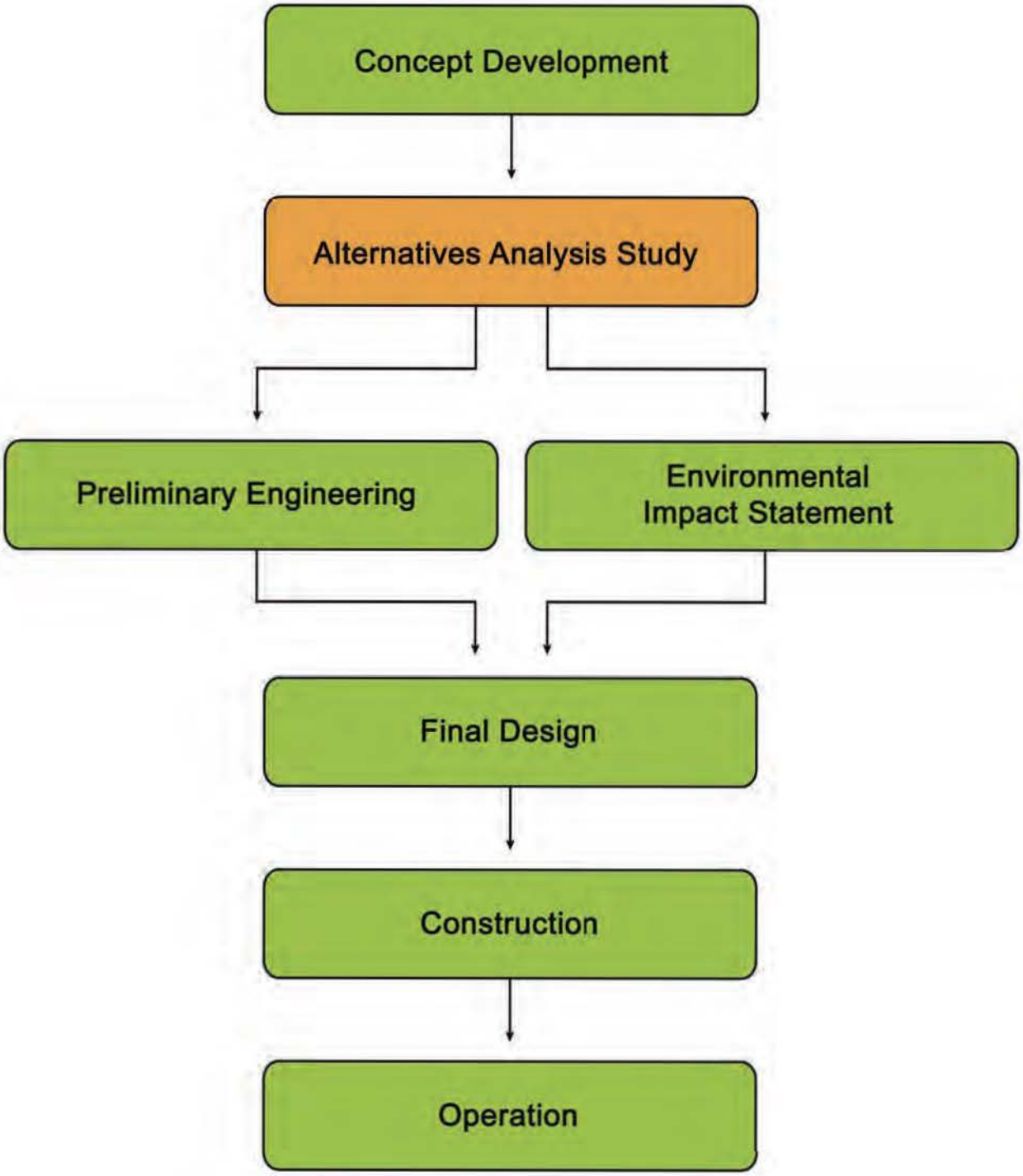
- Incorporate public comments
- Continue railroad discussions and cost-effectiveness evaluation
- Review findings with FTA
- Final recommendation on LPA
- CTA Board to approve LPA
- Ongoing public involvement
  - Sign-in cards will be used to create a contact list to send notices and updates
  - Project updates on CTA web site - www.transitchicago.com

Questions and Comments

- **CTA representatives are available to answer additional questions**
- **Written comments and questions accepted through June 18, 2009**

Mr. Darud Akbar
Chicago Transit Authority
Government and Community Relations
P.O. Box 7567
Chicago, IL 60680-7567
dakbar@transitchicago.com
CTA Customer Service: 1-888-YOUR-CTA
TTY: 1-888-CTA-TTY1

FTA's New Starts Process



Purpose and Need

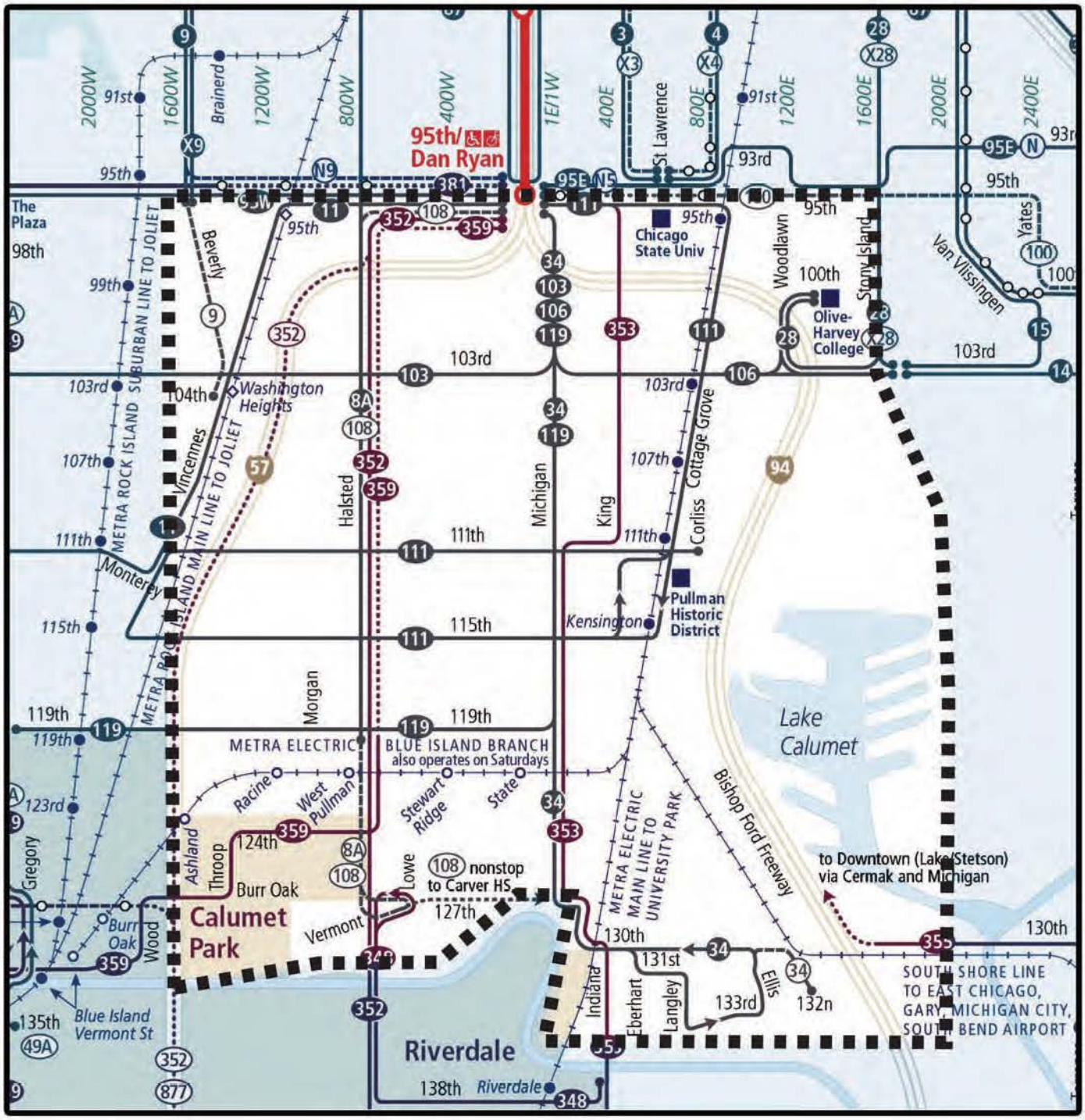
Transportation Needs

- Significant bus and passenger congestion at 95th Street Red Line Station
- Lengthy bus trips to access 95th Street Red Line Station
- Far South Area residents experience 20% longer commute than rest of City
- Traffic congestion is expected to grow along with study area population and employment

Opportunity for Improvement

- Extend rapid transit service south from 95th Street Red Line Station
- Improve access to, within, and beyond study area
- Stimulate economic development and job opportunities
- Shorten transit travel times through faster and more direct routings

Study Area


95th/
Dan Ryan
The Plaza
98th
99th
91st
95th
103rd
104th
107th
111th
115th
119th
123rd
124th
127th
130th
131st
133rd
135th
138th
Brainerd
Beverly
Washington Heights
Vincennes
Monterey
METRA ROCK ISLAND SUBURBAN LINE TO JOLIET
METRA ROCK ISLAND MAIN LINE TO JOLIET
Halsted
Morgan
Michigan
King
Cottage Grove
Corliss
Kensington
Pullman Historic District
Chicago State Univ
Woodlawn
Stony Island
Olive-Harvey College
Van Vlissingen
Yates
St Lawrence
Gregory
Ashland
Throop
Burr Oak
Wood
Racine
West Pullman
Stewart Ridge
State
Lowe
Vermont
Indiana
Eberhart
Langley
Ellis
METRA ELECTRIC
BLUE ISLAND BRANCH
also operates on Saturdays
Blue Island Vermont St
Calumet Park
Riverdale
Lake Calumet
METRA ELECTRIC MAIN LINE TO UNIVERSITY PARK
Bishop Ford Freeway
108 nonstop to Carver HS
to Downtown (Lake/Stetson) via Cermak and Michigan
SOUTH SHORE LINE TO EAST CHICAGO, GARY, MICHIGAN CITY, SOUTH BEND AIRPORT

Community Participation

Community participation is one of the key components of the alternatives analysis.

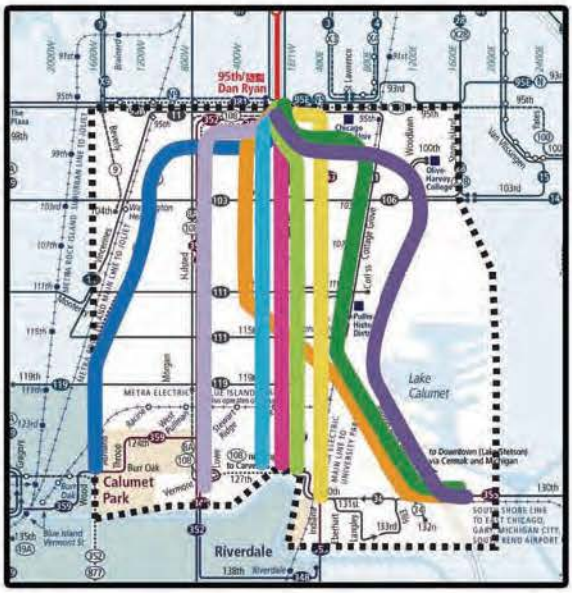
Community Outreach

- General Public
- Elected and Appointed Officials
- Community and Civic Organizations
- Faith-Based Organizations
- City and State Agencies

Ongoing Public Involvement/Input

- Meetings announced through public notices and advertisements
- Project updates on the CTA web site: www.transitchicago.com, accessible at local public libraries

Universe of Alternatives



Technologies

- Automated Guideway / Monorail
- Bus Rapid Transit
- Commuter Bus
- Commuter Rail
- Heavy Rail
- High Speed Rail
- Light Rail
- Local Bus
- MagLev
- Personal Rapid Transit
- Streetcar

Corridors

- I-57 Expressway
- Halsted Street
- UP Railroad
- Wentworth Avenue
- State Street
- Michigan Avenue
- King Drive
- Cottage Grove / Metra Electric
- I-94 Bishop Ford Freeway

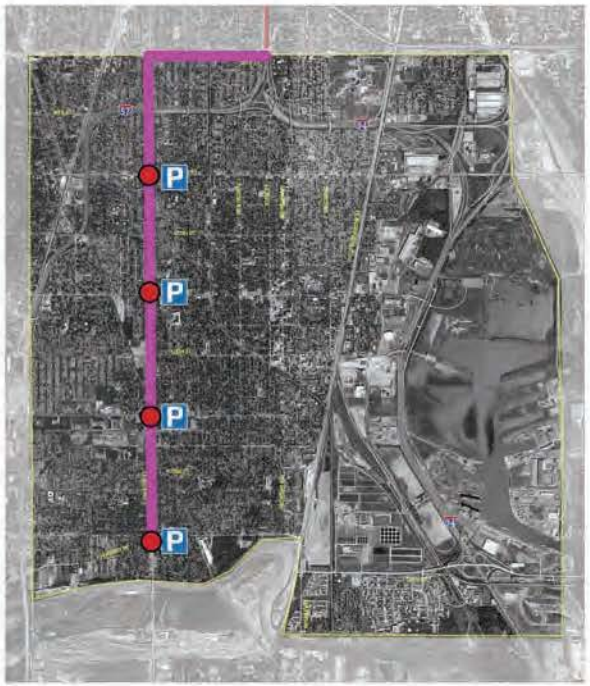
Profiles

- Elevated
- At-Grade
- Trench
- Underground

SCREEN 3 - Step 1:

Alternatives Definition

Transportation System Management (Incorporates BRT)



Halsted Street to Vermont Avenue

At-Grade
No Exclusive Lanes
4 Stations / 5.1 Route Miles

Michigan Avenue to 130th Street

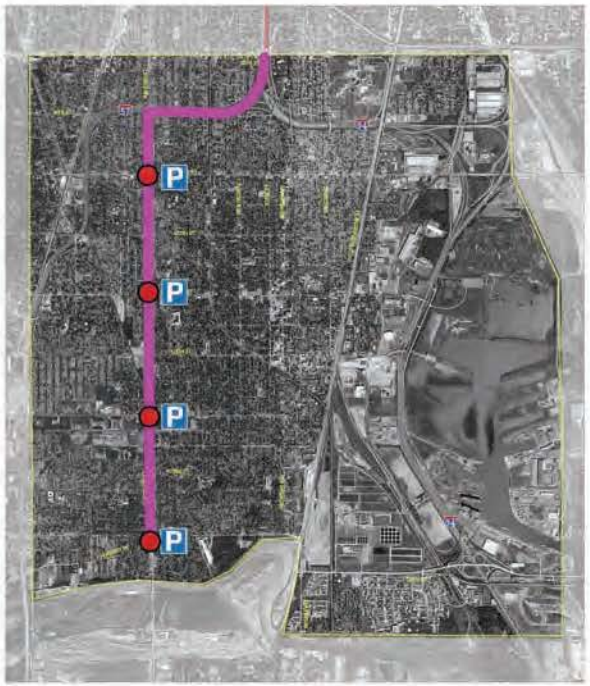
At-Grade
No Exclusive Lanes
4 Stations / 8.0 Route Miles

Corridors and stations and parking P are shown in generalized locations only.

SCREEN 3 - Step 1:

Alternatives Definition

Heavy Rail Transit



Halsted Street to Vermont Avenue

T Elevated

4 Stations / 5.0 Route Miles

UP Railroad to 130th Street

T Elevated

4 Stations / 5.3 Route Miles

Corridors and stations and parking P are shown in generalized locations only.

SCREEN 3 - Step 2

Evaluation Findings

Factor	Transportation System Management (Incorporates BRT)		Heavy Rail Transit	
Corridor	Halsted Street to Vermont Avenue	Michigan Avenue to 130th Street	Halsted Street to Vermont Avenue	UP Railroad to 130th Street
Profile	At-Grade No exclusive lanes	At-Grade No exclusive lanes	Elevated	Elevated
Physical Constraints	O	O	O	-
Public Support	O	O	O	+
Social / Economic	O	O	O	O
Environmental	O	O	O	O
Transportation	-	-	+	+
Capital Cost	+	+	O	O
Operating Cost	+	+	O	O
Ridership	O	O	+	+
Summary Rating	+1	+1	+2	+2
LPA Recommendation	NO	NO	YES	YES*

+ Better than other alternatives O Comparable to other alternatives - Worse than other alternatives

* Subject to separation distance/ROW availability and cost-effectiveness requirements

Preliminary Cost-Effectiveness Evaluation

FTA has cost-effectiveness thresholds

- Cost per hour of projected user benefits as measured by travel time savings.

Shorter versions of the HRT alternatives were investigated to see if the cost-effectiveness improved:

- HRT Halsted to 119th Street
- HRT UPRR to 115th Street

Initial results indicate up to 23% improvement in cost-effectiveness due to greater proportion of capital and O&M cost savings versus ridership reductions.

Factor *	HRT Halsted		HRT UPRR	
	Vermont Avenue	119th Street	130th Street	115th Street
Capital Costs (YOE)	$1,100M	$900M	$1,100M	$800M
O&M Costs (Annual)	$21M	$17M	$24M	$17M
Ridership (Annual)	11.6M	10.9M	12.7M	10.6M
YARD and Shop Costs (YOE)	$200M	$200M	$200M	$300M

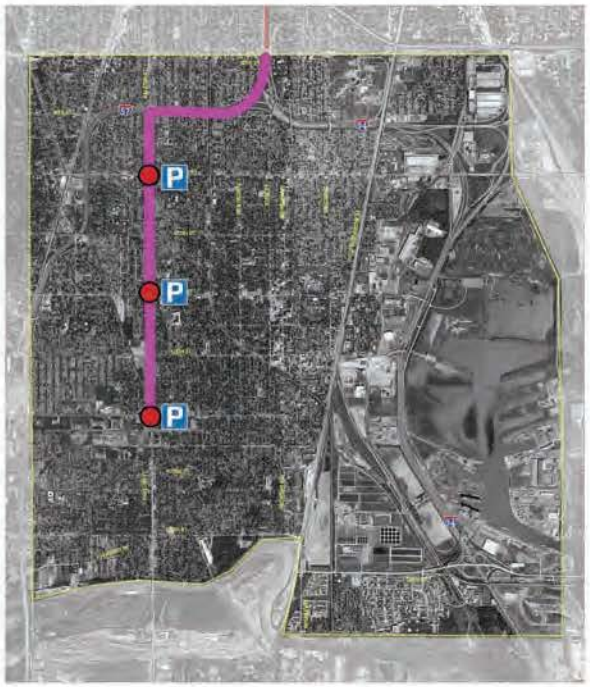
The Halsted 119th Street alternative improves cost-effectiveness by 23%

The UPRR 115th Street alternative improves cost-effectiveness by 22%

* Costs and ridership figures as of June 2009

Preliminary Cost-Effectiveness Evaluation
Shortened Alignments

Heavy Rail Transit



Halsted Street to 119th Street

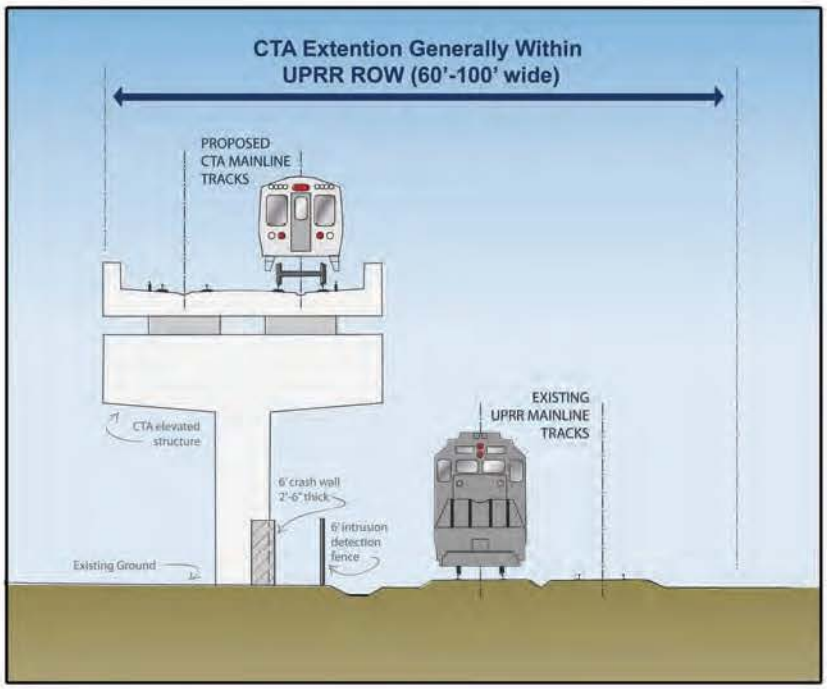
T Elevated
4 Stations / 3.8 Route Miles

UP Railroad to 115th Street

T Elevated
4 Stations / 3.3 Route Miles

Corridors and stations and parking P are shown in generalized locations only.

Freight Railroad & Transit Shared Use Corridor



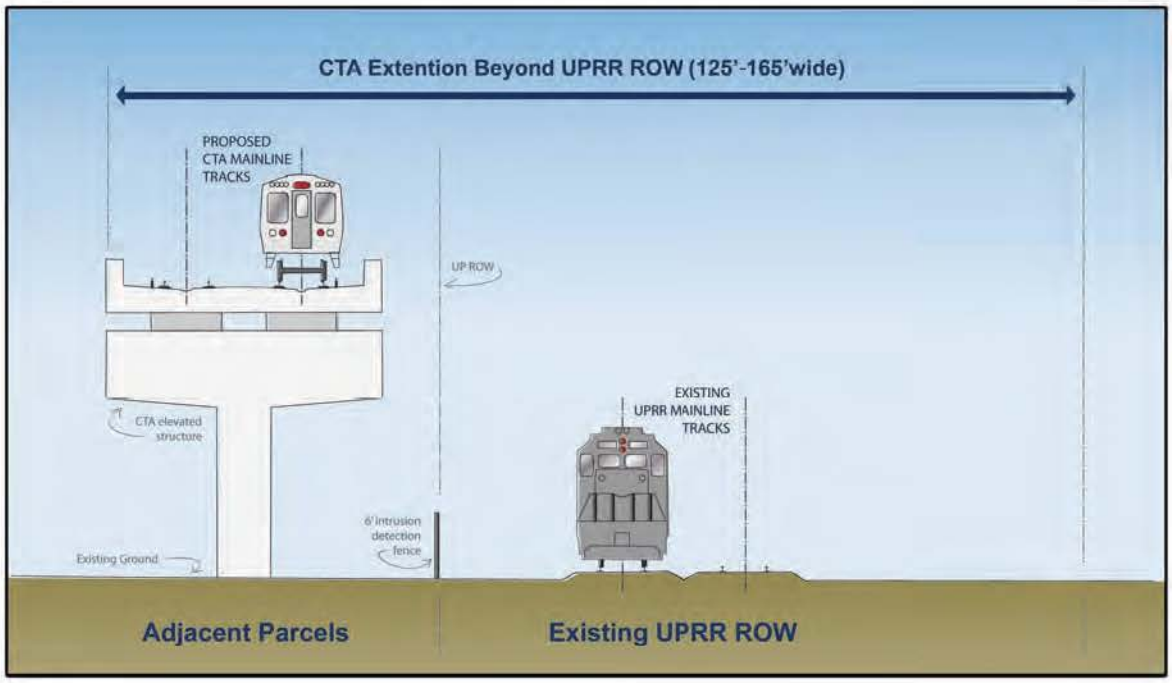
Physical Constraints

Freight Railroad & Transit Shared-Use Corridor

- Due to recent accidents, the transportation industry is adopting greater separation between freight railroad and transit operations for safety reasons
- For the HRT UPRR Elevated Alternative, 50-feet separation distance is desired

Right-of-Way Constraints

- UPRR needs entire right-of-way for operational purposes
- With additional separation distance, CTA extension will require adjacent property acquisition
- East and west alignments immediately adjacent to the UPRR right-of-way are being investigated



SCREEN 3 - Recomendation:

Locally Preferred Alternative

Heavy Rail Transit

UP Railroad to 130th Street

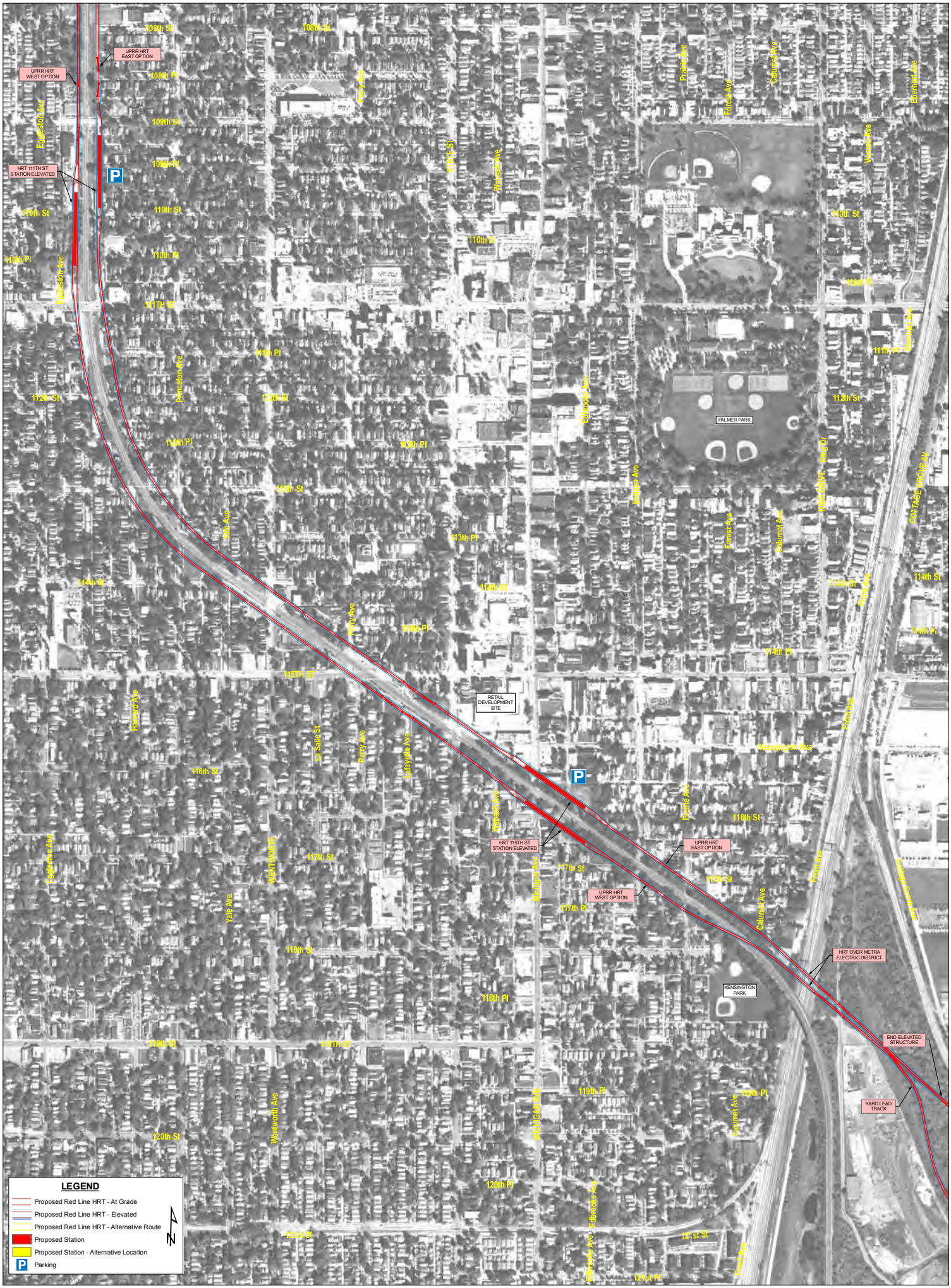
T Elevated

4 Stations / 5.3 Route Miles

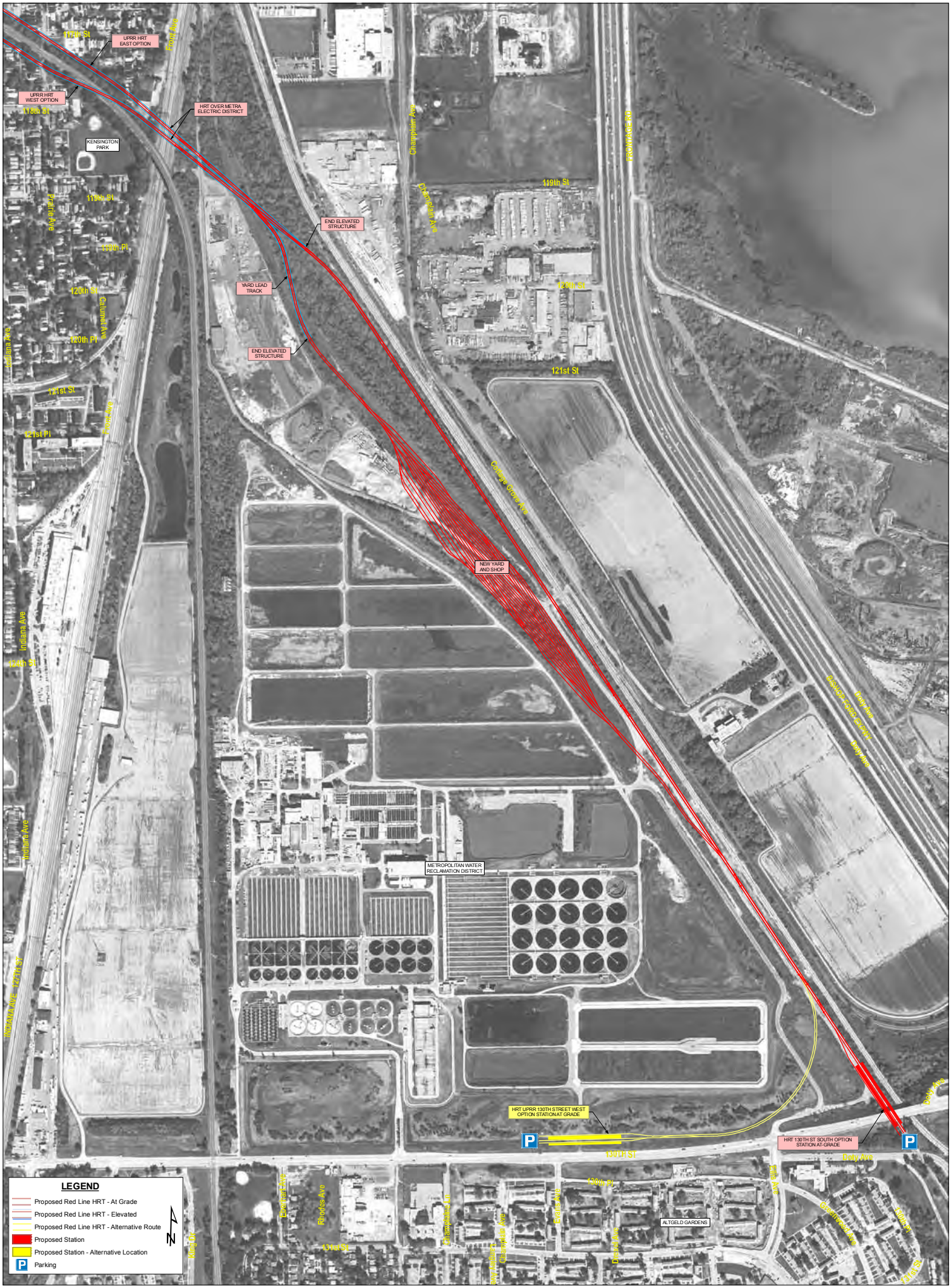
Corridors and stations and parking P are shown in generalized locations only.

HRT UPRR Elevated

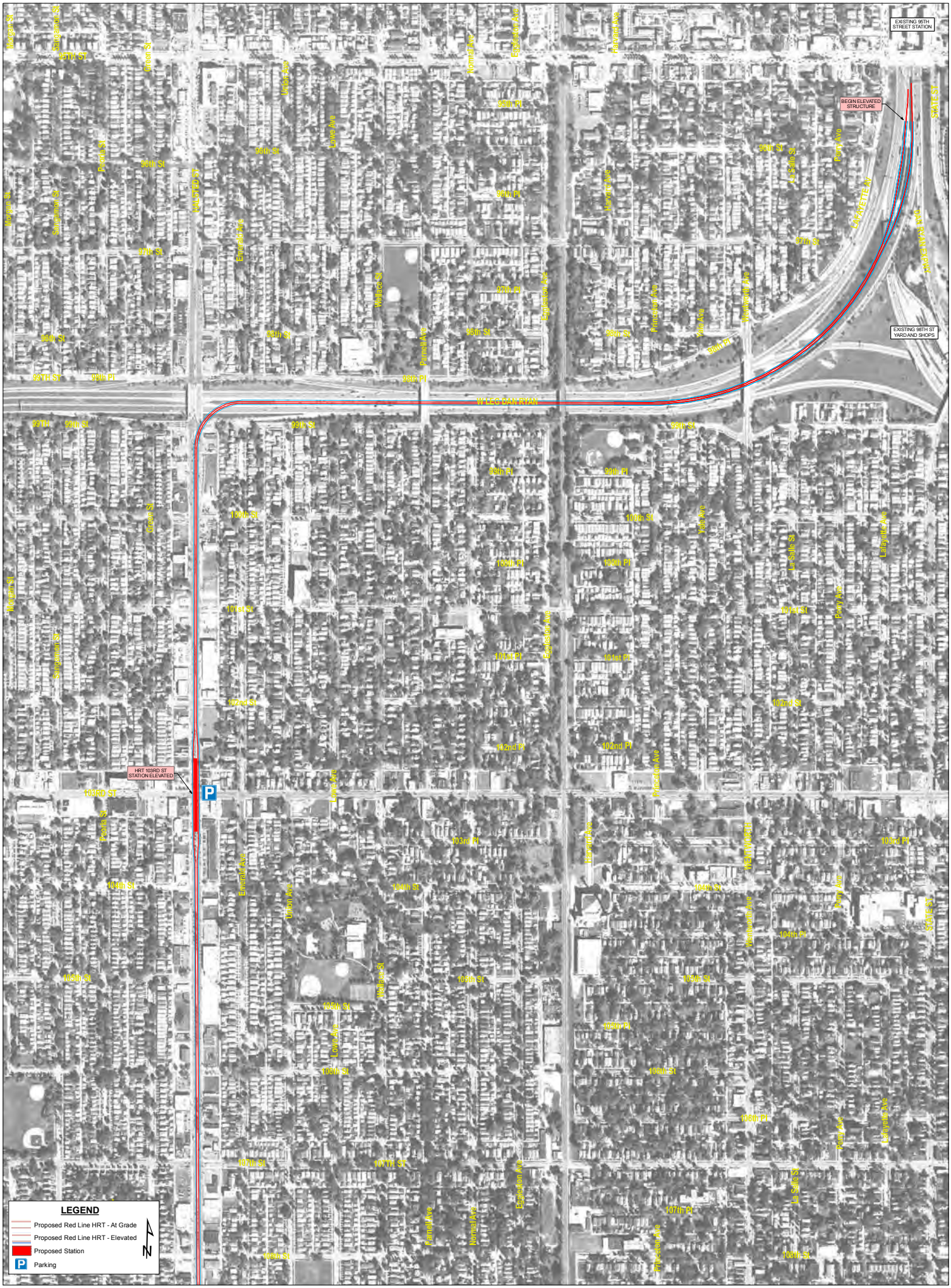
HRT UPRR Elevated



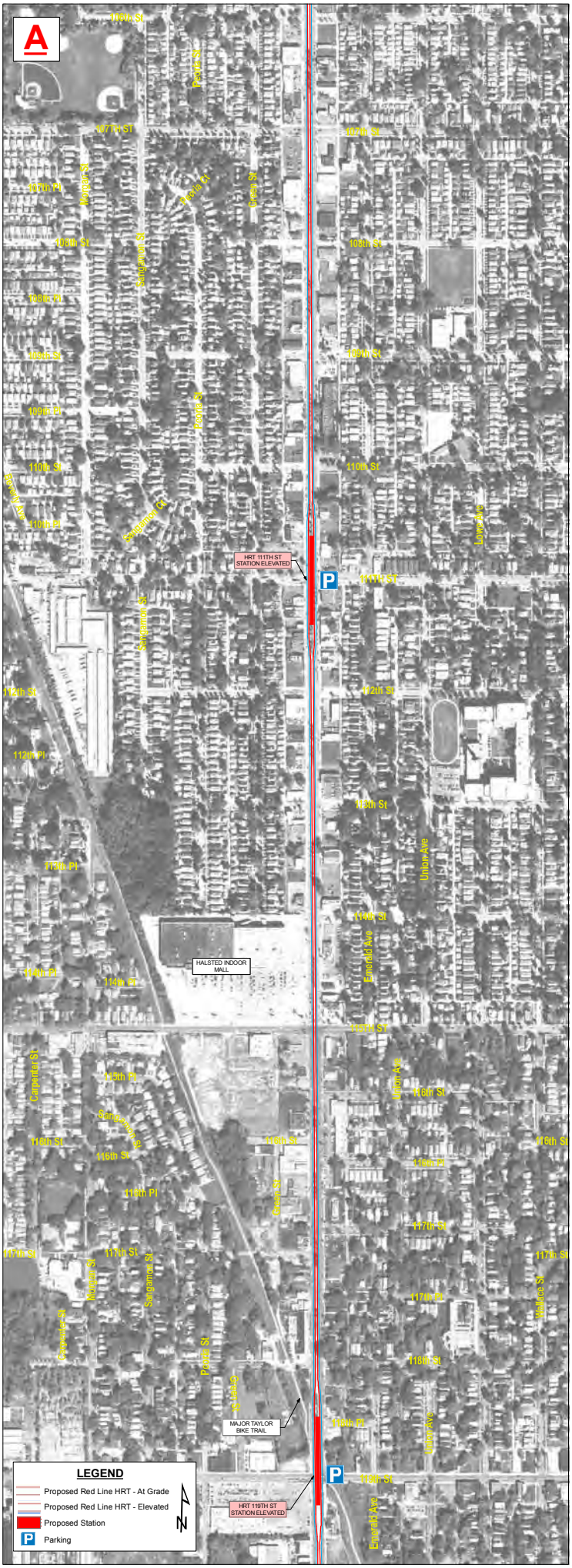
HRT UPRR Elevated

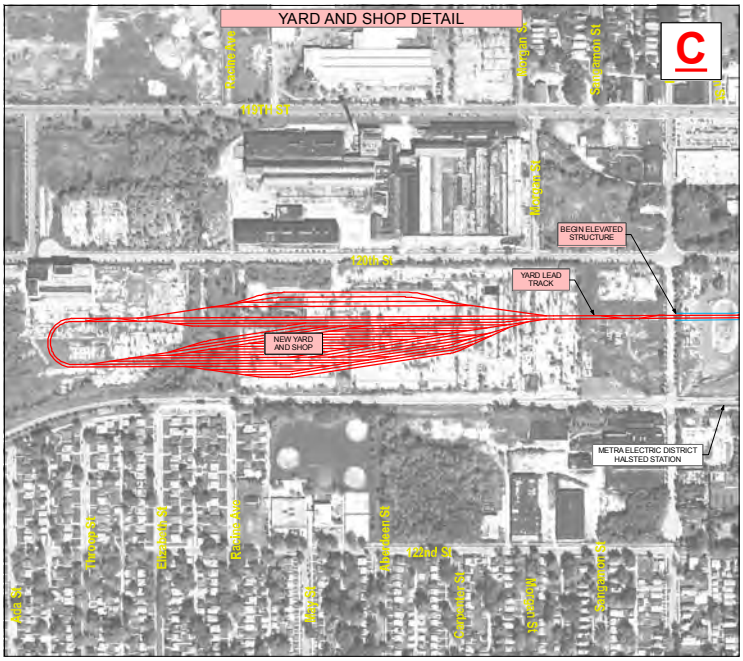


HRT Halsted Street Elevated



HRT Halsted Street Elevated





Red Line Extension
Alternatives Analysis Study
Comment Card

Please print your contact information if you would like to receive a response to the questions and comments.

Name _____

Organization _____

Address (Street, City, Zip)

_____

_____

_____

Phone _____

E-Mail _____

❏ Would you like to be added to the Red Line Extension Project mailing list? Check box if yes.

Please write your question or comment in the area below (please print). When you have completed the form, please give to one of the CTA representatives.

_____

_____

_____

_____

_____

_____

_____

Please send comments and questions to Mr. Darud Akbar, Chicago Transit Authority, Government and Community Relations, P.O. Box 7567, Chicago, IL 60680-7567. Or dakbar@transitchicago.com

Customer Information: 1-888-YOUR-CTA (1-888-968-7282)
Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-8891)
Transit Information: 836-7000 from any local area code • www.transitchicago.com

Chicago Transit Authority

Red Line Extension Alternative Analysis Study

Screen 3 Public Involvement-Public Comments and Questions

August 2009

No.	Comment/Question	Received Via*	Topic Area(s)
1	Planning Committee with CTA/City of Chicago Community leaders to develop & implement economic development impact.	STK	10
2	Planning Committee with CTA/City of Chicago Community leaders to develop & implement economic development impact.	STK	10
3	Will there be any plans to ensure that while the new business are welcomed what mechanisms will be in place to ensure existing businesses are not displaced; homeowners are not negatively impacted via noise abatement and a sharp rise in real estate taxes.	STK	10
*4 (4-6)	How much parking space will be provided at stations?	STK	6
5	Sense of insecurity is a BIG issue on Red Line. How will this be addressed on trains/stations and in new designs?	STK	10
6	How will presence of UP trains at grade affect travel time for passengers accessing Red Line stations?	STK	4
7	What type of security will you provide for passage. At ground level, have pedestrian bridge.	STK	10
8	If the terminal station that would extend to 130th Street is not selected, what alternatives will be available for the potential patrons who live beyond 103rd and 127th for the other alternative stations or plans?	STK	3, 11
9	Development of 130th would bring new "economic development" to a region of the city. This would greatly improve the overall economic structure of the area.	STK	10
10	What considerations have been given to the development of jobs once he construction starts?	STK	10
*11(11-12	Has the improvement if the 95th Street station include going south on 95th Street and extend over the rail right-of-way on the southside of the street? Also, has it been considered to look at the separation of the bus terminal from the ridership to move the bus stations to the south? Can a pedestrian bridge be added? (across 95th St)	STK	3
12	Consider pedestrian bridges for the access of UR rail & rapid transit for passengers/riders. Are there schematics of this?	STK	4
13	Inter-governmental and inter-agency coordination should now be put into action. A project this large and comprehensive needs the cooperation and input from many levels/layers of government, and city agencies- Planning, environmental, transportation, and economic development with CTA. This has been and can be done and certainly should be done.	STK	9
14	How long would it take for the increased ridership on the Red Line Extension to pay for the cost of the extension-if ever.	OLIVE	8
*15(15-17)	I agree with the recommendation to extend the Red Line using the UPRR to 130th St plan.	OLIVE	13
16	How will CTA acquire the match required by the federal government?	OLIVE	8
17	What type of green technologies are being considered for construction of the Red Line?	OLIVE	12
18	If service was increased on the Metra Electric line, in the grey line proposal, why couldn't business be diverted from 95th Street to closer Metra Electric stations.	OLIVE	2
19	In the 1960's when the Dan Ryan line was built ridership went down 75% on parallel Metra Electric stations. If the same is to happen here wouldn't the goals of better transit access be best accomplished by increasing frequency on the Metra Electric.	OLIVE	2
*20(20-21)	Since the money for this project will be included in the general transportation project, what priority will the Red Line extension be given? Is it mainly a matter of getting on the books while other projects are completed?	OLIVE	2, 8
21	Will tomorrow's meeting have the same info as this one?	OLIVE	9
22	Does funding from federal sources, e.g., Omnibus Budget earmarks, have to have state & local matches?	OLIVE	8
23	I understand that the CTA as an organization does not consider any of the proposed rail projects. If limited funds are available, what factors will influence where the funds are directed?	OLIVE	2

Chicago Transit Authority

Red Line Extension Alternative Analysis Study

Screen 3 Public Involvement-Public Comments and Questions

August 2009

No.	Comment/Question	Received Via*	Topic Area(s)
24	How often does UPRR run through the Red Lines extension corridor?	OLIVE	4
25	Can the land east of the UP south of 119th be used to shorten the line & bring it to grade sooner?	OLIVE	3
*26(26-28)	Why not use MWRDGC vacant land @ 130th for park & ride?	OLIVE	3, 6
27	Can an intermodal at both station be added to the south east metra line (proposed)? And reestablish the Wildwood Station on Metra Electric at 130th?	OLIVE	2
28	What is the travel time 130th to Madison?	OLIVE	5
29	Would like you to send me a print copy of your power point presentation. Print copies (reduced) of display cards.	OLIVE	9
30	Will there be public involvement in the Environmental Impact Study? If so, how will that public involvement be conducted?	OLIVE	1, 10
31	Does the public get to comment on the cost-effectiveness option to only built the Red Line Extension to 115th St.?	OLIVE	9
32	Will there be a bidding process for the Preliminary Engineering? If so, when will that process begin?	OLIVE	1
33	Who will compose the Project Management team during the Preliminary Engineering phase? Is there a place for community on the project management team?	OLIVE	1
34	The grade crossing next to stations seem like a danger for car/pedestrian alike. Why not build at-grade and use the savings to build underpasses of both CTA and UPRR?	OLIVE	3, 4, 12
35	How will the Halsted Street bus or train benefit the passengers who don't live west? Yes its beneficial to hose who live south, but not as accessible to those who live south east. (no buses that go that way).	OLIVE	11
36	How will bus services be distributed among the new train station?	OLIVE	11
37	Why is all the trains & buses centered around Halsted?	OLIVE	3
38	Well done, CTA. Continue to work to finalize the approval. In the long run the 130th St stop will be the most cost effective, the most equitable solution, the highest federal priority in the low income communities will have access & more parity.	OLIVE	13
39	One of the concerns CTA expressed previously was the capacity of the existing rail yard at 95th. If the proposed UP route would be shortened, how would the existing rail yard be improved?	OLIVE	5
40	Similar to your presentation on the Heavy Rail findings, improvement to the 95th St station need to considered to your findings for the UP Route and its needs to address overuse at the 95th St station.	OLIVE	3, 11
41	The social and economic benefit factor for the UP Route should be higher, against your heavy rail measurement. Can a review of factors be re-examined prior to June 18th?	OLIVE	7
42	I feel this is a great idea for 130th. And it will contribute to transit riders in the south. And project TSM seems the best of all!	OLIVE	13
43	Originally the Red Line was supposed to continue to Altegeld Gardens. That is what it should do.	OLIVE	13
44	I truly support the far southside Red Line Extension project	OLIVE	13
45	Who was funded this transportation surveys and how much did they cost.	OLIVE	1, 8
46	We are pleased that you have come to the conclusion to recommend the Union Pacific Rail alternatives. This area is the most needed in my opinion and other of my associations. We appreciate your dedication to the project and your hard work.	OLIVE	13
*47(47-49)	What would the station at 130th St (UPRR) be connected to? (Bus-Access to suburbs BRT?	OLIVE	11
48	Would acquiring space for trains cause a delay in final decision?	OLIVE	1,10

Chicago Transit Authority

Red Line Extension Alternative Analysis Study

Screen 3 Public Involvement-Public Comments and Questions

August 2009

No.	Comment/Question	Received Via*	Topic Area(s)
49	Would CTA extend it existing bus service to accommodate the rider-ship w/o passing thru Altegeld Gardens?	OLIVE	11
*(50-52)50	Does this extension depend on the stimulus money from the state to complete?	OLIVE	8
51	How much input or cost would be dependent on acquiring the land adjacent to UPRR lines, are they in favor?	OLIVE	10
52	Proposed date for completion of the screening process and final decision to proceed?	OLIVE	1
53	Recently attended a Chicago Plan Commission Mtg and heard presented the possibility of station being attached to a new shopping center at 115th Michigan your pictures place the station about 2 blocks away . Wondering which way your going in this case.	OLIVE	10
54	I support the far southside Red Line Extension Project to 130th Street. With the extension to 130th St. Are there any plans of the communities east of 130th Street? How does our plan stand in relation to the other extensions?	OLIVE	11,13
55	HRT Ext via UPRR to 130th. Have you considered extension to South Shore Station in Hegewisch. You would have transit interface between "L", South Shore, CTA bus, and PACE bus routes. There is Park & Ride already there.	OLIVE	2, 3
*56 (56-59)	What would the parking lost be-Affordable?	OLIVE	6
57	how many homes will be affected by rail line on Union Pacific Rail Route?	OLIVE	10
58	I don't like the short version of Build Extended Version.	OLIVE	13
59	What connective service will be provided for residents south of 103rd -east of Ford Freeway.	OLIVE	11
*60 (60-61)	Once you reach the environmental impact statement would it be exclusive of environmental justice principles?	OLIVE	10
61	What skills set would be required in eh construction of proposed site for employment purposes? Would area's residents have preference to job opportunities?	OLIVE	10

No.	Comment/Question	Received Via*	Topic Area(s)
62	While I support the initiative the CTA is taking by trying to improve transit in this area. I believe it should be done in different way. Instead of building a new heavy rail to brt extension. I believe the CTA should implement something similar to the grey line proposal. First of all, I think service levels on the Metra Electric line should be increased to near CTA levels. Unknown to many people, train frequencies on the Metra line used to be every 10 minutes until they were cut back in the 1960's. The benefit of this plan is that increasing trains on the Metra Electric could be implemented almost immediately compared tot he years it will take to build the Red Line Extension. Also, the Metra Electric line is not the typical commuter rail described in your alternatives study. In your study you stated that station spacing is typically 3 to 7 miles apart. However, this is far from the true in the study area where Metra Electric stations are as close as 4 blocks. This station spacing is closer than your proposal for heavy rail. This provides a convenience to riders that would not be attainable with the proposed CTA extension. The other thing about the Metra line is that it is totally electrified. With electric power comes greatly increased acceleration power and lower operating costs due to not having to pay for diesel fuel. To address the bus congestion use at the 95th Street is very easy in my proposal. If half of the buses were rerouted to nearby Metra stations (which many are closer tot he bus routes) the issue would be solved. The reason this was not done before was because service frequencies on Metra Electric were traditionally low and would make trips to time consuming while waiting for a train to come. Furthermore, the Red Line extension will be extremely cost prohibitive and it would be cheaper to implement the grey line plan because all of the infrastructure is already in place. This extra money could then be used to rebuild badly aged Metra Stations which then will attract new riders and economic development. Another important factor is that the Metra Electric line largely parallels the proposed route of the CTA extension. Therefore, ridership will decline because in 1969 when the CTA Dan-Ryan line was built, ridership between 75th and 111th Street Metra stations declined 75%. So what essentially is going to happen is that riders will be siphoned off the Metra line to the new CTA line because service frequencies will be higher. In my opinion this is a big waste of taxpayer money when the CTA is having a hard enough time maintaining what they currently have due to a lack of money.	OLIVE	2
63	What park-and-ride plans are there for the UPR alternative at 130th?	WCPL	6
64	Will environmental engineering be used in PE?	WCPL	1, 12
65	How does the new train yard for the UPRR route factor into cost-effectiveness	WCPL	5
66	The reconstruction in the area of people homes want plan do you have to relocate and have you talked to them, and the feed back.	WCPL	10
67	Job training for the people to work on the new line! Starting wages.	WCPL	10
68	Would homes be uprooted in order to extend the Red Line to 130th?	WCPL	10
69	Approximately how many homes will be removed to make way for the rail proposals?	WCPL	10
70	Is there consideration for transfer stop at 115th/Kensington Metra Line? And/or with transfer stop to 130th and South Shore Line?	WCPL	2
71	Please consider establishing connection points between Metra and Kensington/115th or at points along the proposed SE corridor.	WCPL	2
72	With this project and the "New Starts" funding process is there a chance for a Public/Private funding option, which may bring the project to completion sooner.	WCPL	8
73	Why haven't you considered building the rail line on the I-57 expressway?	WCPL	3
74	Why not use Medium of I-57 it would be less destruction to surrounding neighborhoods.	WCPL	3

No.	Comment/Question	Received Via*	Topic Area(s)
75	Will the Red Line Extension project get any money from the American Recovery and Reinvestment Act? If so how will that stimulus money effect phases and time-line for project?	WCPL	8
76	We do hope that we will move forward with this project. The extension of the Red Line to the far southside is desperately needed. I do hope that construction will be done exponentially.	WCPL	13
77	If CTA acknowledges that 95th/Dan Ryan (Red Line) as it is unsafe why did the Brown Line project and Blue Line projects start first? Is there a plan for survey the community on what they want because80 percent meeting are not representative of what we want.	WCPL	2,9
78	The alternatives to the red line extension seems to cut thru some communities and homes. If this is the case what will happen to the homes and residents between 103rd and 117th? Will these residents be compensated? If so, through what method?	WCPL	10
79	If funding is not available for the red line extension, what alternative plan is in place to relieve congestion at the 95th Street station?	WCPL	3, 8
80	95 W has passed by the time get we get out of work on 95th & Halsted.	WCPL	14
81	I'm in support of the Red Line Extension for future.	WCPL	13
82	Support Red Line train.	WCPL	13
83	The safety of CTA & UPRR passenger was great and all people do not have cars so alternative transportation is great for Chicago and CTA it will work.	WCPL	13
84	We are in favor of the Union Pacific Red Line Extension ending at 130th St.	WCPL	13
*85 (85-86)	How long will it take to complete the Red Line extension project. Also when will it begin?	WCPL	1
86	When will the bus alternative on Halsted Street start?	WCPL	1
87	Do you have a starting date for this project 2009-2010?	WCPL	1
88	How long will it take for construction to start? Will all the stations have park N ride? Where will the Red Line leave it current route to get on the UPRR alignment?	WCPL	1, 3, 6
89	Will the proposed rail extension begin at the 95th street terminal or will it be connected by shuttle bus to the 95th street terminal?	WCPL	3
90	Would the extension eliminate the "back up" that generally occurs from 69th to 87th St. from time-to-time especially during the rush hours? Is this caused by limited space in train yard?	WCPL	11
91	Have equity issues been considered as the plans have evolved such as: greater access for low-income communities, no park 'n' rides on the southside from Chinatown south, limited to no accessibility at stops south of 22nd St., and no extensions to city limits for southside residents.	WCPL	10
92	If the rail ended as 115th St wouldn't the likelihood of completing the line be having to go back to this long term drawing board? Another 30 years? Wont this shortchange the prospects for future ridership.	WCPL	3
93	What noise abatements have been considered?	WCPL	10
94	Is it possible to shift the proposed alternative from east to west on the UP to circumvent or limit displacement.	WCPL	10, 12

No.	Comment/Question	Received Via*	Topic Area(s)
95	Based on my review of your current plans, I have decided to support the idea of having a station just north of 130th street. This alternative reduces the potential of at-grade traffic conflicts on 130th street. It also allows for a more seamless access to park and ride lots along with the bus turnaround. I would also like to see a kiss and ride facility along with a small bike and ride lot and car share zip car at the station/ I am also in support of adding a bus turnaround at 103rd Street and 111th Street to accommodate route changes for CTA route 100, 103, Potentially route 14, Potentially route 15, potentially route 28, and potentially a Hammond Transit Route at 103rd. A turnaround at 111th Street could accommodate route 352, 359, and a streetside 111. These stations should also have Coffee shops, bike and ride facilities, and heated bus waiting areas	EMAIL	6, 12, 13
96	Concerning the Red Line extension from 95th to 130th Streets. The route selection paralleling the Burlington Northern Railroad's tracks seems to be the best of the alternatives explored. However, there is a safety issue for CTA riders using the station facilities that are location where the CTA's elevated tracks run parallel with the BN's Tracks. The problem is that large volumes of riders will have to routinely cross the BN's tracks when proceeding to and from the stations. With increased train traffic and longer trains, I think it is reasonable to expect that there will be numerous occasions when pedestrian access over the BN's crossing will be blocked for short periods of time. This may happen because of the length of a train, or because of some sort of operational delay. When this happens, even with grade crossing protection in place, some riders, left with no other options, are going to try and beat approaching trains, or climber through or even under standing trains. I suppose the railroad's right-of-way could be fenced off at the stations, but the streets would still be open and the opportunity for pedestrians to exercise the kind of bad judgments described above would still be available. While it would seem improbable that people would be in such a hurry that they would make such dangerous choices, it has happened before, sometimes with disastrous results. With that having been said, it is my opinion that a pedestrian overpass for CTA riders should be constructed as part of each CTA Station located where the CTA's tracks parallel the BN's tracks.	EMAIL	4, 12
97	The 107 Throop area would be a great second stop on the extension line. Buses could feed into the terminal from Vincennes and Halsted and there is a curved street that could be used for bus turn around this stop would also service two High Schools. The 111th - 115th street buses could pull in the Pullman, Roseland travelers. Riders 119th and beyond would use the end of the line 130th ST terminal. If the 107th terminal is built large enough and High speed tracks are installed there would be little need for costly multiple terminals and stops between 95th and 130th.	EMAIL	3
98	Inka Internet Station at 11320 South Halsted in Chicago, supports the Red Line extension project from 95 th Street to 130th street.	EMAIL	13
99	I'm writing to let you know that I support the extension of the CTA Redline from 95th - 134th St. It is vital that the state and CTA start to recognize the importance of the residents who live beyond 95th & state. It is necessary that Red Line be extended to service these residents, which I might state is long overdue! Governor Quinn, please include the CTA Red Line Extension project in the 2009-2010 Illinois State Budget and request full funding now. "I support the extension of the CTA Redline from 95th - 134th St"	EMAIL	13
100	Please extend the Red Line train to 130th Street	EMAIL	13
*101(101-105)	I do not support the Red Line Extension Plan as designated (the UPRR and Halsted Elevated Proposals). I am in support of effective transportation for the south side of Chicago which is beneficial to the surrounding community. I think that the Red Line Extension proposals will be too destructive to the neighborhood.	EMAIL	13

No.	Comment/Question	Received Via*	Topic Area(s)
102	Please address the following questions: What will happen to the structure of the neighborhood with the removal of the homes and businesses along the proposed UPRR/Halsted route? The neighborhood is primarily single home structures. Have studies of other cities' transit transportation and their impact been considered? Thank you for your consideration.	EMAIL	10
103	What is the plan for the 95th street Station? How will the structure be modified to improve its function? How will the station be more accessible to disabled and or elderly riders? Will the footprint of the station increase? Is a parking lot part of the plans for the 95th Street Red Line Station? Where is the proposed site of this lot? Will the homes west and east of the station be raised? Will the public park land be taken?	EMAIL	3, 10
104	Can additional meetings be scheduled to explain the proposals? In talking to people, most were unaware of the four highlighted proposals in the June 4th meeting. People again and again asked if the extension was going to run down i-57. Although the meetings in June were effective in introducing the analysis, many residents in the effective communities are not informed of the proposals.	EMAIL	1,9
105	Why doesn't the expansion branch off to the east (in the middle of the Bishop Ford Expressway) where it would serve the surrounding neighborhoods? Why isn't the proposal heading east in the middle of the Bishop Ford Expressway where it would serve Chicago State University, Olive-Harvey College, and Corlis High School? Please explain in greater detail the use of land that will be needed to develop an elevated train after 95th Street Station? I am concerned that possible expansion (as presented on June 4, 2009) will destroy the homes of hard working people who have mainstay of the neighborhoods. I am concerned that the cement structures as depicted in the presentation will be a physical separation in the flow of the neighborhoods. How will this be addressed?	EMAIL	3, 10, 13
106	I have been a citizen of Chicago, ILLINOIS my entire life. I want Governor Quinn to support and fund the expansion of the CTA train to 134th Street. This community is under serviced when it come to transportation. This expansion proposal has been defeated several times, I believe now is the time for approval when many cannot afford the expense of an automobile. The CTA is our only viable way to safely commute to jobs in this city. Our fellow northern citizen do not have this problem with transportation because the CTA has been expanded thru and outside the city to O'Hare Airport and beyond. The southern based taxpayer are funding transportation to the north, and west sides. We know some monies should be allocated and spent for our general good. So please add the expansion in the budget while there is funding available. I want our Governor to support this expansion and see that it is done to benefit his citizens regards of their location in our great state.	EMAIL	13
107	I support the CTA's Red Line Extension Project (95th to 130th). This service is needed for the Far South Region communities.	EMAIL	13
108	I would like to support Developing Communities Project's call for a red line extension. This effort has been discussed far too long, and it's time to put the funding into the State's 2009-2010 budget for the Red Line Extension Project. It is necessary to think about Chicagoans south of 9th street, not to mention helping the students who attend Gwendolyn Brooks College Prep.	EMAIL	13
109	Please extend the Red Line south beyond 95th Street. As someone who has lived in Chicago, Skokie, Detroit, and St. Louis, I've seen the huge difference that rail transit (or the lack thereof) can make in a neighborhood. Roseland, Pullman, and the other communities south of 95th would benefit greatly from rail service, from the everyday lives of individual people on up to the streetscapes themselves.	USPS	13

No.	Comment/Question	Received Via*	Topic Area(s)
110	I strongly agree with the choice of the UP alignment, but I am troubled by the inclusion of park and ride at all of the stations. If this line is intended to revitalize the areas around the stations at 103rd, 111th, and 115th, parking lots will work against that. Plus- why would we want to increase car traffic around these neighborhood-oriented stations? Better would be to concentrate parking at 130th/Bishop Ford Espy where there would be easy onto access. If access from I-57 is desired, perhaps, a parking deck could be built over the expressway just south of 95th St, with dedicated lanes to/from I-57 and a direct pedestrian connection to the 95th Street Red Line Station.	USPS	6, 10, 13
111-Petition	We the public, supports the CTA's locally preferred route to Extend the Red Line Rail Line from the 95th Street Station to 130th Street, using the Union Pacific Rail Road (UPRR) corridor. In addition, we support the call for a reduction in air pollution, reduced travel time, and increased access to employment and education opportunities in the Far South Region of Cook County, and the State of Illinois, through the construction of the Red Line Extension Project. [Note: 512 signatures included on petition.]	USPS	10, 13
Key to source of comments:			
OLIVE	**Comment received at Public Meeting held at Olive Harvey College**		
WCPL	**Comment received at Public Meeting held at Woodson Regional Chicago Public Library**		
EMAIL	**Comment sent to CTA by email**		
STK	**Comment received at Stakeholder Meeting**		
USPS	**Comment sent to CTA by postal mail**		
*** Denotes comments listed on the same comment card and/or email**			

Chicago Transit Authority
Red Line Extension Alternatives Analysis Study

Screen 3 Public Involvement
Responses to Public Comments and Questions

31 August 2009

Written questions and comments regarding the Red Line Extension Alternatives Analysis Study were submitted by a variety of individuals and groups from throughout the Chicago region at the study's Screen 3 Public Meetings held on June 3 and 4, 2009. In addition, public comments and questions on Screen 3 were submitted directly to the Chicago Transit Authority (CTA) via e-mail and postal mail through June 25, 2009.

All of the questions and comments have been collected and compiled to provide a comprehensive review of the issues raised along with CTA's responses. Every question, comment, and suggestion submitted during the public comment period has been compiled in the "Outreach Comment Database" (see separate document). Each question has been recorded verbatim and assigned a number that corresponds with the answers provided in this document, ensuring every question or comment submitted has been reviewed and answered or acknowledged. Collectively, the public comments and preferences will be considered in the evaluation of alternatives and concepts introduced through the public involvement process may be evaluated and/or reflected in subsequent project phases as appropriate.

Many of the comments received were very similar in nature. As a result, similar comments and their responses have been grouped by topic and "General Comment" heading below to avoid duplicative responses. Questions or comments requiring individual or specific responses are also included below along with unique responses. In order to understand some terms used in the Comments and Responses, it may be necessary to review the original Screen 3 presentation materials which are posted on CTA's Web site www.transitchicago.com (News and Initiatives, Alternatives Analysis Studies).

The list below shows the index of topics covered in the report, along with the number of comments received for each. Because comments often refer to more than one topic, the numbers associated with each do not equal the total number of comments received.

Index of Topics

1. FTA's Alternatives Analysis Process and Timeline (12)
2. Relationship of Red Line Extension to Other Proposed Transit Projects (10)
3. Alternatives Analyzed (17)
4. Access to Proposed Red Line Extension Stations (4)
5. Proposed Red Line Extension Operations and Yard (3)
6. Proposed Red Line Extension Parking Facilities (7)
7. Evaluation Criteria Used in the Alternatives Analysis Study (1)
8. Funding for Red Line Extension Construction and Operations (9)
9. Alternatives Analysis Public Involvement Process and Format (6)
10. Potential Red Line Extension Economic and Environmental Impacts (27)
11. Potential Red Line Extension Impacts on Existing CTA and Pace Services (9)
12. Issues to Be Addressed in Preliminary Engineering (6)
13. Statements of Support or Opposition of the Extension (25)
14. Other (1)

1. FTA's Alternatives Analysis Process and Timeline

General Comment:

What is the timing of the Environmental Impact Study, Preliminary Engineering, Final Design, Construction and Operation of the Red Line Extension?

Pertains to Specific Comments:

45, 52, 64, 85, 86, 87, 88

Response to Overall Comment Category:

The FTA New Start grant program requires conceptual transit project proposals to proceed through a formal process of planning, design, and construction. Upon completion of this process, the project is ready for operation. The process involves five formal steps: Alternatives Analysis (AA); Environmental Impact Statement (EIS); Preliminary Engineering (PE); Final Design (FD); and Construction. Each of these steps typically takes 2-3 years to complete although the EIS and PE can be done concurrently. Initiation of each step is also contingent upon federal approval and continued availability of federal and local funding, the timing of which will also affect the overall project schedule. For highly complex projects the Final Design and Construction steps take longer, particularly if construction is implemented in sequential phases rather than all at once.

The current Red Line Extension Alternatives Analysis study is being completed in summer 2009, with the adoption of a locally preferred alternative by the Chicago Transit Board. The subsequent project phase, Environmental Impact Study, is projected to begin in fall 2009. A specific completion year depends on factors outside CTA's control, but is expected no earlier than 2016.

Other Specific Comments Noted on this Topic:

Comments:

30. Will there be public involvement in the Environmental Impact Study? If so, how will that public involvement be conducted?
104. Can additional meetings be scheduled to explain the proposals? In talking to people, most were unaware of the four highlighted proposals in the June 4th meeting. People again and again asked if the extension was going to run down i-57. Although the meetings in June were effective in introducing the analysis, many residents in the effective communities are not informed of the proposals.

Response:

Yes, the Environmental Impact Statement (EIS) will have several opportunities for public involvement.

The purpose of the EIS is to provide full and open evaluation of environmental issues and alternatives, and to inform decision-makers and the public of reasonable alternatives that could avoid or minimize adverse impacts and enhance the quality of the environment.

The EIS process begins with Federal Transit Administration's (FTA) publication of a *Notice of Intent* to prepare an EIS in the *Federal Register* along with similar CTA announcements in local newspapers and other media. At this time, a tentative list of alternatives and impacts is established and presented to the public and interested government agencies for comment. This notification is part of *scoping* - the process of affording an early opportunity for the public and agencies to identify potential issues to be addressed in the EIS. Scoping includes the provision of materials describing the project, alternatives, impacts, and any other relevant information known about the proposed undertaking. These materials are distributed to invite early comments, which will be accepted at scoping meetings – anticipated to be held in fall 2009 – and through written comments.

Following scoping, the EIS is prepared in two stages – draft and final. The Draft Environmental Impact Statement (DEIS) provides an opportunity for government agencies and the public to review a proposed

project and alternatives. The principle components of a DEIS include discussion of the following 1) the purpose of and need for action; 2) alternatives, including the proposed action; 3) the affected environment; and 4) environmental consequences. A DEIS must be signed by the FTA Regional Administrator and the authorized official of the local lead or cooperating transit agency. The approved DEIS is then concurrently filed by FTA with the US Environmental Protection Agency (US EPA) and distributed by the local lead agency.

After completion of the circulation period, all substantive written comments and the public hearing testimony are addressed and the preparation of a Final Environmental Impact Statement (FEIS) begins. The principle components of the FEIS include: 1) identification of a preferred alternative; 2) responses to comments made during the circulation period; 3) commitments to mitigate adverse impacts of the project; 4) evidence of compliance with related environmental statutes, Executive Orders and regulations; and 5) a description of changes that have been made to the project since the DEIS was published. Once the appropriate FTA official has approved the FEIS, it is concurrently filed by FTA with the US Environmental Protection Agency (US EPA) for publication of a notification of availability for a 30-day circulation period in the Federal Register and it is distributed and advertised through local media by the local lead agency.

Comments:

32. Will there be a bidding process for the Preliminary Engineering? If so, when will that process begin?
33. Who will compose the Project Management team during the Preliminary Engineering phase? Is there a place for community on the project management team?

Response:

CTA anticipates that the Preliminary Engineering (PE) team will be chosen in 2010. There are two steps that must be completed before the PE team will be selected and PE initiated. After the completion of the Alternatives Analysis study, CTA will submit an Application to Enter Preliminary Engineering to the Federal Transit Administration (FTA) to receive a project rating. First, CTA must receive a favorable rating by FTA to advance to PE. Second, CTA must obtain funding to begin PE. Typically, funding for New Starts projects is obtained at the federal level – more information about funding is provided in Topic Category 8. After these two steps are completed, CTA will procure a consulting team to perform PE services for the Red Line Extension project.

The procurement process will follow standard CTA procurement guidelines, as outlined on the CTA website www.transitchicago.com (click on Doing Business, then Procurement Information). Since PE comprises the technical work to develop and design the engineering specifications for the project, this work is not typically scoped to include community participation. However, this work is often performed in conjunction with the Environmental Impact Statement (EIS), which allows for extensive community participation to understand potential project impacts and evaluate mitigation strategies. Mitigation strategies developed and approved in the EIS phase are incorporated into PE project designs.

Comment:

48. Would acquiring space for trains cause a delay in final decision?

Response:

At this early stage in the process, it is difficult to predict delays associated with land acquisition. Specific issues such as required land acquisition will be studied in the next steps, Preliminary Engineering and the preparation of an Environmental Impact Statement. Required land acquisition typically begins after completion of the Environmental Impact Statement and the issuance of a Record of Decision.

2. Relationship of Red Line Extension to Other Proposed Transit Projects

General Comment:

Wouldn't this area be better served by the Metra Electric Gray Line service? Can this extension connect to existing Metra Electric or South Shore services?

Pertains to Specific Comments:

18, 19, 27, 55, 62, 70, 71

Response to Overall Comment Category:

Various proposals – the Gray Line or the Gold Line -- call for operational changes to increase service frequency on the Metra Electric District Line and improve CTA connections to this facility as well as fare integration between regional transit services. This would terminate at a station in downtown Chicago. It would not have the same connectivity to the CTA rail rapid transit system that provides accessibility to the entire Chicago area that an extension of the CTA Red Line would provide.

Improved Metra Electric Service meets some of the needs of the study area, such as reducing the lengthy transit commute times experienced by many residents of the study area. However, it will not be included as a build alternative in the current Alternatives Analysis because it does not comprehensively address all of the needs of the project, including alleviating the bus and passenger congestion at 95th Street Red Line station or reducing travel times of passengers that transfer from bus to CTA rail to access their destination. Additionally, as noted in the Screen 1 analysis (available at www.transitchicago.com – click on News and Initiatives, then Alternatives Analysis Studies) commuter rail has several characteristics that are less favorable for the study area than other modes analyzed (such as bus and heavy rail).

There is potential for connection of the proposed Red Line extension to the Northern Indiana Commuter Transportation District (NICTD) South Shore Commuter Rail Line in the vicinity of 130th Street, where the two lines would be adjacent to each other. This potential connection will be explored in further detail during Preliminary Engineering. A connection between the Red Line Extension and Metra Electric District at Kensington/115th Street station is not possible, as the proposed Red Line Extension routing crosses the Metra Electric District Line approximately one-half mile to the south of the Kensington/ 115th Street station.

<u>Other Specific Comments on this Topic:</u>

Comments:

20. Since the money for this project will be included in the general transportation project, what priority will the Red Line extension be given? Is it mainly a matter of getting on the books while other projects are completed?
23. I understand that the CTA as an organization does not consider any of the proposed rail projects. If limited funds are available, what factors will influence where the funds are directed?

Response:

Every five to six years, the United States Congress enacts legislation that authorizes federal funding for highway, transit, motor carrier, safety, and research programs across the country. This federal support represents the primary source of capital funding for CTA and other transit agencies throughout the U.S. The current legislation, known as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users), authorizes the federal transit and highway programs through 2009. President Bush signed the act into law on August 10, 2005.

The SAFETEA-LU legislation authorized CTA to seek federal New Starts grant support for four new rail lines or line extensions including: the Red Line Extension to 130th Street; the Orange Line Extension to Ford City; the Yellow Line Extension to Old Orchard; and the Circle Line. In order to qualify for New Starts funding, CTA is required to perform comprehensive Alternatives Analysis studies for each. Alternatives Analysis studies for all four projects are currently underway following the same federally mandated process as the Red Line Extension study, but addressing the unique transportation needs of their respective study areas.

A key objective of the Federal Transit Administration's Alternatives Analysis process is to measure all transit projects from across the nation by the same set of standards. This process ranks projects based on this measurement and not on where they are located. In this way, the benefits and costs of a project can be objectively measured in comparison to all others. Acknowledging that each project has a unique Purpose and Need, the process allows multiple projects from the same region to be rated highly. It is not unusual for a large region such as Chicago to seek approval for several major transit initiatives at the same time. In the late 1990s, CTA won New Starts funding approval for both the Cermak (Douglas)

Branch reconstruction and the Brown Line capacity expansion project at the same time. Metra has also received New Starts funding for multiple projects at the same time. New York City in 2005 had two multi-billion dollar transit projects approved for New Starts funding.

CTA is preparing all of the New Starts projects to be advanced simultaneously from Alternatives Analysis with the selection of Locally Preferred Alternatives in each study area by fall 2009 and has not expressed a priority for any project as they are all intended to address important transportation objectives in their respective study areas.

Comment:

77. If CTA acknowledges that 95th/Dan Ryan (Red Line) as it is unsafe why did the Brown Line project and Blue Line projects start first?

Response:

CTA uses a variety of factors to prioritize among many worthy projects for which there are limited resources. The Red Line Alternatives Analysis Study has identified deficiencies at the 95th Street bus terminal including narrow sidewalks connecting to surrounding neighborhoods, inadequate space within the terminal for passenger circulation and bus maneuvering and frequent presence of pedestrians in the bus drive lanes. These conditions are not desirable because they make transit less attractive and make the terminal less safe. The proposed LPA is intended to address this bus and passenger congestion (among other goals) and prevent conditions from deteriorating in the future.

The Cermak (Douglas) Blue Line Branch reconstruction project, which is now served by Pink Line trains, was prioritized for reconstruction because of the substantially deteriorated condition of track, structure and station facilities that had reached the end of their useful life. Prior to reconstruction, trains speeds were slowed to no more than 15 miles per hour over most of the branch to minimize the risk of further damage to the structure or derailment significantly lengthening commute times and depressing ridership. Conditions were so deteriorated CTA considered suspending service, but funds were secured through the New Starts program for reconstruction.

The Brown Line Capacity Expansion project was motivated by the significant ridership growth on the Brown Line over the last decade. In response to increasing rush hour crowding, train frequencies were increased to the maximum possible. As ridership continued to grow, crowding on rush hour trains exceeded CTA loading standards and the capacity expansion project was planned to lengthen platforms to accommodate 8-car trains (from 6 cars). The $530 million project, now nearing completion, also modernized stations and made them accessible for people with disabilities.

3. Alternatives Analyzed

General Comment:

Explain the alternatives that were analyzed.

Pertains to Specific Comments:

8, 11, 26, 34, 40, 55, 79, 88, 89, 103, 105

Response to Overall Comment Category:

CTA evaluated five alternatives in the Red Line Extension Alternatives Analysis Screen 3, including the No-Build Alternative, two Transportation System Management (TSM) / Bus Rapid Transit (BRT) Alternatives on Halsted Street and Michigan Avenue, respectively, and two heavy rail (HRT) alternatives terminating on Halsted Street and adjacent to the Union Pacific Railroad (UPRR) right-of-way, respectively.

The No-Build Alternative considers the system if no changes are made to transit services in the study area between today and the forecasted year of evaluation, 2030. Existing transit service in the study area includes 22 CTA bus routes and seven Pace bus routes operating on the edge or within the study area, offering extensive north-south and east-west travel options throughout the study area, and primarily

terminating at the 95th Street station. The 95th Street station includes a bus terminal facility with 20 bus bays.

Next, CTA evaluated two bus alternatives from Screen 2, combining a TSM – a low-cost option – and BRT for evaluation in Screen 3. The first TSM/BRT Alternative is an enhanced bus route from the 95th Street station to Halsted Street and 127th Street/Vermont Avenue, operating in mixed-traffic on Halsted Street. Bus stop locations are proposed at 103rd Street, 111th Street, 119th Street and 127th Street/Vermont Avenue, with park-and-ride facilities at each stop. The second TSM/BRT Alternative is an enhanced bus route from the 95th Street station to 130th Street via East 95th Street, Michigan Avenue, East 127th Street, South Indiana Avenue and East 130th Street. Bus stop locations are proposed at 103rd Street, 111th Street, 115th Street and 130th Street, with park-and-ride facilities at each stop. These alternatives do not propose to use exclusive lanes; however, implementation of transit signal priority at signalized intersections – to increase bus speeds by extending the green light cycle at traffic signals when needed – is proposed along the Halsted Street and Michigan Avenue portions of the respective routes. A fleet of enhanced 60-foot hybrid articulated buses are proposed. Finally, with each of the bus alternatives, expansion of the 95th Street terminal – extending the existing bus bays along State and Lafayette Streets approximately 250-feet north to 94th Street – to improve circulation and safety is also included.

In addition to the two bus alternatives, two rail alternatives were also evaluated in Screen 3. The first alternative is the Halsted Street HRT elevated alternative. This alternative would depart the current CTA 95th Street terminal station and follow the I-57 Expressway median, transitioning to an elevated structure at Halsted Avenue and traveling south on Halsted Street to 127th Street/Vermont Avenue. This alternative is 5.0 miles long and has four proposed stations– at 103rd Street, 111th Street, 119th Street, and 127th Street/Vermont Avenue – consistent with modern rapid transit station spacing. The second HRT alternative is the UPRR HRT elevated alternative. This alternative would follow the I-57 Expressway as it traveled south from the 95th Street terminal station until the UPRR corridor (adjacent to Eggleston Avenue), where it would turn south to follow the corridor to approximately 111th Street, and then southeast until it crosses over the Metra Electric District tracks at about 119th Street; here, the corridor deviates from the UPRR corridor, continuing southeast at-grade adjacent to the Northern Indiana Commuter Transportation District (NICTD) South Shore tracks to the proposed terminal location at 130th Street near the I-94 Bishop Ford Freeway. This alternative is 5.3 miles long and has four proposed stations – at 103rd Street, 111th Street, 115th Street, and 130th Street.

For each of the proposed rail extension alternatives, an intermediate alternative was also evaluated. The intermediate alternative for the Halsted Street HRT elevated alternative would terminate at the proposed 119th Street station – for a total distance of 3.8 miles and three new stations. The intermediate alternative for the UPRR HRT elevated alternative would terminate at the proposed 115th Street Station – for a total distance of 3.3 miles and three new stations.

All rail transit alternatives would be powered via an electric third rail, consistent with the existing CTA system and rail cars would be equivalent to those used by the existing fleet. Note that with regard to the UPRR Corridor, CTA and UPRR operate services with incompatible train cars and power systems; therefore, in the proposed UPRR Corridor, CTA would have its own dedicated tracks. The elevated alternative would operate adjacent to existing UPRR freight right-of-way (currently at-grade). All alternatives currently have bus terminal facilities and Park and Ride lots proposed in proximity to each station.

Other recommendations and preferences for potential alternatives, alternative design elements, and alternatives extending beyond the study area were provided on the question/comments cards submitted by the public. Staff will review all suggestions and incorporate in the analysis those that merit further consideration.

Other Specific Comments on this Topic:

Comment:

25. Can the land east of the UP south of 119th be used to shorten the line & bring it to grade sooner?

Response:

Yes, concept plans for the Red Line Extension show that traveling southbound after crossing over the Metra Electric District tracks, the Red Line Extension would be at-grade (street level) adjacent to the NICTD South Shore tracks.

Comment:

37. Why are all the trains & buses centered around Halsted?

Response:

Within the study area, the majority of north-south existing bus service is located on Halsted Street and Michigan Avenue. These streets have multiple CTA and Pace bus routes operating on them. During Screen 3 of the Alternatives Analysis study, the two Red Line rail extension alternatives that were studied included Halsted Street and the Union Pacific Railroad corridor, which is located to the east of Halsted Street.

Comments:

73: Why haven't you considered building the rail line on the I-57 expressway?
74: Why not use Medium of I-57 it would be less destruction to surrounding neighborhoods.
97: The 107 Throop area would be a great second stop on the extension line…

Response:

During Screen 1, the I-57 Expressway corridor was analyzed. The I-57 Expressway was one of nine corridors that were examined as part of the Universe of Alternatives. The I-57 Expressway corridor was not recommended for further study in Screen 1 because it was located at the far western edge of the study area and did not address all of the needs of the project, including directly serving population and employment in the study area. Additionally, transit access is more difficult to this corridor due to its location in the median of the expressway. For more information about Screen 1, see the project website at www.transitchicago.com.

Comment:

92. If the rail ended as 115th St wouldn't the likelihood of completing the line be having to go back to this long term drawing board? Another 30 years? Won't this shortchange the prospects for future ridership.

Response:

CTA examined the possibility of ending the Red Line Extension at 115th Street to see if it would better position the project to compete for Federal Transit Administration New Starts funding by improving its cost-effectiveness and also lowering the overall cost of the project. The Red Line Extension is unlikely to be built without the federal New Starts funding. CTA will continue its discussions with the Federal Transit Administration as it continues through the New Starts process (Environmental Impact Statement, Preliminary Engineering, and Final Design) to determine the terminal location of the Red Line Extension. In addition, the current federal surface transportation bill expires this fall, and the re-authorization has the potential to contain revisions to the New Starts process, including changes as to how projects are rated and funding commitments to the program. These potential changes could impact decisions as to whether to terminate the Red Line at 115th Street or 130th Street.

If the Red Line Extension were to terminate at 115th Street, it is unknown as to when the line could be extended to 130th Street. Funding availability will likely be a key factor in the timing. It is anticipated that opening and operating a Red Line Extension to 115th Street will result in increased ridership in the corridor, thus strengthening an already strong travel market.

4. Access to Proposed Red Line Extension Stations

General Comment:

How will Union Pacific trains affect access to the red line station? Have you considered pedestrian bridges?

Pertains to Specific Comments:

6, 24, 34, 96

Response to Overall Comment Category:

For the Union Pacific Railroad heavy rail transit elevated alternative, Union Pacific freight railroad trains may affect access to the Red Line Extension at the proposed 103rd Street and 111th Street stations. At these two stations areas, the Union Pacific Railroad right-of-way has approximately 25-30 trains per day using the at-grade corridor, interrupting street traffic and access to potential Red Line Extension stations. Station design options that facilitate or improve access, such as the inclusion of pedestrian bridges at these proposed station locations, will be analyzed in the subsequent Preliminary Engineering project phase (see Topic Category 12 for more information).

At the proposed Red Line Extension 115th Street/Michigan Avenue station, the Union Pacific Railroad is grade separated, so that access to the Red Line Extension station can be maintained by using Michigan Avenue, which passes underneath the Union Pacific Railroad.

5. Proposed Red Line Extension Operations and Yard

General Comment:

Is a rail yard included in the alternatives, even the shortened alternatives? How does a new yard site factor into the evaluation of alternatives, including cost-effectiveness?

Pertains to Specific Comments:

39, 65

Response to Overall Comment Category:

Yard capacity is an important concern when planning for rail line expansion and additional vehicle requirements. Analysis suggests that current CTA yard capacity is sufficient for CTA needs, including additional cars that would be added with the proposed Red Line Extension.

Three rail yards are accessible from the Red Line and considered in a yard capacity analysis. Howard Yard (at the north end of the current Red Line) has a practical operational capacity of 254 cars, while 98th Street Yard (at the south end of the current Red Line) has a capacity of 234 cars and Linden Yard (at the north end of the Purple Line) has a capacity of 76 cars, for a combined total of 564 cars. The current Rail Car Assignment (as of Spring 2009) provides for 356 cars to be assigned to the Red Line, 88 cars assigned to the Purple Line and 6 cars assigned to Yellow Line service. The total car assignment for the three lines is 450 cars. Because the Red Line operates 24 hour service, 48 Red Line “road cars” will be in service at all times, resulting in a normal maximum total of 402 cars that might be stored in the three yards at any given time. This would indicate that the existing total yard capacity of 564 cars is sufficient to cover the current maximum storage requirement.

Several other factors are also considered when evaluating total yard capacity. Cars may not be evenly distributed between yards, based on the cars that must be available from each yard to meet the daily service requirements or peak period requirements for each line, plus car requirements for maintenance and spares. For the yards/shops to function effectively, the yards should not be filled to capacity. For this study, it is assumed that for efficient operation, yards should not exceed more than 90 percent of their maximum capacity. These factors, combined with the assumption of an additional 78 cars for the Red Line Extension (and additional two cars for the Yellow Line Extension), indicates that the combined Red, Yellow, and Purple Line yard capacity must be at least 482 cars, which is still less than the current maximum combined 564 car capacity of the Howard, 95th and Linden Yards.

Since yard capacity is not a constraining factor for advancing the Red Line Extension, a new yard is not included in the project plans or cost assumptions for the Red Line Extension. Therefore, additional yard costs do not weigh into cost-effectiveness analyses. However, a potential yard site has been identified and may be pursued using non New Starts funding.

One additional factor to consider when evaluating yard capacity is associated maintenance shop capacity and condition. The 98th Street Shop facility is currently 40 years old and at the end of its useful life. CTA has identified replacement of this facility as a state-of-good repair need. While the existing shop can be

replaced at its current site, one of the advantages of extending the rail line is that it does allow CTA to consider other sites, which may have additional benefits, for a replacement location. Options to shorten the proposed heavy rail alternatives limit available options for a new yard site; however, if shortened options are considered and alternate shop and yard sites are pursued, non-revenue track (at a cost of up to about $100 million) could be added to the shop replacement cost to extend the line to proposed maintenance locations.

Other Specific Comments Noted on this Topic:

Comment:

28. What is the travel time 130th to Madison?

Response:

Travel time on the proposed Union Pacific Railroad heavy rail transit elevated alternative from the 130th Street station to the Monroe Street station is estimated to be 40 minutes.

6. Proposed Red Line Extension Parking Facilities

General Comment:

Describe the park and ride facilities including locations, fees, and number of parking spaces proposed.

Pertains to Specific Comments:

4, 56, 63, 88, 95

Response to Overall Comment Category:

At this stage in the Red Line Extension project development, general assumptions about park-and-ride facilities were made so that estimate costs for these facilities could be included in total capital and operating cost estimates. However, details for proposed park-and-ride facilities have not yet been finalized. The subsequent project phases, Preliminary Engineering and Environmental Impact Statement, will evaluate land availability and impacts of proposed station locations and adjacent facilities and will provide design requirements for park-and-ride at each station. For the Screen 3 analysis, 1500 total park-and-ride spaces were assumed to be distributed among each of the four stations (or three stations for the shortened alternatives) for each heavy rail transit alternative. The greatest park-and-ride demand (and availability) is assumed at the proposed terminal station for each alternative.

The Chicago Transit Board is responsible for setting the parking rates. Current parking rates for CTA park-and-ride facilities are between $4 and $5 (except for longer-term parking at Rosemont and Cumberland).

Other Specific Comments Noted on this Topic:

Comment:

26. Why not use MWRDGC vacant land at 130th for park & ride?

Response:

Subject to ongoing discussions with the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC), CTA is considering property in the vicinity of 130th Street for a station and park-and-ride facilities. The potential use of this land will be evaluated in the next steps, Preliminary Engineering and the preparation of an Environmental Impact Statement.

Comment:

110. I strongly agree with the choice of the UP alignment, but I am troubled by the inclusion of park and ride at all of the stations. If this line is intended to revitalize the areas around the stations at 103rd, 111th, and 115th, parking lots will work against that. Plus- why would we want to increase car traffic around these neighborhood-oriented stations? Better would be to concentrate parking at 130th/Bishop Ford Espy where there would be easy onto access. If access from I-57 is desired, perhaps, a parking deck could be

built over the expressway just south of 95th St, with dedicated lanes to/from I-57 and a direct pedestrian connection to the 95th Street Red Line Station.

Response:

There are no existing CTA park-and-ride facilities on the Dan Ryan branch of the Red Line. The Red Line Extension provides an opportunity to serve auto access to the Red Line. Although the Red Line Extension park-and-ride facilities have not been sized yet, it is anticipated that the majority of the parking will be provided at the 130th Street terminal station. In the subsequent project phases, the preparation of an Environmental Impact Statement and Preliminary Engineering, the Red Line Extension station park-and-ride facilities will be located and sized, and traffic impacts of these park-and-ride facilities will be evaluated. The construction of a park-and-ride facility over the Dan Ryan Expressway on the south side of 95th Street was not considered for the Red Line Extension project due to high capital costs and community concerns.

7. Evaluation Criteria Used in the Alternatives Analysis Study

General Comment:

41. The social and economic benefit factor for the UP Route should be higher, against your heavy rail measurement. Can a review of factors be re-examined prior to June 18th?

Response:

The Screen 3 analysis of social factors reveals some differentiation between the Halsted and UPRR alternatives. The UPRR alternative is higher than the Halsted alternative in percentage of population under 18, poverty-status and zero-car households. Beyond these factors, all the alternatives are similar as previously analyzed in Screen 2, with approximately the same total population and employment (both now and in 2030), and approximately the same percentages of minority population (all being much higher than Cook County as a whole), population age 64 and over, and population with a mental, physical, or sensory disability. No alternative significantly stands out to be better or worse than any other alternative with regards to social factors, and each adequately serves poverty, minority, youth, senior, and disabled populations as well as zero-car households and poverty-status populations (as designated by the 2000 US Census). Because of this lack of differentiation, all alternatives receive a neutral comparative social factor rating.

8. Funding of Red Line Extension Construction and Operations

General Comment:

How will the construction and operation of the Red Line Extension be funded? Is CTA seeking matching funds?

Pertains to Specific Comments:

14, 16, 20, 22, 72

Response to Overall Comment Category:

Two types of funding are needed for the extension – operating funds and capital funds.

CTA's operating budget supports day-to-day service delivery on its bus and rail system and determines the frequency and hours of service offered. Approximately half of CTA's operating budget comes from customer fares and revenue generated from advertising, concessions and other sources. The other half comes from regional sales taxes, real estate transfer taxes, and matching funds from the State of Illinois. Once the Red Line Extension is built and operational, funds to operate the system are anticipated to be consistent with funding mechanisms that support CTA's other bus and rail transit services.

Meanwhile, CTA has initiated this Alternatives Analysis study for the Red Line Extension as a first step towards obtaining capital funding for the project through the Federal Transit Administration's "New Starts"

grant program.[1] This program provides funding for major public transit infrastructure projects throughout the U.S. through a highly competitive process. These are discretionary funds that are only available for system expansions and do not compete with federal funds that CTA receives for capital maintenance (or state of good repair) needs.

Upon successfully advancing through Alternatives Analysis, Environmental Impact Statement, and Preliminary Engineering, a project may receive a Full Funding Grant Agreement (FFGA) from the federal goverment. The FFGA can provide federal funds for up to 80 percent of a project's capital cost including Final Design, although typically project sponsors request 50 percent or less to increase the competitiveness of their projects. Other non-federal funds (in Illinois, these have traditionally been state funds) will comprise the remainder of capital funding. It is possible to seek alternative sources of federal and non-federal funding for the project – such as private sector funding, where available through partnerships or other agreements – but the federal New Starts grant program is specifically intended to support transit projects of this nature and is the public funding mechanism generally most capable of doing so.

CTA is simultaneously pursuing solutions to its overall operating and capital funding challenges while also positioning itself through Alternatives Analysis studies such as this one to secure capital funding to meet the region's future transit infrastructure needs. Many of today's key transit links—including the Blue Line to O'Hare and the Orange Line to Midway—were made possible by past generations who understood the need to invest in transit's future even as they addressed significant day-to-day financial pressures.

At the present time, CTA has limited funding to begin the subsequent Environmental Impact Statement project phase; however, no funding has been identified for completion of the New Starts process.

<u>Other Specific Comments on this Topic:</u>

Comment:

45. Who was funded this transportation surveys and how much did they cost?

Response:

The Red Line Extension Alternatives Analysis Study cost $1.8 million; funding was appropriated for the study by the U.S. Congress through the Federal Transit Administration's 5339 Alternatives Analysis grant program.

Comments:

50: Does this extension depend on the stimulus money from the state to complete?
75: Will the Red Line Extension project get any money from the American Recovery and Reinvestment Act? If so how will that stimulus money effect phases and time-line for project?

Response:

CTA did receive funding from the American Recovery and Reinvestment Act (ARRA); however that funding had very strict requirements. The objective of this funding was to get people working right away, and was only applicable to projects that were "shovel-ready," or had completed final design and were ready for construction. As discussed in Topic Category 1, there are five formal project phases for the Red Line Extension project, including Alternatives Analysis, Environmental Impact Statement, Preliminary Engineering, Final Design, and Construction. Unfortunately, this project still has several planning and design steps before construction, so stimulus funding from the ARRA was not applicable to the Red Line Extension project.

CTA used available ARRA funding to purchase new buses, allowing CTA to replace older buses that are more than 12 years old, which is the life expectancy of a bus. Additionally, CTA was able to put people to work right away replacing ties in the rail system and making other facility improvements. So while the ARRA funding was put to good use, it was not available for this project because it had to be spent in such a short time frame.

[1] CTA is also conducting concurrent Alternatives Analysis studies for other candidate New Starts expansion projects that have been authorized by the U.S. Congress—including extending the Orange Line to Ford City, extending the Yellow Line to Old Orchard Road, and constructing the Circle Line.

Comment:

79. If funding is not available for the red line extension, what alternative plan is in place to relieve congestion at the 95th Street station?

Response:

CTA is an aging transit system and has a large state of good repair funding need, including replacement of buses and railcars, system improvements to electric, signal and communication systems, track structure and facility repairs, and other miscellaneous needs. State of good repair needs are traditionally funded through federal formula and state funding sources designated for capital improvements and investments. CTA's state of good repair needs are currently estimated at nearly $7 billion.

If funding is not available for the Red Line Extension, capital improvements at the 95th Street Station would need to be prioritized against other systemwide state of good repair needs and funded through the federal formula and state funding sources designated for this type of investment. As described in the TSM alternative, expansion of the bus facility at 95th Street to accommodate existing demand would cost approximately $72 million.

9. Alternatives Analysis Public Involvement Process and Format

General Comment:

What is the public involvement process? Does the public involvement process for the Red Line Extension Alternatives Analysis study allow individuals to comment on the options?

Pertains to Specific Comments:

13, 21, 29, 31, 77, 104

Response to Overall Category Comment:

Public comments are collected through CTA public outreach for each screen of the Alternatives Analysis Study. CTA participates in individual stakeholder meetings as necessary to discuss options and listen to individual stakeholder concerns. Additionally, CTA hosts community stakeholder meetings with representatives of various community groups throughout the study area. We also have met or offered to meet with city, county, state and federal elected officials in the study area and surrounding communities. Meetings also included faith-based organizations, other community and commerce organizations, and city and state agencies such as the Illinois Department of Transportation, Regional Transportation Authority, Metra, and Pace. If your organization would like to be included in the stakeholder's meetings for future project phases, please contact Darud Akbar, CTA Government and Community Relations at dakbar@transitchicago.com.

Public comments are also solicited at the public involvement meetings. The public involvement process for the Red Line Extension Alternatives Analysis study included two public involvement meetings at the conclusion of Screen 1, Screen 2 and Screen 3/LPA analyses. Note that for each set of Screening meetings, material presented was identical. The Screen 1 meetings were held at Chicago State University and West Pullman Public Library. The Screen 2 meetings were held at the West Pullman Historic Visitors Center and the Woodson Regional Public Library. The Screen 3 meetings were held at Olive-Harvey College and the Woodson Regional Public Library. CTA's goal in emphasizing written questions and comments has been to ensure everyone's thoughts are collected and reviewed. During the outreach meeting, some of these comments are addressed; however, public comments were accepted for three weeks after the outreach meetings. Written comments received at the public meetings and other subsequently submitted comments are being answered individually for the record in this document, which will be made available publicly on the CTA web site, by email to public meeting participants, and in hard copy by written request. All of the comment cards and other written communications (primarily emails and letters from elected officials) will collectively become part of the evaluation process and will be submitted to the Federal Transit Administration as a part of the official documentation for the Alternatives Analysis study.

The comments received during the public outreach process can and do shape the development of project alternatives. For example, CTA considered the strong preference of public comments in favor of the Union Pacific Railroad heavy rail transit alternative as one criteria in the evaluation and recommendation of a Locally Preferred Alternative in the Screen 3 evaluation process. Additionally, as noted in Topic Category 10, there will be additional opportunities for public involvement in subsequent project phases, including the subsequent Environmental Impact Statement phase.

After the first public meeting for each of the three Screening phases, the presentation, technical boards and maps discussing the screening analysis – including the screening process, evaluation criteria, and analysis results and recommendations – were posted on the CTA website at www.transitchicago.com (News and Intiatives, Alternatives Analysis Studies, Red Line Extension). As noted above, responses to each written comment collected during the outreach process are addressed in this document, which is also available publicly on the CTA website, by email or in hard copy.

10. Potential Red Line Extension Economic and Environmental Impacts

General Comment:

What will be the economic and environmental impact of the Red Line Extension? How and when will the analysis be conducted? Does it evaluate equity issues or include an environmental justice analysis?

Pertains to Specific Comments:

1, 2, 3, 5, 7, 9, 10, 30, 48, 51, 53, 57, 60, 61, 66, 67, 68, 69, 78, 91, 93, 94, 102, 103, 105, 110, 111

Response to Overall Category Comment:

An Environmental Impact Statement (EIS) will analyze in detail the social, economic, and environmental consequences and benefits of the proposed Red Line Extension. The environmental review process required by the *National Environmental Policy Act* of 1969 (NEPA) and related laws include environmental impact analyses and the preparation of documentation for public review. Per Federal Transit Administration (FTA) guidance, the environmental evaluation begins upon completion of the Alternatives Analysis study, and it will result in a detailed written statement on the anticipated environmental impacts of the Red Line Extension improvements and the steps that will be taken to address impacts to the community and the natural environment.

Typically, environmental reviews for proposed transit projects address the potential impact areas of air and water quality, noise and vibration, historic and cultural properties, parklands, contaminated lands, displacement of residences and businesses, and community preservation – including environmental justice. During the federal environmental review process, the CTA will work concurrently with state and other local agencies to also comply with state and local environmental laws. The environmental review process includes opportunities for public review and comment.

See specific comment sections below for more details on particular impacts.

Other Specific Comments regarding Noise and Vibration Impacts:

Comments:

3, 93

Response:

Noise and vibration impacts will be measured according to FTA guidance described in the document "Transit Noise and Vibration Impact Assessment" (FTA-VA-90-1003-06). This assessment includes monitoring existing noise levels along the corridor and using computer models to predict the change in noise levels associated with the extension for residents and other sensitive noise receptors along the corridor. Where noise impacts are predicted to exceed certain thresholds, mitigation strategies will be developed. Mitigation strategies could include rail vehicle measures (vehicle skirts, undercar absorption, and resilient or damped wheels), and guideway measures (sound barriers, rail lubrication on sharp curves, and ballasted track).

Other Specific Comments regarding Property Acquisition:

Comments:

3, 48, 51, 57, 66, 68, 69, 78, 94, 102, 103, 105

Response:

The recommended locally preferred alternative, the Union Pacific Railroad (UPRR) alignment would be located adjacent to the east or west edge of the UPRR right-of-way (ROW). The width of the UPRR ROW ranges from 65 to 135 feet; however, a 50-foot separation distance between the Red Line Extension and the UPRR tracks for safety purposes would require property acquisition from a combination of public, residential, commercial, and Union Pacific properties. Preliminary analysis in Screen 3 determined that both the east and west alignment options for this alternative (discussed in more detail in Topic Category 12) would include between 100-140 property acquisitions or displacements, which will be studied in much greater detail in the subsequent project phase. The Environmental Impact Statement phase will study potential impacts, including community preservation, to both determine the alignment option that minimizes impacts and propose mitigation measures.

Public acquisition of private property is governed by federal and local laws, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act. In accordance with these laws, affected property owners would be compensated for their properties based on fair market values and can be provided relocation costs. Many highway and transit projects require relocations. For example, the CTA's recent Brown Line Expansion Project required some relocations. Furthermore, if relocations or other environmental impacts are found to be too objectionable for alignments adjacent to the Union Pacific Railroad right-of-way, then the Halsted Street alternative for the Red Line Extension could also be examined.

Other Specific Comments regarding Business Impacts and Economic Development:

Comments:

1, 2, 3, 9, 53, 110, 111

Response:

The Red Line Extension is anticipated to support economic development in the study area, especially in the vicinity of the four new stations. The extension will improve access to these areas, including job access for workers and result in greater foot traffic for retail development.

For example, CTA has been coordinating with the City of Chicago Department of Community Development to secure an easement for a potential station at the site of a proposed grocery store and other shopping development near 115th Street and South Michigan Avenue. The recommended locally preferred alternative would provide access to the proposed development and underscores the types of benefits that can be achieved from coordinated transit and city planning. These types of economic development benefits will be further evaluated in the subsequent Environmental Impact Statement project phase.

For business relocation impacts, see comments regarding Property Acquisition (also in Topic Category 10).

Other Specific Comments regarding Jobs:

Comment:

10, 61, 67

Response:

CTA will continue to work with all stakeholder groups to provide information and opportunities for all qualified applicants. All contract procurement will follow CTA's competitive bidding requirements open to all qualified firms. CTA has an established procurement process that works with disadvantaged business enterprises under the Illinois Unified Certification Program. This project will follow the same procurement process as other CTA projects. More information about CTA's competitive bidding requirements is available on the CTA web site at www.transitchicago.com. In addition, CTA is working with the Mayor's

Office of Workforce Development to ensure that training and jobs access will be available to support the construction of the proposed Red Line Extension.

Other Specific Comments regarding Safety and Security:

Comment:

5, 7

Response:

Safety and security are a top priority at the CTA. The CTA works with the City of Chicago and other municipalities served by the CTA to provide plain-clothed and uniformed patrols of system property, in addition to hired private security guards at stations and onboard transit vehicles.

During subsequent detailed design phases, particular attention will be devoted to physical security measures than can be incorporated into the design including CCTV monitoring, lighting, vandal-resistant materials, and clear sightlines.

11. Potential Red Line Extension Impacts on Existing CTA and Pace Services

General Comment:

How will communities beyond the potential extension (south, east or west) be served, depending on which alternative is selected?

Pertains to Specific Comments:

8, 35, 49, 54, 59

Response to Overall Comment Category:

The Red Line Extension heavy rail alternatives will result in shortened feeder bus rides, including to residents in the south and southeastern portion of the study area. East-west feeder buses in the study area and beyond via 103rd, 111th, 115th, 119th, and 127th/130th would provide access to a Red Line Extension heavy rail alternative. In addition, the proposed stations on either Red Line Extension heavy rail alternative would have park-and-ride facilities, which are not available on the existing Red Line Dan Ryan branch.

If the Red Line Extension extends to 115th Street, instead of 130th Street, bus service would be provided from the southern portion of the study area, including Altgeld Gardens, to the new Red Line Extension 115th/Michigan station. These feeder bus trips to the 115th/Michigan station would be over two and one-half miles shorter than going to the 95th Street station.

Specific Comments on this Topic:

Comments:

36. How will bus services be distributed among the new train station?
47. What would the station at 130th St (UPRR) be connected to? (Bus-Access to suburbs BRT?

Response:

Routes that currently go east-west along 103rd, 111th ,115th or 119th Streets would be reconfigured to serve new proposed rail station locations on those streets, instead of traveling north to 95th Street Station. Also buses coming from the south, including Pace buses from the south suburbs, would also connect at intermediate stations instead of traveling to 95th Street Station before connecting with the Red Line. The goal of service reconfigurations to bus routes would be to improve travel times by reducing time spent on buses and at the 95th Street bus terminal and facilitate a faster transfer to rail. In summary, bus routes considered for reconfiguration include CTA Routes 9, 30, 34, 103, 106, 108, 112, and 119, and Pace Routes 352 and 359.

The Red Line Extension 130th Street station would include park-and-ride facilities for automobile access. It is anticipated that CTA bus Routes 30 South Chicago and 34 South Michigan, and Pace bus route 348 Riverdale Connector will serve a proposed Red Line Extension 130th Street station.

In addition, CTA and Pace regularly review existing bus service for improvements and will continue to do so while the Red Line Extension project progresses through the federal New Starts grant process, which includes several phases (see Topic Category 1 for more information about the New Starts process). Opportunities to make changes to bus service between now and the completion of the Red Line Extension will include public input before any changes are implemented permanently.

Comment:

40. Similar to your presentation on the Heavy Rail findings, improvement to the 95th St station need to considered to your findings for the UP Route and its needs to address overuse at the 95th St station.

Response:

The Red Line Extension will relieve congestion at the 95th Street Station by shortening and re-routing several CTA and Pace bus routes that currently serve the 95th Street Station to serve the proposed Red Line Extension intermediate and new terminal stations. Buses that currently serve the 95th Street Station that are proposed to be shortened to terminals at new Red Line Extension stations include CTA Routes 103 – West 103rd Street, 106 – East 103rd Street, 111 – Pullman/111th/115th, 119 – Michigan/119th, and Pace bus routes 348 – Riverdale Connector, 352 – Halsted, and 359 – Robbins/S. Kedzie. These bus re-routings will result in the reduction of current 95th Street station bus terminal congestion, both in terms of the number of bus vehicles serving the station, a reduction in passenger-bus conflicts as passengers walk from the their bus drop-off/pick-up locations to the station house, and the total number of passengers on the station platform.

Comment:

90. Would the extension eliminate the "back up" that generally occurs from 69th to 87th St. from time-to-time especially during the rush hours? Is this caused by limited space in train yard?

Response:

Today, Red Line trains approaching 95th Street station are often delayed outside the station because trains are occupying both terminal tracks. This delay is not a result of insufficient capacity in the rail yard, but is an indication of a rail terminal station that has reached or is exceeding capacity. CTA seeks to manage these delays by minimizing the time trains spend laying over at the 95th Street platform and returning to service. Ideally, the 95th Street terminal station would be configured to have three tracks with two island platforms similar to terminals at the Orange Line or O'Hare Blue Line, which offers an additional track to store trains and prepare trains for a return trip. With the expressway on either side of the tracks, limited right-of-way width does not allow for this design. The extension will allow for a modern station configuration to be constructed, which should minimize or eliminate delays approaching the new terminal station.

12. Issues to be Addressed in Preliminary Engineering

General Comment:

Will green technologies or environmental engineering be used? Will pedestrian access to stations adjacent to the UPRR be provided? Will the UPRR extension be on the east or west side of the UPRR right-of-way? What station amenities may be included in station design?

Pertains to Specific Comments:

17, 34, 64, 94, 95, 96

Response to Overall Comment Category:

A number of comments received include suggestions for detailed project design elements. These comments are noted and will be evaluated during Preliminary Engineering.

13. Statements of Support or Opposition of the Extension

General Comment:

Statements of support or opposition to the extension and the locally preferred alternative presented were provided on the question/comment cards submitted by the public. CTA staff will review statements of support or opposition to the extension; other suggestions will be considered for incorporation into the analysis as appropriate.

In Support:

15, 38, 42, 43, 44, 46, 54, 58, 76, 81, 82, 83, 84, 95, 98, 99, 100, 106, 107, 108, 109, 110, 111 (includes 512-signature petition in support of recommended locally preferred alternative)

In Opposition:

101

Support for Other Alternatives:

105

14. Other

General Comment:

This section includes general comments and viewpoints that can be characterized as public input into the study process.

Pertains to Specific Comment:

80

Response to Overall Comment Category:

These comments do not ask a question or refer to a specific issue, but rather point out general views on the subject, which have been noted. Thank you for your feedback.

CTA Customer Service representatives were in attendance at the public meetings for the Red Line Extension and were available to answer specific questions on existing CTA services and to take suggestions for improvements to those services. Any questions submitted to the Red Line Extension study team that covered customer service topics were outside the purview of this study itself. The study team notes these questions and comments for the record and refers them to the CTA Customer Service Department for an independent response and filing through CTA's established Customer Service procedures.

Appendix C
Agency Coordination and Public Involvement

Outreach to Community Groups (2012)

Red Line Extension Project Update

Monday, March 12th 2012

- **<u>Draft Environmental Impact Statement (DEIS)</u>**
  - Continued Federal Transit Administration coordination and approvals during DEIS

  - DEIS Activities and Schedule
    - Conceptual Engineering Spring 2012 – Summer 2012
      - Conduct field surveys
      - Develop station concepts
      - Finalize drawings for all the alternatives

    - Public Participation Plan Spring 2012
      - Interviews with DCP and other community members

    - Public Meeting Fall 2012
      - Update to community on project progress and get feedback. This meeting may include information on environmental analyses, results of any interim community outreach, changes in project alternatives, identification of potential funding sources, or resolution of neighborhood issues

    - Environmental Analysis Fall 2012 - Winter 2012-2013
      1. Transportation
      2. Land Use and Economic Development
      3. Displacements and Relocation of Existing Uses
      4. Neighborhoods and Community Impacts
      5. Environmental Justice
      6. Historic and Cultural Resources
      7. Visual and Aesthetic Conditions
      8. Noise and Vibration
      9. Safety and Security
      10. Construction Impacts

11. Hazardous Materials
12. Parklands and Community Facilities
13. Air Quality and Climate Change
14. Water Quality
15. Wetlands
16. Floodplains
17. Vegetation and Wildlife Habitat
18. Threatened and Endangered Species
19. Geology and Soils
20. Energy
21. Indirect and Cumulative Impacts
22. Section 4(f)

- Public Meeting Spring 2013
  - Update to community on project progress, present environmental analysis, and get feedback. This meeting may include information on environmental analyses, results of any interim community outreach, changes in project alternatives, identification of potential funding sources, or resolution of neighborhood issues.

- Draft EIS to FTA Summer 2013
  - FTA reviews Draft EIS and provides comments

- Public Hearings Winter 2013-2014
  - Present Draft EIS to the community and get comments

- **<u>Preliminary Engineering and Final EIS</u>**
  - Subject to FTA approvals and funding availability

DCP
DEVELOPING COMMUNITIES PROJECT, INC.

MEMORANDUM

Date: November 15, 2012

To: George Coleman, Government Affairs & Community Relations Officer
Chicago Transit Authority

From: Gwendolyn M. Rice, Executive Director
Developing Communities Project

RE: **November 30, 2012 Meeting with CTA Chairman Peterson and CTA President Claypool**

Thank you for arranging for us to meet with Chairman Peterson and President Claypool on

November 30, 2012
10:30 a.m.
Developing Communities Project
212 E. 95th Street
Chicago, Illinois

Below are the items as requested:

I. Proposed Agenda

- Developing Communities Project's (DCP) Community Advocacy Role
- DCP's partnership with the CTA
- DCP's partnership with other planning groups
- Financing the Red Line Extension
- Workforce Development
- Transit-Oriented Development
- Project Management Team
- Environmental Impact Statement
- 95th Street Station Improvement

II. Invited (to be invited) Attendees

Representatives from the Red Line Oversight Committee (ROC) of DCP:

- Gwendolyn M. Rice, DCP Executive Director, 773-928-2500

- Eugene Rogers, Chairman, DCP Workforce Sub-Committee, 773-568-8324
- Lou Turner, DCP Public Policy Consultant, 217-972-2447
- Rev. Mitchell L. Johnson, JD, DCP Consultant, 708-418-5033

Should you have further questions or need additional information, please let me know. I can be reached at 773-928-2500 or gmrice@dcpchicago.org.