



**Red Line Extension (RLE) Project Virtual Community Meeting
Questions and Responses
December 2020**

The CTA hosted two identical virtual community meetings on December 8 and 9, 2020. This document includes questions directed to the Red Line Extension project team through the Zoom meeting platform, as well as questions received as of 12/10 in the comments section of the Red Line Extension Project's Facebook live videos. Responses to all questions received are outlined in this document.

As a reminder, you can send additional questions to RedExtension@transitchicago.com at any time for a response. In addition to these questions and responses, be sure to also check out the project's Frequently Asked Questions page, which is available at www.transitchicago.com/rle/faq.

Features of New Stations

Will the services proposed be available 24 hours per day, 7 days a week?

The operating hours for RLE are anticipated to be the same as for the current Red Line, which operates 24 hours, every day of the year. The RLE service plan is still under development.

What accessibility features are planned for this proposed extension?

All RLE stations will be accessible according to Americans with Disabilities Act (ADA) standards. Specific accessibility-related features are still in development, and will be further refined throughout the engineering and design process.

How will security be guaranteed? Surveillance cameras, security officers, Chicago police?

The project-specific safety and security plan for the Red Line Extension is being developed during Preliminary Engineering, and security measures will be consistent with that of the entire CTA system. A number of steps have been taken to improve your safety and security while on the CTA. To learn more about these steps, please visit: www.transitchicago.com/security

Project Timing and Funding

When is the final Environmental Impact Statement and Record of Decision expected?

The CTA anticipates that the combined Final Environmental Impact Statement (EIS) and Federal Transit Administration (FTA) Record of Decision (ROD) will be

Prepared December 2020; see transitchicago.com/rle/faq for the most up-to-date Frequently Asked Questions about the RLE project.

completed in 2022. The Red Line Extension Project entered the Project Development Phase of the FTA New Starts program in December 2020. This is a necessary step to pursue federal funding for the project. This federal funding program is a competitive process, which means other transit agencies are also seeking this same funding for their projects. During the Project Development phase, CTA will have two years to complete preliminary engineering and the combined Final EIS and FTA ROD.

What is the earliest date construction could start? When is the Red Line Extension scheduled for completion?

With the RLE Project's acceptance into the FTA's Project Development phase in December 2020, the CTA now estimates the start of construction in 2025, and service beginning in 2029. However, the timing of construction and start of service is dependent on federal approvals and securing project funding. As the project progresses and additional information is available (e.g., engineering, construction methods, federal approvals, funding, others), the CTA will update the timeline as needed and share this information with stakeholders and the public. The CTA is committed to actively moving this project forward in order to bring much-needed rapid transit rail service to Far South Side residents and communities.

Will the CTA "amortize" (spread the cost around) the train yard at 120th to make the RLE more cost effective in competing nationally with other projects since the train yard would be for the entire Red Line system?

The entire cost of the proposed 120th Street rail yard and rail maintenance shop is being included as part of the RLE Project. The proposed yard and shop will provide storage and cost-effective preventive maintenance for rail cars associated with the RLE Project, rail cars currently stored in the existing 98th Street yard and shop, and rail cars supporting Red Line service expansion. While the new facility will be used for the entire Red Line, the existing 98th Street facility does not have capacity to store rail cars for any substantial increase in Red Line capacity, including the RLE Project.

In 2016 the FTA issued updated guidance for evaluation of Capital Investment Grant (CIG) program projects. Under the new guidance, cost effectiveness is one of six equally-weighted Project Justification criteria. The CTA will develop a competitive CIG program application that meets the standards of all six criteria.

What is the CTA's scenario for responding to cutbacks caused by COVID-19 ridership losses in mass transit as is happening in other big cities? In other words, such fiscal crises have slowed development of the RLE in the past. What scenarios are the CTA planning to meet the COVID impact on mass transit for the RLE?

While 2020 has been a challenging year it has not impacted the need for this project or the pace of progress. In fact, the devastating effects of the dual health and economic crisis have highlighted how urgently needed the Red Line Extension Project is. Through the pandemic, transit has been a lifeline to so many essential workers in the region, including health care workers, eldercare providers, sanitation workers, emergency responders, and others who depend on CTA for access to essential services.

The RLE is fundamentally a project about equity and access for the Far South Side of Chicago. The last time our nation saw a recession of this nature was the Great Depression, which resulted in massive investment in public works projects that provided jobs. RLE is a crucial infrastructure investment and job creator that would serve as a down payment for the City's recovery. Jobs, plus quality and affordable transit options are what our communities need and deserve to be resilient.

Parking

Will there be "Park & Ride" locations at any of these stations? How many parking spaces are under consideration?

Yes, Park & Ride facilities are planned at each of the four RLE stations. Using travel demand modeling, the CTA has estimates of the parking demand needed along the Preferred Alignment. The CTA is currently conducting additional analysis and review of parking needs near stations and as part of the ongoing project development and engineering studies.

Can parking permits be given to residential areas immediately surrounding the stations to reduce an influx of cars parking on our blocks?

Per Chicago Municipal Code [Chapter 9-64-090 Residential Parking Permits](#), residential parking zones are introduced by Aldermen and established by City Council. To be eligible, the proposed parking zone must meet certain requirements including demonstration of need as determined by a parking study, among other things. CTA will be coordinating with the Chicago Department of Transportation (CDOT) on issues related to parking availability.

Property Impacts

How will it be determined if there will be a need to displace any residents along the line? Approximately how many?

In planning for the RLE project, the CTA has determined that it may be necessary to acquire certain properties to implement the project. Property impacts are based on conceptual engineering and represent the maximum impacts to parcels. All owners and tenants whose property would be potentially affected by the Preferred Alignment were notified during outreach that the CTA conducted in January and February 2018 and will be continually engaged throughout the environmental review process.

Information about potentially displaced properties is available on our website at www.transitchicago.com/rle/potential-property-displacements.

The CTA does not plan to pursue acquisition of private property for the RLE project until the environmental analysis is complete and project funding is secured. Estimated property impacts of the Preferred Alignment at this time include 61 residential buildings, 11 of which are currently unoccupied, and six businesses. A total of 226 parcels would be impacted, including 158 that are privately owned. Property impacts

will be confirmed in the Final Environmental Impact Statement after more detailed conceptual design.

When will homeowners impacted by the Red Line Extension project have to move?

The CTA does not plan to pursue acquisition of private property for the RLE Project until the environmental review is complete and project funding is secured. For property-related questions, please email us at RedExtension@transitchicago.com or call customer service at 1-888-YOUR-CTA (1-888-CTA-TTY1 for hearing impaired/TTY) and our property relocation liaison will contact you within 24 hours.

How will eminent domain impact the communities that exist in the proposed extension of the Red Line?

In planning for the RLE project, the CTA has determined that it may be necessary to acquire certain properties to implement the project. Property owners and tenants who would be affected by acquisition and relocation under the RLE Project will be protected under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (known simply as the “Uniform Act”), along with state regulations. The CTA will treat property owners and tenants fairly and will seek cooperative settlements of property acquisitions. In addition, the CTA will provide financial assistance and relocation services for property owners as well as commercial and residential occupants who must move because of the RLE Project. In some circumstances, if current appraisals are less than the original property purchase price, an owner may be eligible for compensation equal to the original purchase price. The Federal Transit Administration will also review and approve the CTA’s real estate acquisition process to ensure adherence to federal guidance.

Will my house be affected?

Information about potentially displaced properties is available on our website at <https://www.transitchicago.com/rle/potential-property-displacements>. For property-related questions, please email us at RedExtension@transitchicago.com or call customer service at 1-888-YOUR-CTA (1-888-CTA-TTY1 for hearing impaired/TTY) and our property relocation liaison will contact you within 24 hours

How can I purchase property that has been vacant for years that the owner has paid taxes and refused to do work to the property?

Since the owner is current on their taxes, there is no way to purchase the property without the owner voluntarily selling it. If you believe the lot is not being maintained properly, the best option is to file a complaint with the City of Chicago by calling 311 or going to the website <https://311.chicago.gov>.

Will CTA consider leasing commercial property it wants to acquire?

For all questions about a specific property that has been identified for acquisition, please email us at RedExtension@transitchicago.com or call customer service at 1-888-YOUR-CTA (1-888-CTA-TTY1 for hearing impaired/TTY) and our property relocation liaison will contact you within 24 hours.

Development near new stations

Has the RLE team been working with businesses to get commitments to open a restaurant, store, retail etc. whether local business or national--any commitments thus far? What percentage of the developments will be public/private?

We are in the process of creating what is known as the Transit-Supportive Development Plan, a year-long project that will assess the potential for economic development opportunities and transit related activities for several miles around the entire length of the RLE project. This plan will rely on input from community members to help determine the needs and priorities of the project area. A vital part of this plan will be a community engagement and ownership process that incorporates and realizes the vision of residents and stakeholders from the surrounding neighborhoods throughout the development of the plan. Although it will not be prescriptive about specific developments, it will include mechanisms and tools to support the types of developments envisioned by the community. Public/private partnerships may be identified as a potential strategy within the implementation plan.

Will there be funding available to community organizations willing to improve the community around the new stations?

One component of the Transit-Supportive Development Plan is the identification and analysis of potential funding mechanisms to encourage development near RLE stations and in the wider project area, including existing public subsidy and incentive programs.

Can we begin to review ways to better Park-Oriented development models?

If I understand you correctly, you're referring to using parks and green space to attract development. We'd be interested in hearing more about your ideas and how this could work. If you'd like, we welcome you to email us at RedExtension@transitchicago.com.

Is there anything planned for the closed school buildings in the area (Songhai/ Kohn)?

Since 2013, many closed school buildings have garnered interest for various types of repurposing. Some schools have been repurposed into new housing, community centers, and new educational institutions. On this website, (<https://www.cps.edu/about/school-transitions/school-repurposing>) you can find the contact information of Chicago Public School's Real Estate Brokers and a map that gives the status of the properties.

Jobs and Training

How many potential jobs will be created because of the Red Line Extension. How many of those positions can be filled by community residents (if this is being considered)? How will the CTA's second chance program be integrated? Is community hiring & training being considered? If so, what construction/trade job classifications (unskilled & skilled)?

As a part of the RLE project, the CTA is seeking to address barriers to sustainable employment for residents within the project area and people from economically disadvantaged zip codes. The CTA is establishing partnerships with community organizations, educational institutions, and trade organizations to promote workforce opportunities on the project and in the broader construction industry. The exact number of jobs and opportunities that will be created through the RLE project will be determined as part of our ongoing planning efforts.

Community Involvement

Will the slide presentation from the December meeting be emailed or available on CTA's website?

The two presentations in December were recorded, and both the recordings and slide decks have been posted to the RLE Project website at www.transitchicago.com/rle/whats-new.

How many community feedback/engagement sessions will you have for each phase of the Transit-Supportive Development Plan?

The TSD plan is under development and meetings will occur through fall 2021. We are currently planning on three project area-wide community meetings - the two December 2020 meetings were the first of these and this meeting was held twice due to the virtual format. In addition to the three project area-wide meetings, CTA hosted a series of four focused meetings for each of the four station areas in January and February 2021. Additional information about the TSD plan schedule as well as meeting recordings can be found on the project's webpage: www.transitchicago.com/rle/tsd.

Will all upcoming meetings be held on Zoom? Will there be mailings or leaflet drop-offs to the TOD areas about the RLE meetings?

All community meetings will be virtual until it's safe for large, public gatherings. The CTA will follow CDC and Chicago Department of Public Health guidance. In the meantime, we are actively discussing how to get the word out as effectively as possible, and we will take your recommendations under consideration. In our desire to reach as many in the community as possible, the project team has been reaching out to several libraries and park facilities in and around the RLE project area prior to each virtual meeting. Where appropriate, we have left flyers for visitors to take. In most cases, foot traffic has been very low and some locations are not currently accepting items for distribution. The CTA has coordinated with the Mayor's Office, Chicago Park District, Chicago Public Schools, and the Chicago Department of Housing to share information about upcoming meetings electronically. Mailed postcards and hand-delivered flyers have also been used to raise awareness of virtual RLE meetings.

Will you be sourcing through other community activity groups such as the Far South Community Action Council?

The RLE project team has been actively coordinating with local community groups. If you have any further recommendations for community groups we should reach out to, please feel free to email us at RedExtension@transitchicago.com.

Is there an opportunity for local commercial and residential realtors to work with you?

A vital part of the Transit-Supportive Development plan will be a community engagement and ownership process that incorporates and appreciates the vision of residents and stakeholders from the surrounding neighborhoods throughout the development of the plan. The plan will address mechanisms and approaches to implement the resulting community vision, including identifying opportunities for local entrepreneurs and residents to benefit from the economic development strategies. We look forward to working with all stakeholders throughout the plan development. For more information about the plan and the latest opportunities to be involved, visit www.transitchicago.com/rle/tsd.

Transportation connections during and after construction

Will there be more bus routes after the completion of the Red Line Extension? Will there be express routes for residents west of Altgeld Gardens to reach 130th Station? Will bus lines be changed/altered? Example, with the 103rd Street station opening, will the bus still use the 95th Street Station?

CTA is in the process of developing a service plan for the RLE Project, which may include adjustments to existing bus routes to complement the new high-capacity transit service. The Transit-Supportive Development Plan will also analyze multimodal access to proposed stations, including access by bus, and provide recommendations for each station area.

Is there any form of express transit being considered in the interim while the Red Line Extension is being considered and under construction?

In partnership with Pace Suburban Bus, CTA has initiated the South Halsted Bus Corridor Enhancement Project, which would improve transit along approximately 11 miles of South Halsted Street, from the Pace Harvey Transportation Center to 79th Street. The corridor also includes segments of 79th and 95th Streets that provide connections to the CTA 79th and 95th/Dan Ryan Red Line stations. This study will explore potential transit improvements for the corridor's 11,500 daily transit customers. Improvements being considered as part of the project may include:

- Enhanced coordinated service plans
- Realigned bus stops
- Accessibility improvements
- Roadway treatments
- Updated passenger amenities
- Traffic signal optimization and prioritization

In addition, Pace has identified South Halsted Street from the CTA Red Line 95th/Dan Ryan Station to the Pace Harvey Transportation Center as a priority corridor for the implementation of Pulse rapid transit service. Transit improvements developed in this

study will complement the Red Line Extension Project. The South Halsted Bus Corridor Enhancement Project is currently in the Environmental Review project phase, which will be followed by the Design phase and project construction.

Other

Will there be a full analysis of other neighborhoods, near Altgeld going west to Indiana Ave. (including Golden Gate, Concordia, Pangea Lakes, Riverside Village) in the Supplemental Environmental Assessment?

The Supplemental Environmental Assessment (EA) will consider impacts to neighborhoods and communities in the vicinity of proposed stations. The Riverdale Community Area, which includes Altgeld Gardens and neighborhoods to the west, will be included in this analysis due to the location of the proposed 130th Street station. Many environmental resource categories analyzed in the Supplemental EA, such as visual and aesthetic impacts, will not affect the neighborhoods west of Altgeld Gardens due to their distance from the proposed station. Other categories, such as transportation and traffic impacts, will be assessed at a larger geographic scale including and beyond these neighborhoods.

The Transit-Supportive Development Plan will examine opportunities for development and connectivity beyond the immediate 130th Street station area, including Altgeld Gardens and the surrounding communities.

Will the Union Pacific Tracks still be there when the train will be constructed?

Yes, the Union Pacific Railroad tracks will remain with no change due to the RLE project. The Preferred Alignment would run along the west side of the Union Pacific Railroad tracks (from I-57 south to approximately 108th Place), then would cross the Union Pacific Railroad tracks and run along the east side of the tracks until crossing the Metra Electric tracks (near 119th Street) and continue south to 130th Street.

During this planning stage is there an opportunity to work with the freight railroads (i.e., freight) to end the horn blowing up and down the line? Much like they have done in the rail lines that run thru Beverly, Blue Island etc.?

The CTA studied potential noise impacts of the RLE project during the Draft Environmental Impact Statement. Detailed analysis is being done along the entire corridor to further refine the noise assessment completed for the Draft Environmental Impact Statement. Coordination with the freight railroads is ongoing.

Is there a comprehensive profile of the substructure support and the impact on/in strengthening of this?

The CTA recently entered the Project Development phase of the FTA New Starts program. During this phase the CTA will complete geotechnical studies and Preliminary Engineering, which will determine design details such as structure type and characteristics.