



Attachment I - Public Outreach

Preferred Alignment Announcement

RED AHEAD
Moving Ahead to a Better Red



**Red Line
Extension**

Red Line Extension Project

Preferred Alignment Announcement, Public Open House, and Displacements Outreach Summary

November 2018

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

Prepared by:



125 S. Wacker Drive
Suite 600
Chicago, IL 60606





Table of Contents

Section 1 Introduction.....	1
Section 2 Project Informational Materials and Open House Notification.....	3
2.1 Informational Materials	3
2.2 Press Release	4
2.3 Display Ads.....	4
2.4 Project Website.....	4
2.5 Postcard Notifications	4
2.6 eBlast Notifications	5
2.7 Transit Alert Cards.....	5
2.8 Media Coverage	5
Section 3 Public and Agency Outreach	7
3.1 Elected Officials Briefings.....	7
3.2 Community Groups Outreach	7
3.3 Agency Outreach	8
Section 4 Public Open House.....	11
4.1 Public Open House Format	11
4.2 Public Open House Materials	12
4.3 Exhibit Boards.....	12
4.4 Comments Received	13
Section 5 Displacement Outreach	14
5.1 Informational Materials	14
5.2 Letters Mailed to Property Owners and Tenants	15
5.3 Door-to-Door Outreach	15
5.4 Displacements Community Meetings	15
5.5 Customer Service Hotline	17
5.6 Individual Consultations.....	17



Tables

Table 1: Display Ads Announcing Public Open House	4
Table 2: Published News Articles, January 26, 2018 - February 28, 2018.....	5
Table 3: Federal, State, and Local Official Briefings	7
Table 4: Community Group Meetings	8
Table 5: Agency Meetings.....	9
Table 6: Summary of Comments Received.....	13
Table 7: Displacements Community Meeting Information.....	16

Attachments

Attachment 1 – Project Noticing and Informational Materials

- Press Release
- Project Handout (English and Spanish)
- Open House Flyer (English and Spanish)
- Display Ad Tear Sheets
- Website
- Postcard
- eBlasts
- Transit Alert Card

Attachment 2 – Media Articles

Attachment 3 – Elected Official and Community Meetings

- Elected Official Briefing Sign-In Sheets
- Community Group Meeting Sign-In Sheets and Meeting Minutes

Attachment 4 – Agency Involvement

- Cooperating & Participating Federal Agency Letter
- Cooperating & Participating Federal Agency and Tribal Mailing List
- Letters to Agencies that Provided Comments on the Draft EIS
- Participating Nonfederal Agency Letter
- Participating Nonfederal Agency Mailing List
- Agency Sign-In Sheets and Meeting Minutes

Attachment 5 – Public Open House Materials

- Photos
- Sign-In Sheets
- Comment Card (English and Spanish)

- Exhibit Boards

Attachment 6 – Comments Received**Attachment 7 – Displacements Informational Materials**

- Website Informational Packet (including FAQs in English)
- FAQs (Spanish)
- FTA General Acquisition & Relocation Information Brochure
- Property Owner Letter - Potentially Displaced and No Longer Potentially Displaced
- Resident/Lessee Letter - Potentially Displaced and No Longer Potentially Displaced
- Affected Railroad Letters
- Affected Agency Letters

Attachment 8 – Displacements Meeting Materials

- Photos
- Sign-In Sheets
- Exhibit Boards

Section 1

Introduction

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street. The proposed Red Line Extension (RLE) Project would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Each new station would include bus and parking facilities. The RLE Project would reduce commute times for residents, improve mobility and accessibility, and provide connection to other transportation modes. The project could also foster economic development, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts. In addition, the RLE Project would provide a modern, efficient car storage yard and shop facility that would help improve service and allow for future enhancements on the entire Red Line. The project is part of CTA's Red Ahead Program, a comprehensive initiative for maintaining, modernizing, and expanding the Red Line. CTA proposes to cover a portion of the project funding by applying for federal funds administered by FTA.

In fall 2016, in accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA published a Draft Environmental Impact Statement (EIS) and held a public hearing to obtain comments on the benefits and impacts of the two options under consideration for RLE Project alignment: the Union Pacific Railroad (UPRR) East and West Options.

Based on public feedback and additional project planning and engineering work conducted in 2017, CTA selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented UPRR East and West Options. The alignment 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 one-half mile until reaching the UPRR corridor near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place, the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft EIS. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

This technical memorandum summarizes the public and agency outreach efforts conducted for the selection of the Preferred Alignment. This includes general outreach related to the announcement of the Preferred Alignment, as well as displacement-specific outreach efforts conducted to property owners and residents who would be potentially displaced by the project. Outreach to property owners in 2018 served to follow up with the more comprehensive notices and outreach conducted in 2016 to notify property owners affected by either the UPRR East or West Options. Based on selection of the Preferred Alignment, outreach efforts in early 2018 provided information to owners

of 258 private properties on whether their property would be impacted or whether it was no longer impacted by the Preferred Alignment. Four private properties and three property owners impacted by the Preferred Alignment were not identified as impacted with both the UPRR East and West Options in 2016. These properties were identified as impacted during additional study of the geometry of crossing over UPRR at 108th Place and modifications to the alignment east of Union Pacific Railroad right-of-way in 2017.

Details of public outreach conducted before, and as part of the development of the RLE Project Draft EIS, are provided as part of the Draft EIS.

Section 2

Project Informational Materials and Open House Notification

CTA used a variety of outreach and notification methods to announce the Preferred Alignment, notify potentially-displaced property owners and residents, and invite interested parties to attend and participate in the public open house meeting.

CTA issued a press release on Friday, January 26, 2018 announcing the Preferred Alignment and the upcoming public open house meeting. In addition, CTA performed the following as part of the announcement of the Preferred Alignment and open house:

- Updated the project website to include the open house flyer
- Published display advertisements in six regional and local newspapers
- Posted transit alert cards, or “car cards” at the 95th Street Terminal, on Red Line trains, and on buses that serve the project area
- Sent letters to all cooperating and participating agencies with information on the Preferred Alignment and the open house
- Sent an eBlast to all email addresses on the project contact list
- Sent postcards to all mailing addresses on the project contact list

2.1 Informational Materials

CTA produced a variety of materials to inform the public about the RLE Project and announcement of a Preferred Alignment and open house.

2.1.1 Project Handout

The RLE Project Handout provided details about the project in a compact, one-page, front and back format. The following information was included on the flyer:

- Description of the Preferred Alignment and how it compares to the East and West Options
- Information about comments received during 2016 public outreach and comment period
- Property displacement and noise and vibration impacts
- Expected next steps and timeline for the project

The Project Handout was available at all community meetings, displacement meetings, and the public open house. **Attachment 1** contains both English and Spanish language versions of the Project Handout.

2.2 Press Release

On January 26, 2018, the City of Chicago Mayor's Office and CTA Media Relations issued a press release announcing the Preferred Alignment and the public open house meeting. The press release was accompanied by a verbal announcement from Mayor Rahm Emanuel on the same day at Block Park, 346 W. 104th Street, located in the project area. At the press event, Mayor Emanuel provided context on the implications of the RLE Project for the City and for residents. The press release was posted to the Office of the Mayor's website and the CTA's website on January 26, 2018. The press release is included in **Attachment 1**.

2.3 Display Ads

CTA prepared display ads announcing the Preferred Alignment and the public open house meeting. Display ads were published in several local and regional publications (see **Table 1**). **Attachment 1** contains tear sheets for each publication. The publications include traditional news outlets, local community publications, and a Spanish language publication.

Table 1: Display Ads Announcing Public Open House

Publication Date	Media Outlet
1/27/2018	Chicago Sun-Times
1/31/2018	Chicago Defender
1/31/2018	Beverly Review
1/31/2018	Chicago Citizen
2/2/2018	Hoy (Spanish Newspaper)
2/3/2018	Chicago Crusader

2.4 Project Website

CTA updated the RLE Project website on January 26, 2018 (the date of announcement). The website provides general information about the RLE Project, archived materials about the public hearing and public comment period for the Draft EIS, and updated information on the Preferred Alignment. The website's Frequently Asked Questions were also updated along with images and documents that show the alignment. The project website also contains historical project information from 2009-2014. Copies of the exhibit boards from the open house were posted to the website following the open house on February 13, 2018. **Attachment 1** contains a PDF of the project website.

2.5 Postcard Notifications

On January 26, 2018, CTA mailed postcards with information on the selection of a Preferred Alignment and invited community members to the public open house. The postcards were mailed

to approximately 4,268 addresses, including public agencies, business groups, churches, schools, community/neighborhood groups and associations within or near the project area, which were initially identified in the Alternatives Analysis in 2007-2009 and added to in later project phases. In addition, postcards were mailed to all residents and businesses near the Preferred Alternative and previous alternative alignments, including those on parcels either immediately adjacent to the alignment or separated from the alignment by a street, park, vacant parcel, or one residence. Attendees of previous Red Ahead project meetings who requested information about other Red Line projects were also included in the postcard mailing. The postcard provided details about the public open house, including how to utilize transit for meeting location access and contact information to request assistance at the open house. The postcard also included an offer of additional interpretation services in Spanish or sign language with advance notice. **Attachment 1** contains a copy of the postcard.

2.6 eBlast Notifications

CTA sent an email (eBlast) to approximately 1,200 email addresses on the RLE Project contact list on January 26, 2018. The eBlast included information on the project, selection of a Preferred Alignment and information about the public open house with appropriate links to the project website. CTA sent a second eBlast to 1,186 email addresses on February 7, 2018, reminding recipients of the upcoming public open house. In both instances, more than 300 people opened the email. **Attachment 1** contains copies of the two eBlasts.

2.7 Transit Alert Cards

CTA developed a transit alert card, or “car card,” to provide information about the selection of the Preferred Alignment and public open house. CTA posted copies of the transit alert cards at the 95th Street Terminal, on all Red Line rail cars, and on all buses operating out of the 103rd Street garage, which serves many of the routes that operate within the project limits.

Attachment 1 contains a copy of the transit alert card.

2.8 Media Coverage

In response to the CTA announcement on January 26, 2018, news articles about the RLE Project appeared in local media. **Table 2** summarizes the articles about the project that appeared within one month of the announcement. **Attachment 2** contains a copy of each article.

Table 2: Published News Articles, January 26, 2018 - February 28, 2018

Date	Media Outlet	Article Title
January 26, 2018	Chicago Tribune	CTA determines path for proposed Red Line south extension to 130th Street
January 26, 2018	ABC7 Eyewitness News	CTA announces proposed path for Red Line extension to 130th Street, adding 4 new stations
January 26, 2018	Curbed Chicago	CTA reveals route, four new stations for Far South Side Red Line extension
January 26, 2018	Chicago Tribune	Five takeaways after CTA announces route for Red Line 'L' extension

Date	Media Outlet	Article Title
January 26, 2018	Chicago Sun-Times	Route defined, where will city find \$2.3B to fund CTA Red Line extension?
January 26, 2018	Chicago Tribune	As officials plan Red Line extension, there's still no green to fund it
January 26, 2018	WGN-TV	CTA unveils proposed Red Line extension to 130th Street
January 26, 2018	CBS Chicago	CTA Announces Path For Red Line Extension
January 26, 2018	Mild Sauce News (blog)	News Catch Up • Steve Bannon to Speak at U Chicago, Red Line Extension & More
January 29, 2018	Chicago Magazine	Chicago Plans a Red Line Extension—But Could It Be Done Faster and Cheaper?
January 29, 2018	Patch Chicago	Mayor, CTA Announce 'Preferred Alignment' For Red Line Extension
January 29, 2018	Progressive Railroading	CTA unveils Preferred Alignment for Red Line extension
January 30, 2018	Railway Track & Structures	Preferred Alignment for CTA Red Line extension selected
January 30, 2018	Construction Dive	Chicago Transit Authority unveils details for \$2.3B rail extension
January 31, 2018	The Chicago Reporter	New Red Line extension plan would uproot fewer Far South Side homes
February 2, 2018	WLS AM	Community Spotlight Segment
February 5, 2018	The Columbia Chronicle	CTA proposes route for transportation desert
February 5, 2018	The Architect's Newspaper	CTA announces route of proposed Red Line expansion
February 7, 2018	Chicago Reader	Can the CTA and Metra play nice?
February 12, 2018	Chicago Tribune	Public invited to weigh in on CTA's planned Red Line extension on South Side
February 14, 2018	Streetsblog Chicago (blog)	South Siders Share Their Thoughts on the Red Line Extension Project
February 21, 2018	The Chicago Citizen	Minority Contractor will Contribute to Red Line Extension
February 26, 2018	In These Times	Chicago's Far South Side Is Finally Getting a Train—And It's Thanks to Decades of Organizing
February 28, 2018	Chicago Reader	Would far-south-siders be willing to swap the long-awaited Red Line extension for a cheaper, quicker solution?

Section 3 Public and Agency Outreach

CTA has maintained active, ongoing public and agency outreach since the Alternatives Analysis in 2006. This section details additional public and agency outreach efforts conducted as part of the early 2018 outreach efforts to reach and coordinate with the public, including elected officials and community groups, as well as federal, state, and local agencies.

3.1 Elected Officials Briefings

CTA contacted federal, state, and local elected officials to inform them of the Draft EIS, the scheduled public open house, and to provide additional project information about the RLE Project. On January 24 and 25, 2018, CTA met with elected officials to brief them on the project and the selection of the Preferred Alignment. **Table 3** summarizes the elected official offices that were briefed. **Attachment 3** contains sign-in sheets from these meetings.

Table 3: Federal, State, and Local Official Briefings

Representing	Date of Briefing
Chicago 6th Aldermanic Ward	1/24/2018
Chicago 8th Aldermanic Ward	1/24/2018
Chicago 9th Aldermanic Ward	1/24/2018
Chicago 10th Aldermanic Ward	1/24/2018
Chicago 17th Aldermanic Ward	1/24/2018
Chicago 21st Aldermanic Ward	1/24/2018
Chicago 34th Aldermanic Ward	1/24/2018
U.S. Senator Tammy Duckworth	1/25/2018
U.S. Representative Bobby L. Rush, Illinois 1st District	1/25/2018
U.S. Representative Robin Kelly, Illinois 2nd District	1/25/2018
State Senator Jacqueline Y. Collins, Illinois 16th District	1/25/2018
State Senator Donne Trotter, Illinois 17th District	1/25/2018
State Representative Marcus Evans, Illinois 33rd District	1/25/2018
State Representative Thaddeus Jones, Illinois 29th District	1/25/2018
Cook County 4th District	1/25/2018
Cook County 5th District	1/25/2018

3.2 Community Groups Outreach

CTA Government and Community Relations staff conducted focused outreach to interested groups about the project and to inform them about the selection of the Preferred Alignment. During this outreach, CTA Government and Community Relations staff offered to meet with each group to

discuss the project and its impacts. **Table 4** lists the community groups that met with CTA in 2018. **Attachment 3** contains meeting sign-in sheets and meeting notes.

Table 4: Community Group Meetings

Organization	Date	Attendees
Agape Community Center	3/08/2018	5
People for Community Recovery (Altgeld Gardens)	4/16/2018	7
Chicagoland Prison Outreach	5/18/2018	3
Greater Roseland Chamber of Commerce	6/27/2018	9
Southeast Jobs Collaborative	9/20/2018	16

CTA Government and Community Relations staff will continue to reach out to these groups as the project moves forward and leverage existing relationships to ensure meaningful engagement.

3.3 Agency Outreach

CTA sent letters to federal, state, and local cooperating and participating agencies as well as tribal organizations. These letters contained information on the Preferred Alignment, updates to the RLE Project, and invited representatives to attend the public open house. The agencies and organizations that received this notice are listed below. **Attachment 4** contains letter templates and mailing lists.

Cooperating Agency

- Federal Highway Administration

Federal Participating Agencies

- Department of Energy
- Department of Health and Human Services
- Department of Housing and Urban Development
- Federal Emergency Management Agency
- Federal Railroad Administration
- Transportation Security Administration
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service

Regional Participating Agencies

- Metra Commuter Rail
- Metropolitan Water Reclamation District of Greater Chicago
- Pace Suburban Bus Service
- Regional Transportation Authority

State Participating Agencies

- Illinois Commerce Commission
- Illinois Department of Natural Resources
- Illinois Department of Transportation
- Illinois Environmental Protection Agency
- Illinois Historic Preservation Agency

Local Participating Agencies

- City of Chicago, Office of the Mayor
- Chicago Department of Business Affairs and Consumer Protection
- Chicago Department of Fleet and Facility Management
- Chicago Department of Planning and Development
- Chicago Department of Transportation
- Chicago Housing Authority
- Chicago Park District
- Chicago Police Department

Tribal Organizations

- Citizen Potawatomi Nation
- Forest Country Potawatomi
- Ho-Chunk Nation
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Potawatomi Nation-Hannahville Indian Community
- Prairie Band of Potawatomi Nation
- Sac and Fox Nation of Mississippi in Iowa
- Sac and Fox Nation of Missouri
- Sac and Fox Nation of Oklahoma

In addition to sending letters, CTA Government and Community Relations and RLE Project staff met with state, regional and local participating agencies to update them on project status, inform them of the selection of the Preferred Alignment and discuss future coordination opportunities and needs. **Table 5** lists the agencies that met with CTA in 2018. **Attachment 4** contains meeting sign-in sheets and meeting notes.

Table 5: Agency Meetings

Agency	Date	Attendees
Regional Transportation Authority (RTA)	2/27/2018	2
Metra Commuter Rail	2/27/2018	1
Pace Suburban Bus Service	2/27/2018	4
Chicago Department of Transportation (CDOT)	3/8/2018	1

Agency	Date	Attendees
Chicago Department of Planning and Development (DPD)	3/8/2018	1
Chicago Park District (CPD)	3/8/2018	3
Illinois Department of Transportation (IDOT) District One	3/12/2018	7
Metropolitan Water Reclamation District of Greater Chicago (MWRD)	3/16/2018	7
Cook County Department of Transportation and Highways (DoTH)	4/3/2018	2
Cook County Land Bank Authority	4/3/2018	1

Section 4

Public Open House

CTA hosted a public open house to provide an update on project progress and present the Preferred Alignment. The open house provided the public with an opportunity to ask questions about the Preferred Alignment and other project details in an open, conversational setting. The public open house was held:

Date: Tuesday, February 13, 2018
Time: 6:00 to 8:00 p.m.
Location: Gwendolyn Brooks College Preparatory Academy
250 E. 111th Street
Chicago, IL 60628

The open house location was accessible per the Americans with Disabilities Act (ADA). The open house was held in the project area and accessible by public transportation (CTA's Red Line 95th Street Terminal and CTA buses #115 Pullman/115th Street, #34 South Michigan Avenue, and #119 Michigan/119th Street). For the convenience of all attendees, the rail station and bus routes nearest to the public open house site were publicized on the public open house flyer, postcard notice, eBlasts, and on the project website. To provide the greatest opportunity for community participation, the public open house was scheduled on a weekday evening. Spanish translators and an interpreter for deaf and hard of hearing individuals were available during the public open house. A total of 246 people signed in at the public open house. **Attachment 5** contains photos from the public open house as well as the sign-in sheets and other meeting materials.

4.1 Public Open House Format

The public open house provided attendees an opportunity to review the proposed project, the Preferred Alignment, potential environmental and property impacts as well as mitigation measures proposed. The open house format also allowed the public to provide feedback, ask questions and discuss concerns directly with project staff.

Exhibit boards staffed by project team members provided information on the project purpose and need; the process for determining the Preferred Alignment and alternatives considered in the Draft EIS; environmental impacts of the project and proposed mitigation measures; and information on the process to be followed for property acquisition and relocation.

Project team members staffed workstations to answer specific questions from the public related to property acquisition and relocation and project engineering.

CTA played a video about the project called "Improving Access, Increasing Livability: The CTA Red Line South Extension." The video re-played continually throughout the meeting in a corner of the room. The video was prepared by the Chicago Metropolitan Agency for Planning (CMAP) in

partnership with CTA. The video is available online: www.cmap.illinois.gov/mobility/transit/red-line.

4.2 Public Open House Materials

Project team members offered open house attendees comment cards and Project Handouts as they entered the open house. Both the comment card and Project Handout were available in both English and Spanish. A Spanish language interpreter and an interpreter for deaf and hard of hearing individuals were available to assist attendees. Copies of the public open house exhibits were made available on the project website and remain available as part of the project website.

The comment cards allowed attendees to submit written comments during or after the public open house. Space was provided on the front and back sides of comment cards for commenters to provide feedback. Directions were included on how to submit feedback after the meeting. **Attachment 5** contains both English and Spanish language public open house comment cards.

4.3 Exhibit Boards

CTA developed project exhibit boards for use during the public open house. The boards included the following:

1. Welcome (Open House Purpose and Ways to Provide Comments)
2. Project Purpose and Need
3. Preferred Alignment (Narrative Explanation)
4. Preferred Alignment (Maps)
5. Project Visualizations (Stations)
6. We Heard You (Summary of Comments Received on Draft EIS)
7. Property Displacements
8. Noise and Vibration Impacts
9. Section 4(f) – Impacts to Parks
10. Park Concept Visualizations
11. Quick Facts about Acquisition and Relocation
12. Next Steps and Timeline

Attachment 5 contains the exhibit boards.

CTA and project team members, including professional planners and engineers, provided attendees with specific information related to these topics and answered questions at each exhibit board area and workstation. Copies of the exhibit boards were made available on the project website directly after the public open house and remain available on the project website.

The workstation dedicated to potential property displacements resulting from the project included large-scale maps of the project area showing potential property displacements, as well as addresses and photos to facilitate discussion. CTA also provided FTA’s “General Acquisition & Relocation Information” brochures, which summarize property owners’ and tenants’ rights under the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (“Uniform Act”). Relocation outreach specialists staffed the workstation to discuss specific displacement-related questions with meeting attendees. CTA also posted the property displacement maps and address listings on the project website (see **Section 5**).

4.4 Comments Received

CTA invited open house attendees to submit comments during the public open house. Comments could also be submitted via email or U.S. mail. Email comments could be sent to a project-specific email address (RedExtension@transitchicago.com) found on the comment cards, project website, and on all notification materials. The comment cards, project website, and all other noticing materials also provided the mailing address for submitting written comments via U.S. mail. CTA received a total of 42 comments between January 26, 2018 and April 26, 2018; **Table 5** summarizes the number of written public comments received. No additional written comments were received from public agencies, tribes, or railroads.

Main themes from the comments included:

- Project funding questions
- Alternate transit options for the area in substitution or in addition to the Red Line extension
- Frequency of bus service following project completion
- Requests for more information about displacement and property acquisition
- Concerns about parking lot locations, spaces and need
- Concerns about noise and vibration and other potential inconveniences to the community resulting from train service and construction
- Requests for the project to employ community members
- Incorporating community designs/artistic expression opportunities
- Potential for transit-oriented development

Table 6: Summary of Comments Received

Format Returned	Number of comments
Public Open House	27
Displacements Meetings	2
Community Group Meetings	2
Email	11
Total	42

Attachment 6 contains all comments received between January 26, 2018 and April 16, 2018.

Section 5

Displacement Outreach

CTA undertook an extensive outreach process to notify property owners and lessees affected by the displacements required for the Preferred Alignment. CTA took similar measures to communicate with properties owners and lessees who would no longer experience displacement as a result of the selection of the Preferred Alignment. To provide the greatest opportunity for stakeholder questions and input, CTA employed a variety of methods to notify property owners and lessees of displacements and educate them about the displacement and relocation process as described in the Uniform Act.

5.1 Informational Materials

5.1.1 Frequently Asked Questions

CTA produced a Frequently Asked Questions (FAQs) document to help answer the most common questions potentially-impacted property owners and tenants might have about the property acquisition and relocation process. The document answered the following questions:

- Which alignment option did CTA select?
- How would I know if my property is affected?
- What are my rights as a property owner?
- What type of compensation will I receive?
- How will CTA determine the purchase price for my property?
- What if I don't own this property but rent an apartment, or lease space for my business?
- If CTA acquires my property, will you provide me help in relocating?
- What will happen next with the RLE Project?
- If I have additional questions about potential property acquisitions, who should I call?
- How can I learn more about the RLE Project?

The FAQs handout was included in all mailings to potentially-displaced property owners and tenants and the public open house. **Attachment 7** contains a packet of information about displacements that was posted on the RLE Project website; the packet includes a brief overview of the displacement process and the displacements FAQs handout. Both the English and Spanish language versions of the FAQs are provided in **Attachment 7**.

5.1.2 FTA General Acquisition & Relocation Information Brochure

CTA provided FTA's "General Acquisition & Relocation Information" brochure to property owners and lessees as requested. It was also made available at the public open house. The brochure summarizes the acquisition and relocation process. **Attachment 7** contains the brochure.

5.2 Letters Mailed to Property Owners and Tenants

CTA mailed letters to 231 property owners and tenants at approximately 150 private properties that would be affected by the Preferred Alignment. The letters detailed updated project information, including how the Preferred Alignment impacts the property, and information about the property acquisition and relocation process. Another 127 letters were sent to property owners and tenants at private properties that are not affected by the Preferred Alignment, but who were previously notified about potential displacement during the 2016 Draft EIS process. Letters to property owners and tenants were sent via both regular and certified mail on January 25, 2018 to arrive on January 26, 2018. FAQs were included in these letters. Letters and FAQs in Spanish were sent to property owners and tenants identified as Spanish-speaking through previous outreach efforts.

In addition, CTA reached out separately to the public agencies and railroads that would be affected by the project by mailing each agency/railroad a letter with agency/railroad-specific information. Letters to public agencies and railroads were mailed on January 26, 2018.

Attachment 7 contains copies of the letters sent to private property owners, tenants, public agencies, and railroads.

5.3 Door-to-Door Outreach

In addition to delivery via regular and certified mail, CTA's relocation outreach specialists went door-to-door to hand deliver the letters and materials from January 26, 2018 to February 6, 2018. The outreach specialists visited potentially-displaced properties and properties that would no longer be displaced. Outreach specialists spoke with property owners and tenants and provided an explanation of the RLE Project, displacements, and provisions under the Uniform Act that would apply to properties acquired for the project. CTA's relocation outreach specialists acted as a single point-of-contact to answer specific questions regarding relocation rights, requirements, processes and anticipated timelines.

Many potentially-displaced property owners and tenants were home when the relocation outreach specialists hand-delivered the letters. At properties where no one was present and the building did not appear vacant, outreach specialists left the letters and materials at the front door.

5.4 Displacements Community Meetings

CTA invited potentially-displaced property owners and tenants to attend one of two informational community meetings on February 6, 2018 and February 8, 2018 in the project area to learn more about the project and the acquisition and relocation process. All who received a letter were welcome to attend either of the meetings. During the meetings, attendees could review exhibit boards that described the project and the acquisition and relocation process.

Each meeting had three workstations where attendees could speak with relocation outreach specialists and CTA staff and one workstation where attendees could have a conversation with project engineers. These stations allowed one-on-one conversations about the reasons for displacement specific to their property, the project timeline, their rights under the Uniform Act, and the benefits that would be provided to them. A total of 27 people signed in at the two meetings. **Table 6** shows the locations, dates and times, and attendee counts of each meeting. **Attachment 8** contains photos, sign-in sheets, and exhibit boards from the displacements meetings.

Table 7: Displacements Community Meeting Information

Meeting Location	Date and Time	Attendees
Fenger Academy High School 11220 S. Wallace Street Chicago, IL 60628	February 6, 2018 5:30 - 7:30 PM	12
Palmer Park Gymnasium 201 E. 111th Street Chicago, IL 60628	February 8, 2018 5:30 - 7:30 PM	15

5.4.1 Displacements Meetings Materials

Project team members offered meeting attendees comment cards, displacement FAQs documents, RLE Project Handouts, and the FTA’s “General Acquisition & Relocation Information” brochure. Attendees were also invited to provide their contact information and check a box at sign-in to indicate that they would like to be contacted to set up an in-person meeting to discuss their property. A Spanish language interpreter and an interpreter for deaf and hard of hearing individuals were available at both displacements meetings. A copy of the displacement FAQs were made available on the project website and remain available as part of the project website.

The comment cards allowed attendees to submit written comments during or after the displacements meetings.

Large-scale maps of the project area with displaced properties clearly marked and labeled were provided to allow meeting attendees and CTA representatives to easily identify attendees’ properties. These maps facilitated discussion about reasons for potential displacement specific to each property. Individual property information sheets with addresses and photos further facilitated discussion. **Attachments 7 and 8** contain the materials made available at the displacements meetings.

5.4.2 Exhibit Boards

Four exhibit boards were on display during the displacements meetings. The boards included the following topics:

1. Welcome (Meeting Purpose, Ways to Provide Comments and Schedule Individual Meetings)
2. Preferred Alignment (Description)

3. Preferred Alignment (Map)
4. Quick Facts About Acquisition and Relocation
5. Next Steps and Timeline

CTA and project team members, including professional planners and engineers, provided attendees with specific information related to these topics and answered questions at each exhibit board area and workstation. Copies of the exhibit boards were made available on the project website after the public open house and remain available on the project website.

5.4.3 Comments Received

Attendees were invited to provide comments in writing during the displacements meetings. Meeting attendees were advised that they could also submit their comments via email or U.S. mail. Email comments could be sent to a project-specific email address (RedExtension@transitchicago.com) found on the comment cards, project website, and on all notification materials. The comment cards, project website, and all other noticing materials also provided the mailing address for submitting written comments via U.S. mail.

A total of 2 written comment cards were submitted during the displacements meetings. Those comment cards are included in **Attachment 6**.

5.5 Customer Service Hotline

In an effort to quickly provide reliable communication regarding displacements and the property acquisition and relocation process, CTA's Customer Service Department fielded calls from potentially-displaced property owners and residents.

Customer service representatives answered general inquiries. Questions and concerns requiring additional expertise, such as those regarding specific properties or details about the property acquisition and relocation process, were forwarded to the RLE Project Uniform Act experts to be answered within 24 hours of the initial request.

5.6 Individual Consultations

RLE Project Uniform Act experts, building on relationships developed from initial property outreach in 2016, have continued to provide property owners and tenants with the opportunity to discuss the project and its impacts through individual consultations by phone or in person. These efforts, while more informal in nature, have provided property owners with additional assistance and ability to answer questions about the project and process/timeline for acquisition during 2018 outreach efforts in particular.

Attachment 1 Project Noticing and Informational Materials

Press Release

Project Handout - English

Project Handout - Spanish

Open House Flyer - English

Open House Flyer - Spanish

Display Ad Tear Sheets

Website

Postcard

e-Blast #1: January 26, 2018

e-Blast #2: February 7, 2018

Transit Alert Card



Mayor Emanuel and CTA Announce Preferred Alignment for Red Line Extension to 130th Street

1/26/2018

Expanded rail service to the Far South Side of Chicago will improve access to jobs and opportunity, promote economic development

Mayor Rahm Emanuel and the Chicago Transit Authority (CTA) today announced that the agency has selected a preferred alignment for the Red Line Extension (RLE)—a project that will extend the Red Line to 130th Street from 95th Street. The RLE project will provide new access to rail service for Far South Side residents, connecting them to affordable housing, jobs, services and educational opportunities.

“Today we are taking a major step towards extending the Red Line to 130th Street and delivering the jobs and economic opportunities that go with it,” Mayor Emanuel said. “By extending the Red Line south we are strengthening Chicagoans’ connections to each other, to opportunity and to the world.”

The proposed 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street. Each of the new stations would include bus and parking facilities. The project is expected to create an estimated 6,200 jobs.

After taking into consideration extensive public feedback, technical analysis and other factors, the CTA selected a route for the RLE project that would:

- Begin the extension at 95th Street and run along the west side of the Union Pacific Railroad tracks from I-57 south to approximately 109th Street;
- 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.

“We are happy to introduce our preferred alignment for the Red Line Extension, a transformational project that will expand rail service to Chicago’s southernmost communities and create better access to jobs, education and opportunities,” CTA President Dorval R. Carter, Jr. said. “We made this selection based on feedback from the community, and look forward to moving forward on this project.”

The preferred RLE alignment would provide all the benefits of new rail service for the area while minimizing the impact on local businesses and homes. The alignment is a hybrid of two previously considered alignments—the East and West Options, named for where they were located next to existing freight railroad tracks—and offers the best of each while limiting the number of properties CTA must purchase to build the rail extension. The selected alignment also takes advantage of several large parcels of land that are currently vacant and will allow for economic development opportunities.

The project is a key part of Mayor Emanuel and CTA's "Red Ahead" investment in its busiest rail line that includes the \$425 million Red Line South Reconstruction that was completed in 2013 and the ongoing \$280 million construction of a new 95th Street Terminal, which will be completed in 2018.

What's next?

CTA will host a public open house on February 13, 2018 from 6 p.m. until 8 p.m. at the Gwendolyn Brooks College Preparatory Academy gymnasium (250 East 111th Street, Chicago, Illinois) to present the alignment to the community.

CTA will produce a final Environmental Impact Study (EIS) that will include further preliminary engineering work and will analyze impacts of the proposed alignment. This engineering work is required before CTA can apply for more than \$1 billion in federal funds to support the RLE project, estimated to cost \$2.3 billion.

CTA expects to apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase of this project, a necessary step to pursue federal funding for the project under the competitive federal "New Starts" program. For more information on the Red Line Extension project, visit transitchicago.com/redeis.

###



The proposed **Red Line Extension (RLE) Project** is one part of CTA's **Red Ahead Program**, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line.

Preferred Alignment Selected

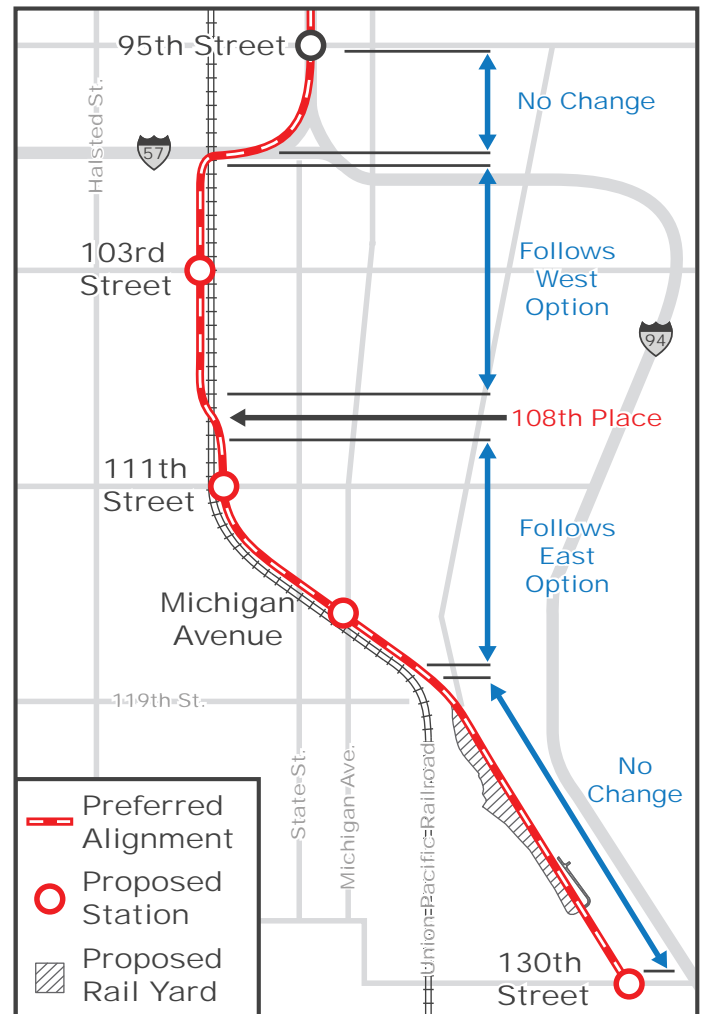
The Chicago Transit Authority (CTA) is proposing to extend the Red Line from the existing terminal at 95th/Dan Ryan to 130th Street, subject to the availability of funding. The proposed 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Each new station would include bus and parking facilities.

Based on public feedback, technical analysis, and agency coordination, CTA has selected a route that 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 continuing south to 130th Street.

How the Preferred Alignment Compares

The Preferred Alignment is a combination of the previously presented East and West Options. It would capture the benefits and minimize the impacts of either option and incorporates the feedback received on the Draft Environmental Impact Statement (EIS).

Project Benefits/Impacts	East Option	West Option	Preferred Alignment
Minimizes Affected Parcels	✗	✓	✓
Minimizes Affected Residences	✗	✓	✓
Minimizes Affected Businesses	✓	✗	✓
Avoids Impact to Historic Roseland Pumping Station	✗	✓	✓
Maximizes Economic Development Opportunities	✓	✗	✓



2016 PUBLIC OUTREACH WE HEARD YOU!

CTA received 284 comments during the comment period. Many comments expressed concern about property displacements and potential noise and vibration impacts. The Preferred Alignment would have **fewer impacts** than either the East or West Option.

Property Displacement Impacts

The Preferred Alignment would affect **fewer residences** than the East Option, and **fewer businesses and jobs** than the West Option.

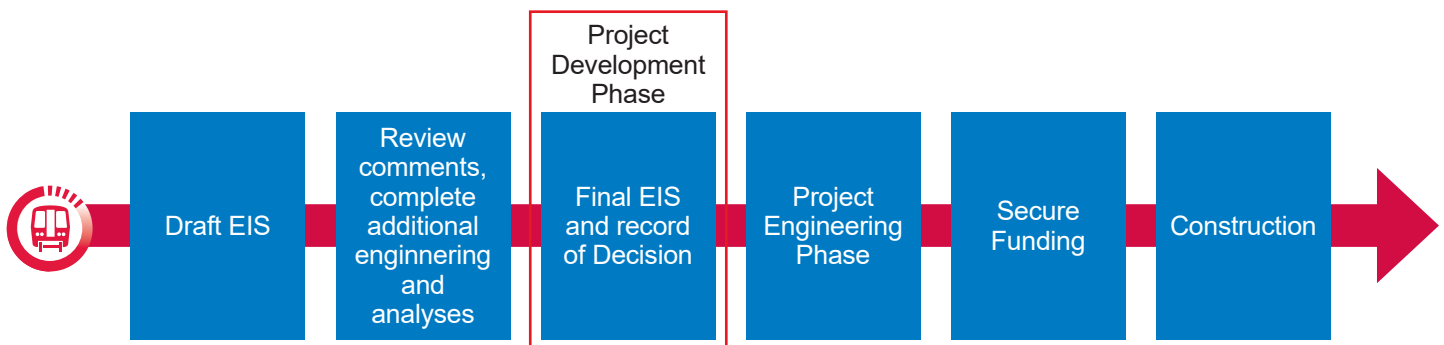
Noise and Vibration Impacts

CTA would construct an approximately 4-foot high noise barrier along the tracks and implement other mitigation strategies to **resolve all potential severe and moderate noise impacts** due to the project. Based on the analysis, the project would result in **no impacts from vibration**.

Next Steps and Timeline

Now that CTA has selected the Preferred Alignment, a Final Environmental Impact Statement will be prepared and preliminary engineering will be conducted. On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next 5 years for the RLE Project, which will allow for completion of these next steps.

CTA will apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase to pursue federal funding for construction of this project under the competitive federal “New Starts” program. Project Development and securing full funding for the RLE Project under this program is a multiyear, multistep process. CTA will continue to work with the community to complete this important project.



El Proyecto de expansión de la línea roja (RLE) propuesto es parte del programa Red Ahead (Rojo a la vista) de CTA, una iniciativa amplia para mantener, modernizar y expandir la línea de tren más transitada de Chicago.

Alineamiento preferido elegido

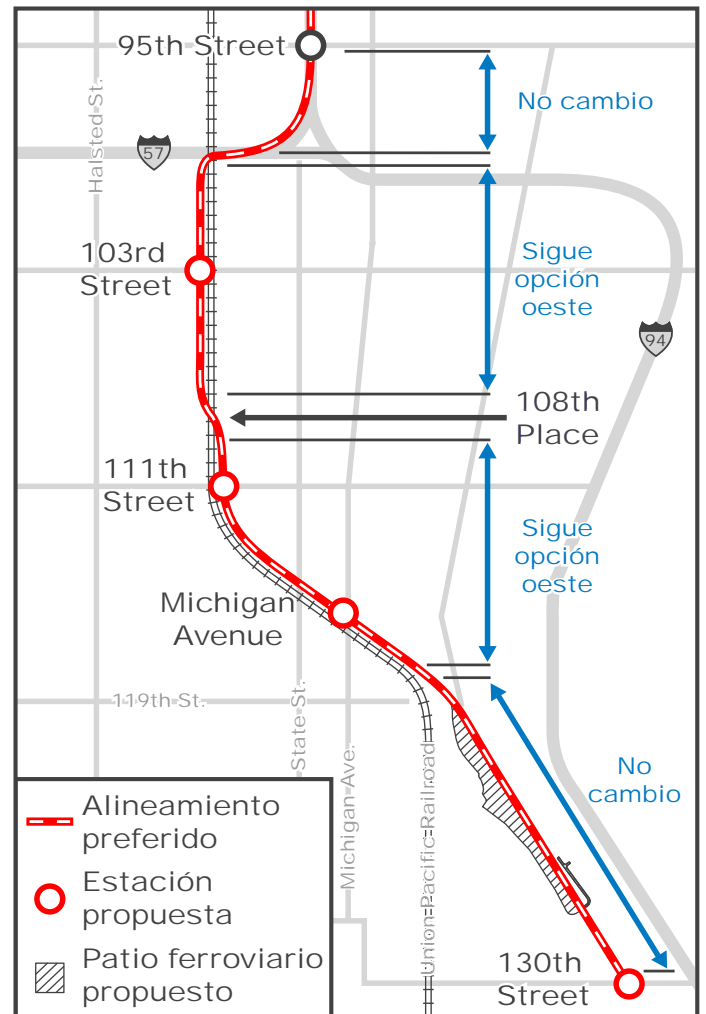
Chicago Transit Authority (CTA) propone expandir la Línea Roja desde la terminal existente desde 95th/Dan Ryan hasta 130th Street, sujeto a la disponibilidad de fondos. La expansión propuesta de 5.3 millas incluiría cuatro estaciones nuevas cerca de 103rd Street, 111th Street, Michigan Avenue y 130th Street. Cada estación nueva incluiría instalaciones para autobuses y estacionamiento.

Basándose en los comentarios del público, análisis técnico y coordinación de las agencias, CTA ha elegido una ruta que correría al oeste de los rieles de Union Pacific Railroad (UPRR) desde I-57 sur hasta aproximadamente 108th Place, luego cruzaría los rieles de UPRR y correría al este de los rieles hasta cruzar los rieles de Metra Electric cerca de 119th Street, y continuaría en dirección sur hacia 130th Street.

Cómo se compara el alineamiento preferido

El alineamiento preferido es una combinación de las opciones este y oeste de UPRR presentadas anteriormente. Capturaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios recibidos sobre el borrador de la Declaración de Impacto Ambiental.

Beneficios/ impactos del proyecto	Opción este	Opción oeste	Alineamiento preferido
Minimiza parcelas afectadas	✗	✓	✓
Minimiza residencias afectadas	✗	✓	✓
Minimiza negocios afectados	✓	✗	✓
Evita impacto sobre la estación histórica: Roseland Pumping Station	✗	✓	✓
Maximiza las oportunidades de desarrollo económico	✓	✗	✓



DIFUSIÓN AL PÚBLICO 2016 LO ESCUCHAMOS!

CTA recibió 284 comentarios durante el periodo de comentarios. Muchos comentarios expresaron preocupación sobre los desplazamientos de las propiedades y los posibles impactos de ruido y vibración. El alineamiento preferido tendría **menos impacto** que con las opciones este u oeste.

Impacto de desplazamientos de propiedades

El alineamiento preferido afectaría **menos residencias** que con la opción este, y **menos negocios y empleos** que con la opción oeste.

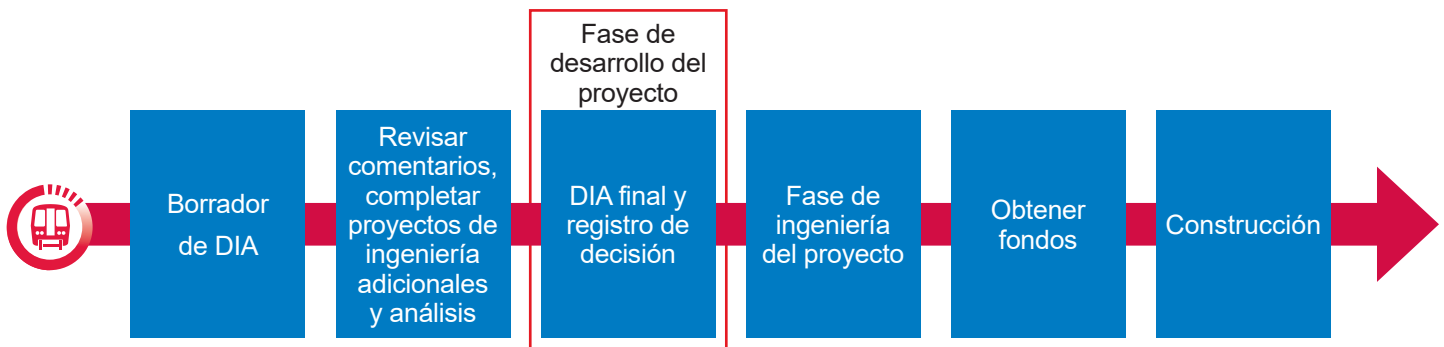
Impacto del ruido y vibración

CTA construiría una barrera de ruido de aproximadamente 4 pies de altura a lo largo de los rieles e implementaría otras estrategias de mitigación para **resolver todos los posibles impactos de ruido graves y moderados** debido al proyecto. Basándose en el análisis, el proyecto **no tendría impacto de vibración**.

Próximos pasos y plazos

Ahora que CTA ha elegido un alineamiento preferido, se preparará una declaración de impacto ambiental final y se llevarán a cabo estudios preliminares de ingeniería. El 27 de noviembre de 2016, el alcalde Emanuel y CTA anunciaron la aprobación de fondos por la cantidad de \$75 millones durante los próximos 5 años para el proyecto de RLE, los cuales permitirán que se completen los próximos pasos.

CTA solicitará a la Federal Transit Administration (FTA) el ingreso a la fase de desarrollo del proyecto para obtener fondos federales para la construcción del proyecto conforme al programa federal competitivo "New Starts". El desarrollo del proyecto y la obtención de todos los fondos para el proyecto de RLE conforme a este programa es un proceso de varias etapas que tomará varios años. CTA continuará trabajando con la comunidad para completar este proyecto importante.



You are invited to an Open House on the Red Line Extension Project

When and Where?

Tuesday, February 13, 2018 – 6:00 - 8:00 p.m.

Gwendolyn Brooks College Preparatory Academy
Main Gym (West Side of Building)
250 E. 111th Street, Chicago, IL 60628

**Please enter through Door 8. Parking available in rear of the building. Parking lot entrance via King Drive.*

This location served by CTA Bus #111, 4, 34, 111A, 115, and 119; and Metra Electric 111th Street (Pullman) Station.

This facility is accessible to people with disabilities.

At the open house, you will learn more about the Preferred Alignment and anticipated project benefits and impacts. You will also have the opportunity to provide feedback.

CTA has developed additional details for the proposed RLE route

CTA is proposing to extend the Red Line from the existing terminal at 95th/Dan Ryan to 130th Street, subject to the availability of funding. This project is one part of CTA's Red Ahead Program, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line.

Based on public feedback, technical analysis, and agency coordination, CTA has selected a Preferred Alignment that would run along the west side of the Union Pacific Railroad (UPRR) tracks from I-57 south to approximately 108th Place, then would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. The Preferred Alignment is a combination of the previously presented UPRR East and West Options. It would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement.

CTA welcomes your comments and feedback about the Preferred Alignment and potential impacts.

Do you require assistance?

If you require an interpreter, including sign language services, or other accommodations at this open house, contact **Gerald Nichols, CTA Vice President, Community Relations**, at least 5 days before the open house at **(312) 681-3700** or GNichols@transitchicago.com.

Para más información en Español, llame al **(312) 681-2828**.



RedExtension@transitchicago.com



transitchicago.com/RedEIS



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



Está invitado a una audiencia pública sobre el Proyecto de expansión de la Línea Roja

Fecha y lugar

Martes 13 de febrero de 2018 – 6:00 - 8:00 p.m.

Gimnasio Principal de Gwendolyn Brooks College, Preparatory Academy (al lado oeste del edificio)
250 E. 111th Street, Chicago, IL 60628

**Por favor entre por la puerta 8. Hay estacionamiento disponible detrás del edificio. La entrada del lote de estacionamiento se encuentra en King Drive.*

Esta ubicación dispone del servicio de autobuses de CTA #111, 4, 34, 111A, 115 y 119; y la estación 111th Street (Pullman) de Metra Electric.

Las instalaciones son accesibles a las personas con discapacidades.

En la casa abierta, aprenderá más sobre el alineamiento preferido y los beneficios e impactos previstos del proyecto. También tendrá la oportunidad de ofrecer sus comentarios.

CTA ha elaborado detalles adicionales para la ruta de RLE propuesta

CTA propone expandir la Línea Roja desde la terminal existente desde 95th/Dan Ryan hasta 130th Street, sujeto a la disponibilidad de fondos. Este proyecto es parte del programa Red Ahead (Rojo a la vista) de CTA, una iniciativa amplia para mantener, modernizar y expandir la línea de tren más transitada de Chicago.

Basándose en los comentarios del público, análisis técnico y coordinación de las agencias, CTA ha elegido un alineamiento preferido que correría al oeste de los rieles de Union Pacific Railroad (UPRR) desde I-57 sur hasta aproximadamente 108th Place, luego cruzaría los rieles de UPRR y correría al este de los rieles hasta cruzar los rieles de Metra Electric cerca de 119th Street y continuaría en dirección sur hacia 130th Street. El alineamiento preferido es una combinación de las opciones este y oeste de UPRR presentadas anteriormente. Este alineamiento capturaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios recibidos sobre el borrador de la Declaración de Impacto Ambiental.

CTA agradece sus comentarios y opiniones sobre el alineamiento preferido y sus posibles impactos.

¿Necesita ayuda?

Si necesita un intérprete, incluidos los servicios de lenguaje de señas u otras adaptaciones durante esta casa abierta, comuníquese con **Gerald Nichols, Vicepresidente de CTA, Relaciones con la Comunidad**, por lo menos 5 días antes de la casa abierta al **(312) 681-3700** o GNichols@transitchicago.com.

Para más información en español, llame al **(312) 681-2828**.



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RED AHEAD
Moving Ahead to a Better Red



You are invited to an Open House on the
Red Line Extension Project

CTA is proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment, which 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 continuing south to 130th Street.

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This meeting will be conducted in an open house format.

(888) YOUR-CTA (888-968-7282).
Para más información en Español, llame al (312) 681-2828



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	PG-13 PARENTS STRONGLY CAUTIONED Some Material May Be Inappropriate for Children Under 13	



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She the People: Girlfriends' Guide to Sisters Doing it for Themselves



“She the People” ensemble members Alexis J. Roston and Kimberly Michelle Vaughn.

RED AHEAD
Moving Ahead to a Better Red



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By Rick and Brenda McCain

Let's Play

“She The People: Girlfriends' Guide to Sisters Doing it for Themselves” is directed by Carly Heffernan and is written by Carisa Barreca, Marla Caceres, Carly Heffernan, Tien Tran and Lauren Walker. This power team has led the way of women taking the lead by shedding some light on an invasion of women taking center stage and reclaiming comedy through liberty and the pursuit of hilariness.



Brenda and Rick McCain

The women of The Second City are taking us back to move us forward in time with considerable laughter while roasting the patriarchy (the government) who has tried to keep women living in their place in society in “The Middle Ages!”

“I Am Woman Hear Me Roar” is the mission of this all woman play, with its serious topics from the smorgasbord of some funny issues that women are dealing with today.

This form of entertainment is relevant now more than ever because it reflects upon real situations with relatable characters. “She The People” allows the audience to connect to great storytelling while delivering political and social messages through comedy.

Women can share their perspective on a largescale of issues from reproductive rights to under-representation in most major industries to everyday attack on small issues; from unrealistic beauty expecta-

tions and outdated ideals on femininity to mansplaining in the media.

To witness this up close and to be able to see these very intuitive encounters come to life on the stage and find humor in them is ingenious, liberating, encouraging and necessary for all women.

This two-act sketch gives a great mix of smart, silly and straight up sexy comedy with six very talented actresses. “Girlfriends' Guide to Sisters Doing it for Themselves” will have you literally laughing out loud as they tackle women's concerns with wit and unstoppable humor. The all woman cast in this side-splitting show takes us on a journey of how far we have progressed over the years as we have come to a standstill unleashing the power of merriment.

“She The People” is delightfully amusing and facetiously witty from women shown in television commercials advertising everything from deodorant to medicine to fibromyalgia. Let's hear it for American women trying to balance family, career and cocktails amid today's politically-challenged climate.

Let's Play recommends this play because sometimes girls just want to have fun. So, grab your mothers, sisters, friends, aunts, nieces, cousins and co-workers to come out and celebrate freedom to laugh out loud where it's safe to take off your pants! And yes men, you are allowed to join in on the fun.

The cast includes:

Carisa Barreca

Alex Bellisle

Katie Caussin

Maria Randazzo

Aaxis J. Roston

Kimberly Michelle Vaughn



Br. Rice senior forward Susmarski, a team captain, works his way around a St. Ignatius defender in the first game of the Kennedy Cup series. The Crusaders did not score against St. Ignatius goalie Charles Doherty during two games. Br. Rice looks to be a threat in the Chicago Catholic League again next year. (Review photo)

Young Crusaders look to state

by Tim O'Brien

With the team struggling in mid-December and landing near the bottom of the Chicago Catholic League (CCL) hockey standings, a berth in the Kennedy Cup playoffs was no sure thing.

However, the Crusaders closed strong, catching fire at the right time to earn a playoff berth.

The eight-seed against top-seeded St. Ignatius, Br. Rice pushed the Wolfpack in both games but were ultimately swept, falling 1-0 on Jan. 25 and 4-0 on Jan. 27 at Southwest Ice Arena in the best-of-three series.

"We started the season off really rough where we couldn't win a game, but near the end of the season we got in a groove and really took off," said Br. Rice junior Billy Jeffers. "It was a cool push to the playoffs. We played well against Ignatius, but our offense couldn't generate many opportunities."

Br. Rice, a 21-seed, will square off against 12-seed York in the upcoming state playoffs with a date and time to be announced.

With the Crusaders struggling to knock in a goal in the St. Ignatius series, senior goalkeeper Josh Moro did his best to keep the team afloat.

He finished with 53 saves over two games and limited the Wolfpack to 2 goals through the third period of game two. St. Ignatius finally broke through, piling up 3 goals in 6 minutes late in the third.

Moro said positives will come despite the series sweep. "As a defense, it was a strong series. We kept the slot cleared," Moro said. "That's what we need to build off of for state. It's definitely frustrating. We thought we could go further and beat



Br. Rice junior defender Billy Jeffers, a Beverly resident and St. Barnabas graduate, takes a shot in game one against St. Ignatius. Jeffers and senior goalkeeper Josh Moro led a defense that slowed down the Wolfpack offense that scored 10 goals in two games against the Crusaders in the regular season. (Review photo)

Ignatius, but we've got a lot of positives going in."

Moro has been the defensive backbone for a young Crusaders squad that this year typically plays four freshmen and waves of underclassmen overall.

"Josh has always been the pillar for the team, and he came up so big for us at the end of the season," said Br. Rice Coach Paul Manning. "We just couldn't bury the puck. We ended up losing to a better team; that's it."

Fighting its way into the Kennedy Cup playoffs, Br. Rice posted some key wins late, including a 1-0 shutout over St. Rita and a playoff-clinching 1-0 win over Benet

on the last day of the regular season.

Even when things looked bleak, Moro knew the effort would be there.

"This team has so much heart," Moro said. "Winning 1-0 and dominating or losing 1-0, they're going all out every second. That's what I love about the team."

With so many young players expected back, Jeffers, a Beverly resident and St. Barnabas graduate, knows the Crusaders will be a threat in the CCL next year.

"I think we can be a really good hockey team next year," Jeffers said. "We've got to work hard in the offseason and get prepared."

RIDGE BEVERLY BASEBALL & GIRLS SOFTBALL 2018 REGISTRATION

When: Now through February 28

Where: Online at
www.ridgebeverlylittleleague.com

For: Boys ages 4-13
Girls ages 4-13

Cost is \$125 to \$150 per player based on league level (family discounts apply)

For any issues, questions or concerns, please e-mail

ridgebeverlylittleleague@gmail.com

Season runs from
April through June



You are invited to an Open House on the Red Line Extension Project

CTA is proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment, which 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 continuing south to 130th Street.

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When and Where?

Tuesday, February 13, 2018 – 6:00 - 8:00 p.m.

Gwendolyn Brooks College Preparatory Academy
Main Gym (West Side of Building)
250 E. 111th Street, Chicago, IL 60628

Please enter through Door 8. Parking available in rear of the building. Parking lot entrance via King Drive.

This location is served by CTA Bus #111, 4, 34, 111A, 115, and 119; and Metra Electric 111th Street (Pullman) Station.

Facility accessible to people with disabilities.

This meeting will be conducted in an open house format.

(888) YOUR-CTA (888-968-7282).

Para más información en Español, llame al (312) 681-2828.



Consider alternatives to opioids to manage pain after surgery

(BPT) - If you're having surgery, you can expect to be sore and uncomfortable for a few days, whether you're recovering at home or in the hospital. But it's best to limit opioids or avoid them altogether, opting for alternatives to manage pain and discomfort, recommends the American Society of Anesthesiologists (ASA).

Unfortunately, many patients leave the hospital following surgery with a prescription for 30 or more highly addictive opioid pills (e.g., Vicodin, hydrocodone and oxycodone), and about 6 percent are still using them three months or longer after the procedure.

"Nobody needs a prescription for 30 or 50 opioids, and even those who are in major pain should only take them for a day or two," said ASA President James D. Grant, M.D., M.B.A., FASA. "There are effective alternatives. Many people don't need opioids at all or at least should drastically reduce the amount they take."

Addiction can start after taking only a few opioids. More than 2 million Americans abuse these medications, which can create a feeling of euphoria and make the body believe the drug is necessary for survival. Since 2000, opioid overdose deaths in the U.S. have increased 200 percent.

Don't take that chance. During Physician Anesthesiologists Week (Jan. 28 to Feb. 3), ASA offers advice for coping with pain and discomfort as you recover from surgery.

* Ask about alternatives - Only take opioids when you are in extreme pain. Medications such as ibuprofen (Motrin), naproxen (Aleve) and acetaminophen (Tylenol) can help with pain and soreness. While it's never a good idea to rely on any type of pain pills for too long, these medications are not addictive and are far less risky than opioids.

* Manage your expectations - Everyone feels pain differently, but soreness and discomfort after surgery are normal and will improve



within a day or two. These sensations are less severe than pain, which is usually sharp or intense. You usually don't treat muscle soreness after a hard workout with an opioid, so if you are sore, and not in severe pain, try ibuprofen or naproxen.

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* Be aware of other downsides to opioids - Opioids cause severe constipation and often don't manage pain as well as people expect. Additionally, they can cause hyperalgesia, or an increased sensitivity to pain.

"The opioid crisis is huge and affects everyone, rich and poor, male and female. It's got to stop, and reducing opioid use during recovery after surgery is a big part of the solution," said Dr. Grant. "Those who are in continued severe pain after surgery should ask a physician anesthesiologist or other pain specialist about alternative strategies to manage pain, including

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- Acerca de clases de ciudadanía gratis
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- Servicios legales disponibles
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Aga Kusmierz
(773) 338-7722 ext. 720
aga@northsidecr.org

Marvin Gutierrez
(773) 338-7722 ext. 723
marvin@northsidecr.org



northsidecommunityresources.com

o visítenos en
1530 W. Morse Ave
Chicago, IL 60626



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Hoy

LITERATURA



'Fin de guardia'
(Plaza Janés)

Es el último volumen de la trilogía basada en la historia del detective Bill Hodges, que dio inicio con la novela 'Mr. Mercedes' en 2014

Fin de guardia

Por Stephen King

La hora más oscura es la que precede al alba.

A Rob Martin le vino esta máxima a la cabeza al volante de la ambulancia, mientras avanzaba lentamente por Upper Marlborough Street camino de la base, el Cuartel de Bomberos número 3.

Se dijo que quienquiera que la formulara desde luego había dado en el clavo, porque estaba más oscuro que el culo de una marmota y no faltaba mucho para que amaneciera.

Aunque el día, cuando por fin despuntase, no iba a ser gran cosa; amanecería con resaca, por así decirlo. Se había levantado una niebla densa, cargada con el olor del cercano Gran Lago, en realidad no tan grande.

Y para hacerlo todavía más divertido caía una llovizna tenue y fría. Rob cambió el limpiaparabrisas de intermitente a lento. No mucho más adelante surgi-

ron de la negrura dos arcos amarillos inconfundibles.

—¡Las tetas doradas de América! —exclamó Jason Rapsis en el asiento del copiloto. Rob había trabajado con muchos sanitarios durante los quince años que llevaba en Urgencias, y Jace Rapsis era el mejor: de trato fácil cuando no pasaba nada, inalterable y concienzudo cuando ocurría todo al mismo tiempo—. ¡Nos darán de comer! ¡Alabado sea el capitalismo! ¡Para, para!

—¿Seguro? —preguntó Rob—. ¿Después de la demostración práctica de lo que puede hacerte esa mierda que acabamos de ver?

Volvían de un servicio en una de las McMansiones de Sugar Heights, donde un tal Harvey Galen había telefonado a Urgencias quejándose de unos dolores atroces en el pecho. Lo encontraron tumbado en el sofá de lo que los ricos sin duda llamaban «el gran salón», como una ballena varada con pijama de

seda azul. Su mujer daba vueltas en torno a él, convencida de que estiraría la pata de un momento a otro.

—¡McDonald's, McDonald's! —entonó Jason brincando en su asiento. El profesional serio y competente que acababa de tomar las constantes vitales al señor Galen (mientras Rob, justo a su lado, sostenía el maletín de primeros auxilios con el equipo para las maniobras de respiración y los fármacos para el corazón) había desaparecido. Con el flequillo rubio delante de los ojos, Jason parecía un crío de catorce años demasiado grande para su edad—. ¡Te digo que pares!

Rob paró. A él tampoco le vendría mal plantarse ante un McMuffin de salchicha, acompañado quizá de una de aquellas cosas de patata y cebolla que parecían lenguas de búfalo al horno.

Había varios coches en el carril de la ventanilla de autoservicio. Rob se situó al final de la cola.

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Está invitado a una audiencia pública sobre el

Proyecto de expansión de la Línea Roja

CTA propone expandir la Línea Roja 5.3 millas desde 95th Street hasta 130th Street.

Basándose en las opiniones del público, planificación de proyecto y trabajo de ingeniería adicional realizado en el pasado año, CTA ha elegido un alineamiento preferido, el cual correría al oeste de los rieles de Union Pacific Railroad desde I-57 sur hasta aproximadamente 108th Place, luego cruzaría los rieles de Union Pacific Railroad y correría al este de los rieles hasta cruzar los rieles de Metra Electric cerca de 119th Street y continuaría en dirección sur hacia 130th Street.

El alineamiento preferido es una combinación de las opciones este y oeste de UPRR presentadas anteriormente. Capturaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios recibidos sobre el borrador de la Declaración de Impacto Ambiental (DIA).

Fecha y lugar?

**Martes 13 de febrero de 2018
6:00 - 8:00 p.m.**

Gimnasio principal de Gwendolyn Brooks College Preparatory Academy (al lado oeste del edificio)
250 E. 111th St, Chicago, IL 60628

Por favor entre por la puerta 8. Hay estacionamiento disponible detrás del edificio. La entrada del lote de estacionamiento se encuentra en King Drive.

Esta ubicación es dispone del servicio de autobuses de CTA #111, 4, 34, 111A, 115 y 119; y la estación 111th Street (Pullman) de Metra Electric.

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La reunión se llevará a cabo en un formato abierto al público.

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National A. Philip Randolph Pullman Porter Museum announces Gentle Warrior Awards Gala Recipients

Outstanding local women in business, technology, education and labor, an iHeart Radio executive, and a longtime elected state official are among the honorees to be recognized at the National A. Philip Randolph Pullman Porter Museum Gentle Warrior Awards gala on Feb. 24 from 5 to 9 p.m. in the Parkway Ballroom, 4455 S. King Drive.

Educator Beulah McLloyd, principal of Walter H. Dyett School for the Arts, and Illinois State Rep. LaShawn K. Ford will receive the Gentle Warrior Award, along with nationally recognized figures including U.S. Rep. Maxine Waters (D-California; to be accepted by her designee) and actor-producer-director Robert Townsend (“Hollywood Shuffle”).

Jaquie Algee, vice president and director of external relations for SEIU

Healthcare and one of the organizers of the Women’s March on Chicago, is joined by Derrick Brown, director of urban programming for iHeart Radio, as this year’s Change Agent Award recipients.

And JinJa Birkenbeuel, CEO of Birk Creative and a Google technology coach, will be the inaugural recipient of the Descendants of Distinction Award, created to honor descendants of the Pullman Porters, the group of distinguished railroad workers who formed the first Black labor union in the U.S., chartered under the American Federation of Labor. Birkenbeuel joins a long list of renowned descendants that include former first lady Michelle Obama, actress Taraji P. Henson (“Hidden Figures,” “Empire”), actor Andre Braugher and Tom Joyner, host of the Tom Joyner



Beulah McLloyd



JinJa Birkenbeuel



Jaquie Algee

Rod Doss honored with NNPA

Publisher Lifetime Achievement Award

By **Stacy M. Brown (NNPA Newswire Contributor)**

For 50 years, Rod Doss has remained dedicated to the **New Pittsburgh Courier** and his success has been among the more celebrated of Black Press publishers.

Doss received the National Newspaper Publishers Association’s 2018 NNPA Publisher Lifetime Achieve-

ment Award at a ceremony in Las Vegas last week.

“His integrity as a journalist is impeccable,” said Leavell. “He’s contributed a lot and he’s really deserving of this honor. [Rod Doss] put the ‘I’ in the word ‘integrity.’”

Chavis said that Doss not only continues to manifest a distinguished career as a publisher of a Black-owned newspaper in America, but also that his work ethic embod-



(Left-right) Dorothy Leavell, the chairman of the NNPA; Rod Doss, the publisher of the New Pittsburgh Courier; Marilyn Harvey, Rod Doss’ sister; Dr. Benjamin F. Chavis, Jr., the president and CEO of the NNPA; and Hiram Jackson, the CEO of Real Times Media, celebrate Doss’ career achievements, during the 2018 NNPA Mid-Winter Conference in Las Vegas, Nevada. (Freddie Allen/AMG/NNPA)

ies the high standards of journalism; Chavis added that Doss is committed to freedom, justice and equality for all humanity.

Robert W. Bogle, the chairman, president and CEO of **The Philadelphia Tribune**, agreed.

“He worked his way up and made a real difference,” Bogle said. “He’s provided leadership to the **New Pittsburgh Courier** that’s led to the success of the newspaper.”

Doss joined the **Courier** in 1967 as

Doss joined the **Courier** in 1967 as

Doss joined the **Courier** in 1967 as

Doss joined the **Courier** in 1967 as

Doss joined the **Courier** in 1967 as

Morning Show.

“The Pullman porters introduced class, culture and education to the African American community and framed it in a way that made it important to us as a people,” said Dr. Lyn Hughes, museum founder. “They planted seeds in our ancestry that made us want to do more, be more, strive for more. They were education stalwarts who gained middle class status in the service/hospitality sector with dignity and conviction.”

A. Philip Randolph founded the Brotherhood of Sleeping Car Port-

ers. He was one of America’s foremost labor and civil rights leaders, who became known as the “Gentle Warrior.”

In 2000, in his honor, the NAPRPP museum created the Gentle Warrior Awards Gala to recognize individuals who exhibit a similar commitment, focus and tenacity that Randolph displayed.

For ticket information visit Eventbrite or go to <https://aprpullman-portermuseum.org/special-events/>. Entertainment to be provided by R&B, house music duo The Pullman Porters.

RED AHEAD

Moving Ahead to a Better Red



You are invited to an Open House on the Red Line Extension Project

CTA is proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment, which 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 continuing south to 130th Street.

The Preferred Alignment is a combination of the previously presented UPRR East and West Options. It would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement.



When and Where?

**Tuesday, February 13, 2018
6:00 - 8:00 p.m.**

Gwendolyn Brooks College Preparatory Academy
Main Gym (West Side of Building)
250 E. 111th Street,
Chicago, IL 60628

Please enter through Door 8. Parking available in rear of the building. Parking lot entrance via King Drive.

This location is served by CTA Bus #111, 4, 34, 111A, 115, and 119; and Metra Electric 111th Street (Pullman) Station.

Facility accessible to people with disabilities.

This meeting will be conducted in an open house format.

(888) YOUR-CTA (888-968-7282).

Para más información en Español, llame al (312) 681-2828.



Red Line Extension Project

Connecting the 95th/Dan Ryan Terminal to 130th Street

The Chicago Transit Authority (CTA) is proposing to extend the Red Line from the existing terminal at 95th/Dan Ryan 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 .

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Project documents archive	Preferred Alignment	Potential property displacements

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View the [project map](#).

Project benefits

- Reduces commute times for residents both within and south of the project area.
- Improves mobility and accessibility for transit-dependent residents in the project area.
- Improves rapid transit rail service to isolated areas and provide viable linkages between affordable housing, jobs, services, and educational opportunities, thereby enhancing livability and neighborhood vitality.
- Provides an opportunity for potential connections and linkages to other public transportation modes including regional commuter rail in the project area.
- Fosters 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.
- Provides a modern, efficient rail car storage yard and shop facility to provide storage and cost-effective preventive maintenance for rail cars associated with the Red Line Extension (RLE) Project, rail cars currently stored in the existing 98th Street Yard and Shop, and rail cars supporting additional Red Line expansion of service.

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 contact list for future updates, please contact us at:

RedExtension@transitchicago.com

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

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Quick Links

- [Home](#)
- [What's New](#)
- [Draft EIS](#)
- [Frequently Asked Questions](#)
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- [Preferred Alternative](#)
- [Potential Property Displacements](#)

What's New?

CTA Selects a Preferred Alignment for Red Line Extension

In fall 2016, CTA published a Draft Environmental Impact Statement (EIS) and held a public hearing on Tuesday, November 1, 2016 at St. John Missionary Baptist Church to obtain comments on the benefits and impacts of two options that were under consideration for the Red Line Extension (RLE) Project alignment—the East Option and the West Option. Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options and 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 continuing south to 130th Street. [See the project map.](#)

This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft EIS. The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option. [See full press release.](#)

Public Open House Scheduled for the Red Line Extension Preferred Alignment

CTA hosted a public open house on Tuesday, February 13, 2018 at Gwendolyn Brooks College Preparatory Academy to provide information on the Preferred Alignment for the RLE Project. The meeting location was ADA compliant and accessible by public transit.

This meeting was conducted in an open house format. CTA welcomed comments and feedback about the Preferred Alignment and potential impacts.

[View the exhibit boards](#)

September 2017 Newsletter

- [September 2017 Newsletter](#)
- [Boletín Informativo septiembre 2017](#)

Mayor Emanuel and CTA announce \$75 million investment in Red Line extension

On November 27, 2016, Mayor Emanuel and CTA announced that the CTA Board approved an amendment to its FY2016-FY2020 Capital Improvement Plan to include \$75 million in funding for the Red Line Extension (RLE) Project, a plan to extend Red Line rail service to 130th Street from 95th Street

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that includes four new rail stations on Chicago's Far South Side. ([See the full press release](#))

Draft EIS

CTA and the Federal Transit Administration (FTA) prepared a Draft EIS based on the technical analysis of impacts of the alternatives. The Draft EIS documents the benefits and impacts of the alternatives under consideration, which includes impacts to parks and wetlands.

The Draft EIS is available [here](#).

Draft EIS public hearing and comments



CTA hosted a public hearing on Tuesday, November 1, 2016 at St. John Missionary Baptist Church to provide information about the Draft EIS and solicit comments from the public. The meeting location was ADA compliant and accessible by public transit.

This meeting was conducted in an open house format. The public was invited to provide comments on the Draft EIS either verbally to a court reporter or in writing during the public hearing.

Comments on the Draft EIS were accepted from October 6 to November 30, 2016, and CTA thanks everyone who submitted a comment. The Federal Transit Administration (FTA) and CTA will review the comments received during the public comment period and will address all comments in the Final EIS.

[View the exhibit boards](#)

Related

- Press Release: [Mayor Emanuel and CTA Announce Preferred Alignment for Red Line Extension to 130th Street](#)
- Press Release: [CTA Publishes the Draft Environmental Impact Statement for the Red Line Extension Project](#)
- Notice of Availability for the Draft EIS ([English](#)) ([Spanish](#))
- RLE Citizens' Guide ([English](#), [English smaller download size](#)) ([Spanish](#))
- RLE Project Overview ([English](#)) ([Spanish](#))



Quick Links

- [Home](#)
- [What's New](#)
- [Draft EIS](#)
- [Frequently Asked Questions](#)
- [Documents Archive](#)
- [Preferred Alternative](#)
- [Potential Property Displacements](#)

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- Schedules
- Maps
- Alerts
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Draft Environmental Impact Statement (EIS)

Overview

The National Environmental Policy Act (NEPA) requires evaluation of potential environmental impacts associated with federal projects and actions. In accordance with the NEPA process, the Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) published a Draft Environmental Impact Statement (EIS) in 2016 that evaluated the environmental impacts of constructing and operating the proposed project. Two Union Pacific Railroad (UPRR) Alternative options were evaluated as part of the Draft EIS. Based on public feedback on the Draft EIS as well as additional project planning and engineering work conducted, CTA has selected a [Preferred Alignment](#). Now that CTA has selected the Preferred Alignment, a Final EIS will be prepared and preliminary engineering will be conducted.

Draft Environmental Impact Statement

The Draft EIS was available for public review and comment from October 6 to November 30, 2016. The Draft EIS includes an evaluation of the No Build Alternative and the two UPRR Alternative options: the East Option and the West Option. The Draft EIS describes 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. The evaluation provides details on the extent to which the proposed project affects these areas. Measures to avoid, minimize, and mitigate potential adverse impacts are also identified.

- Notice of Availability and Public Hearing for the Draft EIS ([English](#)) ([Spanish](#))
- RLE Draft EIS ([Full pdf](#)) ([Accessible version](#))
- RLE Draft EIS Appendix Documents
 - [Appendix A: Alternatives Analysis - Locally Preferred Alternative Report \(Accessible version\)](#)
 - Appendix B: Scoping Report (Part [1](#) and [2](#)) (Accessible version parts [1](#) and [2](#))
 - Appendix C: Agency Coordination and Public Involvement (Part [1](#), [2](#) and [3](#)) (Accessible version parts [1](#), [2](#) and [3](#))

- [Appendix D: Purpose and Need Report \(Accessible version\)](#)
- [Appendix E: Description of Alternatives \(Accessible version\)](#)
- [Appendix F: Plans and Profiles \(Accessible version\)](#)
- [Appendix G: Description of Construction and Phasing for Build Alternatives \(Accessible version\)](#)
- [Appendix H: Transportation Technical Memorandum \(Accessible version\)](#)
- [Appendix I: Construction Impacts Technical Memorandum \(Accessible version\)](#)
- [Appendix J: Land Use and Economic Development Technical Memorandum \(Accessible version\)](#)
- [Appendix K: Displacements and Relocation of Existing Uses Technical Memorandum \(Accessible version\)](#)
- [Appendix L: Neighborhoods and Community Impacts Technical Memorandum \(Accessible version\)](#)
- [Appendix M: Parklands and Community Facilities Technical Memorandum \(Accessible version\)](#)
- [Appendix N: Visual and Aesthetic Conditions Technical Memorandum \(Accessible version\)](#)
- [Appendix O: Noise and Vibration Technical Memorandum \(Accessible version\)](#)
- [Appendix P: Safety and Security Technical Memorandum \(Accessible version\)](#)
- [Appendix Q: Historic and Cultural Resources Technical Memorandum \(Accessible version parts 1 and 2\)](#)
- [Appendix R: Hazardous Materials Technical Memorandum \(Accessible version\)](#)
- [Appendix S: Water Resources Technical Memorandum \(Accessible version\)](#)
- [Appendix T: Cumulative Impacts Technical Memorandum \(Accessible version\)](#)
- [Appendix U: Air Quality Technical Memorandum \(Accessible version\)](#)
- [Appendix V: Biological Resources Technical Memorandum \(Accessible version\)](#)
- [Appendix W: Energy Technical Memorandum \(Accessible version\)](#)
- [Appendix X: Environmental Justice Technical Memorandum \(Accessible version\)](#)
- [Appendix Y: Section 4\(f\) Replacement Park Analysis Technical Memorandum \(Accessible version\)](#)
- RLE Citizens' Guide ([English](#), [English smaller download size](#)) ([Spanish](#))
- [November 2016 Public Hearing Exhibit Boards](#)

Public comments

CTA accepted comments on the Draft EIS from October 6 to November 30, 2016. CTA received 284 comments during this comment period, which helped to inform selection of a Preferred Alignment for the project. Federal Transit Administration (FTA) and CTA will review the comments received during the public comment period and will address all comments in the Final EIS.

While the public comment period for the Draft EIS is now complete, you can continue to submit comments on the project via email or US mail at any time.

RedExtension@transitchicago.com

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

Public hearing

CTA hosted a public hearing on Tuesday, November 1, 2016 at St. John Missionary Baptist Church to provide information about the Draft EIS and solicit comments from the public. The location of the public hearing was ADA-compliant and accessible by public transit.

This meeting was conducted in an open house format. The public was invited to provide comments on the Draft EIS either verbally to a court reporter or in writing during the public hearing.

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- [Home](#)
- [What's New](#)
- [Draft EIS](#)
- [Frequently Asked Questions](#)
- [Documents Archive](#)
- [Preferred Alternative](#)
- [Potential Property Displacements](#)

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- Schedules
- Maps
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Frequently Asked Questions

- [Alternatives](#)
- [The Preferred Alignment and Proposed Service](#)
- [The NEPA Process](#)
- [The Draft EIS: Benefits and Impacts of the RLE Project](#)
- [Next Steps](#)

Alternatives

Q: Which alignment option did CTA select?
A: Based on additional project planning and engineering work conducted over the last year, CTA selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options and 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 continuing south to 130th Street. [See the project map.](#)

The Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

Q: Is CTA still considering alternatives for rail service along Halsted Avenue or other Bus Rapid Transit improvements?
A: No. These alternatives were considered early in the environmental review process as potential alternatives. These alternatives have been eliminated based on additional technical analysis and public input received. In August 2014, CTA [announced](#) that the Union Pacific Railroad (UPRR) Alternative is the NEPA Preferred Alternative. CTA prepared a Draft Environmental Impact Statement (EIS), which analyzed the benefits and impacts of locating the line either to the east or west of the UPRR tracks. Based on public input and further planning and engineering conducted, a UPRR Preferred Alignment has now been selected. The Preferred Alignment is a combination of the previously presented East and West Options. [See the project map.](#)

Q: Previously, CTA was considering using the existing Union Pacific Railroad (UPRR) right-of-way to construct RLE. Is that still under

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consideration?

A: No. CTA had previously considered an option that would have used the existing UPRR right-of-way for the elevated CTA track structure. This option was added in 2012 in response to the Chicago Department of Transportation feasibility study looking at moving UPRR freight operations out of the existing UPRR corridor before the RLE Project. The Right-of-Way Option would only be feasible if the separate project were implemented before implementation of the RLE Project. Coordination between local agencies and the railroads indicated that relocation of UPRR freight operations from this corridor presents considerable challenges; therefore, this option is no longer feasible. Estimated travel times and ridership were the same for the Right-of-Way Option as for the East and West Options.

Q: For the Preferred Alignment near the Union Pacific Railroad (UPRR) tracks, has CTA talked with Union Pacific Railroad representatives?

A: CTA has had preliminary conversations with UPRR and will continue to coordinate with the railroad as the project moves forward. UPRR requires that the CTA tracks be located at least 50 feet from the existing freight tracks because of safety considerations.

The Preferred Alignment and Proposed Service

Q: When would the extended Red Line be open for use?

A: Depending on funding availability and federal approvals, the earliest that the Red Line Extension is expected to begin construction would be in 2022 and service is anticipated to start in 2026.

Q: What are the proposed operating hours for the Red Line Extension?

A: The operating hours for the proposed extension are anticipated to be the same as for the current Red Line, which operates 24 hours every day of the year.

Q: What portion of the extension would be elevated?

A: The Red Line Extension 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 103rd Street, 111th Street, and Michigan Avenue stations would be elevated, and the 130th Street station would be at-grade.

Q: Will there be places to park near the new stations?

A: Yes, to accommodate passengers arriving at the Red Line Extension by car, park & ride facilities would be constructed near each station. A total of 3,700 parking spaces would be available along the corridor.

Q: Why is so much parking needed near the new stations?

A: CTA estimated parking demand based on travel demand modeling performed in 2009. CTA will conduct additional analysis and review of parking needs near stations and as part of next phases of project development and engineering.

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 near 130th Street, where the two lines would be adjacent to each other. Currently, the NICTD South Shore commuter service does not have a 130th Street station and at this time future plans do not include a 130th Street station. 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 because the proposed Red Line Extension routing crosses the Metra Electric District Line approximately ½ mile south of the Kensington/115th Street station.

Q: Is CTA coordinating with Metra on the Red Line Extension Project?

A: Yes, 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 Project.

The NEPA Process

Q: What is NEPA?

A: The National Environmental Policy Act of 1969 (NEPA) is a federal law that mandates the consideration of environmental impacts that may have significant impacts on the environment before a project is approved to receive federal funding. The NEPA process provides a decision-making framework to

consider the purpose and need for a proposed action, potential design solutions, project costs, and relative benefits of a proposed project.

Q: What is a Draft Environmental Impact Statement, or Draft EIS?

A: A Draft Environmental Impact Statement, or Draft EIS, summarizes potential impacts to the natural environment and community. The Draft EIS describes the potential environmental benefits and impacts of a proposed project, and identifies measures to avoid, minimize, and mitigate adverse impacts. [A copy of the Draft EIS is available here.](#)

Typically, environmental reviews for proposed transit projects address the following resource areas:

- 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 Draft EIS: Benefits and Impacts of the RLE Project](#)

Q: Would CTA need to purchase private property because of the location of the proposed extension?

A: Yes, CTA would need to purchase private property to construct the Red Line Extension. For more information and additional FAQs related to displacements, please see the [Potential Displacements page](#).

Q: How would the proposed extension affect noise and vibration in the community?

A: Section 4.5 of the [Draft Environmental Impact Statement \(EIS\)](#) evaluates the potential for noise impacts to the surrounding community. The analysis shows that all potential severe and moderate noise impacts due to the project would be mitigated by including welded rail, closed deck structures, and noise barriers as part of the final design of the project. Based on the analysis, the project would result in no impacts from vibration. The Preferred Alignment would have similar noise and vibration impacts and mitigations to those for the Union Pacific Railroad (UPRR) East or West Options discussed in the Draft EIS.

Q: What are the potential economic benefits or impacts of the proposed extension?

A: Section 4.1 of the [Draft Environmental Impact Statement \(EIS\)](#) evaluates the economic benefits and potential impacts of the proposed extension. As part of the public review of the Draft EIS, the public had the opportunity to review and comment on the analysis. The proposed project could spur economic revitalization and the development of more livable, transit-supportive communities near the proposed stations. The Chicago Metropolitan Agency for Planning states that the RLE Project would increase access to jobs; access to jobs within 1 hour of the proposed 111th Street station would increase by 56 percent. Additional jobs would be created with investment in the Red Line Extension Project.

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: 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. More detailed construction schedules will be developed as additional engineering is completed for the project, after the environmental review. CTA's general guidelines minimize the effects of construction on existing transit services; however, bus reroutes are possible.

Q: How does work on the other Red Ahead projects affect progress on the Red Line Extension?

A: The 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 such that they are coordinated efficiently.

Q: CTA is renovating the 95th Street Terminal. Would the Red Line Extension be possible after the 95th Street Terminal improvements are complete?

A: Yes, the 95th Street Terminal improvements and the Red Line Extension Project would function together seamlessly to provide improved transit service throughout Chicago's Far South Side. More information about the [95th Street Terminal Improvement Project](#) is available [here](#).

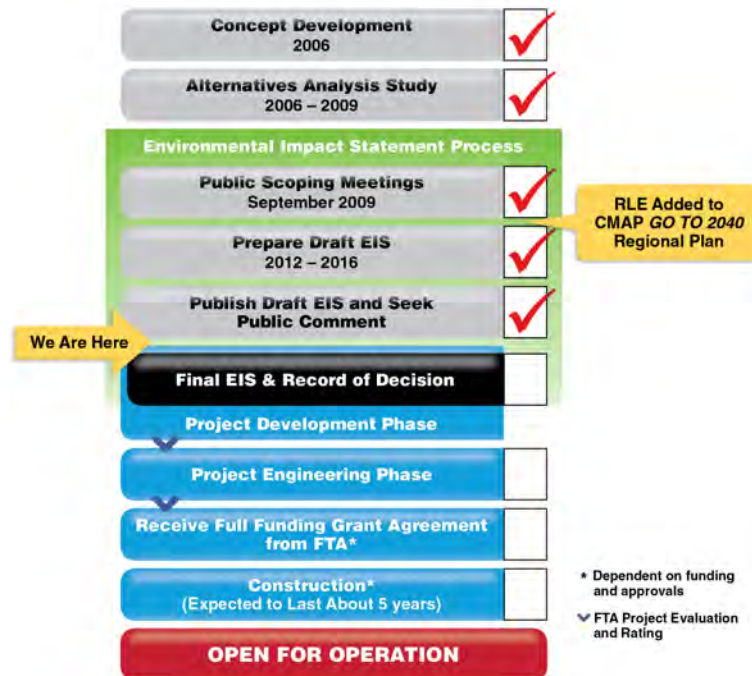
Next Steps

Q: What are the next steps for the project now that the Draft EIS has been published?

A: The next steps are completing additional engineering and analyses required and preparing the Final EIS on the Preferred Alignment. The Final EIS will include and address all comments received during the public review period. The Final EIS will document the results of the Draft EIS process, confirm the Preferred Alignment, and include a list of committed final mitigation measures.

Concurrently with preparation of the Final EIS, CTA will also request entry into the FTA New Starts Project Development phase, which is the proposed federal funding source for this project. The FTA New Starts Program is highly competitive federal funding program, and the RLE Project will be evaluated by the federal government for potential selection into the program.

After completion of the Final EIS and FTA New Starts Project Development phase, CTA intends to apply to the Project Engineering phase, which will include design and engineering. Upon receiving a full funding grant agreement from FTA, the project will move into construction, which is expected to last about 5 years.



Q: How would CTA fund the Red Line Extension Project?

A: The Red Line Extension Project would require an estimated \$2.3 billion in capital costs. CTA is pursuing a wide range of federal, state, and local funding

sources with the help and support of the community. CTA intends to pursue federal New Starts funds for the RLE Project. Local matching funds would be required to secure federal funding. CTA is considering a number of options at this time. Options include the recent creation of a special transit-only tax-increment financing district, authorized by the General Assembly in June 2016, which could provide a portion of the local funding for the Red Line Extension Project.

Q: What is the federal New Starts program and why does CTA have to go through such a lengthy process?

A: FTA's New Starts Program is a discretionary funding source that helps fund major transit capital investment projects. New Starts funds are available for projects that expand rail service into an area that is not within the current transit footprint, and therefore entail a relatively longer environmental and planning process. CTA must compete with other New Starts projects from across the country that are already in line for funding.

Q: How can I receive updates and stay involved throughout the entire process?

A: Anyone can request to be added to the RLE contact list by sending an email to RedExtension@transitchicago.com. Members of the contact list will receive upcoming meeting notices, as well as future updates about the RLE Project. Updated information about the RLE Project will continue to be available on this project website.





Quick Links

- Schedules
- Maps
- Alerts
- Transit Tracker
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Quick Links

- [Home](#)
- [What's New](#)
- [Draft EIS](#)
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Project Documents Archive

Environmental analysis (2009–2014)

Public outreach has continued to be an integral part of the planning for this project during the environmental review planning phase for this project. As part of the Draft Environmental Impact Statement (EIS), a number of open houses, community newsletters, and a formal scoping process were conducted with the public, stakeholders, and other governmental agencies. Documents related to these activities are provided below. CTA will continue to involve and consult with the community as the project proceeds.

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.

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[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)



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- [Preferred Alternative](#)
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Preferred Alignment

The RLE Project would extend the heavy rail Red Line from the existing 95th Street Terminal to 130th Street. The alignment 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 near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place, the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street.

The RLE Project would include the following features:

- 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 facilities at each station with a total of 3,700 parking spaces along the corridor
- New yard and shop at 120th Street

The following figures are photo simulations of the proposed project:

	<p>East Option 103rd Street Station (facing northeast)</p>
<p>103rd Street Station (facing south)</p>	
	<p>111th Street Station (facing west)</p>

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CTA Red Line Extension Project Preferred Alignment



Alternatives development history

CTA undertook an extensive Alternatives Analysis process from 2006–2009 that considered multiple modes and corridor options for the RLE Project.

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.

The Chicago Transit Board designated the UPRR Alternative as the Locally Preferred Alternative on August 12, 2009.

In preparation for the Draft EIS and based on the outcomes of the Alternatives Analysis, CTA evaluated the following alternatives and options from 2012–2014:

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

In August 2014, based on the technical analysis and public input until then, CTA announced the NEPA Preferred Alternative—the UPRR Alternative. Because the Right-of-Way Option is not feasible, the Draft EIS evaluated only the East and West Options for the UPRR Alternative. The Draft EIS summarizes the environmental benefits and impacts of the No Build Alternative and the two UPRR Alternative options.

Based on public feedback, technical analysis, and agency coordination, CTA selected a Preferred Alignment in January 2018. The Preferred Alignment is a combination of the previously presented East and West Options, which would capture the benefits and minimize the impacts of either option and incorporate the feedback received on the Draft EIS.

2006-2009

ALTERNATIVES ANALYSIS

- *Evaluated Universe of Alternatives, including 11 modes of transportation (including Bus Rapid Transit), 9 corridors (including Halsted Street), and 4 profiles (elevated, at-grade, trench, and underground)*

2009

SCOPING

- *UPRR Rail Alternative*
- *Halsted Rail Alternative*
 - *Bus Rapid Transit Alternative*
 - *No Build Alternative*

2012-2014

ENVIRONMENTAL ANALYSIS

- *UPRR Rail Alternative (Right-of-Way, East, & West Options)*
- *Halsted Rail Alternative*
- *Bus Rapid Transit Alternative*
- *No Build Alternative*

2014-2016

DRAFT EIS

- *UPRR Rail Alternative (East & West Options)*
- *No Build Alternative*

2016-2017

SELECTION OF PREFERRED ALIGNMENT



Phone:
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1-888-CTA-TTY1 or **711** (relay)



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Potential Property Displacements

Through extensive planning for the Red Line Extension (RLE) Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. Based on additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment and conducted outreach to property owners that would be displaced because of the project.

At this time, 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. This is expected to be a multiyear process, and it may also be possible to further minimize property impacts with additional future engineering. Property owners and tenants who would be affected by acquisition and relocation 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. CTA will treat property owners and tenants fairly and will seek cooperative settlements of property acquisitions. In addition, 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.

You can read more about your rights as a property owner under applicable federal laws here:

- http://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/real_property.cfr
- http://www.fhwa.dot.gov/real_estate/publications/your_rights/rights2014.pdf

Additional information about potentially displaced properties is available [here](#).

FTA's brochure on property acquisition and relocation assistance is available [here](#).

Contact CTA's customer service department by telephone at 1-888-YOUR-CTA (1-888-968-7282), or by e-mail at RedExtension@transitchicago.com if you have questions about potential displacement of your property.

Frequently asked questions about property displacements

Which alignment option did CTA select?

Based on additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. This Preferred Alignment would capture the benefits and minimize the impacts of either Option and incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

Quick Links

- Schedules
- Maps
- Alerts
- Transit Tracker
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How would I know if my property is affected?

The owners and tenants whose property would be affected by the Preferred Alignment were notified during the CTA door-to-door outreach, which started January 26, 2018. Letters informing owners and tenants of the selected alignment were also mailed out to all properties that were contacted in 2016—both those whose property would be affected by the Preferred Alignment, and those whose property would not be affected. CTA encourages community participation and property owner involvement. CTA will be conducting community meetings with property owners and tenants affected by the Preferred Alignment on Tuesday, February 6 from 5:30-7:30 at Fenger Academy High School (11220 S. Wallace Avenue, Chicago), and on Thursday, February 8 from 5:30-7:30 at Palmer Park (201 E. 111th Street, Chicago). Additionally, a public open house is scheduled for Tuesday, February 13, 2018 from 6-8pm at Gwendolyn Brooks College Preparatory Academy in the Main Gym (250 W. 111th Street, Chicago).

What are my rights as a property owner?

In the event that CTA ultimately determines it is necessary to purchase private property for the RLE Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, along with state regulations. CTA will treat property owners fairly and will seek cooperative settlements of property acquisitions.

You can read more about your rights under applicable federal laws here:

http://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/real_property.cfm
http://www.fhwa.dot.gov/real_estate/publications/your_rights/rights2014.pdf

What type of compensation will I receive?

CTA is required by federal law to offer to purchase each property for an amount that is no less than fair market value as determined by an independent appraisal. In some circumstances, if current appraisals are less than the original property purchase price, an owner may be eligible for compensation equal to the original purchase price.

In addition, CTA must provide financial assistance and relocation services, as required by federal regulations for property owners as well as commercial and residential occupants who must move because of the RLE Project.

How will CTA determine the purchase price for my property?

If CTA determines it is necessary to purchase your property for the RLE Project, it is required to hire an independent appraiser to inspect the property to determine fair market value. In that case, you, or a representative that you designate, will be invited to accompany the appraiser when the appraiser inspects your property. You or your representative may provide information about improvements to the property and any special features that may affect the value of the property such that these facts are considered in the appraisal.

What if I don't own this property but rent an apartment, or lease space for my business?

Non-owners who are leasing housing or commercial property that must be relocated because of the RLE Project are also protected by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If needed, CTA will provide financial assistance and relocation services to assist these residents and business owners in finding a new housing or business location.

If CTA acquires my property, will you provide me help in relocating?

If you are required to move, a relocation agent will contact you, answer your questions, and provide additional information about relocation assistance advisory services and relocation payments eligibility. The goal of the relocation agent is to facilitate a smooth transition to the replacement housing or business location.

What will happen next with the RLE Project?

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next five years for the RLE Project. This investment will allow CTA to complete the Final EIS and preliminary engineering over the next few years. CTA plans to apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase to pursue federal funding for construction of this project under the competitive federal "New Starts" program. Project development and securing full funding for the RLE Project

under this program is a multiyear, multistep process. Depending on funding availability and federal approvals, the earliest that the RLE Project is expected to begin construction would be in 2022, with service anticipated to start in 2026. Again, 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.



If I have additional questions about potential property acquisitions, who should I call?

Contact CTA's customer service department by telephone at 1-888-YOUR-CTA (1-888-968-7282), or by e-mail at RedExtension@transitchicago.com.

How can I learn more about the RLE Project?

You can learn more about the RLE Project and find updates on the status of the process on our webpage: www.transitchicago.com/RedEIS. To join the project contact list and get updates about the RLE Project, public meetings, and the status of environmental reviews, email RedExtension@transitchicago.com.



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



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AUTHORITY

Do you require assistance?

If you require an interpreter, including sign language services, or other accommodations at this open house, contact **Gerald Nichols, CTA Vice President, Community Relations**, at least 5 days before the open house at **(312) 681-3700** or GNichols@transitchicago.com.



You are invited to an Open House on the
Red Line Extension Project

CTA is proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment, which 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 continuing south to 130th Street.

The Preferred Alignment is a combination of the previously presented UPRR East and West Options. It would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement.

When and Where?

Tuesday, February 13, 2018 – 6:00 - 8:00 p.m.

Gwendolyn Brooks College Preparatory Academy
Main Gym (West Side of Building)
250 E. 111th Street, Chicago, IL 60628

**Please enter through Door 8. Parking available in rear of the building. Parking lot entrance via King Drive.*

This location served by CTA Bus #111, 4, 34, 111A, 115, and 119; and Metra Electric 111th Street (Pullman) Station.

Facility accessible to people with disabilities.

This meeting will be conducted in an open house format.

(888) YOUR-CTA (888-968-7282).

Para más información en Español, llame al
(312) 681-2828.



CTA has selected a Preferred Alignment for the Red Line Extension Project

You are invited to a Public Open House to learn more

CTA is proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street.
[Click here to learn more about the project.](#)

When and Where?

Tuesday, February 13, 2018

6:00 - 8:00 p.m.

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Main Gym (West Side of Building)
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The facility is accessible to people with disabilities.

In November 2016, CTA held a public hearing to obtain comments on the Red Line Extension (RLE) Draft Environmental Impact Statement (EIS), which documents the benefits and impacts of the two options of the project alignment under consideration.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. 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 continuing south to 130th Street. 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. The Preferred Alignment is a combination of the previously presented UPRR East and West Options. It would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement.

[Click here to learn more about the Preferred Alignment and see a map.](#)

CTA is hosting a public open house to provide information on the Preferred Alignment for the RLE Project. At the open house, you will learn more about the Preferred Alignment and anticipated project benefits and impacts. You will also have the opportunity to provide feedback. CTA welcomes your comments and feedback about the Preferred Alignment and potential impacts.

Do you require assistance?

If you require an interpreter, including sign language services, or other accommodations at this public hearing, contact Gerald Nichols, CTA Vice President, Community Relations, at least 5 days before the public hearing at (312) 681-3700 or GNichols@transitchicago.com.

Para más información en Español, llame al (312) 681-2828
Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

Thank you for your continued interest.

RLE Project Team
Chicago Transit Authority



CTA has selected a Preferred Alignment for the Red Line Extension Project

You are invited to a Public Open House to learn more

CTA is proposing to extend the Red Line 5.3 miles from 95th Street to 130th Street. [Click here to learn more about the project.](#)

When and Where?

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The facility is accessible to people with disabilities.

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received on the Draft Environmental Impact Statement.

[Click here to learn more about the Preferred Alignment and see a map.](#)

CTA is hosting a public open house to provide information on the Preferred Alignment for the RLE Project. At the open house, you will learn more about the Preferred Alignment and anticipated project benefits and impacts. You will also have the opportunity to provide feedback. CTA welcomes your comments and feedback about the Preferred Alignment and potential impacts.

Do you require assistance?

If you require an interpreter, including sign language services, or other accommodations at this public hearing, contact Gerald Nichols, CTA Vice President, Community Relations, at least 5 days before the public hearing at (312) 681-3700 or GNichols@transitchicago.com.

Para más información en Español, llame al (312) 681-2828
Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

Thank you for your continued interest.

RLE Project Team
Chicago Transit Authority

CTA Open House

Red Line Extension Project – Preferred Alignment

At the Red Line Extension (RLE) Project open house, you will learn more about the Preferred Alignment for extending the Red Line 5.3 miles from 95th Street to 130th Street and anticipated project benefits and impacts. You will also have the opportunity to provide feedback.

What's the Preferred Alignment?

Based on public feedback, technical analysis, and agency coordination, CTA has selected a Preferred Alignment that would run along the west side of the Union Pacific Railroad (UPRR) tracks from I-57 south to approximately 108th Place, then would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. The Preferred Alignment is a combination of the previously presented UPRR East and West Options. It would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement.

CTA welcomes your comments and feedback about the Preferred Alignment and potential impacts.

Tuesday, February 13, 2018

6pm to 8pm

Gwendolyn Brooks College Preparatory Academy*

Main Gym (West Side of Building – Please enter through Door 8)

250 E 111th St, Chicago, IL 60628

Note: This location is served by #4 Cottage Grove, #34 South Michigan, #111A Pullman Shuttle, #115 Pullman/115th, and #119 Michigan/119th buses and by the Metra Electric 111th St. (Pullman) station. Parking is available at the rear of the building, enter the lot via King Drive.

Learn more about the project at transitchicago.com/redeis.

*Facility accessible to people with disabilities

transitchicago.com

Customer Information: 1-888-YOUR-CTA (1-888-968-7282); CTA TTY: 1-888-CTA-TTY1 (1-888-282-8891)

Transit Information: 312-836-7000



Attachment 2 Media Articles

Date	Media Outlet	Article Title
January 26, 2018	Chicago Tribune	CTA determines path for proposed Red Line south extension to 130th Street
January 26, 2018	ABC7 Eyewitness News	CTA announces proposed path for Red Line extension to 130th Street, adding 4 new stations
January 26, 2018	Curbed Chicago	CTA reveals route, four new stations for Far South Side Red Line extension
January 26, 2018	Chicago Tribune	Five takeaways after CTA announces route for Red Line 'L' extension
January 26, 2018	Chicago Sun-Times	Route defined, where will city find \$2.3B to fund CTA Red Line extension?
January 26, 2018	Chicago Tribune	As officials plan Red Line extension, there's still no green to fund it
January 26, 2018	WGN-TV	CTA unveils proposed Red Line extension to 130th Street
January 26, 2018	CBS Chicago	CTA Announces Path For Red Line Extension
January 26, 2018	Mild Sauce News (blog)	News Catch Up • Steve Bannon to Speak at U Chicago, Red Line Extension & More
January 29, 2018	Chicago Magazine	Chicago Plans a Red Line Extension—But Could It Be Done Faster and Cheaper?
January 29, 2018	Patch Chicago	Mayor, CTA Announce 'Preferred Alignment' For Red Line Extension
January 29, 2018	Progressive Railroading	CTA unveils Preferred Alignment for Red Line extension
January 30, 2018	Railway Track & Structures	Preferred Alignment for CTA Red Line extension selected
January 30, 2018	Construction Dive	Chicago Transit Authority unveils details for \$2.3B rail extension
January 31, 2018	The Chicago Reporter	New Red Line extension plan would uproot fewer Far South Side homes
February 2, 2018	WLS AM	Community Spotlight Segment
February 5, 2018	The Columbia Chronicle	CTA proposes route for transportation desert
February 5, 2018	The Architect's Newspaper	CTA announces route of proposed Red Line expansion
February 7, 2018	Chicago Reader	Can the CTA and Metra play nice?
February 12, 2018	Chicago Tribune	Public invited to weigh in on CTA's planned Red Line extension on South Side
February 14, 2018	Streetsblog Chicago (blog)	South Siders Share Their Thoughts on the Red Line Extension Project
February 21, 2018	The Chicago Citizen	Minority Contractor will Contribute to Red Line Extension
February 26, 2018	In These Times	Chicago's Far South Side Is Finally Getting a Train—And It's Thanks to Decades of Organizing
February 28, 2018	Chicago Reader	Would far-south-siders be willing to swap the long-awaited Red Line extension for a cheaper, quicker solution?

CTA determines path for proposed Red Line south extension to 130th Street



An artists' rendering of the proposed 103rd Street Station of the CTA Red Line. (Chicago Transit Authority)



[Mary Wisniewski Contact Reporter](#) Chicago Tribune

The [CTA](#) has decided on a path for its proposed extension of the Red Line's south branch, bringing the long-discussed project one step closer to getting done.

The proposed route, which will be announced Friday, starts at 95th Street and would run along the west side of the Union Pacific Railroad tracks from I-57 south to about 109th Street. There it would cross the UP tracks and continue along the east side of the tracks until crossing Metra Electric tracks near 119th Street, and then continue south to 130th Street, the CTA said.

ADVERTISING

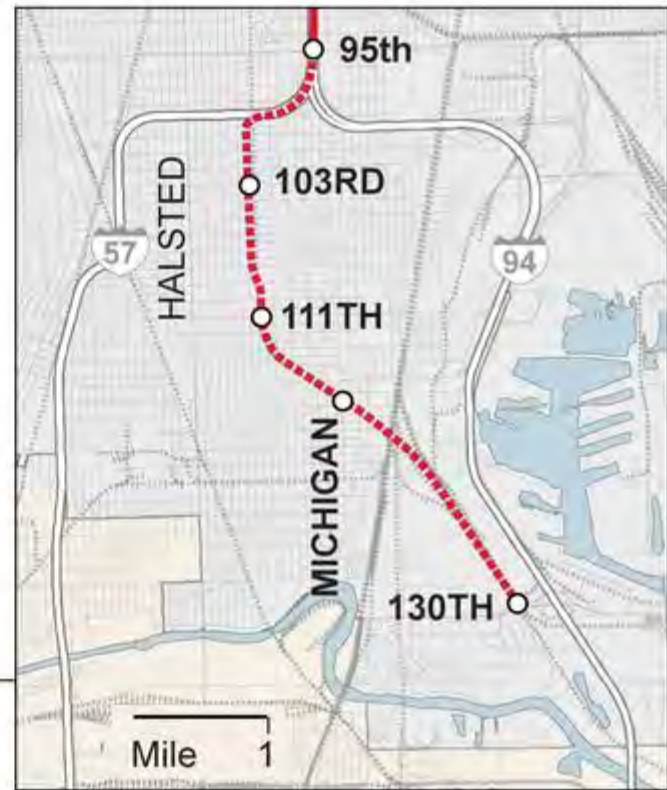
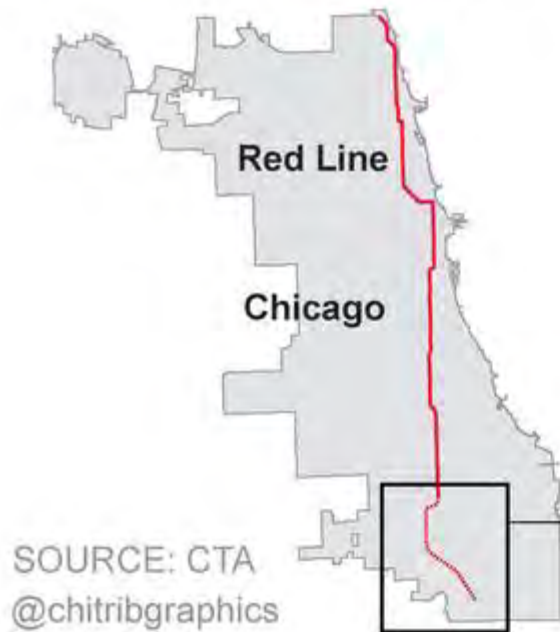
The 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue near 115th Street, and 130th Street with parking and bus connections.

The \$2.3 billion project, if it gets funding, would fill in what activists have called a "transit desert" on the city's Far South Side as well as south suburban Riverdale. The city has not created an extension of an "L" line since the Orange Line opened in 1993.

The alignment was based on community feedback on both options the agency received in late 2016, CTA officials said. The chosen path limits the number of properties the agency may need to acquire to up to 154 privately owned parcels, with 79 buildings and the rest vacant lots, CTA officials said.

The CTA will hold an open house on Feb. 13 from 6 to 8 p.m. at the Gwendolyn Brooks College Preparatory Academy gymnasium to present the alignment to residents. The agency then must publish a final environmental impact study to include further analysis of the path and some preliminary engineering work.

CTA Red Line extension route



CTA officials noted that the timing of the project is dependent on funding — the earliest construction would begin in 2022, and the project would take about four years.

The CTA would have to pursue federal and local funds for the project, which are tight, particularly since the Trump administration's stated budget priorities do not favor transit. A state law gave the city the authority to establish tax increment financing districts to fund four transit projects, including the Red Line extension, but no decision has been made to pursue TIF for the project, CTA officials said.

Tribune interviews with residents and business owners around the Union Pacific tracks south of 95th Street found wide support for the project, even if it results in displacement and noisy construction, because the communities need transit. The CTA said the line would save 20 minutes on a trip from 130th Street to the Loop.

mwisniewski@chicagotribune.com

Twitter @marywizchicago

<http://abc7chicago.com/traffic/cta-announces-proposal-extending-red-line-to-130th-street/2991561/>



TRAFFIC

CTA announces proposed path for Red Line extension to 130th Street, adding 4 new stations



Major changes planned for the CTA Red Line would make it a lot easier for thousands of people to get to work.

By [Diane Pathieu](#) and [Evelyn Holmes](#)

Friday, January 26, 2018

CHICAGO (WLS) --

Major changes planned for the CTA Red Line would make it a lot easier for thousands of people to get to work.

The Red Line is one of the busiest CTA lines, carrying 30 percent of all riders, and now it's expanding.

In a new proposal, the Red Line extension project would extend the Red Line, creating four new stations to the south near 103rd Street, 111th Street, Michigan Avenue, and 130th Street.

The extension's proposed route would start at 95th Street and would run along the west side of the Union Pacific Railroad tracks from I-57 south to about 109th Street. It would then cross up the UP tracks and continue along the east side of the tracks until crossing Metra Electric tracks near 119th Street before continuing south to 130th Street.

This new proposal, called "the preferred alignment" will limit the number of properties the CTA must purchase to build the rail extension.

The extension project will reduce commute times and provide easier access to the Red Line for Far South Side residents.

"I really appreciate the fact that they're extending it because for a lot of South Side people, it's a pain in the butt to get anywhere north using the Red Line," said CTA rider Kevin Hanna.

"I think it's going to be a great thing for Chicago. I am hoping that it would be better because I'm on the CTA every day, the CTA and Pace," said Red Line rider Christine Simmons.

City transit officials add that the project that could end up costing more than \$2 billion. It would take about four years to complete.

The city hasn't extended an "L" line since the Orange Line opened in 1993.

For more information, visit www.transitchicago.com/redeis/.

<https://chicago.curbed.com/2018/1/26/16935930/cta-red-line-extension-130th-street>



[SOUTH SIDE](#)

[CHICAGO TRANSPORTATION](#)

CTA reveals route, four new stations for Far South Side Red Line extension

The news brings the long-discussed project one step closer to reality

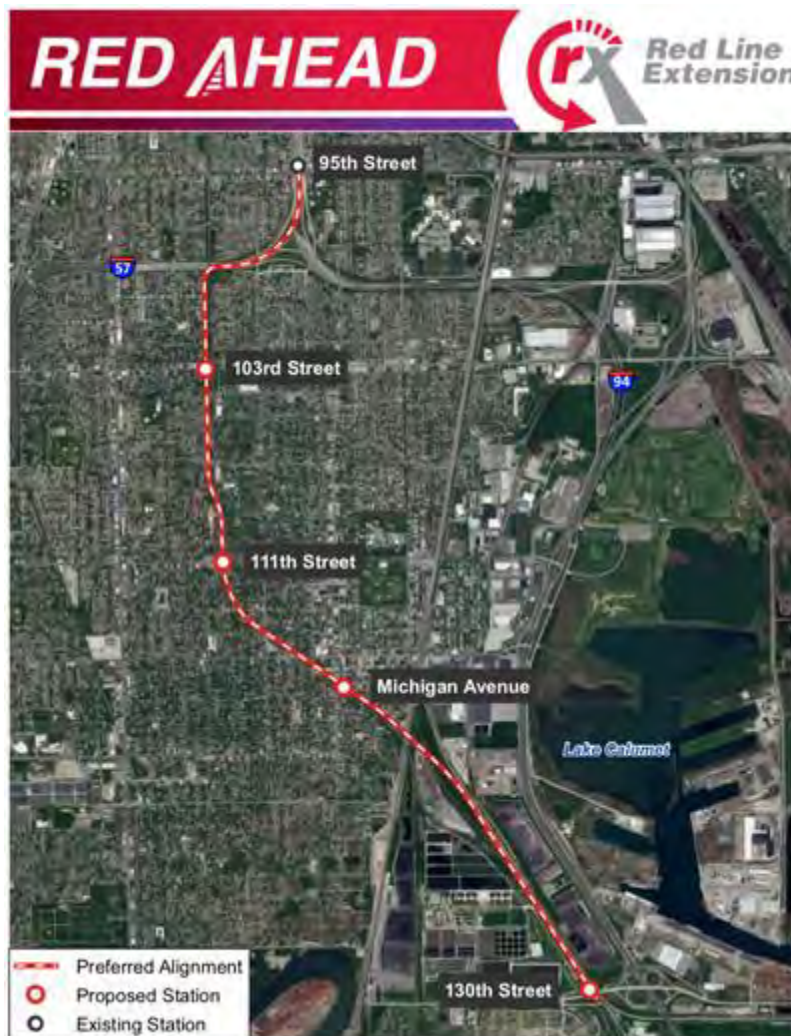
By [Jay Koziarz](#) Jan 26, 2018, 1:13pm CST



A rendering of new station at 103rd Street. *City of Chicago*

The planned extension of the Chicago Transit Authority's Red Line from 95th Street south to 130th Street took a big step forward Friday as officials announced the proposed path for the long-overdue transit improvement project.

Departing from the soon-to-be-revamped [95th Street terminal](#), the “preferred alignment”—or route—would run along the west side of the Union Pacific Railroad line to about 109th Street. From there, it would move to the east side of the U.P. tracks and continue south, cross the Metra Electric tracks near 119th street, and finally terminate at 130th Street.



A map showing newly announced track alignment for Chicago's southern Red Line extension. *City of Chicago*

According to the CTA, the final alignment was reached based on feedback from the community and a desire to acquire as few private properties as possible. While [earlier iterations](#) of the extension could have consumed as many as 259 parcels, the current plan limits acquisitions to 154 privately owned lots, reports the [Chicago Tribune](#).

In addition to 5.3 miles of new track, the extension calls for the creation of four new stations at 103rd Street, 111th Street, Michigan Avenue near 115th Street, and—of course—a 130th Street terminal in the Far South Side community of Riverdale.

The news is a key milestone for an infrastructure project that will bring vital rail service to residents of Chicago's Far South Side as well as "the jobs and economic opportunities that go with it," said Mayor Emanuel in a statement.

Construction on the \$2.3 billion undertaking is dependent on funding and will require the CTA to seek financing from both local and federal governmental sources. The creation of a transit-specific Tax Increment Financing district for the project is a possibility, but so far no decision regarding TIF has been made.

If the city can secure funding, construction could begin in 2022. Once underway, the project will take an estimated four years to complete. In the meantime, the CTA will complete an environmental impact study required to apply for more than \$1 billion in federal money.

An open house to present details of the alignment plan to local residents has been set for Feb. 13 at 6 p.m. at the Gwendolyn Brooks College Preparatory Academy gymnasium at 250 E. 111th Street.

[View image on Twitter](#)





[Mayor Rahm Emanuel](#)

Today we are taking a major step towards extending the [@cta](#) Red Line from 95th Street to 130th Street to improve access to jobs and promote economic development.

[11:12 AM - Jan 26, 2018](#)

Chicago Tribune

Five takeaways after CTA announces route **for Red Line 'L'** extension



CTA Red Line trains at the 95th Street CTA station in Chicago on Jan. 26, 2018. (Antonio Perez / Chicago Tribune)
[Mary Wisniewski](#) and [Lisa Donovan](#) [Contact Reporter](#) Chicago Tribune

The [Chicago Transit Authority](#) announced Friday where exactly they'll carve a path to extend the Red Line from 95th Street to 130th Street in Chicago.

That doesn't mean they're ready to break ground on the project, which city officials have talked about for more than 40 years. There's the issue of money

(the city hasn't secured any) and bureaucracy (there's plenty) when any major public project is launched. Extending the Red Line south of the current 95th Street terminus — in the middle of the Dan Ryan Expressway — will likely be no different. Some takeaways:

ADVERTISING

1. It's a \$2.3-billion project and city officials haven't secured the bulk of that. It's doubtful that President Donald Trump's infrastructure plan, expected to be rolled out in coming days, will offer much relief. His spending priorities suggest he's not high on public transportation. State and city coffers aren't exactly flush. And while there's much talk of involving the private sector, investors would be unlikely to see the CTA as something that offers a big return.
2. It doesn't hurt Mayor Emanuel, who was at a Friday news conference announcing the route, to make a big splash even as planning inches along. It's re-election time and he's trying to court the African-American vote.
3. If the CTA secured the money tomorrow, groundbreaking wouldn't begin until 2022 at the earliest because the city will need to do an environmental analysis and engineering work. The agency also must buy, and in some cases demolish, residential and retail buildings to make way for the 5.3 mile-elevated train extension.
4. Speaking of real estate, there's the looming question of whether neighborhoods along the route will draw speculators and drive up real estate prices. Will this mirror what's happening along The 606? Only time will tell.
5. With four new train stops along the extended route, planners expect 42,000 new passengers a day. Trains may be even more crowded than they are now, but the CTA says that commuters traveling from 130th Street to downtown will save about 20 minutes. Now, it takes about 58 minutes to ride the bus to the 95th Street stop and take the train downtown.

The story has been corrected to reflect the planned Red Line extension would run from 95th Street to 130th Street.

<https://chicago.suntimes.com/chicago-politics/analysis-route-defined-where-will-city-find-2-3b-to-fund-red-line-extension/>

CHICAGO SUN-TIMES

Route defined, where will city find \$2.3B to fund CTA Red Line extension?

CHICAGO 01/26/2018, 04:47pm



Mayor Rahm Emanuel looks on as CTA President Dorval Carter discusses a plan to extend the Red Line's south branch from 95th Street to 130th Street during a press conference near 103rd and Harvard, Friday, Jan. 26, 2018. The 5.3-mile extension would add four new stations near 103rd Street, 111th Street, Michigan Avenue near 115th Street and 130th Street, and is estimated to cost \$2.3 billion. | Ashlee Rezin/Sun-Times

Fran Spielman

[@fspielman](#) | [email](#)

Mayor Rahm Emanuel says the idea of extending the CTA's Red Line from its south terminus at 95th Street all the way to 130th has been "talked about ad nauseam" and it's time to stop talking and start delivering.

But what the mayor delivered Friday was more talk.

Sure, he's further along than any of his predecessors, having chosen a specific route for the 5.3-mile extension and secured \$85 million for engineering and environmental studies.

The route would run along the west side of the Union Pacific Railroad tracks from I-57 south to about 109th Street, then cross over to the east side of the UP tracks until it crosses the Metra Electric tracks near 119th Street before continuing south to 130th Street.

ANALYSIS

Four new stations would be built – near 103rd Street, 111th Street, Michigan Avenue near 115th Street and 130th Street. Displacement would be limited to 154 privately owned parcels that include 79 buildings.

But what good is a route if you don't have the \$2.3 billion needed to build a project that would open in 2026 at the earliest?

“We're gonna talk about making sure that the federal and state partners are a part of this. We're looking at... multiple different ways of funding it. I'm not gonna tell you yet because this is the first step,” Emanuel said Friday.

Earlier this week, Emanuel described President Donald Trump's proposed infrastructure program as “fairy dust.”

Can “fairy dust” from a president with whom Emanuel has been engaged in a year-long war of words help pay for a \$2.3 billion project?

“I'm confident we will have the resources and secure the resources because of the significance of the project and the investment the city is willing to make,” the mayor said.

“I'm not relying on everybody else. But they have to do their part — like they have in every other project we have done.”



This is the proposed route of the South Side Red Line expansion.

Fourteen months ago, the City Council set a go-it-alone precedent that lets the state and federal governments off the hook when it comes to mass transit projects.

Aldermen hastily authorized a transit tax-increment-financing (TIF) district in a race to nail down \$1.1 billion in federal funds to modernize the CTA's Red Line before then-President Barack Obama left office.

CTA President Dorval Carter Jr. said it's too early to talk about using a transit TIF, Emanuel's slow-starting Infrastructure Trust, an increased ride-sharing fee or "any another other innovative funding stream" to bankroll the Red Line extension.

"The TIF legislation was really a stop-gap measure because I didn't have a state capital plan and I was going to lose hundreds of millions of dollars in federal funding if I didn't get that commitment. It was never intended to be the foundation to meet all of our capital needs," Carter said.

Emanuel was elected in 2011 on the strength of the African-American vote and re-elected in 2015 with help from black voters who forgave him for closing a record 50 public schools.

He has spent the last two years trying to rehabilitate an image with black voters that took a beating after his handling of the Laquan McDonald shooting video.

As he prepares to ask Chicago voters to give him a third chance, Emanuel desperately needs to show some kind of progress toward delivering on his 2011 promise to extend the Red Line South to 130th.

The handful of African-American aldermen who joined Emanuel in Roseland's Block Park at 103rd and Harvard were asked whether Friday's route announcement would be enough of a political boost.

"Anything you can show you're doing to keep your promises and bring development into under-served areas is a great thing. The 95th Street station will also help," said Ald. Howard Brookins (21st).

"Even though there was some controversy with respect to the Englewood high school, that situation helps because it shows he's willing to put money into African-American communities, which is a criticism he gets from a lot of people in the community."

Ald. Carrie Austin (34th) flatly predicted that the project long promised and desperately needed to give Far South Side residents the mass transit parity and quick access to jobs they have long deserved "is going to happen in my time" in the City Council.

"I believe in the mayor's tenacity. He stays on it. He never lets it linger and linger...He can shake some trees"—even under Trump, Austin said.

Ald. Anthony Beale (9th) added, “This is a promise made over 40 years ago...This is another victory, another step closer to where we need to be to get this thing under construction.”

See RAHM EMANUEL’s full statement on the CTA Red Line extension: <https://youtu.be/ZT8CueDjejo>

Chicago Tribune

As officials plan Red Line extension, there's still no green to fund it



The 5.3-mile \$2.3 billion Red Line extension, in a CTA proposal announced Jan. 26, 2018, would fill in what community activists have called a “transit desert” on the South Side. (Antonio Perez / Chicago Tribune)
Mary Wisniewski, William LeeChicago Tribune

For Yolanda Christian, news that the [CTA](#) has chosen a path for its extension of the Red Line from 95th to 130th streets was music to her ears.

“They’ve been talking about this since I was a child,” said Christian, 45, who lives in the Altgeld Gardens complex on the city’s Far South Side. She said she and her neighbors must endure long bus rides just to get to the train to get to downtown jobs. “I think we really need this.”

ADVERTISING

The 5.3-mile, \$2.3 billion Red Line extension would be built on both the west and east sides of the Union Pacific Railroad tracks — a long stretch of it west of Wentworth Avenue in Chicago and end in the city’s Riverdale neighborhood, the CTA announced on Friday. The extended line would fill in what community activists have called a “transit desert” on the South Side.

But now that the CTA has an idea about where to put the elevated train extension, the big question is how to pay for it.

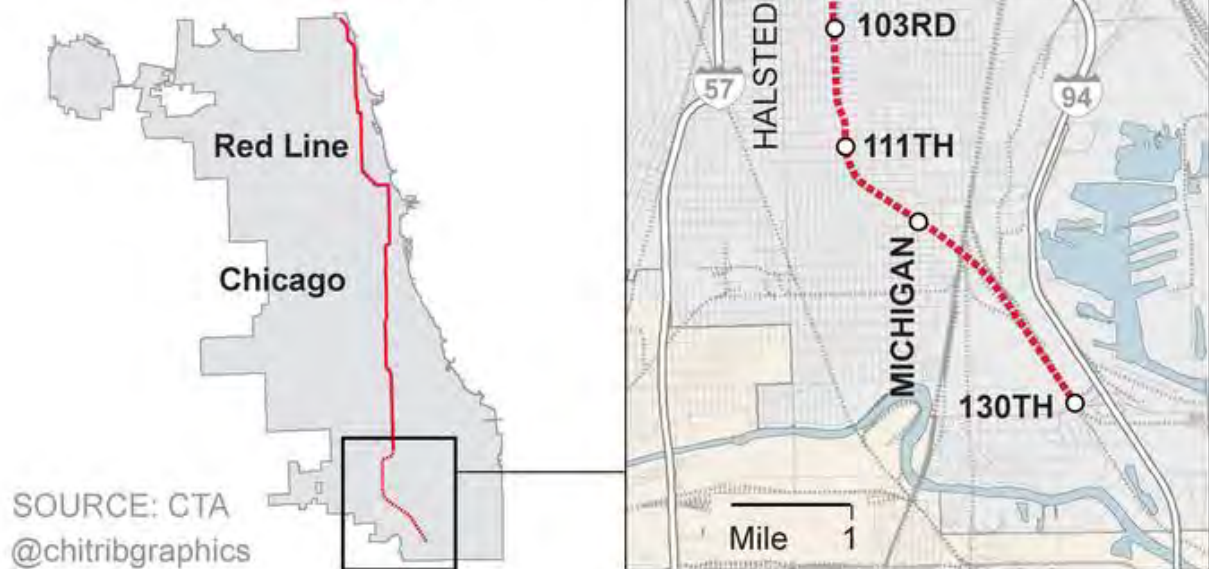
The CTA was able to fund half the \$2.1 billion Red and Purple Line modernization project through a federal grant in the last days of the administration of President Barack Obama, a Chicagoan and transit supporter. The rest of the project is being funded by tax increment financing in growing, populous and affluent North Side communities.

But the CTA will be seeking Red Line extension funding in a totally different environment — President Donald Trump had expressed hostility toward Chicago, and his stated budget priorities show little interest in transit. The cash-strapped state has cut back on transit operating funds and has not had a capital bill since 2009. And a transit TIF in the poorer and less populous far South Side is unlikely to be as lucrative as it would be up north.

Despite these prospects, both Mayor Rahm Emanuel and CTA President Dorval Carter were upbeat about upcoming efforts to secure a mix of federal, state and local funding for the project at a news conference on Friday near the site of a proposed new 103rd Street train station, one of four planned stops on the extension.

Carter noted that after decades of talk about the Red Line extension, the CTA is now putting real money into it — it has secured \$85 million in federal, state and local funding for preliminary work, including engineering and an environmental analysis, which it needs to complete to get money for the project.

CTA Red Line extension route



“There is a federal process we have to go through to get the federal funding,” Carter told reporters. “I intend to pursue that process. The timeline is going to be driven much more by our ability to get the state capital funding that we need to make the project happen than by whether or not there are federal resources to support it.”

Emanuel said the project has economic merit and is just the type the state and the U.S. Department of Transportation want to see, though it is too early to talk about it with Transportation Secretary Elaine Chao.

“That would be premature at this point — what we just announced is the planning,” Emanuel said. He said now is the time to proceed with the

extension plans, since the CTA finished the \$425 million Red Line South reconstruction in 2013 and is now completing a massive \$280 million building of the 95th Street station.

Ald. Anthony Beale, whose 9th ward will be served by the extension, told the Tribune he'll be excited when he sees shovels in the ground. He noted that the extension had originally been promised by Mayor Richard J. Daley more than 40 years ago.

CTA Chairman Terry Peterson said he would not underestimate Emanuel's "creativity" in finding the money.

The newly proposed path would start at 95th Street and run along the west side of the Union Pacific Railroad tracks from I-57 south to about 109th Street. It would then cross the UP tracks and continue along the east side of the tracks until crossing Metra Electric tracks near 119th Street, and then continue south to 130th Street, the CTA said.



Rendering of the planned 103rd Street CTA station, all part of the proposed Red Line extension on the South Side (CTA)

In addition to a stop near 103rd Street, the CTA plans new stations near 111th Street, Michigan Avenue near 115th Street and 130th Street.

The route could require acquisition of up to 154 privately owned parcels, including 79 buildings. The CTA would be able to acquire the parcels through eminent domain, which allows a government entity to take properties for public use, after paying the owners. The price for the acquisitions is not yet known, CTA spokeswoman Tammy Chase said.

The CTA will hold an open house on Feb. 13 from 6 to 8 p.m. at the Gwendolyn Brooks College Preparatory Academy gymnasium to present the alignment to residents.

The earliest construction would begin in 2022, and the project would take about four years.

The [Chicago Metropolitan Agency for Planning](#), the region's planning organization, identified the Red Line extension in its GO TO 2040 plan as a capital project of "regional significance." CMAP Executive Director Joe Szabo said in a statement that the next regional plan, ON TO 2050, coming out in June, will include strategies for securing money for high-priority projects in light of declining state and federal resources.

Elizabeth Williams, a 56-year-resident of the area near the 95th Street terminal, said she is hopeful that now is the right time for the extension, though she did express some concerns that the project would displace numerous businesses and longtime homeowners.

"I'd hate to see people who lose their homes, especially older folks that own their homes," Williams said.

Carter acknowledged that there would be disruptions from the project, but said there would also be great benefits to the community, including transit-oriented development opportunities and other economic development. The project also is expected to create about 6,200 jobs, the CTA said.

Emanuel said there is disruption now, caused by people having to waste time taking buses to the train. “If you don’t have to take a bus to a train, that means you have more time with your children,” he said.

mwisniewski@chicagotribune.com

wlee@chicagotribune.com

Twitter @marywizchicago, @midnoircowboy

<http://wgntv.com/2018/01/26/cta-to-unveil-proposed-red-line-extension-to-130th-street/>



CTA unveils proposed Red Line extension to 130th Street

POSTED 7:06 AM, JANUARY 26, 2018, BY [WGN WEB DESK](#), [NANCY LOO](#) AND [JULIAN CREWS](#), UPDATED AT 05:29PM, JANUARY 26, 2018



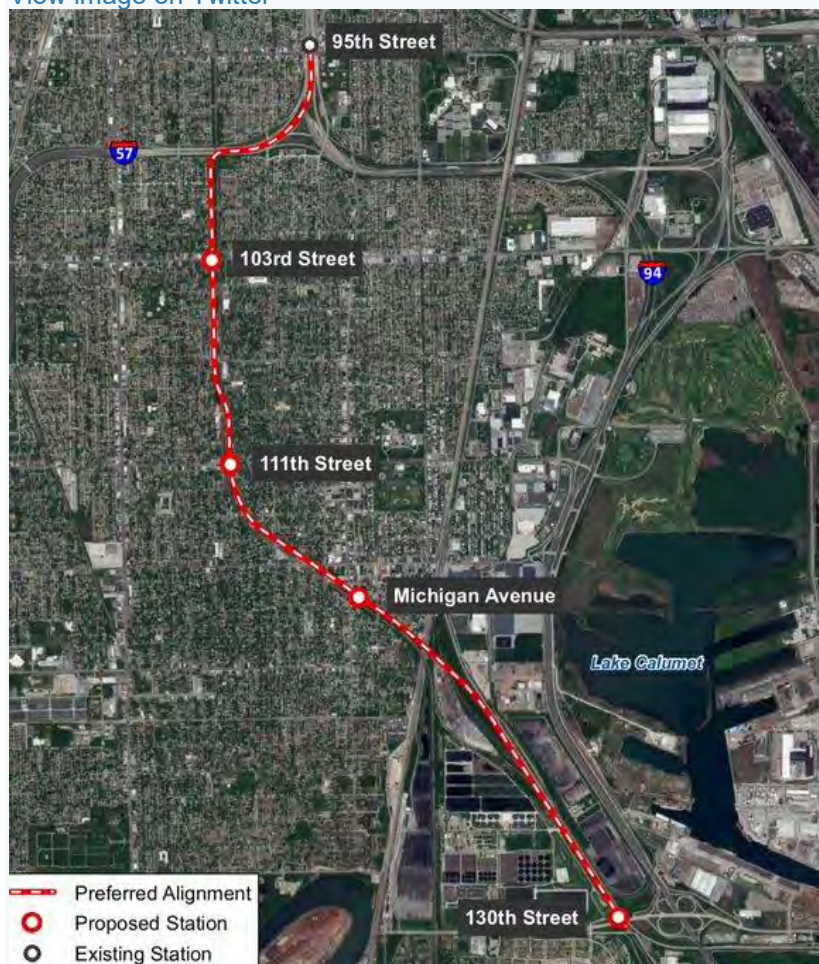
CHICAGO -- The CTA and Mayor Rahm Emanuel have unveiled a plan today to extend the Red Line on the city's South Side.

Right now, the last stop on the south end of the Red Line is 95th Street.

But a new proposal will extend the line to 130th Street.

The five-mile extension would include four new stations: 103rd Street, 111th Street, Michigan Avenue, near 115th Street and 130th Street.

[View image on Twitter](#)



[Nancy Loo](#)

The [@cta](#) and [@ChicagosMayor](#) set to announce this proposed extension of the [#RedLine](#). You like? Details coming up [@WGNMorningNews](#).

4:33 AM - Jan 26, 2018 · [CTA - 95th/Dan Ryan](#)

Construction could begin in 2022 and it's expected to cost \$2.3 billion.



[http://chicago.cbslocal.com/video/3799408-cta-announces-path-for-red-line-extension/Latest Videos](http://chicago.cbslocal.com/video/3799408-cta-announces-path-for-red-line-extension/Latest%20Videos)



CTA Announces Path For Red Line Extension

City officials have released their plan for extending the Red Line about 5 miles further south, one of the largest capital improvement projects in CTA history. CBS 2's Mike Puccinelli reports.

<https://mildsauce.co/news/2018/01/26/news-catch-%E2%80%A2-steve-bannon-speak-csu/>



NEWS CATCH UP • STEVE BANNON TO SPEAK AT U CHICAGO, RED LINE EXTENSION & MORE

JAKE KREZ JANUARY 26, 2018

0 COMMENTS 0

It's been a long week with highs and lows as disparate as January temperatures around Chicago and Mild Sauce is here to round up some of the headlines that matter to you with some added context. In this edition of the News Catch Up, we take a look at a proposed talk with Steve Bannon at the University of Chicago, new developments going up in the West Loop and a proposed extension to the Red Line. Check it all out below and be sure to catch our morning show, The Three Piece on [Mild Sauce Radio](#) for more news and commentary, Saturday mornings at 11 AM CST.

Steve Bannon to Speak at University of Chicago

Over the last couple of years conversations revolving around who can and cannot speak on college campuses has once again made it's way into the national audience. Following students at the University of California-Berkeley protesting the likes of controversial speakers like Milos Yiannopoulos, the University of Chicago has decided to allow former Breitbart News Editor and White House Chief Strategist under Trump.

The decision, announced this week, is an important one that puts U of Chicago on the right side of history in the new-age of "designer news" where folks can pick and choose what to believe and expose themselves to. The decision however did not come without opposition. protests popped up on campus Thursday and several professors signed a letter to President Robert Zimmer. U of C, though, appears to be standing strong amidst a climate that has seen even DePaul wilt in the face of over-eager censorship based on feelings rather than rationale.

In an Editorial, the Chicago Tribune summed it up perfectly: "If this involved practically any other college in America, we'd be concerned the administration might buckle under the protests, and concoct some reason to disinvite Bannon to preserve harmony. There's a pattern in place, from Berkeley to DePaul and beyond, of universities squelching controversial speaker events, especially those involving people on the political right. It's part of the larger cultural movement of trigger warnings and safe spaces that believes kids on campus have a right to be protected from ideas that offend them.

Thankfully, the U. of C. thinks differently."

Indeed. While there's little doubt that a man that first associated himself with, and the was summarily fired by Donald Trump will say anything substantive, he does deserve the right to speak if given the opportunity. While colleges across the country participate in the undermining of the first amendment and journalism ethics in general, University of Chicago is standing as a beacon of how to handle these situations in a mature manner.

More High-Rises Slated for West Loop

The boom in the West Loop doesn't seem to be stopping any time soon. This week, plans were announced for yet another set of high-rises in the quickly-developing area just left of the Loop. Developer Sterling Bay showed off plans for four new buildings that will essentially look to gut whatever sense of the neighborhood still exists and lean full-heartedly into Rahm Emanuel's Tech hard-on, glossing the area in more glass and quick-pour concrete as local developers tug at the pants-leg of Amazon.



The plans are expansive to say the least. Extending north along Green Street from Randolph. Included in the plans are 19 and 20-story buildings on either side of Green St. where Coyne College currently stands. It and the parking lot across the street were purchased for \$25 million last year. Included as well are proposals for a seven-story mixed-use building at 345 N. Morgan and a 21-story office building at 360 N Green, the latter the first new development north of the Metra tracks.



It's apparent that the deep-pocketed developers that have long dictated the migration of Chicagoans are once again hedging their bets, this time for the possibility of Amazon choosing the Fulton Market corridor for its HQ2 headquarters. Despite the fact that may be a long-shot and the other persistent reality of Chicago losing more population than

the rest of the country every year, lets keep our fingers crossed these get done before the bubble pops. Head over to [Curbed](#) for a more in-depth look at the project and our recurring feature, [Cranes In The Sky](#).

CTA OK's First L Extension Since 1993

An area of the city long-considered a “transit-desert” by activists may be getting some relief, as the Chicago Transit Authority announced plans for a \$2.3 billion extension of the Red Line south to 130th St. The project, if approved for funding, would be the first extension of any ‘L’ since opening the Orange Line in 1993.

The extension follows a redevelopment of much of the south side Red Line stations which took place in 2012 and will bring transportation options to a large swath of neighborhoods that are largely without any. The 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue near 115th Street, and 130th Street with parking and bus connections that would extend as far south as suburban Riverdale.

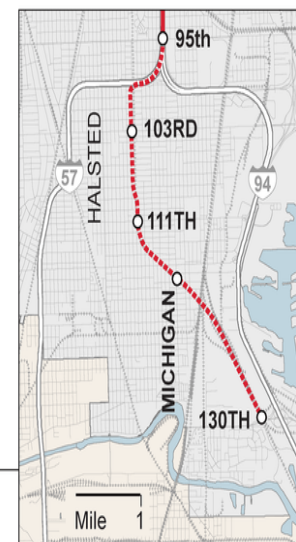
According to the *Tribune*, “The CTA will hold an open house on Feb. 13 from 6 to 8 p.m. at the Gwendolyn Brooks College Preparatory Academy gymnasium to present the alignment to residents. The agency then must publish a final environmental impact study to include further analysis of the path and some preliminary engineering work.”

If all goes according to plan, the earliest date to break ground is 2020 with at least four years needed to finish the construction.

'A Red Line tension route



'A Red Line tension route



<http://www.chicagomag.com/city-life/January-2018/Chicago-Plans-a-Red-Line-ExtensionBut-Could-It-Be-Done-Faster-and-Cheaper/>

CHICAGO MAGAZINE

Chicago Plans a Red Line Extension—But Could It Be Done Faster and Cheaper?

The city has finally announced its preferred route from 95th Street to 130th Street. But with the Trump infrastructure plan looking unfavorable, will the Metra Electric option get a hearing?

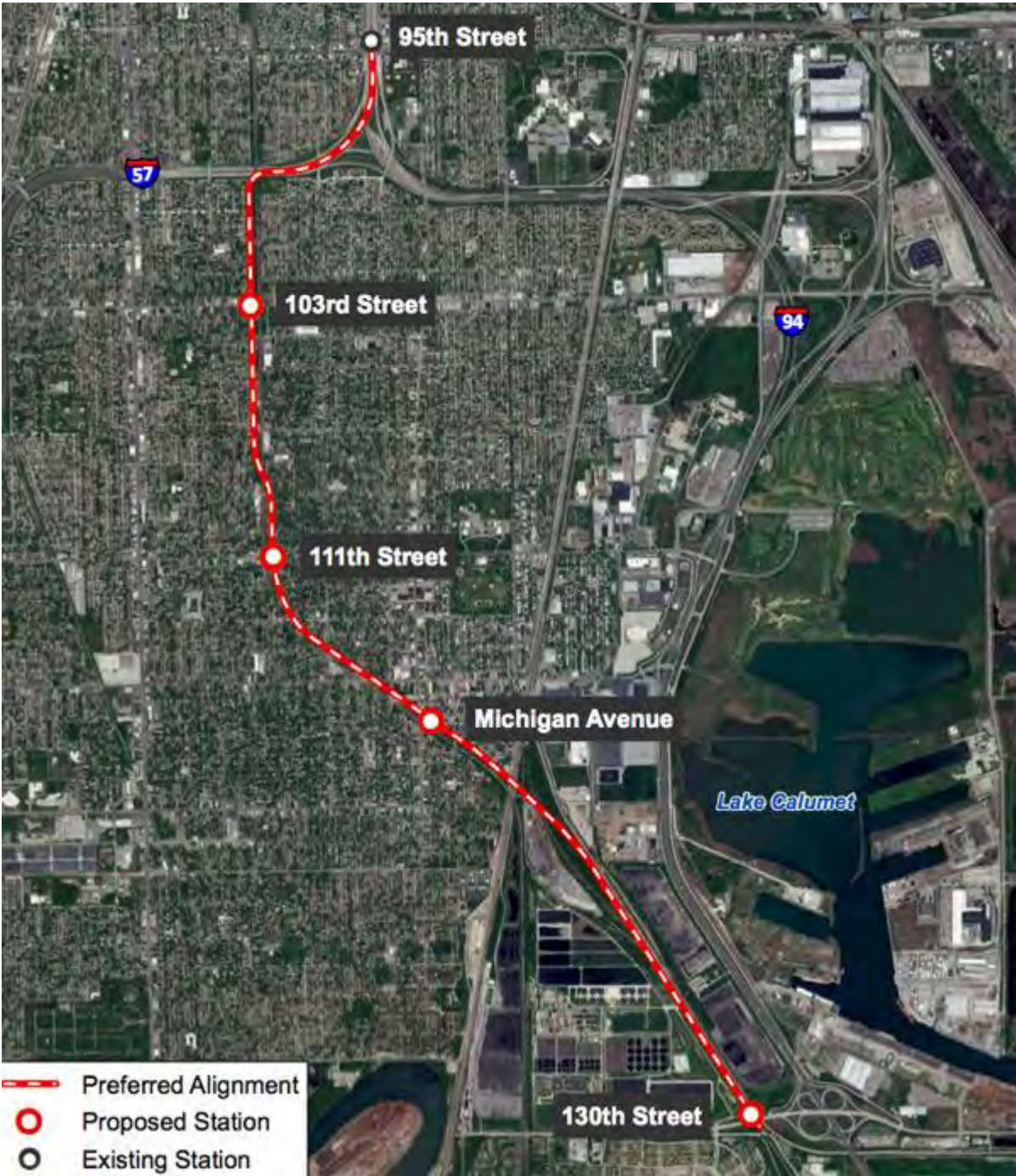
BY WHET MOSER

PUBLISHED JAN. 29, 2018



What the (proposed) 103rd Street station on the (proposed) Red Line extension could look like by 2026 (at the earliest). PHOTO: CITY OF CHICAGO

The city announced its planned route for the long-discussed extension of the Red Line, which would be extended from its current South Side terminus at 95th Street down to 130th Street in between Lake Calumet and the Little Calumet River. Here's where they want to run it.

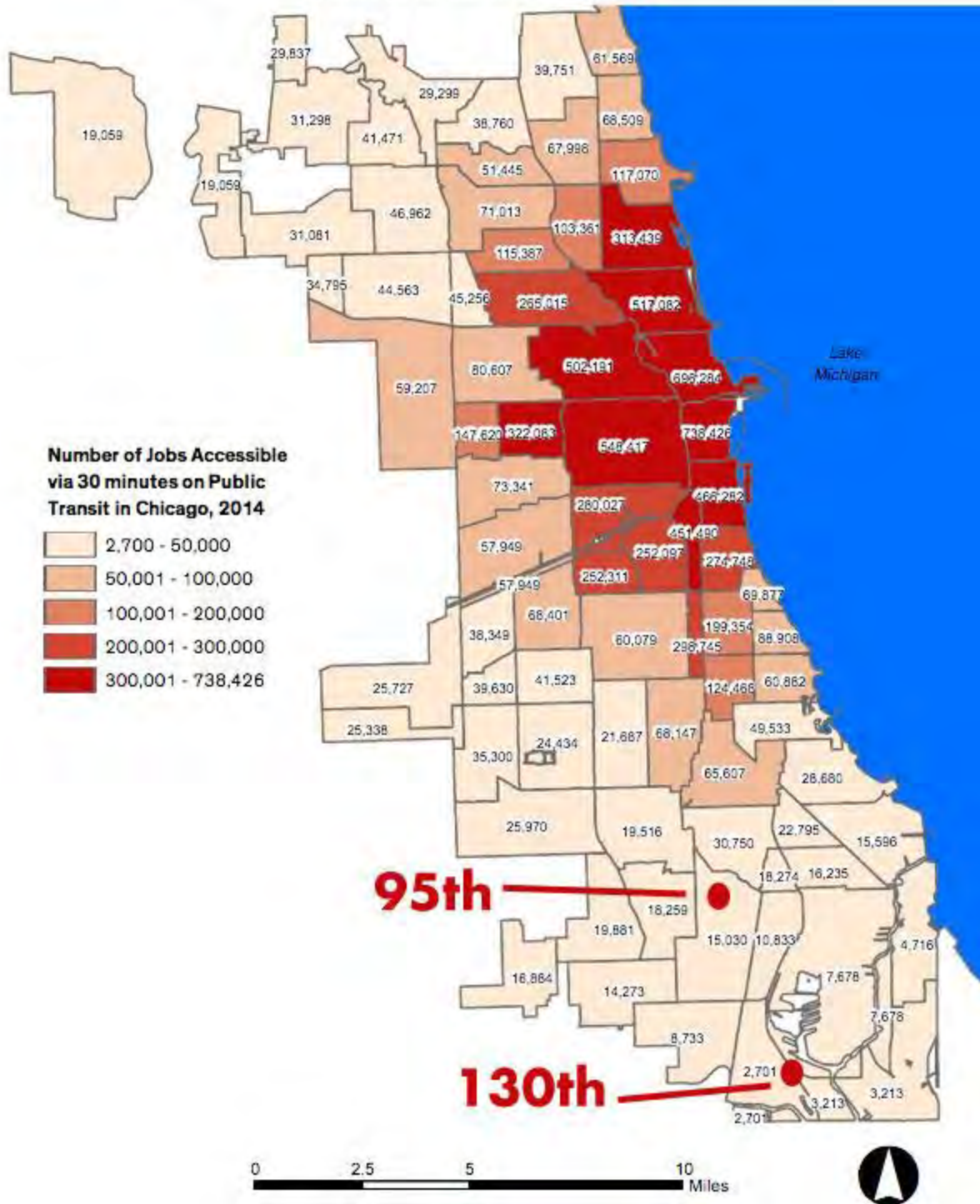


The city says it would be a 5.3-mile extension costing \$2.3 billion dollars, \$1 billion of which would come from the federal government.

The *Tribune* reports that it will shave off about 20 minutes from a commute from 130th Street to the Loop. That sounds about right: According to Google Maps, it's 28 minutes from the 95th Street Red Line Station to State & Lake. Currently to get from the approximate location of the proposed 130th Street station, it's a short walk and then a half-hour, 49-stop bus ride from Ellis Avenue and 131st Street to get to the 95th Street terminus.

One map gives a sense of how that could affect commuters. It's from a UIC-Great Cities Institute report on jobs and unemployment for youth, and it shows the number of jobs available within a half-hour commute of anywhere in the city. The 130th Street station would border the two community areas with the fewest number of jobs (as of 2014) available within a half-hour commute: 2,701. I've annotated it with the location of the 95th Street station and the proposed 130th Street station.

Map 11: Number of Jobs Accessible via 30 minutes on Public Transit in Chicago by Chicago Community Areas, 2014



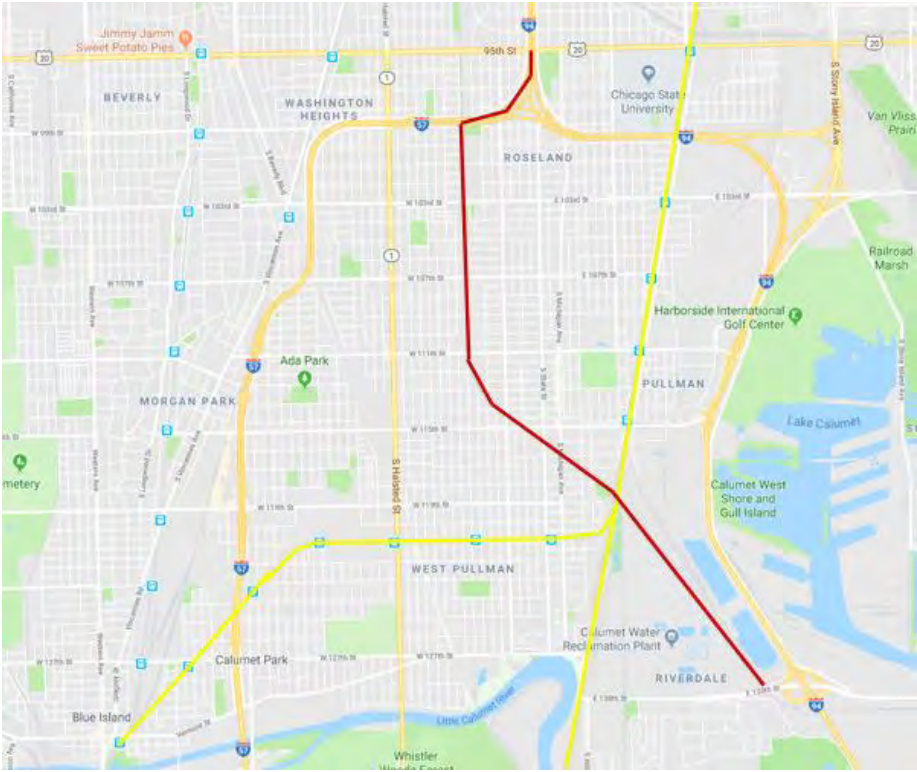
The 130th Street station would be on the border of Riverdale, which, the *Tribune's* Alexia Elejalde-Ruiz reported in 2016, has the most economic hardship of any Chicago community area: a per-capita income below \$7,500 and

unemployment of 40 percent. Faster and more reliable public transit could be a considerable benefit for the far South Side neighborhood.

But there’s likely to be some pushback. The proposed route would cost the city over a billion dollars, and the additional federal money is up in the air: The White House’s infrastructure adviser said Trump’s infrastructure plan "will not include any new revenue to pay for \$200 billion of new federal spending," and apparently focus more on bringing non-federal money to the table. So, a near-50-percent match may not be realistic in the near future, and the situation could change again between now and 2022, the earliest time the city says it could begin.

Meanwhile, transit advocates have been pushing a proposal for many years that would convert the Metra Electric lines into something that functions more like the L, with greater frequency and a longer operating day, than the infrequent commuter rail pattern it runs on now.

The Metra Electric is highlighted in light yellow, the proposed Red Line extension in red. They cover similar territory.



If you wanted to take the Metra from Blue Island to Millennium Station on a Monday morning, the train leaves at 6:15, 6:40, 6:58, 7:20, 7:35, and 8 a.m. The last one will get you downtown by 8:56. After the 8 a.m. train, there's not another one for two hours and 18 minutes. The next trains are 12:18, 2:18, 4:18, 5:38, 6:38, and 7:41 p.m. And that's it for the rest of the day.

Going from downtown to Blue Island? The last train arrives in the latter at 8:23 p.m. It's a rush-hour train that mostly benefits 9-to-5 workers and doesn't really serve the night shift at all.

This case has been made many times. Sandy Johnston wrote a thorough piece about it for *South Side Weekly* last year. Steven Vance considered the idea for Streetsblog in 2016. As Johnston points out, and as you can see from the map, there are a *lot* of stations for the Metra Electric running through the Red Line extension area, far more than your typical Metra line—because it used to have L-level frequency and serve a rapid-transit-like purpose before it was absorbed by the RTA and run on a commuter-rail schedule.

Daniel Kay Hertz wrote that such a conversion would cost about \$27 million per mile, compared to about \$434 million per mile (including federal funding) for a Red Line extension. As Alon Levy writes in *CityLab*, the latter number is pretty average for American subway/elevated rail projects, which is far more expensive than European ones. If the \$27 million-per-mile estimate is correct, that's less than half the cheapest new American construction Levy cites, a \$65 million per mile light-rail project in Phoenix.

The *Tribune's* Mary Wisniewski reported that the idea “has drawn the interest of Mayor Rahm Emanuel, who has asked the head of the Regional Transportation Authority to facilitate discussion on the issue.” It hasn't gotten far enough along to serve as a replacement to the Red Line extension, apparently. At Streetsblog, John Greenfield thinks the reason is that “they believe that it will be easier to prize a federal grant out of the Trump administration than get CTA and Metra to play nice.”

If the Red Line extension does happen, it wouldn't necessarily obviate the Metra Electric conversion; the North Side has comparable north-south L density and it's a good tie-in with the Obama Library. But much as CTA and the Metra have had trouble integrating their services, transit funding is likely to run into a headwind under the Trump administration's infrastructure plan. Yonah Freemark noted that it requires value capture financing for transit funds, such as property value increases that would pay for its cost through a tax-increment finance mechanism; as Greenfield points out, that might not be a realistic goal for a Red Line extension. In this quite realistic scenario, the city might have to wait for a different administration, or do some heavy relationship counseling for the metro's two public-rail agencies.

<https://patch.com/illinois/chicago/mayor-cta-announce-preferred-alignment-red-line-extension>



Mayor, CTA Announce 'Preferred Alignment' For Red Line Extension

Expanded rail service to the far South Side will improve access to jobs and opportunities, city officials say.

By [Carrie Frillman](#), Patch Staff | Jan 29, 2018 1:16 am ET



CHICAGO -- Mayor Rahm Emanuel and the Chicago Transit Authority (CTA) last week announced that the agency has selected a preferred alignment for

the Red Line Extension (RLE) — a project that will extend the Red Line to 130th Street from 95th Street.

The RLE project will provide new access to rail service for Far South Side residents, connecting them to affordable housing, jobs, services and educational opportunities.

"Today we are taking a major step towards extending the Red Line to 130th Street and delivering the jobs and economic opportunities that go with it," Mayor Emanuel said. "By extending the Red Line south we are strengthening Chicagoans' connections to each other, to opportunity and to the world."

The proposed 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street. Each of the new stations would include bus and parking facilities. The project is expected to create an estimated 6,200 jobs.

After taking into consideration extensive public feedback, technical analysis and other factors, the CTA selected a route for the RLE project that would:

[Subscribe](#)

- Begin the extension at 95th Street and run along the west side of the Union Pacific Railroad tracks from I-57 south to approximately 109th Street;
- 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.

"We are happy to introduce our preferred alignment for the Red Line Extension, a transformational project that will expand rail service to Chicago's southernmost communities and create better access to jobs, education and opportunities," CTA President Dorval R. Carter, Jr. said. "We made this

selection based on feedback from the community, and look forward to moving forward on this project."

The preferred RLE alignment would provide all the benefits of new rail service for the area while minimizing the impact on local businesses and homes. The alignment is a hybrid of two previously considered alignments—the East and West Options, named for where they were located next to existing freight railroad tracks—and offers the best of each while limiting the number of properties CTA must purchase to build the rail extension. The selected alignment also takes advantage of several large parcels of land that are currently vacant and will allow for economic development opportunities.

The project is a key part of Mayor Emanuel and CTA's "Red Ahead" investment in its busiest rail line that includes the \$425 million Red Line South Reconstruction that was completed in 2013 and the ongoing \$280 million construction of a new 95th Street Terminal, which will be completed in 2018.

What's next?

The CTA will host a public open house on February 13, 2018 from 6 p.m. until 8 p.m. at the Gwendolyn Brooks College Preparatory Academy gymnasium (250 East 111th Street, Chicago, Illinois) to present the alignment to the community.

CTA officials will produce a final Environmental Impact Study (EIS) that will include further preliminary engineering work and will analyze impacts of the proposed alignment. This engineering work is required before CTA can apply for more than \$1 billion in federal funds to support the RLE project, estimated to cost \$2.3 billion.

CTA officials expects to apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase of this project, a necessary step to pursue federal funding for the project under the competitive federal "New Starts" program. For more information on the Red Line Extension project, visit transitchicago.com/redeis.

https://www.progressiverailroading.com/passenger_rail/news.aspx?id=53785

Progressive RAILROADING

Rail News: Passenger Rail

CTA unveils preferred alignment for Red Line extension



Rendering of the 103rd Street Station on the extension
Photo – Chicago Transit Authority

The Chicago Transit Authority (CTA) last week announced its preferred alignment for the proposed Red Line rail extension, which calls for extending the route from 95th Street to 130th Street.

The chosen route would begin at 95th Street and run along the west side of Union Pacific Railroad tracks from Interstate 57 to 109th Street. Then, the route would cross UP tracks and run along their east side until crossing the Metra Electric tracks near 119th Street.

From there, the route would continue south to 130th Street.



The preferred alignment is a hybrid of two previously considered alignments.
 Source – Chicago Transit Authority

The 5.3-mile Red Line extension would include four stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street. Each new station would include bus and parking facilities.

The CTA chose the preferred alignment after taking into account public feedback, technical analysis and several other factors, agency officials said in a press release.

The alignment is expected to provide the benefits of a new rail service while minimizing the impact on local homes and businesses. Agency officials will host an open house Feb. 13 to present the route to the community.

The CTA will produce a final environmental impact study that will include additional preliminary engineering work, which is required before the agency can apply for more than \$1 billion in federal funding. The extension would cost an estimated \$2.3 billion.

CTA officials also expect to apply to the Federal Transit Administration for entry into the project development phase — a necessary step to pursue federal funding under the competitive "New Starts" program.

In October 2016, the agency published the draft environmental impact statement for the Red Line extension.

<http://www.rtands.com/index.php/passenger/commuter-regional/preferred-alignment-for-cta-red-line-extension-selected.html?channel=281> Preferred alignment for CTA Red Line extension selected

RT&S

Written by [Kyra Senese, Managing Editor](#)



CTA

The Chicago Transit Authority (CTA) has selected a preferred alignment for the Red Line Extension (RLE) project, which is set to extend the Red Line to 130th Street from 95th Street.

The RLE project is intended to provide new access to rail service for the city's Far South Side residents, CTA said.

"Today, we are taking a major step towards extending the Red Line to 130th Street and delivering the jobs and economic opportunities that go with it," Chicago Mayor Rahm Emanuel said. "By extending the Red Line south we are strengthening Chicagoans' connections to each other, to opportunity and to the world."

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 feature bus and parking facilities, as well.

The CTA said it received extensive public feedback and technical analysis regarding the RLE project.

The transit authority selected a route for the project that would:

- Begin the extension at 95th Street and run along the west side of the Union Pacific Railroad tracks from I-57 south to approximately 109th Street

- Cross the Union Pacific Railroad tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street
- Continue south to 130th Street

"We are happy to introduce our preferred alignment for the Red Line Extension, a transformational project that will expand rail service to Chicago's southernmost communities and create better access to jobs, education and opportunities," CTA President Dorval R. Carter, Jr. said. "We made this selection based on feedback from the community, and look forward to moving forward on this project."

The CTA said the preferred RLE alignment would minimize the effects on local businesses and homes and takes advantage of several large, vacant sections of land that will enable economic development opportunities.

The RLE project is part of Mayor Emanuel and CTA's "Red Ahead" plan for the Red Line that includes the ongoing \$280 million construction of a new 95th Street Terminal, which is set for completion in 2018.

The CTA also said the project is expected to facilitate more than 6,000 jobs.

CTA will host a public open house on Feb. 13 to present the alignment to the community. The transit authority is set to produce a final Environmental Impact Study (EIS) that will include further preliminary engineering work and analyze impacts of the proposed alignment.

The engineering work must be completed before CTA can apply for more than \$1 billion in federal funds to support the project, which has an estimated cost of \$2.3 billion.

CTA said it intends to apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase of this project, which would allow the transit authority to pursue federal funding for the project under the competitive federal "New Starts" program.



BRIEF

Chicago Transit Authority unveils details for \$2.3B rail extension

AUTHOR

Kim Slowey [@kimslowey](mailto:kimslowey)

PUBLISHED

Jan. 30, 2018

Dive Brief:

- The Chicago Transit Authority (CTA) announced new milestones in its planned 5.3-mile, \$2.3 billion Red Line rail extension project, according to [Curbed Chicago](#).
- The CTA made one of the most critical decisions — that is, the route the new line will follow — a choice that officials said would necessitate the fewest private property purchases. The authority also announced the location of four new stops.
- The CTA is expected to apply for federal and local funding, but it might create a transit-specific Tax Increment Financing (TIF) district as well. If the city can come up with the money and meet other requirements, construction could start in 2022.

Story continues below

Dive Insight:

Even though officials admitted the project faced some obstacles, Dorval Carter, CTA president, said in 2016 that the project could be life changing for those in need of educational and employment opportunities.

Chicago has a few other transportation projects in the works as well, including the \$2.1 billion Red and Purple Modernization (RPM) rail initiative. That project entails



station improvements, new tracks and other upgrades. The CTA secured a \$1 billion Federal Transit Administration (FTA) grant for this project but only after the city approved a TIF. Before President Donald Trump took office, the Chicago City Council sped up approval of the project so that the FTA under former President Barack Obama would make the decision.

In December, the CTA chose three companies to bid on the project with the intention of starting construction in 2019.

Another project in the planning stages is an express transportation system between downtown Chicago and the city's O'Hare International Airport. One of the bidders on the project is Elon Musk's Boring Company. Musk has not offered specifics on what his plan will look like, but the project guidelines call for a public-private partnership-type relationship where the winning bidder will finance, operate and maintain the system.

The specifications also require a system design that can move commuters between Chicago and the airport in no more than 20 minutes. Musk told his Twitter followers that a Hyperloop system and the accompanying vacuum wouldn't be necessary for such a short trip, which has left onlookers wondering if the Boring Company will present a proposal for a skate system like it has in mind for a high-speed transportation tunnel system under Los Angeles.

Recommended Reading:

-  [Curbed Chicago CTA reveals route, four new stations for Far South Side Red Line extension](#) 

<http://www.chicagoreporter.com/new-red-line-extension-plan-would-uproot-fewer-far-south-side-homes/>

THE CHICAGO REPORTER

New Red Line extension plan would uproot fewer Far South Side homes

By  [La Risa Lynch](#) | January 31, 2018



Photo by Yingxu Jane Hao

Shari Henry's 101st Street home, which her parents bought in 1970, will no longer need to be acquired and demolished under the CTA's new proposal to extend the Red Line.

Shari Henry breathed a sigh of relief at the news.

The home she shares with her mother will not be taken to make way for the planned Red Line extension to the city's southern limits. She and her mother had been in a holding pattern since they received a letter in 2016 from the Chicago Transit Authority stating that their home was among 248 that [could be acquired](#) for the project. The Henry family home was among 94 privately owned properties that ended up being spared in CTA's final plan, announced late last week. Only 154 properties will have to be acquired.

"Just so much has been on hold because we've haven't known," said Henry, whose parents bought their house in the Fernwood neighborhood in 1970 after leaving the Dearborn Homes housing development. She had been putting off installing a new roof. "There was no need to do a roof if the house was going to be taken, if it was going to be torn down."

CTA Public Hearing

Tuesday, Feb. 13, 2018

6 – 8 p.m.

Gwendolyn Brooks College Preparatory Academy gymnasium

250 East 111th St.

Chicago, IL 60628

The preferred alignment to extend the Red Line will be presented to the community. Comments can be submitted at: RedExtension@transitchicago.com.

CTA's initial proposal included options for building the extension on either the east or west side of the Union Pacific Railroad tracks that stretch through the Far South Side. But the agency decided to use a hybrid of the two options: The elevated transit line will run west of the Union Pacific tracks from I-57, running partly on a grassy parkway, to 109th Street. There, it will cross over to the east side and continue south to the last of four new stops, at 130th Street in the Riverdale community.

The Henry's home was spared by the use of that 4-block stretch of green space. The majority of line will run along the east side, which is mostly residential but has more vacant properties that could be used for economic development.

But other residents will still be uprooted from their homes or businesses. Mims Donald will have to uproot the family-owned business that is in the extension's path. He has operated Donald's Auto Repair at the corner of West 115th Street and South Lafayette Avenue since his family first bought the business in 1976. CTA has proposed to build one of the four new stations in the area.

Still, Donald believes the extension is a good thing. "I'll be glad to see something coming in that improves the neighborhood," said Donald. "I am all for anything in this neighborhood that is going to help it."

Donald lived in the community for more than 30 years before moving to Calumet City. He said Roseland is not the same great neighborhood he once grew up in.

“Things just steady been going down because people can’t get any jobs,” he said. “Anything that is going to improve for people to get better jobs and have better transportation to get downtown ... I am all for it. I can establish another business some other place. I am not gonna stand in the way.”

Donald is optimistic about the development as well as getting a fair price for his property. But other residents have been skeptical about the [potential impact of the project on home value and the prospects for economic development](#). The area has long suffered from a lack of jobs, poor transit options to employment, and disinvestment as blacks moved in and whites fled to the suburbs during the 1950s and 60s.

RELATED



[Far South Side homeowners question Red Line extension’s impact on property values](#)

The city’s history of residential segregation has kept home values down. Coupled with the recent housing crisis, experts say homeowners may not get their original purchase price for their homes once the city begins acquiring properties. Home prices in Roseland, Riverdale and other Far South Side communities fell further during the housing crisis and recovered more slowly compared to the rest of Chicago.

Ald. Anthony Beale, whose 9th Ward encompass the majority of the Red Line extension, recognizes the residents’ concerns about getting a fair price for their property but says residents will get a fair shake.

“Nobody is coming out of this short-handed, and I am gonna make sure of that,” said Beale. He called the hybrid alignment a win-win for the community that minimizes displacement.

Beale is optimistic about the project, which has been more than 40 years in the making, but says he cannot get excited until the funding is secure. City and CTA officials expressed confidence about securing additional federal and state funding and have already secured \$85 million for engineering and environmental work. The earliest construction would begin in 2022. The project would take four years to complete.

The 5.3-mile extension will include four new stations with park 'n ride lots and bus connections, on 103rd Street, 111th Street, 115th and Michigan Avenue, and 130th Street. [Studies](#) have shown that on average property values near transit tend to increase. But areas suffering from low home values for a long time may not see an immediate increase. Instead, home values may rise steadily many years down the road.

Henry doesn't see that happening where she lives. Her home is two blocks from the proposed station at 103rd Street. CTA's 95th Street station, which now serves as the end of the line, is [all the proof she needs](#). Though it is CTA's busiest station, 95th Street itself has struggled economically. The station is currently undergoing a \$280 million renovation.

"There has not been an increase in businesses around that area, and it's been there for years," Henry said. "So we can only hope that we fair a little better with an L station on 103rd."

<http://www.wlsam.com/2018/02/02/connected-to-chicago-2-4-2018/>



Connected to Chicago (2-4-2018)

Feb 2, 2018 | tbravo



Bill Cameron sits down with former Governor, and current candidate for Attorney General, Pat Quinn. They discuss the current situations with “the dreamers,” and why Quinn wants to be Attorney General. Quinn shares his thoughts on Donald Trump, and Bruce Rauner thus far. He also talks about health care, recreational marijuana use, criminal justice reform, sexual harassment in Springfield, and the current Gubernatorial race.

In this week’s round table segment, Bill Cameron is joined by Ray Long of the Chicago Tribune, Greg Hinz of Crain’s, and Lynn Sweet of the Chicago Sun Times. The round table reacts, and shares their thoughts on the current Gubernatorial race. Other topics include DACA, and “the dreamers,” and the round table’s reaction to Donald Trump’s State of the Union Address.

This week’s community spotlight segment with John Dempsey is on the extension of the CTA Red line south to 130th street.

THE COLUMBIA CHRONICLE

CTA proposes route for transportation desert

- [Savannah Eadens, Metro Reporter](#)
- Feb 5, 2018



A proposed extension route to the CTA red line will extend the southbound ending from 95th/Dan Ryan to 130th.

[Erin Dickson | CHRONICLE](#)

The anticipated Red Line Extension project route proposed by the Chicago Transit Authority promises minimal community damage during construction and thousands of new jobs. But questions about how it will be funded still linger.

The project proposal, announced Jan. 26, is designed to provide new access to rail service for far South Siders. The 5.3-mile extension from its southern tip, 95th Street, would include four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street, according to a Jan. 31 email interview with Jon Kaplan, a CTA spokesman.

“[The extension will] connect far South Side residents to affordable housing, jobs, services and educational opportunities,” Kaplan said. “The four new stations can help foster economic development in the area and serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts.”

CTA chose the route after public feedback from the community, and construction’s scheduling still depends on funding. The earliest construction would begin in 2022, and the project would take about four years and cost about \$2.3 billion, according to Kaplan.

Kyle Whitehead, government relations director at Active Transportation Alliance, said the extension is a long-overdue project that has been discussed for decades.

The timeline of the project is typical for a major transportation construction, Whitehead said, but the challenge will be securing funds from state and federal administrations that are trying to spend less on transportation.

“We’re advocating for public dollars to be spent because it is important to have direct spending at every level of government on public transit,” Whitehead said. “That pays dividends for our communities towards economic development, public health and the environmental benefits that come with major transit projects like this one.”

The extension at 95th Street will run along the west side of the Union Pacific Railroad tracks from I-57 south to about 109th Street, then cross the railroad tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street, where it will continue to 130th Street.



“From [ATA’s] perspective as advocates, the service will be similar regardless of which routes they chose,” Whitehead said. “The most important thing is that a route has been chosen and the project is entering the next stage.”

The South Side has long been considered a transportation desert, and the lack of public transit has hindered its communities, Whitehead said.

“While this investment would not completely solve the problem, it could dramatically change the situation for people, businesses and organizations,” Whitehead said. “But it’s important that people living there are benefiting from it and a part of the process of determining how their community is going to be changed and affected by this project.”

CTA will host a public open house at 6 p.m. on Feb. 13 at the Gwendolyn Brooks College Preparatory Academy gymnasium, 250 E. 111th St., to present the plan and get feedback from residents and business owners, Kaplan said.

+2



[Erin Dickson | CHRONICLE](#)

P.S. Sriraj, director of the Urban Transportation Center at the University of Illinois at Chicago, said the city needs to look carefully into how the project may change the “flavor” of the neighborhoods. Railways have historically had a positive economic impact on communities, but gentrification cannot be predicted, Sriraj said.

“The only negative with improvement and accessibility [to the Red Line] is that some people may be bought out or forced to move, and it may end up happening in a manner that we might not recognize it,” Sriraj said. “With improvements in accessibility we have to question: Who will be the beneficiaries of those?”

<https://archpaper.com/2018/02/cta-announces-route-of-proposed-red-line-expansion/>

THE
ARCHITECTS NEWSPAPER

CTA announces route of proposed Red Line expansion

By [MATTHEW MARANI](#) • February 5, 2018

[Midwest Transportation](#)



A rendering of the proposed Red Line expansion is pictured here. (Courtesy CTA)

On January 26, the [Chicago Transit Authority](#) announced its ideal path for the proposed expansion of the city's Red Line south branch. The expansion, the system's first since 1993, is a major aspect of Mayor Rahm Emanuel's "[Red Ahead](#)" initiative to modernize and lengthen

Chicago's busiest train line. Over 240,000 Chicagoans ride the city's Red Line on an average weekday, representing over 40 percent of "L" ridership.



Map of the proposed Red Line expansion. (Courtesy CTA)

The “Red Ahead” initiative has already delivered tangible improvements to the second largest transport system in the country. Currently, a [transit terminal](#) designed by Chicago-based Exp. is rising on 95th Street, the current southern terminus of the Red Line. The \$280 million project entails the renovation of the existing North Terminal and the construction of an entirely new South Terminal, with the intended goal of increasing passenger capacity for existing and future commuter demand. The renovated and expanded station will also include two new public artworks by Chicago-based artist [Theaster Gates](#), and is expected to open in 2018.

[The Chicago Tribune](#) reports that the proposed route runs from 95th Street, along the preexisting Union Pacific freight tracks, to 130th Street. This route will expand the Red Line by 5.3 miles, add four new stations, and is estimated to cost \$2.3 billion. State and local funding for the project is not yet fully realized, and considering the budget priorities laid out by the Trump administration’s recently-[leaked infrastructure plan](#), crucial federal funding remains precarious at best. The earliest the project will break ground is 2020, with an approximate four-year construction timeline.

The new stations, located on 103rd Street, 111th Street, Michigan Avenue, and 130th Street, will feature bus and parking facilities as a measure to decrease vehicular congestion within the greater Chicago area. As noted by [NBC Chicago](#), the 5.3-mile extension primarily serves Chicago’s [Far South Side](#), an area currently designated as a “transit desert” due to its lack of public transport.



A proposed station within the South Side context. (CTC)

Expanding transportation opportunities in Chicago's South Side could dramatically impact the area's residents. According to [CBS Chicago](#), the extension of the Red Line could shave 20 minutes off the commute from the Far South Side to Downtown Chicago, boosting the accessibility of affordable housing in the area. Although transportation projects tend to draw the ire of community groups, interviews conducted by the *Chicago Tribune* with residents and businesses across the proposed Red Line expansion reveal widespread support for the transit initiative.

According to [Progressive Railroading](#), a final environmental impact study for the project will be released following a February 13 open house with the surrounding community. Following the study, the CTA can apply for over \$1 billion in federal funding.

If funding is secured for the extension of the Red Line, the CTA will still have to contend with the approximately 150 private parcels along the proposed route. The financial and logistical hurdles are great, but the large-scale expansion of Chicago's "L" could prove a boon to residents and city alike.

<https://www.chicagoreader.com/chicago/cta-red-line-extension-metra-electric-line/Content?oid=42058971>

READER

Can the CTA and Metra play nice?

Benefits of increased cooperation could include fare integration and an alternative to the costly Red Line expansion.

By [John Greenfield @greenfieldjohn](#)



• BOBBY SIMS

On January 26, when Mayor Rahm Emanuel and the CTA unveiled the route for the \$2.3 billion extension of the Red Line from 95th Street to 130th Street, the big question was where the heck the CTA would get the money from. City officials said they planned to apply for more than \$1 billion in federal grants for the project. Trouble is, White House infrastructure adviser DJ Gribbin says that Donald Trump's forthcoming \$200 billion infrastructure bill won't include any new revenue and will cut existing transportation funding—specifically, Amtrak and public transit.

For decades transit experts and advocates have pushed for a much cheaper, quicker solution to bring rapid transit to the far south side. The Metra Electric District route, aka the Electric Line, runs more or less parallel to the Red Line and makes eight stops within Roseland, Pullman, and other neighborhoods that would be served by the four extension stations, which are planned near 103rd, 111th, Michigan at 115th, and 130th Streets. Currently the Electric Line runs sporadically during nonrush periods. Running it more frequently, offering, say, 24-hour service at 15-minute intervals, and integrating its fare system with the CTA could likely be done at a fraction of the cost of the extension.

It could also be done a lot more quickly. The proposed project involves acquiring about 150 properties and building elevated tracks and stations. According to the CTA, it won't be fully operational until 2026 at the earliest, and work won't begin until 2022. The Electric Line conversion, which would only require retrofitting existing infrastructure, could almost certainly be completed sooner.

It's too bad the CTA and Metra don't play well together. It's not just that the CTA primarily serves the city, Metra the suburbs. Like the RTA and Pace, each of these transit agencies has its own board of directors—Emanuel appoints the majority of CTA board members, while most of the Metra directors are chosen by politicians from Republican-controlled suburban county boards. On top of that, the CTA and Metra compete with each other for funding and ridership.

The agencies insist that they get along just fine. "We see a cooperative relationship," said spokeswoman Susan Massel of the overseeing Regional Transit Authority, noting that the CTA, Metra, and Pace collaborated on the regional transit strategic plan the RTA approved in January. It calls for \$30 billion in funding for transit infrastructure projects in the region, and Massel says all four agencies have committed to lobbying together for a steady annual revenue stream of \$2 to \$3 billion for capital investments.

But transit advocates argue that this cooperation is the exception that proves the rule.

"There are well-documented and systemic governance and financing problems that make the lack of cooperation between transit agencies predictable," said Active

Transportation Alliance executive director Ron Burke. "From the slow journey to a universal fare card, to funding decisions not tied to a strategic transit vision for the region, to the inability to convert the Metra Electric into a CTA-style service in Chicago, these shortcomings are a function of systemic problems."

Center for Neighborhood Technology executive director Scott Bernstein noted that the CTA and Metra still vie with each other for infrastructure grants from the Federal Transit Administration. "They don't lobby together and they don't put in joint applications, so in what way could you say that they aren't competing in that regard?"

Bernstein said he'd also like to see the RTA, the CTA, and Metra, which each have separate programs for promoting transit-oriented development, work together on this front, something that could not only save money but potentially attract more private-sector investments.

CTA spokeswoman Catherine Hosinski and Metra spokesman Michael Gillis point to the new Loop Link bus rapid transit corridor and the new Union Station Transit Center, which make it easier to transfer from Metra trains to CTA buses, as one example of the agencies' cooperation. And they maintain that the region already has an integrated fare payment system of sorts—the Ventra smartphone app lets CTA and Metra riders add value to their cards and permits Metra passengers to purchase tickets onboard without a surcharge.

Metropolitan Planning Council director Audrey Wennink noted that in some parts of the region the CTA and Metra vie for a larger cut of local sales tax revenue. Of course, they also compete for revenue from customers, and Wennink said it's understandable the agencies are dragging their feet about really integrating fares as opposed to merely sharing the Ventra app. "If a rider who transfers from Metra to CTA only has to pay a small transfer fee and not the full CTA fare, as is the case now, who absorbs that loss in revenue?" she asked.

One thing the agencies and the advocates can agree on is that much of the competition between the CTA and Metra is due to a factor beyond the agencies' control: there isn't sufficient investment in transit. "The funding pie needs to be bigger so we are both adequately funded," Gillis said. Instead, Illinois's budget deal last summer included cuts to state funding for the CTA, Metra, and Pace. As a result, all three systems raised fares this year. Metra also reduced service on some lines, including the Electric Line's Blue Island and South Chicago branches.

Wennink offered a few suggestions for increasing transit funding, including boosting the state gasoline tax—which has been stuck at 19 cents since 1990—and possibly

switching to a distance-based driving tax in the future, so that revenue doesn't decrease as more people switch from conventional cars to hybrid electric vehicles.

"Ultimately, if the transit agencies weren't so underfunded and not fighting for their lives, they might have more capacity to think creatively," Wennink said. v

John Greenfield edits the transportation news website [Streetsblog Chicago](#).

<http://www.chicagotribune.com/news/ct-met-cta-hearing-red-extension-20180212-story.html>

Chicago Tribune

Public invited to weigh in on CTA's planned Red Line extension on South Side



The 5.3-mile \$2.3 billion Red Line extension, in a CTA proposal announced Jan. 26, 2018, would fill in what community activists have called a “transit desert” on the South Side. (Antonio Perez / Chicago Tribune)
Elvia MalagonChicago Tribune

The public will get a chance to check out plans, ask questions and even offer their own two cents about plans to extend the Red Line south of 95th Street at a Tuesday night open house hosted by the [CTA](#).

The event will not include a formal presentation, but CTA staff will be on hand to answer questions from 6 p.m. to 8 p.m. Tuesday at the Gwendolyn Brooks College Preparatory Academy gymnasium at 250 E. 111th Street.

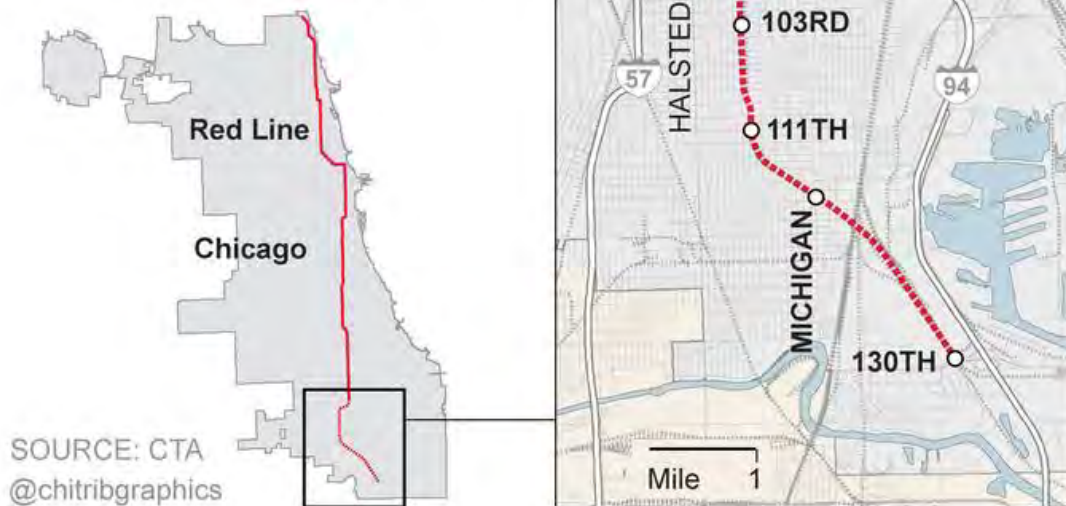
ADVERTISING

Last month, [the CTA announced the planned route](#) for a 5.3-mile Red Line extension through the Far South Side in an area some activists have deemed a “transit desert.” But questions loom about how to pay for such a huge project.

The proposed path starts at 95th Street and would run along the west side of the Union Pacific Railroad tracks from Interstate 57 south to about 109th Street, according to the CTA. From there the line would cross the Union Pacific Railroad tracks and continue along the east side of the tracks until crossing Metra Electric tracks near 119th Street, the CTA says. Then trains would continue south to 130th Street in Chicago’s Riverdale neighborhood.

The proposed plan includes four new stations: 103rd Street, 111th Street, Michigan Avenue and 130th Street.

CTA Red Line extension route



In the past, community activists have called the area the line would extend to a “transit desert” because residents often have to take long bus rides to access trains headed to the Loop.

At Tuesday’s event, the focus of discussion will be on the preferred path and how the project may affect residents, the CTA said in an email. Residents can give the CTA written and oral feedback on the extension.

Funding for the project remains uncertain; the transit agency has secured federal, state and local funding to do preliminary work such as an engineering and an environmental analysis. Construction likely would not begin before 2022, and the entire project could take about four years to complete.

Those who cannot attend the open house can visit www.transitchicago.com/redeis for more information, including details about properties the CTA could acquire to move the project forward.

emalagon@chicagotribune.com

Twitter @ElviaMalagon

<https://chi.streetsblog.org/2018/02/14/south-siders-share-their-thoughts-on-the-red-line-extension/>



South Siders Share Their Thoughts on the Red Line Extension Project

- By [James Porter](#)
- [Feb 14, 2018](#)



[THIS POST IS SUPPORTED BY](#)



Attendees look over plans for the Red Line extension. Photo: James Porter

On February 13, a good-sized crowd of Chicago's South Side residents gathered at Gwendolyn Brooks College Prep in Roseland for a CTA open house. The subject under discussion was [the extension of the Red Line](#) past its current 95th Street terminal all the way to 130th Street. While this project has been discussed since the Richard J. Daley Era, this time around it may actually happen. In November 2016, Mayor Rahm Emanuel announced \$75 million in funding for preliminary engineering for the extension, and last month the city announced the planned route for the new tracks.



The Preferred Alignment for the Red Line extension. Image: CTA

“The CTA has been working on this since 2006,” said Sonali Tandon, senior project manager in strategic planning with for the agency, at yesterday’s hearing. “We conducted an analysis which was looking at all the possible alternatives for extending the Red Line. That study was finished in 2009. After that, the CTA started working on the draft for the Environmental Impact Statement.” That document was published in October 2016. “At that time we had two options that we presented to the public: the east

option and west option of the Preferred Alignment. We had said that we would be coming out back to the public to announce the Select Alignment, which is what this meeting's about."

There has been concern from residents that the construction of new tracks might negatively impact local parks. "The East Option would have impacted two parks, Wendell Smith and Rock Park," Tandon said. "The West Option would have impacted Fernwood Parkway. The preferred alignment would only impact Fernwood Parkway. It is an inactive park; there are no facilities over there. People could potentially be using it to play, but there is no play equipment over there. We have been working with the Chicago Park District for the past few years, in order to discuss those impacts and to identify mitigations to resolve those impacts. We have identified a replacement park so there would be parks elsewhere that would be used to mitigate the impact to Fernwood Parkway."

Tandon added that there is not enough room in the CTA's existing 98th Street rail yard to accommodate additional service. "The existing rail yard is in the median of the [I-94 / Bishop Ford] expressway," Tandon said. "It is severely constrained, so an extension cannot be accommodated in the same rail yard. We are proposing a new rail yard as part of the project at 120th Street. That would replace the existing yard."



Alderman Anthony

Beale talks with residents at the hearing. Photo: James Porter

9th Ward alderman Anthony Beale told me he considers the movement on the Red Line extension be a positive development. “When Mayor Rahm Emanuel first took office in 2011, this was the number one item on the agenda, to make sure that this promise was kept from over forty years ago,” Beale said. “I expressed to him that this is the one item. [Local aldermen] Carrie Austin and Howard Brookins [and I] met with the mayor to make sure this was a priority for the city of Chicago... We’re really excited about how we’re moving forward with this.”

However, local residents seem to have more mixed feelings about the project. “I think it’s a great thing, the Red Line being extended to the Far South Side,” said Deloris Lucas, the leader of the bike group [We Keep You Rollin’](#), who lives in the Golden Gate community. “It should have been incorporated a long, long time ago so that everyone would feel like we were the same type of citizen or resident of Chicago... Right now, the bus ride from 130th to 95th takes almost thirty minutes. That’s ridiculous. Transit should be much faster.”



Attendees

Deloris Lucas, James Marshall Jr., and Fatimah Al-Nurridin. Photo: James Porter

Local resident Elaina McLauren would be glad to see the Far South Side get better transit access, but she's concerned about additional train noise. "I think the train should pass 95th street," she said. "But the way that it's being extended is what I have a problem with. It's being extended down the freight train line. I *live* near the freight train line – half a block away. When I chose to move to the Far South Side, it was because the Dan Ryan train was supposed to go down the expressway to 130th street... That was a good route! It didn't bother anybody's property. Now, it's going to bother my *sleep!*"

"The freight train and that CTA train are going to be running at the same time," McLauren added. "They thought it through, but they did not ask the neighborhood. When CTA comes through, the value of my house [will go] *down*. Who wants to live near a train?" She also expressed concern that the construction of the new tracks would damage her home's foundation.

Her companion Tommy McLauren questioned the location of the 130th Street station, which will serve the Altgeld Gardens housing project, but not much else. "When you get out there, there's nothing out there."

South Sider Ronald Jackson questioned Emanuel's motives in pushing for the Red Line extension at this point in the election cycle. "Why now, all of a sudden?" he asked. This is about an election. This is not about us. And if this project does get off the ground, what's the percentage of minorities having contracts?"

Jackson argued that since few Chicago public schools teach skills like carpentry, drafting, and welding nowadays, young people on the Far South Side won't be able to compete for jobs building the extension. "How is this gonna benefit us? This is going to benefit Rahm's people, and some of these – I hate to say – Uncle Tom aldermen who sit up here talking about they're for us."

Work on the Red Line wouldn't begin until 2022, and service wouldn't launch until 2026 at the earliest. That's if — and this is a big if — Chicago can secure funding for the \$2.3 billion project. Things aren't looking good though, because Donald Trump's recently released infrastructure plan [calls for cutting federal funding for transit](#). Some local transportation experts and advocates have proposed converting the Metra Electric District commuter line to rapid transit service [as a quicker, cheaper alternative](#) to building the Red Line Extension.



Minority Contractor will Contribute to Red Line Extension

Black History Focus

2/21/2018, 1:31 p.m. | Updated on 2/21/2018, 1:31 p.m.



Steven Garth, Sr.

Minority Contractor will Contribute to Red Line Extension
By Christopher Shuttlesworth

Skidmore, Owings & Merrill, under the direction of Contractor Myron Goldsmith, completed the Chicago Dan Ryan Line in 1969. But due to current track conditions, Red Line riders are now experiencing longer travel times, more-crowded trains and less-reliable service, which has led the city to begin plans of reconstructing and extending the red line, according to the Chicago Transit Authority (CTA).

“It was 43 years ago that the CTA unveiled the newest line the (Dan Ryan),” said Terry Peterson, CTA chairman. “A lot has happened in Chicago since then and the South Red Line has become one of the busiest (L)

systems carrying more than 80,000 people on a week day.”

While Black contractors didn’t participate in building the Dan Ryan (Red) Line during the Civil Rights Movement, today, more Black Contractors like Garth Construction Services Corp., are Helping with the \$2.3 billion dollar expansion of the Red Line.

Steven A. Garth Sr., chief executive officer (CEO) of Garth Construction Services Corp., a minority (MBE) family-owned operating company, and co-founder of Black Contractors United, said he is excited to be contributing to the work on the Red Line extension.

"I'm more than enthused due to the fact that we've worked on the Blue line, Green line and Brown line," Garth Sr., said. "The Red Line is in our neighborhood and I'm happy."

Garth Sr., graduated from Olive Harvey College in 1981 with two associate degrees in Construction Management and Architectural and Design. He also minored in Building design, Blueprint Reading, Estimating Business Law and Accounting.

In the last 40 years, Garth Sr., has contributed to the Skyline of Chicago, "Brick by Brick," including the Comiskey Park, McCormick Place II, III and IV, The Harold Washington Library, the Leo Burnett Building, AT&T Corporate Building, O'Hare International Airport, Millennium Park and many Chicago Public Schools.

As the winner of 2016 Outstanding Minority Contractor of the Year, Garth Sr., advises all young contractors to attend a college to obtain trade training.

"They need to go to school to learn how to read blue print, estimate and learn the overall trade," he said.

The proposed 5.3-mile Red line extension includes four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street, according to a city of chicago press release. The project is expected to create an estimated 6,200 jobs including bus and parking facilities at the new stations.

<http://inthesetimes.com/article/20942/chicago-south-side-cta-train-red-line-jobs-rosemont-rent-control>

IN THESE TIMES



Chicago's Red Line train will be extended by 35 blocks. (Daniel Schwen / Wikimedia Commons)

WEB ONLY / FEATURES » FEBRUARY 26, 2018

Chicago's Far South Side Is Finally Getting a Train—And It's Thanks to Decades of Organizing

Residents hope the transit extension will shorten commutes and bring much-needed jobs.

BY PATRICK CORLEY

There's a “balancing act,” LaFargue admits, between

improving a community and gentrifying it. He cites rent control as a potential solution.

On Chicago's North Side, Michigan Avenue, is home to the Magnificent Mile, a super-dense corridor of gleaming skyscrapers and luxury shopping. But just a few miles south, in the predominantly Black neighborhood of Roseland, the same street serves as a reminder of the great disparities plaguing the city—swathes of vacant land, bricked and boarded windows, seemingly more parking lots than buildings.

Not helping this divide is the fact that Roseland and adjacent neighborhoods Pullman, West Pullman and Riverdale have been cut off from the city's rail system (the “L”), and the attendant jobs and investment that tend to accompany transit. But at a January 26 press event, Mayor Rahm Emanuel and Chicago Transit Authority (CTA) officials unveiled their plan to finally extend the L's Red Line by more than five miles, to the southern limits of the city. On February 13, the CTA presented the plan to Roseland at an open house in a school gymnasium, where city officials fielded questions and concerns from residents, many of whom seemed excited—though skeptical in light of the city's track record of unfulfilled promises.

The four new stations, placed about a mile apart, will drastically reduce commute times for Far South Side residents, who are now forced to take buses as many as 35 blocks before even getting on the train. They may also, residents hope, attract businesses and end food deserts.

This is a victory that Roseland and adjacent communities have spent generations fighting for.

Michael LaFargue is the president of the Red Line Extension Coalition (RLEC), the grassroots collection of organizers driving this massive infrastructure project. There is hope in his voice as he envisions Roseland's future, imagining a “Magnificent Mile South,” an urban mecca of shopping, parks, theatres and Black-owned business. While gentrification is a fear, LaFargue anticipates that this new connection to the rest of the city will attract businesses and transit-oriented development that can restore Roseland to its former relative glory and beyond.

The RLEC continues the work done by the Developing Communities Project, a nonprofit first led by Barack Obama in the 1980s. But the mission for equal transit began long before that.

Seventeen years after the L first opened, the 1909 Plan of Chicago, co-authored by master architect Daniel Burnham, envisioned beautiful parks and mass public transportation reaching all across the city. As the network evolved throughout the century, this vision came true for the North and West Sides. But the South Side, as LaFargue says, “has been left out.”

In the 1960s, Mayor Richard J. Daley promised to extend the trains beyond 95th Street, but this aim sat on the back burner as the city prioritized other infrastructure ventures. Jacky Grimshaw at the Center for Neighborhood Technology explains that the “supposedly objective” metrics used in deciding what to focus on, such as cost per mile and population density, “were skewed against communities on the Far South Side.”

The Far South Side is more than 90 percent African-American and in the 1970s formed a core of Chicago’s Black middle class. But as manufacturing declined and the city prioritized downtown development, the region saw massive job loss and now has among the city’s lowest median household incomes. Ledall Edwards, owner of Edwards Fashions, laments the “dramatic transition” that Roseland has undergone since his family opened the business in 1974. He says that over the years the city has been unresponsive to local efforts toward re-development, and he worries that the community is “not at the table” for future planning.

LaFargue acknowledges that, when it comes to the Red Line, the CTA has been mostly receptive to the community’s concerns about the path of the extension and the residents that could be displaced.

But he shares many of Edwards’ broader concerns: “Where the private sector fails,” he says, “the government’s supposed to come in and do better. ... And it doesn’t seem like they’re doing that.”

The region has been among the hardest hit by recent austerity measures by both city and state government. In 2013, Emanuel’s administration closed dozens of schools on the South and West Sides, including four in Roseland and West Pullman. Roseland Community Hospital, where nearly two-thirds of patients are on Medicaid, is still reeling from devastating cuts caused by a

two-year deadlock of the Illinois state budget. Roseland and its neighbors, with the highest percentage of public pension holders in the city, continue to suffer disproportionately from the \$130 billion pension crisis, which threatens to slash monthly retirement payouts by as much as 20 percent.

In light of all this, says LaFargue, the extension is a welcome “step forward.”

But advocates recognize that the L extension is a double-edged sword. Alongside the benefits, better transit can lead to increased land values and higher rents that tend to push residents out. There’s a “balancing act,” LaFargue admits, between improving a community and gentrifying it. He cites rent control as a potential solution. Although it’s been outlawed in the state for two decades, rent control has recently been proposed by local lawmakers such as state Rep. Will Guzzardi (D) and Alderman Carlos Ramirez-Rosa.

LaFargue sees worker-owned cooperative businesses as another way to stave off gentrification, and stresses the importance of union jobs. He wants to make sure the wealth generated by Roseland’s new investments stays in Roseland.

The extension is set to open around 2026. Until then, there are some hurdles to clear as the project enters the funding phase. Lawmakers must negotiate concessions from state and local coffers; LaFargue sees a progressive income tax and a financial transaction tax as answers to the project’s \$2.1 billion price tag.

But the real need is federal funding, which the city will apply for as it submits an environmental impact study to the Federal Transit Administration. Since the creation of the national highway system, cities have relied on a near-50 percent match in federal funds for this type of infrastructure project. But the current administration is likely to dole out closer to 20 percent, according to Kyle Whitehead at the Active Transportation Alliance, leaving underserved communities like Roseland in limbo.

In the meantime, LaFargue and the coalition will open dialogues for residents to have as much input as possible in deciding which developments will arrive at each station. The people of Roseland, LaFargue says, are “not just sitting there waiting. ... We’re working.”

<https://www.chicagoreader.com/chicago/cta-red-line-extension-metra-electric-line/Content?oid=42058971>

READER

Would far-south-siders be willing to swap the long-awaited Red Line extension for a cheaper, quicker solution?

Residents of Roseland, Pullman, and other neighborhoods south of 95th weigh in on the Electric Line conversion.

By [John Greenfield @greenfieldjohn](#)

[click to enlarge](#)



Lelea Herring near the planned location of the 103rd Street Red Line stop

[JOHN GREENFIELD](#)

Thanks to Donald Trump, the funding outlook for the long-awaited \$2.3 billion Red Line extension—proposed and postponed since the Nixon administration—looks pretty bleak right now.

In late January, Mayor Rahm Emanuel announced the planned route south from the current stopping point of 95th, winding 5.3 miles across Roseland and Pullman to Altgeld Gardens, with stations proposed near 103rd, 111th, Michigan at 116th, and 130th Streets. At the time the CTA was hoping to apply to the Federal Transit Administration for upward of \$1 billion from its New Starts grant program, the main source of federal funding for public transportation expansion projects. But Trump's much-ballyhooed \$1.5 trillion infrastructure bill, released February 11, contains no new revenue and, to make matters worse, his [2019 budget proposal](#) calls for slashing \$3.7 billion from New Starts. It looks like it might be impossible to fund the extension until a Chicago-friendly Democrat is in the White House again. Even in a best-case scenario, construction wouldn't begin until 2022, and service wouldn't start until 2026.

But for decades transit experts and advocates have pointed to a much cheaper alternative for bringing rapid transit to the far south side. The Metra Electric District line runs more or less parallel to the Red Line and makes eight stops in the neighborhoods that would be served by the extension. It would be relatively easy to convert it to el-style frequent service and integrate its fare system with the CTA. And while the Red Line project breaks down to \$434 million per mile, local policy analyst Daniel Kay Hertz has estimated that converting Metra for the purpose would cost only [\\$27 million a mile](#).

So far, however, discussion of this alternative possibility has been missing some important voices: those of the residents who'd stand to gain the most from the service extension. Would they be willing to trade a longer Red Line for cheap, frequent Metra service if it meant getting the improvements sooner than later?

To find out, I rode the train to 95th and traced the path of the proposed extension, buttonholing neighbors near the planned station locations.

From 95th the new tracks would run south along the Dan Ryan, then bend west along the north side of I-57 for about half a mile. Near Eggleston Avenue the Red Line would head south along the west side of the Union Pacific Railroad corridor.

At 103rd and Eggleston I met Lelea Herring, a retired surgical technician who lives nearby. She regularly takes the 103rd Street bus to the Red Line, rides north to Roosevelt, and then takes another bus west to Damen to see her doctor on the Illinois Medical Campus.

Herring was somewhat familiar with the Red Line extension plan. "It's convenient for me because it brings the train closer," she said. When I told her that it wouldn't be ready to ride until 2026 she wondered, "Oh Lord, will I even be here?" But she noted

that rapid transit service on the Electric Line wouldn't do her much good either—the 103rd Street/Rosemoor Metra station is about the same distance from her home as the 95th Street terminal.

Around 108th Street the proposed Red Line route would cross to the east side of the Union Pacific tracks and continue south. Near the planned 111th station location I encountered Bruce Huskin, 58, who lives just south and works as a handyman. While he's enthusiastic about the possibility of having an el stop right by his house, he said inexpensive, frequent service on the Electric Line would also be useful for getting downtown, since he could ride a bus about a mile east to the 111th/Pullman Metra stop. "Whichever comes first, I'd be really excited for," he said.

After 111th, the Red Line would continue to hug the Union Pacific line as the railroad turns southeast and climbs an embankment to an overpass near 116th and Michigan. There I met Anthony Brown, 34, who lives near 115th and State and serves as a Safe Passage worker for Curtis Elementary, which is right by his home. On February 13 the CTA held an [open house about the extension](#) at nearby Gwendolyn Brooks College Prep. He said his neighbors and coworkers are looking forward to getting a Red Line stop nearby.

"We'd kind of given up because we hadn't heard anything for a while, but now the city is buying properties and asking questions," Brown said. "That's something a lot of us are really happy to see."

On the other hand, Brown said, if the Red Line extension wouldn't open for another eight years or more, the Electric Line conversion might be a good consolation prize. It would still be convenient for him—the 115th/Kensington station is about a ten-minute walk east from his house. And because the current Metra fare to the Loop is \$5.50, paying the \$2.50 CTA fare instead would be a significant savings.

After Michigan, the Red Line extension would continue southeast, cross the Electric Line, and join the South Shore Line corridor on its way to the future 130th Street station, located just northeast of Altgeld Gardens. Residents of that community would benefit greatly from the new el stop, since it would cut an estimated 20 minutes from their downtown commutes. The nearest Chicago Metra stop is at 121st and Michigan, about a ten-minute ride from the middle of the housing project via the #34 South Michigan bus.

At the point where the South Shore tracks pass under 130th Street, the thoroughfare is a high-speed four-lane road with no sidewalks and little foot traffic, so I headed west a few blocks to Rosebud Farms grocery store to talk with locals. There I spoke with

Sam McCarthy, a construction worker who lives three miles northwest at 122nd and Elizabeth, right by the Electric Line's Racine station.

Although the Metra solution would give him inexpensive, frequent train access, he favors the Red Line extension. "[The Electric conversion] would be a good idea too, but it wouldn't create as many construction jobs," he said.

Obviously the pros and cons of the Red Line project and the Metra Electric conversion depend on where you live and where you need to go. But the latter definitely deserves further consideration. Far-south-siders have already been put off since the 70s. They shouldn't have to wait until the Trump administration is just a bad memory before they get rapid transit service.

Attachment 3 Elected Official and Community Meeting Sign-In Sheets

Elected Official Sign-In Sheets

Community Group Sign-In Sheets



PROJECT: CTA Red Line Extension Project

MEETING: Elected Officials Coordination

DATE: January 24, 2018 at 11:00am

LOCATION: City Hall, 121 N. La Salle Drive, Room 200-B

Name	Organization	Email Address	Present at Meeting (Initial)	Present via Phone (circle "Yes")
Carole Morey	CTA	cmorey@transitchicago.com	CM	Yes
Sonali Tandon	CTA	standon@transitchicago.com	ST	Yes
Leah Mooney	CTA	lmooney@transitchicago.com	LM	Yes
Gerald Nichols	CTA	gnichols@transitchicago.com	GN	Yes
Sukmeke Watkins	CTA	swatkins@transitchicago.com	S.W	Yes
Leslie Boucrée	CTA	lboucree@transitchicago.com		Yes
Alderman Anthony A. Beale	9th Ward		Anthony A. Beale	Yes
Alderman Carrie M. Austin	34th Ward			Yes
Chester Wilson	34th Ward			Yes
				Yes
				Yes



PROJECT: CTA Red Line Extension Project
MEETING: Elected Officials Coordination
DATE: January 24, 2018 at 1:00pm
LOCATION: City Hall, 121 N. La Salle Drive, Room 200-B

Name	Organization	Email Address	Present at Meeting (Initial)	Present via Phone (circle "Yes")
Carole Morey	CTA	cmorey@transitchicago.com		Yes
Sonali Tandon	CTA	standon@transitchicago.com	ST	Yes
Leah Mooney	CTA	lmooney@transitchicago.com	LM	Yes
Gerald Nichols	CTA	gnichols@transitchicago.com	✓	Yes
Sukmeke Watkins	CTA	swatkins@transitchicago.com		Yes
Leslie Boucree	CTA	lboucree@transitchicago.com		Yes
Alderman Michelle A. Harris	8th Ward			Yes
Alderman Roderick Sawyer	Winston McGill 6th Ward	Winston.mcgill@6ward.com	WM	Yes
Alderman Howard B. Brookins	21st Ward			Yes
James Ramos	21st Ward			Yes
Alderman Joe Moore	49th Ward			Yes



Name	Organization	Email Address	Present at Meeting (Initial)	Present via Phone (circle "Yes")
Alderman Greg Mitchell	7th Ward			Yes
Monique Batteast	7th Ward			Yes
Alderman Susan Sadlowski Garza	10th Ward	<i>Susan Sadlowski Garza</i>	<i>SG</i>	Yes
<i>Oswaldo Caraballo Jr</i>	<i>17th ward</i>	<i>Oswaldo. Caraballo @ city of ch. cigo .org</i>	<i>O. C</i>	Yes
<i>Jefome Wade II</i>	<i>17th ward</i>	<i>Jefome. Wade @ city of chicago. org</i>		Yes
<i>Margaret Dever</i>	<i>8th Ward</i>	<i>margaret. dever @ city of chicago .org</i>	<i>md</i>	Yes
<i>JAMES RAMOS</i>	<i>21ST WARD</i>	<i>jramos @ city of ch. cigo .org</i>		Yes
<i>David Moore</i>	<i>17TH Ward</i>	<i>David. moore @ city of chicago .org</i>		Yes
				Yes
				Yes
				Yes



PROJECT: CTA Red Line Extension Project
MEETING: Elected Officials Coordination
DATE: January 25, 2018 at 10:00am
LOCATION: Rep. Slaughter's Office, 1234 W. Racine Ave.

Name	Organization	Email Address	Present at Meeting (Initial)	Present via Phone (circle "Yes")
Carole Morey	CTA	cmorey@transitchicago.com		Yes
Sonali Tandon	CTA	standon@transitchicago.com	ST	Yes
Leah Mooney	CTA	lmooney@transitchicago.com	✓	Yes
Gerald Nichols	CTA	gnichols@transitchicago.com	GN	Yes
Sukmeke Watkins	CTA	swatkins@transitchicago.com	SW	Yes
Leslie Boucrée	CTA	lboucree@transitchicago.com		Yes
Cong. Bobby L. Rush	1 st District			Yes
Robyn Grange-Wheeler	1 st District	mail.house.robyn.wheelergrange@illinois.gov	RWG	
Cong. Danny K. Davis	7 th District			Yes
Sen. Donne E. Trotter	17 th District			Yes
Sen. Jacqueline Y. Collins	16 th District			Yes



Name	Organization	Email Address	Present at Meeting (Initial)	Present via Phone (circle "Yes")
Kathryn Welch	16 th District	KATHRYN.WELCH@SBCGLOBAL.NET	<i>[Handwritten initials]</i>	Yes
Rep. Thaddeus Jones	29 th District			Yes
Saprina Martin	29 th District			Yes
Myeshah Hollis	29 th District			Yes
Rep. Mary Flowers	31 st District			Yes
Comsr. Stanley Moore	4 th District	Stanley.moore@yahoo	<i>SM</i>	Yes
Cong. Robin Kelly	2 nd District			Yes
Vaughn Roland	2 nd District	vaughn.roland@mail.house.gov		Yes
Rick Bryant	2 nd District	rick.bryant@mail.house.gov	<i>RB</i>	Yes
Sen. Tammy Duckworth	8 th District			Yes
Loren Harris	8 th District	loren-harris@duckworth.senate.gov		Yes
Sen. Emil Jones	14 th District			Yes



PROJECT: CTA Red Line Extension Project
 MEETING: Elected Officials Coordination
 DATE: January 25, 2018 at 10:00am
 LOCATION: Rep. Slaughter's Office, 1234 W. Racine Ave.

Name	Organization	Email Address	Present at Meeting (Initial)	Present via Phone (circle "Yes")
Rep. Marcus Evans	33 rd District		M.E.	Yes
Micaela Smith	33 rd District			Yes
Rep. Elgie R. Sims	34 th District			Yes
Rep. Justin Slaughter	27 th District			Yes
Rep. Robert Rita	28 th District			Yes
Comsr. Deborah Sims	5 th District	paulette.corner@cookcounty.il.gov	PC	Yes
Paulette Corner	5 th District	Kim Jones Thompson JKT JKim.Jones@cookcounty.il.gov	JKT	Yes
Rep. Thaddeus Jones	29 th District		M.H. S.M.	
Saprina Martin Jones Myeshah Hollis				Yes
Earl Bell	17 th Dist.			Yes
				Yes



Organization: Agape Community Center



Date: Thursday, March 8, 2018

Time: 9:30 AM

Meeting Location: Agape Community Center, 342 W. 111th St., Chicago, IL

Name	Address	Zip Code	Email Address
Marc Henkel	Agape Center 342 W. 111th St. CHICAGO, IL	60628	Marc.henkel@cru.org
Milton Massie	Agape Center 342 W. 111th St CHICAGO	60628	Milton.Massie@cru.org
Ken Lautenbach	Hopo Dev. Corp. 18410 S. 115 th Me. ^{Orlando, FL}	60467	
Brad Harry	342 W 111 th St, Chicago, IL	60628	brad.harry@cru.org
Cynthia Massie	342 W 111 th Chicago	60628	cynthia.massie@cru.org
Sandy Henkel	342 W 111th St 342 W 111th St	60628	sandy.henkel@cru.org
Leah Mooney	CTA 567 W. Lake	60661	lmooney@transitchicago.com
Gerald Nichols	CTA	60661	gnichols@transitchicago.com
Sonali Tandon	CTA	60661	standon@transitchicago.com
Lillian Webb	CWC Transit Group	60602	lpwebb@metrostrategiesinc.com

Date: Thursday, March 8, 2018 Time: 9:30 AM Meeting Location: Agape Community Center, 342 W. 111th St., Chicago, IL



Organization: Agape Community Center





Date: Monday, April 16, 2018

Time: 2:00 PM

Meeting Location: 13330 S. Corliss, Chicago, IL



PLEASE SIGN IN. (PLEASE PRINT)

NAME	ADDRESS	ZIP CODE	E-MAIL
Diana Smith	13202 S. Corliss	60827	
Marguerite Jacobs	755 E 130 th Place	60827	Jacobsmarguerite@yahoo.com
Franklin Sharpe	615 ⁸ 131 st	60827	Franksharpe@aol.com
Cheryl Johnson	13330 S. Corliss	60827	CherylJohnsonPCR@gmail.com
Lamar Herron	435 E. 109 th St.	60628	_____
Gwendolyn Hoskins	12842 S. Union Ave	60628	gwendahoskins@yahoo.com
Michelle Herring	13226 S. Corliss	60827	- HERRING -
Gerald Nichols	567 W. LAKE ST	60661	gnichols@transitchicago.com

Attachment 4 Agency Involvement

Cooperating & Participating Federal Agency Letter

Cooperating & Participating Federal Agency and Tribal Mailing List

Letters to Agencies that Provided Comments on the Draft EIS

Participating Nonfederal Agency Letter

Participating Nonfederal Agency Mailing List

January 26, 2018

[Insert Name]

[Agency]

[Insert Address]

[Insert, City, State, Zip]

Re: CTA Red Line Extension Project
Update - Preferred Alignment Selected

Dear XXXXXX:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

In fall 2016, in accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA published a Draft Environmental Impact Statement (EIS) and held a public hearing to obtain comments on the benefits and impacts of the two options under consideration for RLE Project alignment: the Union Pacific Railroad (UPRR) East and West Options.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented UPRR East and West Options, as shown on the map at the end of this letter. The alignment 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 near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft EIS. The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

Your agency has previously accepted to be a participating agency for this project. All interested parties are invited to attend the upcoming public open house, during which CTA will present information about the Preferred Alignment and anticipated project benefits and impacts. The open house will be held at the time and location described below. Representatives from your agency are encouraged to attend.

Tuesday, February 13, 2018
6:00 - 8:00 PM
Gwendolyn Brooks College Preparatory Academy
Main Gym (west side of building)
250 E. 111th. Street, Chicago, IL 60628
*Please enter through Door 8. Parking available in rear of building.
Parking lot entrance via King Drive.*

Additional information about the project is available at the project website:
transitchicago.com/RedEIS.

If you have any questions or would like to discuss the project further, please do not hesitate to contact either:

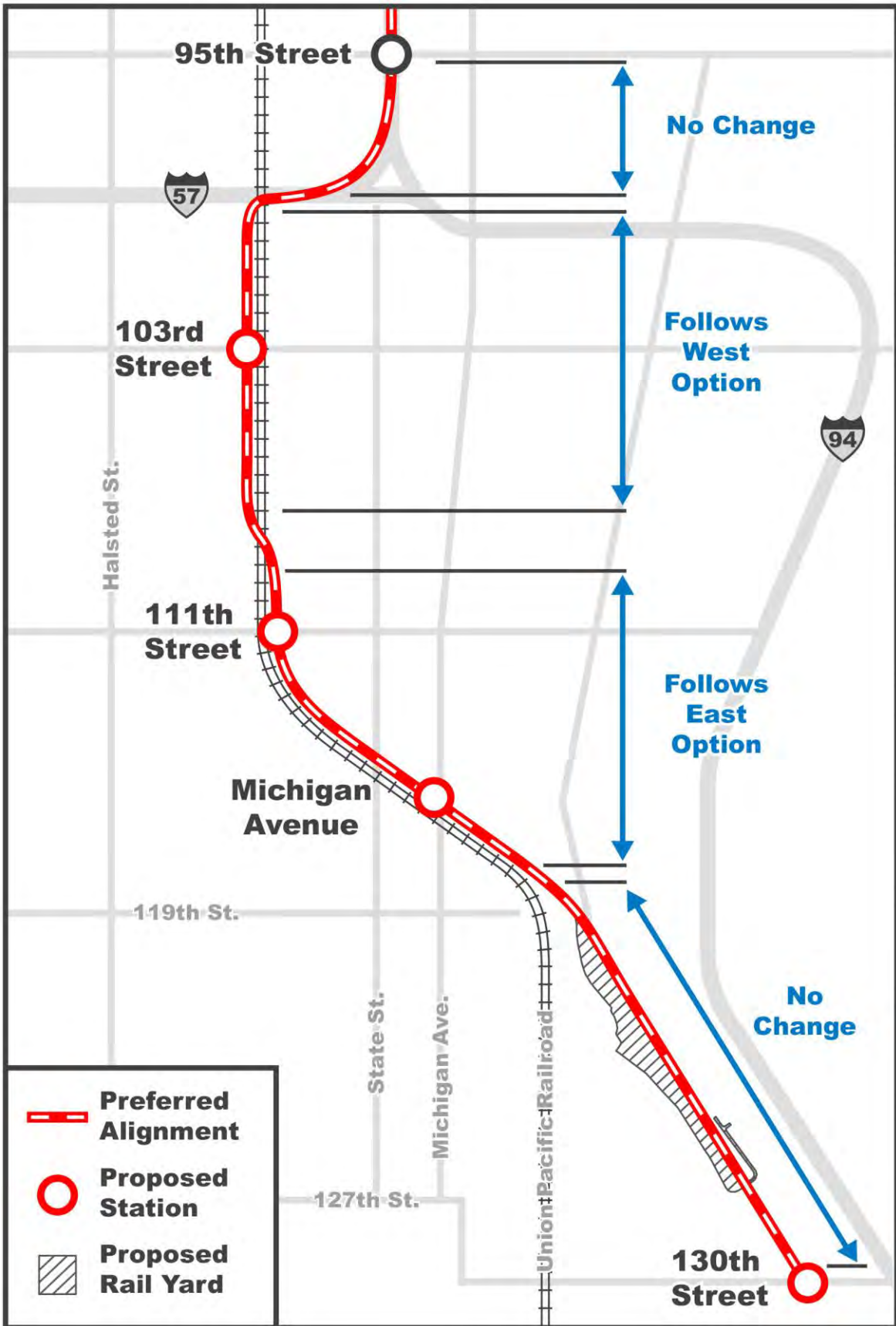
Sonali Tandon
Senior Project Manager
Strategic Planning and Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661
(312) 681-4246
standon@transitchicago.com




Tony Greep
Community Planner
US Department of Transportation
Federal Transit Administration - Region 5
200 W. Adams Street, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov

Thank you for your cooperation and continued participation in this project.

Sincerely,

Tony Greep
Community Planner



-  Preferred Alignment
-  Proposed Station
-  Proposed Rail Yard

CTA Red Line Extension Project
Preferred Alignment

RLE Project Involvement	Category	Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Participating Agency	Government Agency; Participating Agency	Federal	Department of Energy	To	Dr.	Ernest	Moniz	Secretary	1000 Independence Avenue SW		Washington	DC	20585
Participating Agency	Government Agency; Participating Agency	Federal	Department of Health and Human Services	To	Ms.	Kathleen	Falk	Regional Director - Region 5	233 N. Michigan Avenue	Suite 1300	Chicago	IL	60601
Participating Agency	Government Agency; Participating Agency	Federal	Department of Housing and Urban Development	To	Ms.	Beverly	Bishop	Deputy Regional Director	77 W. Jackson Boulevard		Chicago	IL	60604
Participating Agency	Government Agency; Participating Agency	Federal	Department of Housing and Urban Development	cc	Ms.	Melanie	Haywood	Field Environmental Officer	77 W. Jackson Boulevard	Room 2420	Chicago	IL	60604
Participating Agency	Government Agency; Participating Agency	Federal	Department of Housing and Urban Development	cc	Mr.	Steve	Vahl	Region 5 Environmental Officer	77 W. Jackson Boulevard	Room 2420	Chicago	IL	60604
Participating Agency	Government Agency; Participating Agency	Federal	Federal Emergency Management Agency	To	Ms.	Janet	Odeshoo	Deputy Regional Administrator, Region V	536 S. Clark Street	6th Floor	Chicago	IL	60605
Participating Agency	Government Agency; Participating Agency	Federal	Federal Emergency Management Agency	cc	Mr.	Nicholas	Mueller	Regional Environmental Officer	536 S. Clark Street	6th Floor	Chicago	IL	60605
Participating Agency	Government Agency; Participating Agency	Federal	Federal Railroad Administration	To	Mr.	Laurence	Hasvold	Regional Administrator	200 West Adams	Suite 310	Chicago	IL	60606
Participating Agency	Government Agency; Participating Agency	Federal	Transportation Security Administration	To	Mr.	Christopher	McKay	Industry Engagement Manager; Mass Transit and Passenger Rail	601 S. 12th Street		Arlington	VA	20598
Participating Agency	Government Agency; Participating Agency	Federal	U.S. Fish and Wildlife Service	To	Ms.	Kathy	Pollack	Field Supervisor - Chicago Field Office	1250 South Grove	103	Barrington	IL	60010
Participating Agency	Tribe; Participating Agency	Tribe	Citizen Potawatomi Nation	To	Mr.	John	Barrett	Chairperson	1601 S. Gordon Cooper		Shawnee	OK	74801
Participating Agency	Tribe; Participating Agency	Tribe	Forest Country Potawatomi	To	Mr.	Harold	Frank	Chairperson	5416 Everybody's Road P.O. Box 340		Crandon	WI	54520
Participating Agency	Tribe; Participating Agency	Tribe	Ho-Chunk Nation	To	Mr.	Bill	Quackenbush	Tribal Historic Preservation Officer	P.O. Box 667P		Black River	WI	54815
Participating Agency	Tribe; Participating Agency	Tribe	Peoria Tribe of Indians of Oklahoma	To	Mr.	John F.	Froman	Chief	118 S. Eight Tribes Trail		Miami	OK	74354
Participating Agency	Tribe; Participating Agency	Tribe	Pokagon Band of Potawatomi Indians	To	Mr.	Michael	Zimmerman	Tribal Historic Preservation Officer	58620 Sink Road		Dowagiac	MI	49047
Participating Agency	Tribe; Participating Agency	Tribe	Potawatomi Nation-Hannahville Indian Community	To	Mr.	Kenneth	Meshigaud	Tribal Chairperson	N14911 Hannahville Boulevard		Wilson	MI	49896
Participating Agency	Tribe; Participating Agency	Tribe	Prairie Band of Potawatomi Nation	To	Mr.	Steve	Ortiz	Chief	16281 Q Road		Mayetta	KS	66509
Participating Agency	Tribe; Participating Agency	Tribe	Sac and Fox Nation of Mississippi in Iowa	To	Mr.	Troy	Wanatee	Chairman	349 Meskwaki Road		Tama	IA	52339
Participating Agency	Tribe; Participating Agency	Tribe	Sac and Fox Nation of Missouri	To	Mr.	Edmore	Green	Chairperson	305 N. Main Street		Reserve	KS	66434
Participating Agency	Tribe; Participating Agency	Tribe	Sac and Fox Nation of Oklahoma	To	Ms.	Sandra	Massey	Tribal Historic Preservation Officer	Rt. 2 Box 246		Stroud	OK	74079
THESE AGENCIES WILL RECEIVE INDIVIDUAL LETTERS BECAUSE THEY PROVIDED COMMENTS ON THE DRAFT EIS													
Participating Agency	Government Agency; Participating Agency	Federal	U.S. Environmental Protection Agency	To	Mr.	Kenneth	Westlake	Chief, NEPA Implementation Section	77 W. Jackson Boulevard		Chicago	IL	60604
Participating Agency	Government Agency; Participating Agency	Federal	U.S. Environmental Protection Agency	cc	Mr.	Robert	Kaplan	Acting Regional Administrator - Region 5	77 W. Jackson Boulevard		Chicago	IL	60604
Participating Agency	Government Agency; Participating Agency	Federal	U.S. Environmental Protection Agency	cc	Ms.	Virginia	Laszewski	NEPA Review	77 W. Jackson Boulevard		Chicago	IL	60604
Participating Agency	Government Agency; Participating Agency	Federal	Department of Interior	To	Ms.	Lindy	Nelson	Regional Environmental Officer, Office of Environmental Policy and	200 Chestnut Street	Custom House,	Philadelphia	PA	19106-2904
Participating Agency	Tribe; Participating Agency	Tribe	Miami Tribe of Oklahoma	To	Ms.	Diane	Hunter	Tribal Historic Preservation Officer	PO Box 1326		Miami	OK	74355

Red Line Extension Project
List of Cooperating and Participating Agencies

RLE Project Involvement	Category	Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Cooperating Agency	Government Agency; Cooperating Agency	Federal	Federal Highway Administration	To	Mr.	Norman	Stoner	Division Administrator, Illinois Division Office	3250 Executive Park Drive		Springfield	IL	62703
Cooperating Agency	Government Agency; Cooperating Agency	Federal	Federal Highway Administration	cc	Mr.	Chris	Byars	Metropolitan Transportation Engineer	200 W. Adams Street	Suite 330	Chicago	IL	60606
Cooperating Agency	Government Agency; Cooperating Agency	Federal	Federal Highway Administration	cc	Mr.	Matt	Fuller	Environmental Programs Engineer	3250 Executive Park Drive		Springfield	IL	62703
Cooperating Agency	Government Agency; Cooperating Agency	Federal	Federal Highway Administration	cc	Mr.	Mike	Hine	Engineering Team Leader	3250 Executive Park Drive		Springfield	IL	62703

January 26, 2018

Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance
United States Environmental Protection Agency, Region 5
77 W. Jackson Boulevard
Chicago, IL 60604

Re: CTA Red Line Extension Project Update - Preferred Alignment Selected
Draft Environmental Impact Statement

Dear Mr. Westlake:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

In fall 2016, in accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA published a Draft Environmental Impact Statement (EIS) and held a public hearing to obtain comments on the benefits and impacts of the two options under consideration for RLE Project alignment: the Union Pacific Railroad (UPRR) East and West Options. FTA and CTA received letter dated November 29, 2016 from USEPA, which rated the RLE Draft EIS as Lack of Objections and provided recommendations for the Final EIS. We would like to thank you for your review of the Draft EIS and recommendations for the Final EIS.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented UPRR East and West Options, as shown on the map at the end of this letter. The alignment 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 near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft EIS. The Preferred Alignment would have fewer impacts than either the East or

West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

The Final EIS will be prepared on this single selected option. CTA recognizes your recommendations for the Final EIS related to Environmental Justice and Community Engagement, Noise Impacts and Mitigations, Air Quality Impacts and Mitigations, Station and Station Area Development, Climate Change Adaptation and Resiliency, and Wetland and Natural Areas. We will consider these recommendations to add clarifications, conduct additional analysis, add supplemental documentation, and further develop and finalize the mitigation measures in the Final EIS. All correspondence including approved mitigation measures and commitments will be included in the Final EIS.

All interested parties are invited to attend the upcoming public open house, during which CTA will present information about the Preferred Alignment and anticipated project benefits and impacts. The open house will be held at the time and location described below. Representatives from your agency are encouraged to attend.

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6:00 - 8:00 PM
Gwendolyn Brooks College Preparatory Academy
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Parking lot entrance via King Drive.*

Additional information about the project is available at the project website:
transitchicago.com/RedEIS.

If you have any questions or would like to discuss the project further, please do not hesitate to contact either:

Sonali Tandon
Senior Project Manager
Strategic Planning and Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661
(312) 681-4246
standon@transitchicago.com

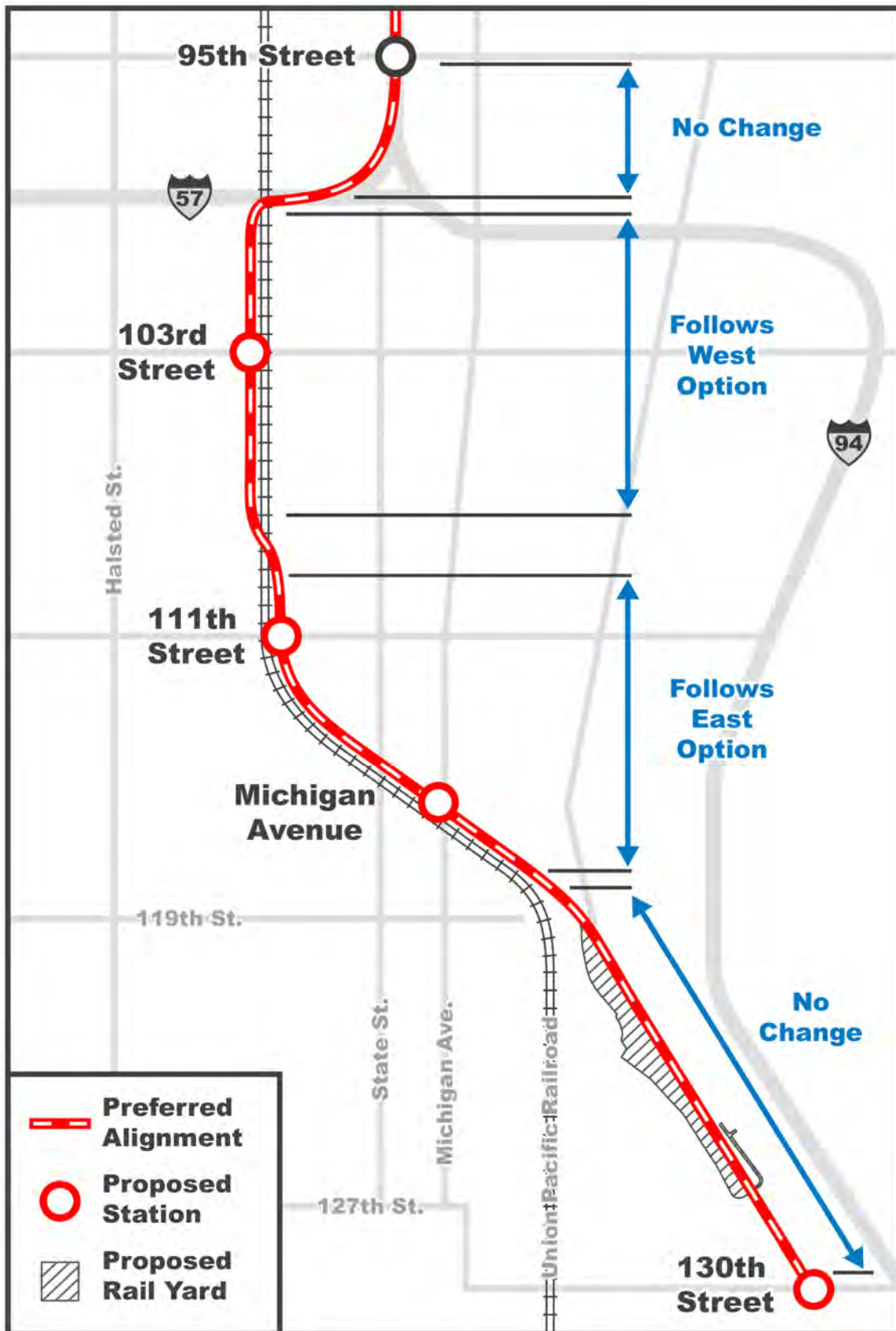
Tony Greep
Community Planner
US Department of Transportation
Federal Transit Administration - Region 5
200 W. Adams Street, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov

Thank you for your cooperation and continued participation in this project.

Sincerely,

Tony Greep
Community Planner

cc: Mr. Robert Kaplan, Acting Regional Administrator Region 5
Ms. Virginia Laszewski, NEPA Review



CTA Red Line Extension Project Preferred Alignment

January 26, 2018

Diane Hunter
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
PO Box 1326
Miami, OK 74355

RE: CTA Red Line Extension Project Update - Preferred Alignment Selected
Draft Environmental Impact Statement

Dear Ms. Hunter:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

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Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented UPRR East and West Options, as shown on the map at the end of this letter. The alignment 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 near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft EIS. The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

The Final EIS will be prepared on this single selected option. CTA thanks you for your comment on the Draft EIS, which was published in October 2016. We will contact you if human remains and/or cultural objects are discovered, regardless of initial determination as to site dating or cultural affiliation, to initiate consultation.

All interested parties are invited to attend the upcoming public open house, during which CTA will present information about the Preferred Alignment and anticipated project benefits and impacts. The open house will be held at the time and location described below. Representatives from your agency are encouraged to attend.

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6:00 - 8:00 PM
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transitchicago.com/RedEIS.

If you have any questions or would like to discuss the project further, please do not hesitate to contact either:

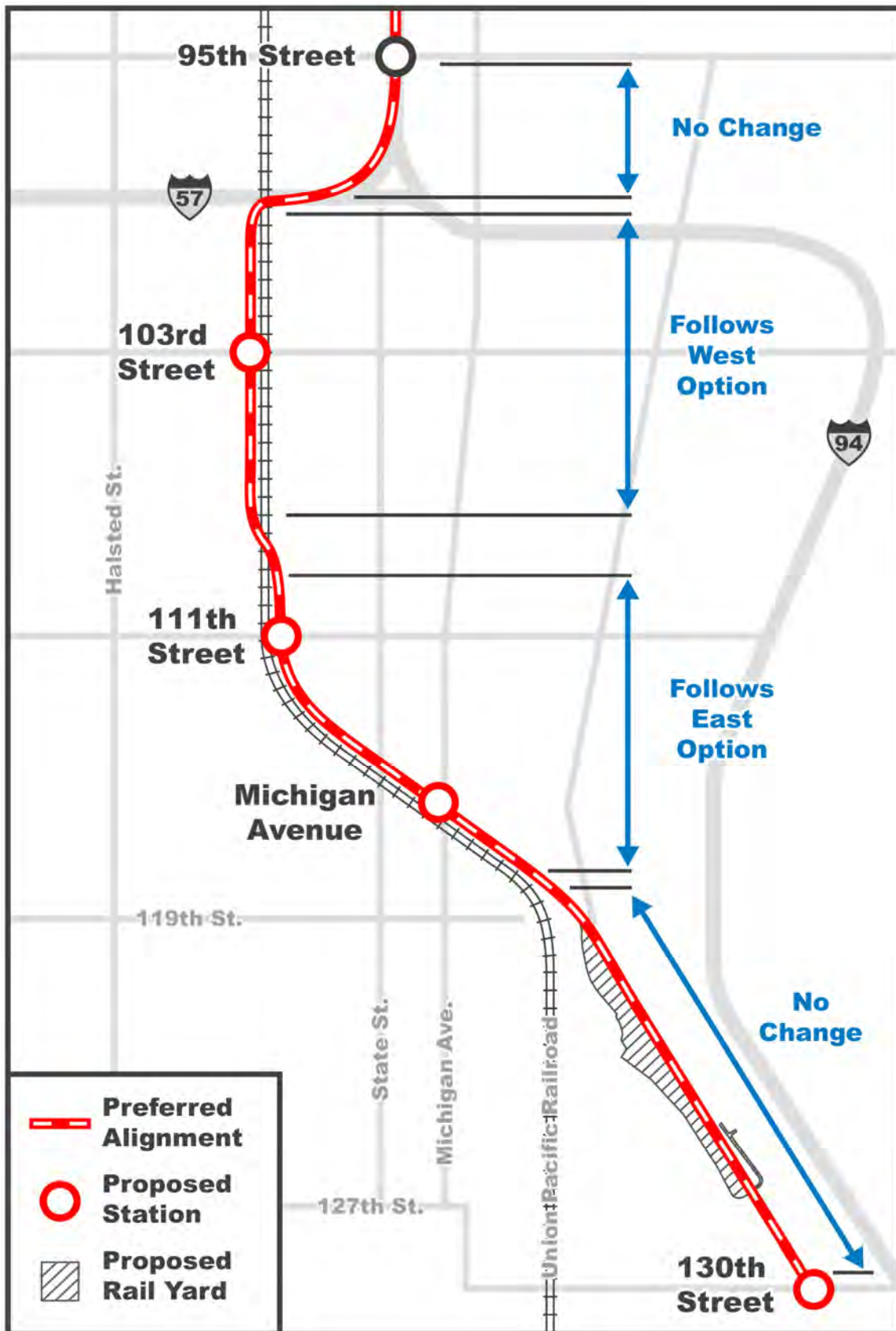
Sonali Tandon
Senior Project Manager
Strategic Planning and Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661
(312) 681-4246
standon@transitchicago.com

Tony Greep
Community Planner
US Department of Transportation
Federal Transit Administration - Region 5
200 W. Adams Street, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov

Thank you for your cooperation and continued participation in this project.

Sincerely,

Tony Greep
Community Planner



CTA Red Line Extension Project
Preferred Alignment

January 26, 2018

Lindy Nelson
Regional Environmental Officer
United States Department of the Interior
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

Re: CTA Red Line Extension Project Update - Preferred Alignment Selected
Draft Environmental Impact Statement

Dear Ms. Nelson:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

In fall 2016, in accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA published a Draft Environmental Impact Statement (EIS) and held a public hearing to obtain comments on the benefits and impacts of the two options under consideration for RLE Project alignment: the Union Pacific Railroad (UPRR) East and West Options. FTA and CTA received letter dated November 29, 2016 from USEPA, which rated the RLE Draft EIS as Lack of Objections and provided recommendations for the Final EIS. We would like to thank you for your review of the Draft EIS and recommendations for the Final EIS.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented UPRR East and West Options, as shown on the map at the end of this letter. The alignment 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 near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received

on the Draft EIS. The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

The Final EIS will be prepared on this single selected option. CTA thanks you for your comment on the Draft EIS, which was published in October 2016, and your concurrence with the determination that all measures to minimize harm have been employed concerning the resources subject to Section 4(f) use. As part of the Final EIS, FTA and CTA will continue to work with the Chicago Park District to finalize mitigations.

All interested parties are invited to attend the upcoming public open house, during which CTA will present information about the Preferred Alignment and anticipated project benefits and impacts. The open house will be held at the time and location described below. Representatives from your agency are encouraged to attend.

Tuesday, February 13, 2018
6:00 - 8:00 PM
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If you have any questions or would like to discuss the project further, please do not hesitate to contact either:

Sonali Tandon
Senior Project Manager
Strategic Planning and Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661
(312) 681-4246
standon@transitchicago.com

Tony Greep
Community Planner
US Department of Transportation
Federal Transit Administration - Region 5
200 W. Adams Street, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov

Thank you for your cooperation and continued participation in this project.

Sincerely,

Tony Greep
Community Planner

cc: Mr. Robert Kaplan, Acting Regional Administrator Region 5
Ms. Virginia Laszewski, NEPA Review

Acting Regional Environmental Coordinator, Midwest Regional Office, National Park
Service, 601 Riverfront Drive, Omaha, Nebraska 68102



CTA Red Line Extension Project Preferred Alignment



CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

January 26, 2018

[Insert Name]

[Agency]

[Insert Address]

[Insert, City, State, Zip]

Re: CTA Red Line Extension Project
Update - Preferred Alignment Selected

Dear XXXXXX:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

In fall 2016, in accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA published a Draft Environmental Impact Statement (EIS) and held a public hearing to obtain comments on the benefits and impacts of the two options under consideration for RLE Project alignment: the Union Pacific Railroad (UPRR) East and West Options.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented UPRR East and West Options, as shown on the map at the end of this letter. The alignment 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 near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft EIS. The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

Your agency has previously accepted to be a participating agency for this project. All interested parties are invited to attend the upcoming public open house, during which CTA will present information about the Preferred Alignment and anticipated project benefits and impacts. The open house will be held at the time and location described below. Representatives from your agency are encouraged to attend.

Tuesday, February 13, 2018
6:00 - 8:00 PM
Gwendolyn Brooks College Preparatory Academy
Main Gym (west side of building)
250 E. 111th. Street, Chicago, IL 60628
*Please enter through Door 8. Parking available in rear of building.
Parking lot entrance via King Drive.*

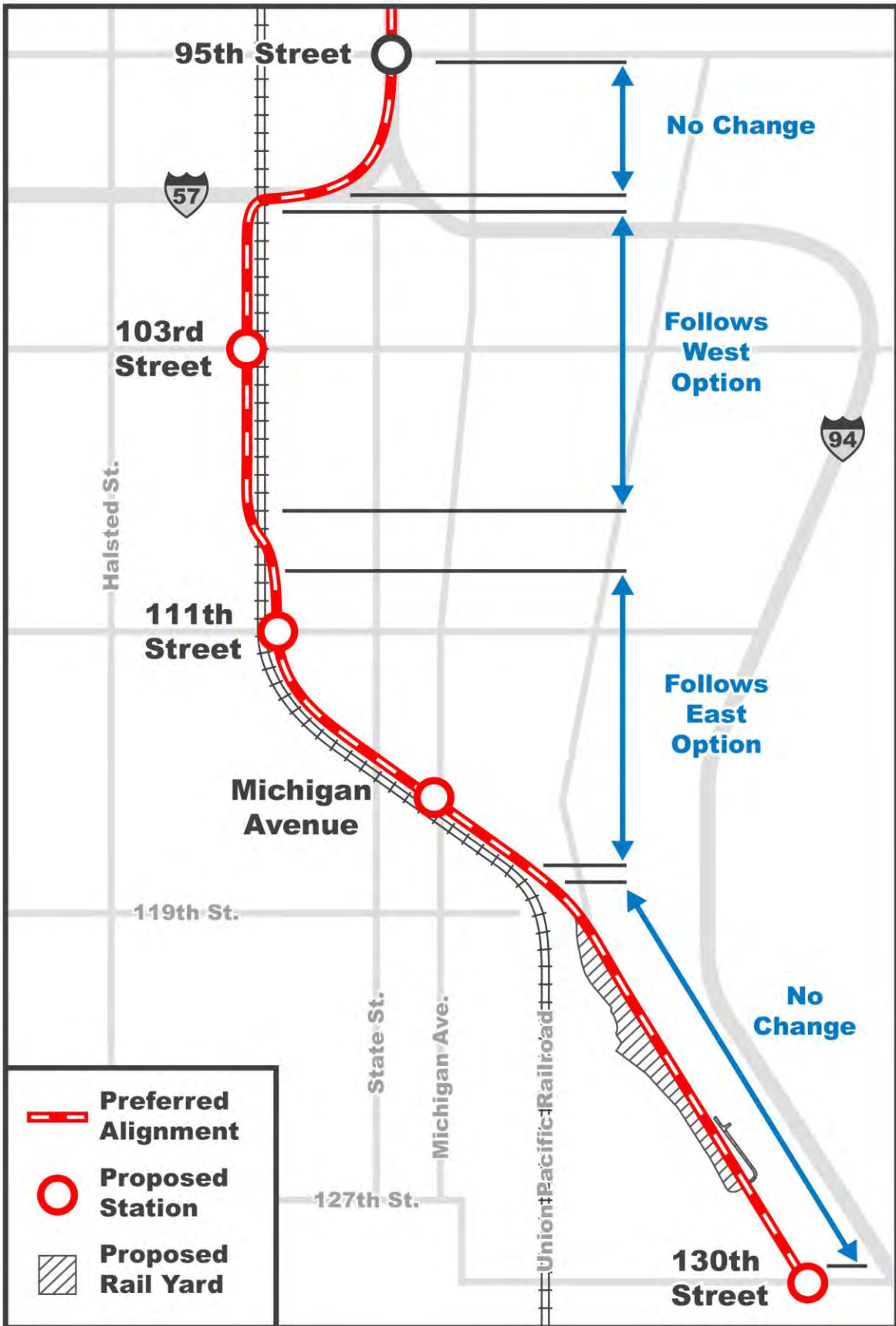
Additional information about the project is available at the project website:
transitchicago.com/RedEIS.




If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,



Sonali Tandon
Senior Project Manager
Strategic Planning and Policy
(312) 681.4246
standon@transitchicago.com



-  Preferred Alignment
-  Proposed Station
-  Proposed Rail Yard

CTA Red Line Extension Project
Preferred Alignment

Red Line Extension Project
List of Cooperating and Participating Agencies

Participating Nonfederal Agency Mailing List

RLE Project Involvement	Category	Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Participating Agency	Government Agency; Participating Agency	Local	Chicago Housing Authority	To	Mr.	Eugene	Jones, Jr.	Chief Executive Officer	60 E. Van Buren Street	12th Floor	Chicago	IL	60605
Participating Agency	Government Agency; Participating Agency	Local	Chicago Housing Authority	cc	Ms.	Angela	Brooks	Development Manager, Office of Development Management	60 E. Van Buren Street	12th Floor	Chicago	IL	60605
Participating Agency	Government Agency; Participating Agency	Local	Chicago Park District	To	Ms.	Heather	Gleason	Director of Planning and Construction	541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Local	Chicago Park District	cc	Mr.	Michael	Lange		541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Local	Chicago Park District	cc	Ms.	Sarah	White		541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Local	Chicago Park District	cc	Ms.	Doreen	O'Donnell	Research and Planning Manager; Department of Planning and	541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Business Affairs and Consumer	To	Ms.	Maria Guerra	Lapacek	Commissioner	121 N. LaSalle Street	8th Floor	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Fleet and Facility Management	To	Mr.	Kevin	Laberge	Bureau of Environmental, Health & Safety Management	30 N. LaSalle Street	Suite 300	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Planning and Development	To	Ms.	Eleanor	Esser Gorski	Deputy Commissioner; Planning, Design, and Historic Preservation	121 N. LaSalle Street	Room 1101	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Planning and Development	cc	Ms.	Erika	Sellke	Historic Preservation, Planning + Design Division	121 N. LaSalle Street	Room 1101	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Transportation	To	Ms.	Rebekah	Scheinfeld	Commissioner	30 N. LaSalle Street	Suite 1100	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Transportation	cc	Ms.	Luann	Hamilton	Director, Transportation Planning	30 N. LaSalle Street	Suite 500	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Department of Transportation	cc	Mr.	Jeffrey	Sriver	Director of Transportation Planning and Programming	30 N. LaSalle Street	Suite 1100	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Office of the Mayor	To	Mr.	Joe	Deal	Chief of Staff	121 N. LaSalle Street	Room 509	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Office of the Mayor	cc	Ms.	Lindy	McGuire	Deputy Chief of Staff	121 N. LaSalle Street	Room 509	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Office of the Mayor	cc	Ms.	Claudia	Chavez		121 N. LaSalle Street	Room 509	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Police Department	To	Mr.	Eddie	Johnson	Superintendent	3510 S. Michigan Avenue		Chicago	IL	60653
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Police Department	cc	Deputy Chief	Steve	Georgas	Bureau of Patrol; Special Functions	3510 S. Michigan Avenue		Chicago	IL	60653
Participating Agency	Government Agency; Participating Agency	Local	City of Chicago Police Department	cc	Commander	Cindy	Sam	Public Transportation Section	1718 S. State Street	Annex Building	Chicago	IL	60616
Participating Agency	Government Agency; Participating Agency	Regional	Metra Commuter Rail	To	Ms.	Lynette	Ciavarella	Director, Planning and Analysis	547 W. Jackson Boulevard	13th Floor	Chicago	IL	60661
Participating Agency	Government Agency; Participating Agency	Regional	Metra Commuter Rail	cc	Mr.	David	Kralik	Department Head, Long Range Planning	547 W. Jackson Boulevard	13th Floor	Chicago	IL	60661
Participating Agency	Government Agency; Participating Agency	Regional	Metropolitan Water Reclamation District of Greater Chicago	To	Mr.	David	St. Pierre	Executive Director	100 E. Erie Street		Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Regional	Metropolitan Water Reclamation District of Greater Chicago	cc	Mr.	Joseph	Schuessler	Principal Civil Engineer	100 E. Erie Street		Chicago	IL	60611
Participating Agency	Government Agency; Participating Agency	Regional	Pace	To	Mr.	David	Tomzik	Manager, Long Range Planning	550 W. Algonquin Road		Arlington Heights	IL	60005
Participating Agency	Government Agency; Participating Agency	Regional	Pace	cc	Ms.	Lorraine	Snorden	Manager, Department of Planning Services	550 W. Algonquin Road		Arlington Heights	IL	60005
Participating Agency	Government Agency; Participating Agency	Regional	Regional Transportation Authority	To	Ms.	Leanne	Redden	Executive Director	175 W. Jackson Boulevard	Suite 1650	Chicago	IL	60604
Participating Agency	Government Agency; Participating Agency	Regional	Regional Transportation Authority	cc	Ms.	Jessica	Hector-Hsu	Director, Planning and Market Development	175 W. Jackson Boulevard	Suite 1650	Chicago	IL	60604

Red Line Extension Project
List of Cooperating and Participating Agencies

Participating Agency	Government Agency; Participating Agency	State	Illinois Commerce Commission	To	Mr.	Steve	Mastisch	Bureau of Transportation Chief	527 E. Capitol Avenue		Springfield	IL	62701
Participating Agency	Government Agency; Participating Agency	State	Illinois Commerce Commission	cc	Mr.	Brian	Vercruysse	Senior Rail Safety Specialist	527 E. Capitol Avenue		Springfield	IL	62701
Participating Agency	Government Agency; Participating Agency	State	Illinois Commerce Commission	cc	Mr.	Michael	Stead	Rail Safety Program Administrator	527 E. Capitol Avenue		Springfield	IL	62701
Participating Agency	Government Agency; Participating Agency	State	Illinois Department of Natural Resources	To	Mr.	Wayne	Rosenthal	Director	One Natural Resources Way		Springfield	IL	62702
Participating Agency	Government Agency; Participating Agency	State	Illinois Department of Natural Resources	cc	Mr.	Steve	Hamer	Office of Realty & Environmental Planning, Division of Ecosystems &	One Natural Resources Way		Springfield	IL	62702
Participating Agency	Government Agency; Participating Agency	State	Illinois Department of Transportation	To	Mr.	Anthony	Quigley	Deputy Director, Region 1 Engineer	69 W. Washington	Suite 2100	Chicago	IL	60602
Participating Agency	Government Agency; Participating Agency	State	Illinois Department of Transportation	To	Ms.	Beth	McCluskey	Director, Department of Public and Intermodal Transportation	100 W. Randolph	Suite 6-600	Chicago	IL	60601
Participating Agency	Government Agency; Participating Agency	State	Illinois Department of Transportation	cc	Mr.	Charles	Abraham	Division of Public and Intermodal Transportation	100 W. Randolph	Suite 6-600	Chicago	IL	60601
Participating Agency	Government Agency; Participating Agency	State	Illinois Department of Transportation	cc	Mr.	John	Baczek	Environmental Studies Section Chief	201 W. Center Court		Schaumburg	IL	60196
Participating Agency	Government Agency; Participating Agency	State	Illinois Environmental Protection Agency	To	Mr.	Alec	Messina	Director	500 Stratton Office Building		Springfield	IL	62076
Participating Agency	Government Agency; Participating Agency	State	Illinois Environmental Protection Agency	cc	Ms.	Deirdre	McQuillen	Outreach/Sponsorship Coordinator	MC#1, P.O. Box 19276		Springfield	IL	62794-9276
Participating Agency	Government Agency; Participating Agency	State	Illinois Historic Preservation Agency	To	Ms.	Rachel	Leibowitz	Preservation Services Manager	#1 Old State Capitol Plaza		Springfield	IL	62701

Attachment 5 Public Open House Materials

Photos

Sign-In Sheets

Comment Card - English

Comment Card - Spanish

Exhibit Boards









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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Marlene Harper	441 W. 110 th St	(773) 264-1690	yatta-mama@sbcgbbt.net
2	Casey Smith	352 W 102 street	(773) 759-0967	Caseylarelog@gmail.com
3	Cynthia Jubiter	11620 S. State Street	773 942 0031	Cynthia.Jubiter@jeanEA.org
4	George Jubiter	11620 S. State Street	773 942 0031	G.JubiterR1@yahoo.com
5	Ronald Corbin	3241 S State Street	708-800-5249	rcorbin@hawk.iit.edu
6	Dr. William Briggs Jr	9406 S. 15 th Parry	708.953.4379	drwill22young@aol.com
7	Mrs. Mrs McKinley Robertson Constance	11406 S. Parnell Ave	773 995-5143	Constance.Coleman@sbcglobal.net
8	Lou Turner	3201 WYNSTONE DR.	217/972-2447	loturner@illinois.edu
9	Lisa Bannell	337 W. 113 th St.	(708) 926-4447	europengate@aol.com
10	Elizabeth Breisen	200 W. Adams St. 80320	312-353-4315	elizabethbreisen@dot.gov
11	Irene Moore	10000 S. Princeton Ave	773-425-8335	Iehuggis@gmail.com

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	WILLIAM SCOTT	CHICAGO IL 60628	773-988-1446	-
2	Earl CAVER	351 W 109th CHICAGO IL 60620	773-718-0277	BROEAR/CAVER@gmail.com
3	GERARDO ZARAGOZA	11722 S CALUMET AVE CHICAGO IL 60628	773 418-5138	
4	Jose Perez	11626 S PRAIRIE AV CHICAGO IL	773-443-7581	
5	Nakane Moore	WBEZ		
6	Evelyn Mack	10731 S Indiana Ave 60628		ebedme@Amaritech.net
7	Tom McMahon	639 E 111th	(773) 401-4243	tmac639@sbq6304.net
8	Elimo Ocran	1906 W. Pratt BLVD	773 916 1540	eockan@hawaiiit.edu
9	Herbert Smith	111 W. Washington St. Suite 1920 Chicago, IL 60602	330-936-2189	herbert.smith@nscorp.com
10	Chris Hoagland		312-520-5542	chwoagland@nntb.ca
11	Ethel Leflore	352 W. Wadsw	(773) 490 2505	

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Ronald Kerby	CHICAGO IL 60627 233 W 105 th St	1-312-487-6868	
2	Geraldine/Christopher Thomas	10537 S Eggleston 60628	773-995-1768	
3	Tim Selover	228 Southcote, Riverside IL 60546		tim.selover@gmail.com
4	Robin Hill Johnson	10939 S. Eggleston CHICAGO 60628	773 683 7980	RHILLJOHNSON22@gmail.com
5	Jaylin D. McClinton	11317 S. Normal Avenue Chicago, IL 60628		jaylinmcclinton2012@gmail.com
6	Arnold Pugh	12257 S. PERRY AVE	773-610-3633	Appugh@Amgr.Tech.net
7	Aubrey GRANT JR.	11438 S. CALUMET AVE.	(773) 707-4677	AubreyGRANT55Ag@gmail.com
8	M K Harris Jr	7th Ward	773	
9	ANTHONY A PEARCE	ANDERMAN OFFICE		
10	Royal Stewart	9938 S. Perry	773	RoyalStewart@yahoo.com
11	STEVE WILBY	1737 S. MICHIGAN AVE	312 825 0325	swilbyemcthuatconstruction.com

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Jonathan Samuel	7915 S. Perry Ave, #1F Chicago, IL 60628	(312) 248-5915	jonsamuel32@yahoo.com
2	Jack Ross	151 E. 116 St		
3	Claire Williams	10716 S. Parnell Chgo 60628	312 446 2837	sag19@sbcglobal.net
4	K. Price	410 W. 100 St	773 593 2089	Karencprice57@yahoo.com
5	Jelani Poston	410 W 100 St Free + 60628		
6	Jeanine Valentine	221 E. 121st Pl Apt 312	708-491-3536	
7	Lillian Yan	877 E. Writter Ct VA, IL 60061	847 984 2318	Lillianyan@icomet.net
8	ANTONY JOHNSON	3351 W 21st St	1-773-546-0588	
9	Mahinda Tomy Little	11583 S. State, Chgo 60628	312.953.6337	mflittle8393@yahoo.com
10	Elizabeth Gallagher	6636 N Chicora Chgo 60646	312 565 0450	
11	Angela Scott	137 W 104 St	773 919 5727	



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PLEASE SIGN IN FOR THE PUBLIC OPEN HOUSE (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Kareem Musawwir	139 East 115 th St. 60628	773-732-5180	Kareemmusawwir@gmail.com
2	Nathaniel Durant	608 S. Livermore ave, CA, 94550	925-202-4027	NathanielBDurant@gmail.com
3	Rebecca Bouns	337 W. 113 th St.	(205) 201-1652	
4	Maria Il Mendia	11412 S. Yale Av.	312 709-3407	
5	TONY GREER	200 W ADAMS, SUITE 320, CHICAGO, IL 60606	312-353-1696	
6	SARAH WHITE CHICAGO PARK DISTRICT	541 N. FAIRBANKS Chicago	312 224 3434 22	sarah.white@chicagoparkdistrict.com
7	JACOB E. PETERS	2156 N. KEDZIE BLVD	773 870 1937	jacob.e.peters@gmail.com
8	Martha A Palacios	121 E 117 ST Chicago IL 60628	(773) 319-6345	
9	Fatimah Al-Nureidin	13929 S. Atlantic Ave. Riverdale, IL 60827	(312) 350-1557	alnur67@gmail.com fatimah@fatfp.org
10	Ahveesha Yisrael	5616 S. Prairie ave Chicago, IL 60637	312-451-8778	ahveesha@yahoo.com
11	Maryann Watson	11737 So. Stewart Ill 60628	773-253-2391	

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PLEASE SIGN IN FOR THE PUBLIC OPEN HOUSE (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	C.T. Blair	3400 N. Lake Shore Dr. Chicago, IL 60613	(312) 956-6755	charlesblair@gmail.com
2	Metta Evans	9358 S. Michigan Chicago, IL 60619		
3	TONY FAKELTIS	10 S. RIVERSIDE, SUITE 400 CHICAGO, IL 60606	312-930-5268	anthony.fakeltis@parsons.com
4	Grace Handon	10521 S. Halo Ave Apt 2D Chicago, IL 60643	812-272-6756	grace.handon@cru.org
5	BEVERLY MARTIN	10605 S. PEDRIA ST. CHGO, IL 60643-3027	(773) 881-3120	
6	Donald J Gibson	9958 S. PRINCETON AVE Chicago IL 60628	773-491-9908	dgibson762@gmail.com
7	Ernst Saunier	100 N. LaSalle St #1515	312-364-9292	esaunier@esentprises.net
8	Jade Jones	10012 S. Wallace / CHICAGO, IL / 60628		
9	Rastman Kelley	10414 S EGGELSTON AVE CHICAGO 60628	312 672-2116	Rastman.K@LIVE.COM
10	Michelle R. Ysrael	7741 So. Dobson CHGO IL 60619	708-698-7286	michellertneal22@gmail.com
11	Dorothy Lott	11139 S Edbrooke	312 375 1024	

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Red Line
Extension

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	EVAN GROSS	3127 Kenmore Ave Apt G Chicago, IL 60657	—	evan.michiganst@gmail.com
2	Gloria Amela	116 E 117 St. th. 60628		
3	Gerardo Amela	116 E 117 ST. th. 60628		
4	Michael Sutton	943 E 130th Place	312 405 9560	msutton@instructor-my.com
5	Gregory J Brown	11709 S, Indiana	773 679-9854	
6	Emily Miller	10521 S Hale Ave Chicago, IL 60643	888-337-4968	
7	PHIL PASTERAK	30 N LASALLE #4200 CHICAGO IL 60602	31	PHIL.PASTERAK@USP.COM
8	HILARY THURNE	333 W Lock Place 60628		hilarythorne1965@gmail.com
9	MARCIA SHANNON JONES	10415 S. Reley Ave 60643	(773) 203-1103	mshannonjones@earthlink.net
10	CHEENA CREDIT	1022 W 108 th St	773. 253.7088	Cheena@c@aol.com
11	Kerry Mitchell	525 W Eugene	773 407-3046	Kerry Mitchell@aol.com



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College Preparatory Academy
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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Wilhelmina Lightsey	10014 So Eggleston	773-237-3348	
2	Cleopatra Watson	10129 S Champlain Ave 60615		Unitecpullman@gmail.com
3	Angela Ellis			
4	Leanne Whitaker	10410 So Waterworth 60628		
5	James Marshall R			
6	Deborah L. Truss	Red Line Extension Coalition Board P.O. Box 288644 CHICAGO 60628-8644	(773)326-5582	DLTHOENTUM@AOL.COM
7	YVONNE FARLOW	352 W 107th		
8	John TROTTER	30 W. LaSalle - suite 4204 CHICAGO IL 60602	312-218-8973	John.Trotter@WSP.COM
9	LILLIE DAMPER / TOMMIE DAMPER	11546 S. STATE ST		tomdampcr@yahoo.com
10	ROBERT RYAN	12 S Riverside Plaza, Ch. 60606 355 W. 101st Pl	312-825-5756	robertryan@person.com
11	DERIS A. ATWATER	Chicago, IL 60628	773)821-5995	

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Tuesday, February 13, 2018
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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	J Grayson	10819 S Wallace		
2	LOURDES SOLORZANO	8236 HIGHGATE CT. ORLANDO FL	(713) 447-5559	Catillactia@gmail.com
3	Beth Dybala	CATC 1000 E. 111th St. Chicago, IL	(773) 928-6000 x224	Bethcalumetareaindustry.com
4	D. Cortez	251 W. 105th Pl. Chicago IL 60628	773.995.9560	sunshine_114@sbcglobal.net
5	SEAN SCOTT	55 E MONROE CHICAGO IL	312 859 4179	SSCOTT@PATRICKCO.COM
6	JAMES H. CHRISTIAN	10240 S PRINCETON	773.568.2762	
7	JAMES E. CHRISTIAN	10240 S PRINCETON	708-280-2073	jecta@comcast.net
8	Sylvia Y. Jones			plottiminc@sbcglobal.net
9	Monique Adams	8020 Woods Chicago IL		
10	PATRICIA McCAIN	11806 SO. LA SALLE CHGO 60628		
11	Gerardo Lopez			

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PLEASE SIGN IN FOR THE PUBLIC OPEN HOUSE (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Mordecai Funches, Jr	11321 So Stewart Ave	773. 603. 4818 (cell) 773 468. 5466 (HM)	grandexai8@gmail.com
2	ROBERT GOSS	10835 S. EBERHART ST	773-317-8246	RGossSMITH@AOL.COM ronaldjackson6269@ny
3	Ronald Jackson		773-313-6190	ak
4	Michael McMahon	11326 S. Langley	773 547-4243	mmcmahonag@gmail.com
5	Deetrius Drake	11431 S. NORMAL AVE.	773-876-9366	deedrakes66@YAHOO.COM
6	HATTIE WASH	219 W 109 PLACE	(312)613-2846	WASHHATTIE@gmail.com
7	Terence Johnson	337 W. 113th St	312 678 9107	tranwade@yahoo.com
8	Sheila Clements	562 S. 4th AVE	847-530-7858	SClements11@LIVE.COM
9	Intisar Muhammad		773-398-0077	imuhamm2@hawk.iit.edu
10	Sarai Jubis	33410 S michigan AVE	3125369319	ajubis@hawk.iit.edu
11	Elizabeth Bourne	337 W. 113th St	(708) 203-0051	msetournetr@gmail.com



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PLEASE SIGN IN FOR THE PUBLIC OPEN HOUSE (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Clevan Tucker	9706 S. Prairie 60628		ClevanTuckerJr@gmail.com
2	Kenneth L. Johnson	3115 S. Michigan Ave. #702 60616	312-225-7462	N/A
3	Michelle Flagg	1857 E. 93rd Chicago IL 60619	312-504-8241	michelledflagg@gmail.com
4	Yvette Ramirez	5225 W. Fletcher Chicago, Ill 60641		yramirez8907@yahoo.com
5	Reatta C. Nehms	11135 S. KING DR Chgo IL 60628	—	retmonkie@gmail.com
6	Andrea D. Reed	12117 S. Indiana Ave. Chgo 60628	(708) 259-9240	treboradreed@yahoo.com
7	CARLOS NELSON	7901 S. Racine Chgo IL 60620	773.858.2338	CNELSON@6146DC.ORG
8				
9				
10				
11				



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PLEASE SIGN IN FOR THE PUBLIC OPEN HOUSE (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Grady Davis	349 W. 111 th St.	312-307-4396	None
2				
3				
4				
5				
6				
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11				



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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Vanessa Adams	200 W. Adams St, Chgo 60606	847-254-2728	Vanessa.adams@dot.gov
2	Jake Fansler	4317 N Kostner ave, chi. 60641	773-603-5306	jakefansler@gmail.com
3	Julio Diego	115 E 117 ST Chicago IL 60628	773-710-3263	ameenaharris25@gmail.com
4	Ameena Harris	13929 S Atlantic Riverdale IL		ameenaharris25@gmail.com
5	Raymond Wesley	9630 S LASALLE ST	312-459-9014	R.Wesley07@outlook.com
6	Peter Taylor	9600 S. Prairie Ave	773.568.8842	pbtaylor54@gmail.com
7				
8				
9				
10				
11				



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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	BETH ECKERTY	13208 S EXCHANGE AVE	773.627.9378	betneckerty@hotmail.com
2	F. Colbert			
3				
4				
5				
6				
7				
8				
9				
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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Maynell Thomas	10120 S Eggleston Ave Chicago 60628	312-404-2206	maynell.thomas@gmail.com
2	Carrie Cooper	10120 S Eggleston Chicago 60628	779-4820 60628	
3	Jelani Carly	35 W. 55th St	711-226-7152	jelani.carly@gmail.com moep245@gmail.com
4	Maureen + Scott Perazzolo	245 W. 114 Street	773-785-5496	scottap@gmail.com
5	Irene Youngblood	435 W. 110th Street		IreneYB14@gmail.com
6	Ron Shimizu	WSP, 30 N. LaSalle, Suite 420, Chicago	312-803-6638	ron.shimizu@wsp.com
7	Humberto Salazar	121 E 117st - 128 E 117st - 149 E 117st	773-491-5485	humbertosalazar9@gmail.com
8	Deloris Lucas	13134 S. Vernon Av. Chgo 60637	773-468-7941	deelucas2002@yahoo.com
9	MICHAEL A. SHYMAUSKI	531 E. 112th St 60628		MIKE@SHYMAUSKI.NET
10	DORIS H. WHITE	3744 W. Cullom Av 2ND Fl 60618	312-972-9652	
11	Thelma Jenkins	10605 S Eggleston 60628	773 821 8308	

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Cheryl Littleton	123 W 114th St Chicago 60624	773-259-3627	clittleton55@gmail.com
2	Ken Samuels	1121 S. Loomis	773-457-1224	Ksam212067@Comcast.net
3	Willee Johnson	352 W 106th	773-387-4166	
4	Domone Taylor	11007 S Union	312-678-8957	
5	Eleana Scott	10823 S. Appleton Ave	413-821-4199	
6	William J Taylor	437 W 110th St	(773)264-3692	billertaylor4@sprintmail.com
7	Tommy L. McLAURIN	244 W 112th Pl	773-936-4900	
8	Elaina McLaurin	^	773 936-4800	dmacklady@aol.com
9	MARY HORDE JOHN HORDE	9628 S. PERRY AVE	773 928 2880	COMPUTER SAFARI@aol.com
10	TITANY GRIFFITH	125 WENTWORTH	773 995-7466	
11	Hori Johnson	337 W 113th St	773-456-9129	msjohnson521@yahoo.com

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1	PATRICK MCGEE	9433 S. INDIANA AVE CH. IL. 60619	(773) 264- 1176	
2	LEONNIE CAMERON	348 W 162 ND ST	773 5695134	
3	Chris Ferguson	30 North LaSalle 192 Chicago, IL 60602	312 613 5923	
4	CARLOS NELSON	7901 S. RACINE CHICAGO IL 60620	773 858 2338	CNELSON@ GAGDC.ORG
5	Cathy Patterson	326 W. 103 RD PL.	773-928-0967	-
6	Kelly Johnson	15 W. 113 TH STREET # / 60628	(773) 370- 9099	kelly6459@att.net
7	Cynthia Horton	406 W. 100 TH ST, Chgo IL 60625	8773-239-1346	
8	Nichollette Moore	12233 So. Wentworth 60625	(773) 216- 7149	Faith Fulmoore 1 @ yahoo
9	Torrance Smith	10928 S. Farnell 60628	(773) 454-4529	Tbirdman33@yahoo.com
10	Antoinette Williams	10841 S. Eggleston 60628	(708) 646-7629	antoinettewilliams1976@gmail.com
11	DAVID MAY	400 S 8 TH , LaGrange IL 60525	708-579-3107	dave.may.4008@gmail.com

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	LaTonya + HENRY YOUNG	10455 S. RACINE CHgo. IL 60643	708-926-4161	latonya.young49@yahoo.com
2	Jibri & Kori Clemons	312 W. 113 th St. 60628	773-557-3184	Kori.Clemons67@gmail.com
3	Gwen King	RE: 11014 S. Lowe 3115 S. Michigan Ave # 702 CHgo 60616	312 225-7462	
4	Andre Scherding	2425 N. Sheffield Ave 60614		
5	EDWARD DRAKES	12421 S. EGLESTON AVE 60629	773-777-2334	edraakes24@gmail.com
6	KAY WARE	237 W. 105 th PL. 60628	773-468-2112	
7	MONIQUE LENOIR	11544 S. PERRY Ave 60628	773-447-2198	mlevoir2294@gmail.com
8	DAN DREW	2111 Keeney Evanston IL 60022	312 952 5340	daniel.drew@tyln.com
9	Chris Churchill	55 E Monroe Chicago IL	224-339-1980	cchurchill@PatrickCo.com
10	Tiana E. Blakely	11221 S. Emerald	(773)614-3816	tianaellis@yahoo.com
11	Tiesha Smith	18240 Burtchall	708 890 8894	tieshasmith@gmail.com

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	ANN QUARLES	60 West 114 th PLACE CHICAGO 60628	773-419-6000	AnnQuarles@redline.com
2	CONSTANCE WILSON	11232 So Eggleston 28	773-785-5195	
3	LINDSAY HOLLOWAY	2401 E 100 th St	312-777-6479	
4	Igor Studentov	Cook County Chronicle	847-624-1244	igorst3@hac.mil.com
5	KATRINA GARDNER	11541 S. STATE ST	312 208 6012	KatrinaLove123@msn.com
6	Dorothy Watson	9814 S Sangamon		dotdj98@wowway.com
7	Lourence McKinney	10058 So EGGLESTON	1773 4454101	
8	TEENA CHRISTMAS	7037 S. YALE	773-474-8634	
9	LISA HOLLOWAY	10742 S Wabash	773 821 6011	
10	PAULA PENTON	3833 N HAMILTON	312 777 2840	paule.penton@tylin.com
11	WILHE SPRUELL	20 West 115 th Street	773-909-5011	

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Ezekiel Guza	550 W Algonquin Rd, Arlington Heights IL	(847) 228-4217	ezekiel.guza@pacebus.com
2	Miles Churchill	207 N Gregory St Urbana IL	630-251-7595	MilesChurchill@gmail.com
3	Art & Audrey Chelupa	10809 S. Prairie ave	773 307-1409	Art A Ventures @ Outlook.com
4	Dwight D. Craig	8638 S. Michigan Ave Chicago		
5	Vernice Rucker	60 W. 114th Place Chicago, IL	773-791-5852	VRucker_214@yahoo.com
6	Tom P. Lopez LAGAD, IUS	1122 S SAINT LAWRENCE		LAGAD, IUS @ATT.NET
7	Serial Mikell	10614 So. Perry	312-361-4654	serial.mikell12@yahoo.com
8	Tom Aron	1737 S. MICHIGAN AVE	847 561 0369	talton@mchughconstruction.com
9	Sheree & Carol Sanderson	10148 S. Eggleston	773-398-3074	CSAN17@jgust.edu
10	Robert Lester	10052 S. Prairie Ave	773 759 4472	
11	Jeelive Johnson	11134 So EdBooke	773 928-2358	CozyCarla51@gmail.com

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Ed & Lou TARVER	350 W. 109th ST	773-264-5096	LOU.TARVER@HOTMAIL.COM
2	CLIFTON Holliday	4036 S. PARNE 11	773-264-3512	
3	ASHANKH JAISHANKAR	58 E JOHN, ST, CHAMPAIGN	217-9049054	
4	Jerome Skinner	11412 S. Forest ohgo IL 60628	(68) 238-0397	JEROME5SKINNER@gmail
5	Charles Brown	12 W. 115th Street	(773) 972-6853	Jhuh19516@yahoo.com
6	Paige Hampton	11573 S. State St. Chicago, IL 60628	N/A	paigehampton19@gmail.com
7	JAMES PORTER	N/A	N/A	N/A
8	Antonio Reed	6055 S. Aberdeen	312.599.5080	antonioreed55@yahoo.com
9	Elmer Smith	352 W. 118th St.	773-821-0589	
10	Emma Monere	11227 S. Eggleston St	773-785-1465	
11	TOD FRAUND	10936 S. WABASH		



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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	GREGORY WALKER JR	6952 S. JEFFERY BLVD CHICAGO IL 60619	773 317 2382	GREGORIT@CHICAGO@GMAIL.COM
2	ZEFFIE BLOUNT	9938 S. WENTWORTH CHGO, IL 60628	773-785-3061	ZBLOUNT9938@ATT.NET
3	TyTania Holliman	8632 South University	773-798-9415	tyTania.holliman@gmail.com
4	Diane Williams	9900 S. Yale Ave	773 568-7551	dylynnx@yahoo.com
5	Sandra Brown	10805 S Eggleston Ave	312 874-0283	saundrab4@gmail.com
6	Malcolm Brown	10805 S Eggleston Ave	773-984-7153	mmalcolmbrown@gmail.com
7	Marcelino Gudecia	333, E 117 ST CHICAGO IL 60628		
8	Bethy Gurnero	331 E 117th St.	312-618-1618	
9	George Lemon	10024 S. Eggleston	(312) 889-0389	
10	BERNADINE MORRIS	409 WEST 99th STREET ^{Chgo, IL} 60628	773-239-7549	bern924@SBCGLOBAL.NET
11	Brenda Glover	10835 S Eggleston 60628	773 568 4493	Brenda.Glover60628@yahoo.com

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Betty Jones	9921 S. Yale	773-568-5679	JosieSmith790@yahoo.com
2	Doris Martin	13207 S. Rhodes Ave.	773 264-0434	dorismartin7276@gmail.com
3	Andette L. Osborne	PO Box 10217, Chicago IL 60610	(312) 404-3588	alo20800@cutlook.com
4	Ernie Austin			
5	Ernie Austin	507 W. 103 rd Place	773-239-3037	-
6	Joe Harvey	12754 S. Union	773.456.0038	LULA127@yahoo.com
7	WILLIAMS, SUSAN	12336 S. INDIANA	773 562-1620	
8	Rosie Baxter	230 W. 106 th St ↓	773-568-7009 ↓	8876814@gmail.com ↓
9	William Baxter			
10	Sarah B. McMillian	12024 S. LA SALLE St 60628	773-593-4841	
11	Clemaine Stiff	10621 S. Fogleson ave	773 821-4410	StiffTina@Comcast.net

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Ella J. Blunden	9948 So. Yale Ave. IL 60628	773-821-1877	
2	ANGELA CONNER	10073 S EBERHART, CHICAGO, IL 60628		AYCONNER@SBCGLOBAL.NET
3	PIA MCKEE	11331 S. COTTAGE GR. CHICAGO 60628	773/821-5110	
4	MELBA BARKER	11535 S. NORMAL CHGO 60628		MELDAB1156JUNO.COM
5	Mae Kenley	233 W. 105TH th 60628		
6	Beverly Williford	Transmart	630-726-7992	bwilliford@transmartinc.com
7	MARILYN Brown	11959 S. LASALLE ST 60628		marilyn.Brown8420@ATT.NET
8	LEE & Carrie Williams	11310 S. Emerald 60628	773 928 5530	CARLEHSE@AOL.COM
9	Linda Potts Eddie Hampton	10020 S. Eggleston AVE. 60628	708-4399211	Lindapottsc@yahoo.com
10	Althea Edmondson	401 W 99 th Street	312-962-9579	
11	Lorraine Blair	11618 S. State St ^{chgo} 60628	773-568-0162	lorraine.blair@YMAIL.COM

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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL
1	Alexis Blair Billingslea	69 W. Washington St 2100, Chgo 60602	847-715-6904	alexis.billingslea@illinois.gov
2	Michael LaFargue	9327 S. MICHIGAN AVE 60619	773-251-0760	MLAFARGUE1@GMAIL.COM
3	Walter Blair LORETTA BLAIR	11550 S LAFAYETTE AVE 60628	773-785-6303	loretta.blair@gmail.com
4	Jeffrey Massey	10002 S. Forest Ave 60628	312-259-4298	JPMASSEY@SBCGlobal.net
5	Janis Golden	10528 S. Eggleston Ave	773 704-3770	JmG448444@Yahoo.com
6	Gloria Lofton	10523 S Eggleston Ave	773 837-5069	GJlofton74@gmail.com
7	Jeff Putra			saputra@lunaconstruct.com
8	Tessa Ferraro	817 W Hill St Urban, IL 61801	814-823-1361	tferraro88@gmail.com
9	Nick Keeling	607 W High St Urban IL 61801	317-726-6967	nkeeling2@illinois.edu
10	Chnele Stella Brown	12 W 115th St	773213-6185	chnelestebbiebrown@hotmail.com
11	Gretchen Bailey	12756 S. Union St.	312/399-3642	gjbailay2@netzero.net



WE WANT YOUR INPUT

on the Red Line Extension (RLE) Project

Based on public feedback, technical analysis, and agency coordination, CTA has selected a Preferred Alignment for the RLE Project that is a combination of the previously presented East and West Options. The Preferred Alignment would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement (EIS). CTA is interested in your feedback about the project. Please **PRINT**.

Name _____

Address _____

City _____ State _____ Zip _____

Email Address _____

Please describe your questions or concerns. _____

Multiple horizontal lines for writing feedback.



QUEREMOS SABER SU OPINIÓN

sobre el Proyecto de Expansión de Línea Roja (RLE)

Basándose en los comentarios del público, análisis técnico y coordinación de las agencias, CTA eligió el alineamiento preferido para el proyecto de RLE, el cual es una combinación de las opciones este y oeste presentadas anteriormente. El alineamiento preferido captaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios recibidos sobre el borrador de Declaración de Impacto Ambiental (DIA). A CTA le interesan sus comentarios sobre el proyecto. Por favor **ESCRIBA EN LETRA DE IMPRENTA.**

Nombre _____
Dirección _____
Ciudad _____ Estado _____ Código postal _____
Correo electrónico _____

Por favor describa sus preguntas o inquietudes. _____



Welcome to the Red Line Extension Project Open House

The purpose of this open house is to:

- Share information about the Preferred Alignment of the Red Line Extension (RLE) Project
- Share information about anticipated project benefits and impacts

*If you have questions, feel free to ask the representatives stationed around the boards and at workstations.
There will be no formal presentation.*

You may leave your comments with us today, or send a comment card to this address:

 **Chicago Transit Authority**
Strategic Planning, 10th Floor
Attn: Red Line Extension Project
567 W. Lake Street, Chicago, IL 60661

 Or send us an email: RedExtension@transitchicago.com





RLE Project Purpose and Need

Project Purpose

The RLE Project would reduce commute times for residents, improve mobility and accessibility, and provide connection to other transportation modes. The RLE Project could also foster economic development, where new stations may serve as catalysts for neighborhood revitalization. The RLE Project would also provide a modern, efficient car storage yard and shop facility.

Needs to be Addressed

- 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 limits access between affordable housing and employment centers outside the project area.
- Existing transit markets are underserved and transit connectivity is challenging in the project area.
- Disinvestment and limited economic development in the project area have negatively affected Far South Side communities.
- The existing 98th Street Yard does not have capacity to store rail cars for any substantial increase in Red Line capacity accompanying future Red Line expansion.

Preferred Alignment

Based on public feedback, technical analysis, and agency coordination, CTA has selected a route that 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 continuing south to 130th Street.

Project Benefits	East Option	West Option	Preferred Alignment
Minimizes Affected Parcels	✗	✓	✓
Minimizes Affected Residences	✗	✓	✓
Minimizes Affected Businesses	✓	✗	✓
Avoids Impact to Historic Roseland Pumping Station	✗	✓	✓
Maximizes Economic Development Opportunities	✓	✗	✓

The Preferred Alignment is a combination of the previously presented East and West Options. It would capture the benefits and minimize the impacts of either option, and it also incorporates feedback received on the Draft Environmental Impact Statement.



Tracks would be elevated from 95th Street to 119th Street

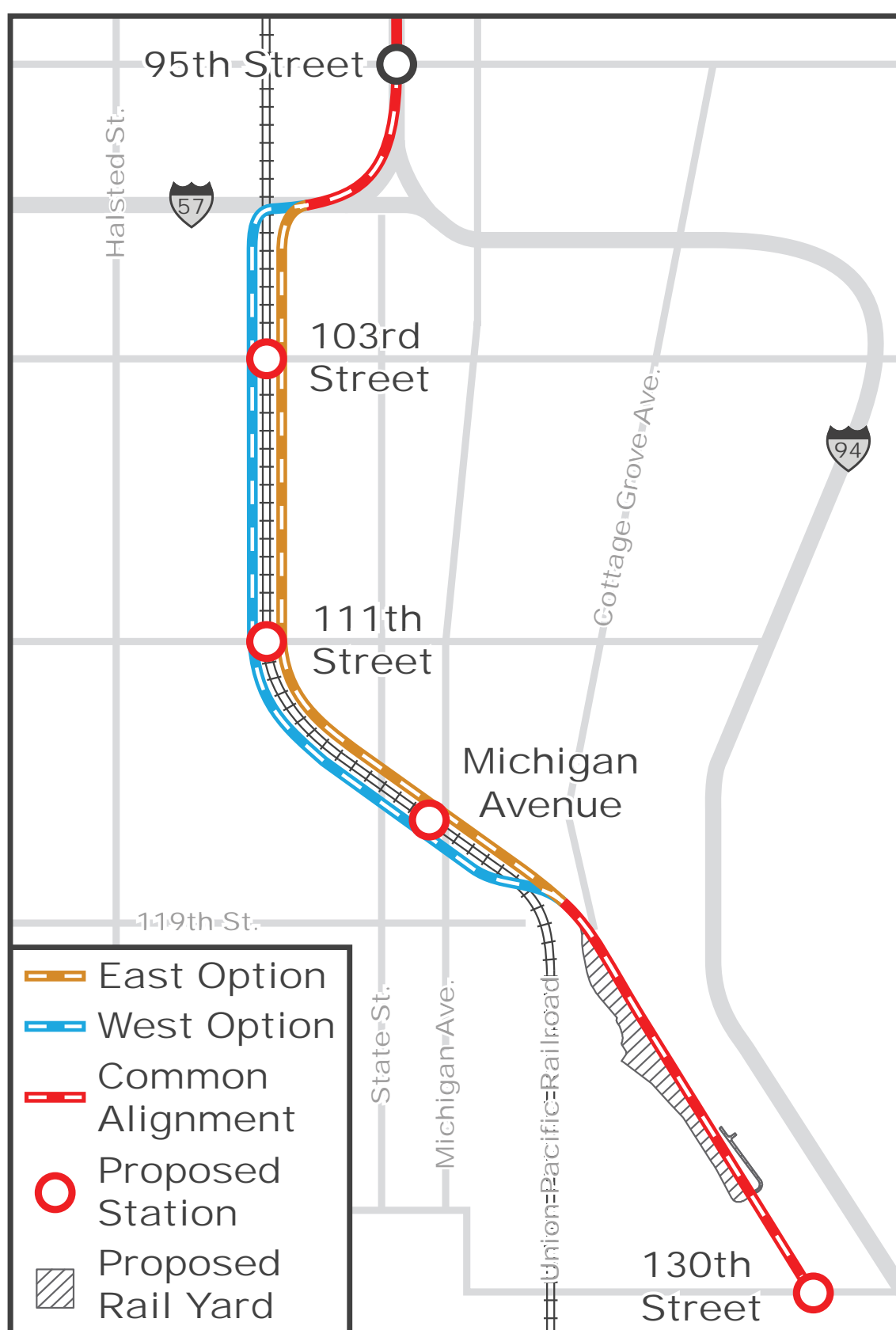


Preferred Alignment

- Same as the **WEST OPTION** north of **108th Place**
- Same as the **EAST OPTION** south of **108th Place**
- Same as the **COMMON ALIGNMENT** north of **99th Street** and south of **119th Street**

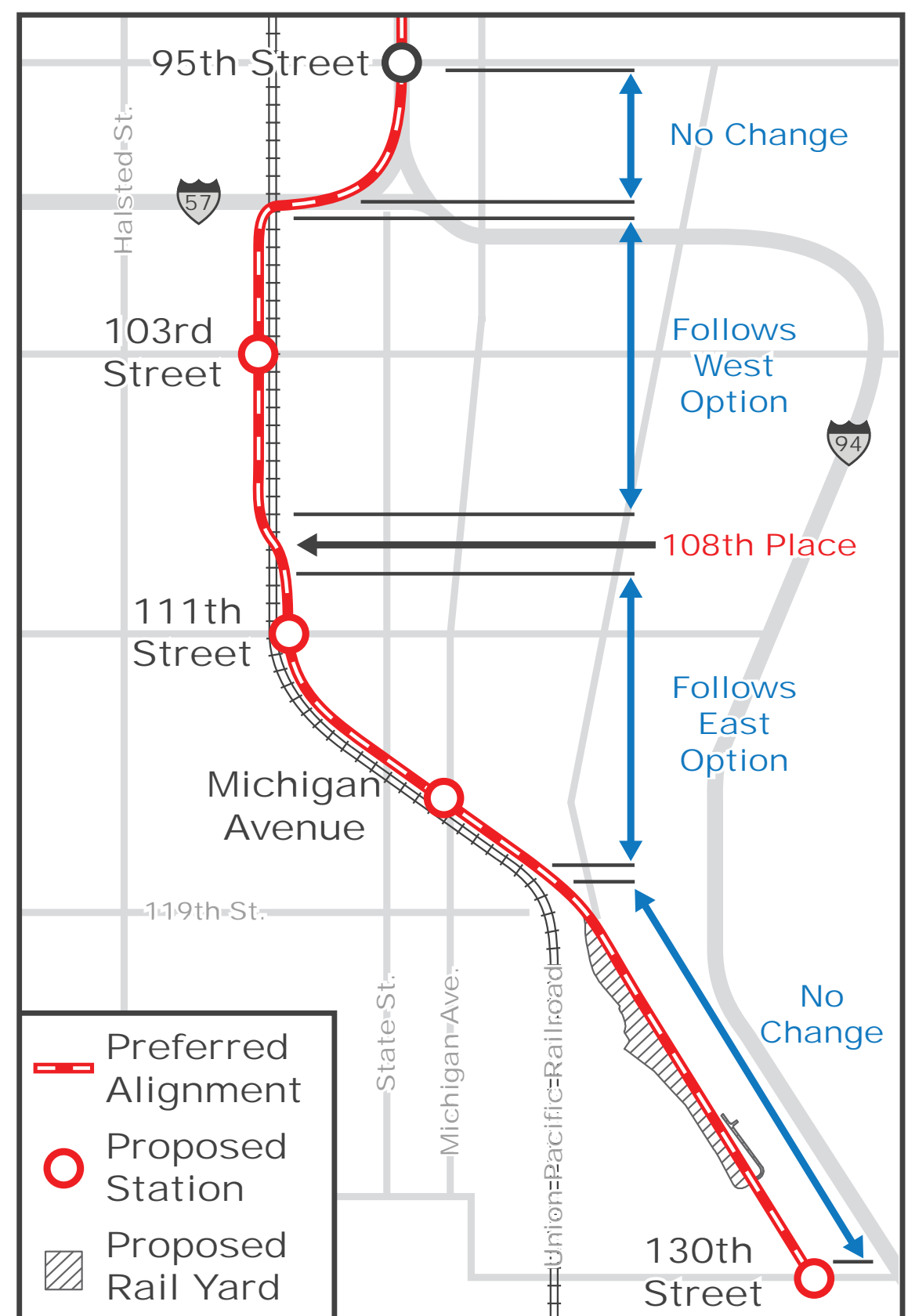
Previously Considered Options:

East OR West



Combination of Options Selected:

Preferred Alignment



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Red Line Extension

Project Visualizations

103rd Street Station, Facing Northeast



Michigan Avenue Station, Facing Southwest



Note that appearance of project elements (such as parking structures, beams, columns, etc.) in visualizations is intended to show scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.





We Heard You!

CTA received **284** comments during the comment period for the Draft Environmental Impact Statement.

By the numbers

- **155** commenters provided input on whether they prefer the East or West Option
- **52** commenters asked about the public outreach process, and how to stay involved
- **45** commenters expressed concern about property displacements
- **44** commenters expressed concern about noise and vibration
- **39** commenters remarked about how the RLE Project would affect transportation in the project area, including parking
- **34** commenters had questions about the project timeline
- **33** comments asked about the alternatives considered



Property Displacements

Construction of the project would require the acquisition of private property.

The Preferred Alignment would affect *fewer residences* than the East Option, and *fewer businesses and jobs* than the West Option.

Parcels	Preferred Alignment
Affected Parcels without Building Displacements	157
Affected Parcels with Building Displacements <i>(Residential Building Displacements)</i>	79 <i>(59)</i>
Total Affected Parcels <i>(Affected Private Parcels)</i>	236 <i>(154)</i>
Affected Businesses <i>(Full-Time Jobs)</i>	5 <i>(6)</i>

- Impacts are based on conceptual engineering and represent the maximum impacts.
- Impacts will be confirmed in the Final EIS after more detailed conceptual design.
- Availability of vacant parcels and buildings near the affected properties will likely allow for affected businesses and residents to relocate within the project area.

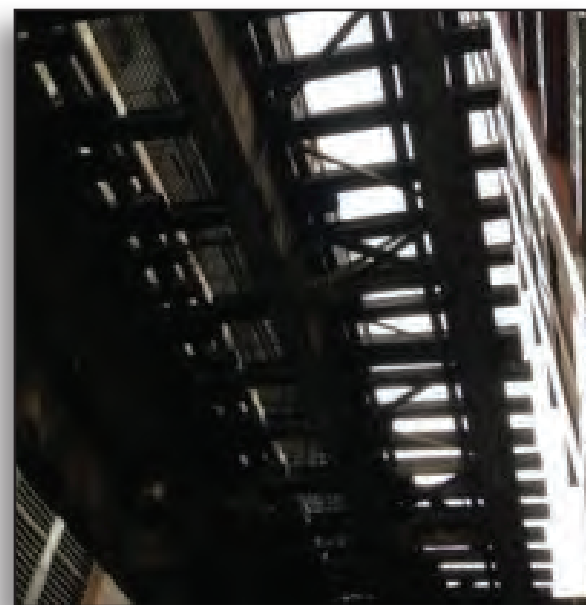
Noise and Vibration Impacts

What would CTA do to reduce, or mitigate, noise from the elevated track structure?

- Install noise barriers, which absorb and reduce noise from the tracks by 10 decibels.
- Use a closed-deck structure, which limits transmission of noise beneath the tracks.
- Use continuous welded rail, which has fewer joints and means a smoother and quieter ride.



Noise Barriers



Open versus Closed Deck



These mitigation strategies would resolve all potential severe and moderate noise impacts due to the project.

What about vibration?

Based on the analysis, the project would result in no impacts from vibration.

Because the CTA train cars are lighter and carry less weight (freight) than the freight trains that pass through the project area, vibration levels would not exceed FTA thresholds and no mitigation measures would be required. Elevated track structures also transmit less vibration through the ground than at-grade tracks.

Section 4(f) - Impacts to Parks

Section 4(f) of the USDOT Act of 1966 is a federal law that establishes special considerations and requirements when publicly owned parks or recreational areas are proposed to be used by a transportation project.



Fernwood Parkway

A portion of Fernwood Parkway would be affected. Temporary closure of the overlapped section of Fernwood Parkway would be necessary during construction. There would also be a short-term closure of Wendell Smith Park during construction, but no permanent impacts.

Addressing Impacts to Fernwood Parkway

CTA has worked with the Chicago Park District to identify ways to minimize this park impact and, where possible, enhance community access to parks.

Mitigation Measures for Fernwood Parkway

- Provide a new replacement park in or near affected community area
- Restore or landscape any disturbed areas on affected parkland
- Incorporate context-sensitive design features at affected parks
- Potentially install a new bike path beneath the elevated structure

Potential Replacement Park Concepts

CTA worked with the Chicago Park District to develop replacement park options in the surrounding community. These are two locations currently under consideration. CTA will work with the Chicago Park District during the Final EIS to confirm a preferred location for park replacement and conduct additional analysis and outreach.



Michigan Avenue between 101st and 102nd Streets



Michigan Avenue near the UPRR tracks and Kensington Avenue

Park Concept Visualizations

Replacement Park Concept at 101st and Michigan Avenue



Aerial overview (left) and street view (top) visualization of replacement park concept at Michigan Avenue between 101st and 102nd Streets.

Replacement Park Concept at Michigan Avenue near Kensington Avenue



Aerial overview (left) and street view (top) visualization of replacement park concept at Michigan Avenue near the UPRR tracks and Kensington Avenue.

Replacement park sites would be contingent on voluntary acquisition of vacant and/or active parcels from willing sellers.

Note that appearance of project elements (such as parking structures, beams, columns, etc.) in visualizations is intended to show scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.



Quick Facts about Acquisition and Relocation

The property acquisition and relocation process is governed by the federal Uniform Relocation Assistance and Real Property Policies Act of 1970 (also known as the “Uniform Act”), which outlines the rights of owners and tenants of business and residential properties.

The process includes two main parts:

Acquisition – The purchase of your real estate. Property owners would not be paid less than fair market value for their land and buildings. In some circumstances, if current appraisals are less than the original purchase price, an owner may be eligible for compensation equal to the original purchase price.

Relocation – Additional benefits offered should you or your business be displaced. CTA will provide a relocation agent to every displaced person to help navigate the benefits that are available. Residential homeowner financial benefits may include:

1. Moving and Related Expenses
2. Replacement Housing Payments
3. Incidental Closing Costs

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.



Next Steps and Timeline

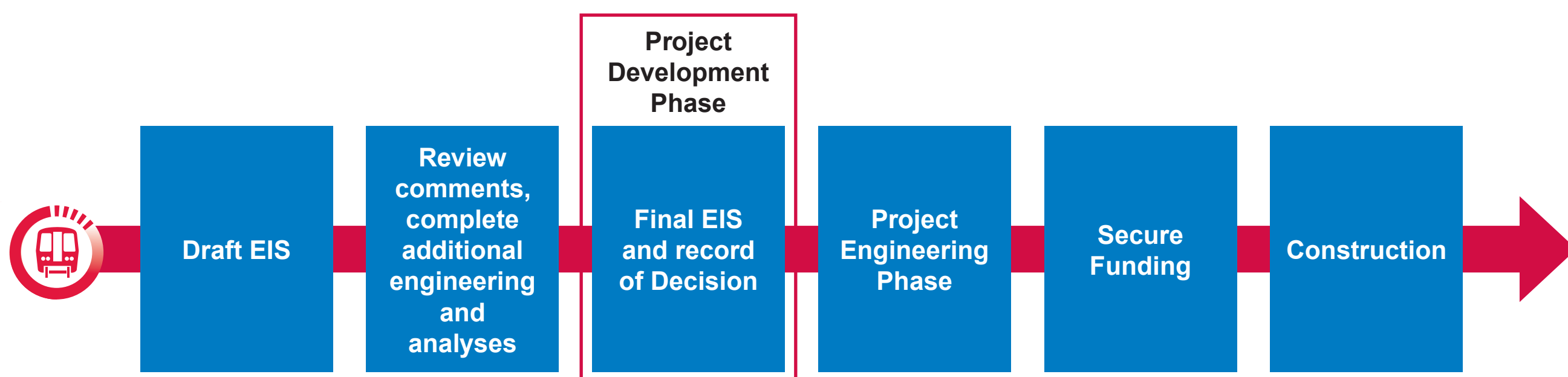
Now that CTA has selected the Preferred Alignment, a Final Environmental Impact Statement will be prepared and preliminary engineering will be conducted. CTA and FTA will complete any additional analyses and respond to public comments on the Draft EIS as part of the Final EIS.

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next 5 years for the RLE Project, which will allow for completion of these next steps.

CTA will apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase of this project to pursue federal funding for construction of the project under the competitive federal “New Starts” program.

Project Development and full funding for the RLE Project under this program is a multiyear, multistep process.

CTA will continue to work with the community to complete this important project.



Attachment 6 Comments Received

WE WANT YOUR INPUT

on the Red Line Extension (RLE) Project

Based on public feedback, technical analysis, and agency coordination, CTA has selected a Preferred Alignment for the RLE Project that is a combination of the previously presented East and West Options. The Preferred Alignment would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement (EIS). CTA is interested in your feedback about the project. Please **PRINT**.

Name MICHAEL BROWN
Address 1522 E. 85TH STREET
City CHICAGO State IL Zip 60619
Email Address mbro92@gmail.com

Please describe your questions or concerns. _____

I am excited about the Redline Extension, but I live North of 95th Street.

1. Why isn't there a Park N Ride at 95th St or 87th Street? People that live near the Dan Ryan are not going to drive South to a parking garage when they work downtown.
2. Please consider utilizing the old Kennedy King College land at 107th + Vincennes as a Park N Ride. It could help reduce traffic on the Dan Ryan Exwy. The Redline could really use a Parking Lot, It would ride the Redline more if it could park closer instead of taking 2 buses to get to the Redline.
3. Since CTA ^{will be} using FTA funds, is CTA awarding contracts to allow the Architect of Record and the Engineer of Record to be a DBE? ~~is~~ CTA is building this project in a neighborhood that is primarily African-American. Please consider making the Prime Contractor an African-American Design Firm and most of the Subcontractors DBE firms.

Over →

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Name ALEXIS BILLINGSLEA
Address 69 W. WASHINGTON, STE 2100
City CHICAGO State IL Zip 60602
Email Address alexis.billingslea@illinois.gov

Please describe your questions or concerns. _____

1. PARKING GARAGE @ 110th ST. - Will the parking GARAGE DESIGN CONSIDER THE AMOUNT OF TIME NEEDED TO ENTER THE GARAGE DURING PEAK RUSH HOUR? WILL THERE BE ENOUGH ENTRANCES IN ORDER TO ENTER THE GARAGE QUICKLY RATHER THAN BACKING UP THE QUEUE DOWN THE STREET DUE TO LIMITED ENTRANCE GATES?
2. HOW WILL PEOPLE BE ABLE TO PAY FOR PARKING? TRADITIONAL TICKET? PAY BY VENTRA? SPOT HERO? PARK WHIZ. HOW QUICKLY CAN PEOPLE ENTER, EXIT THE GARAGE.
3. WILL THE BRIDGE ^{OVER THE METRA ELECTRIC} ~~BE INSPECTED~~ BE INSPECTED? METRA ELECTRIC MAY HAVE LIMITATIONS THAT SLOW DOWN CONSTRUCTION DUE TO THE AIR RIGHTS AND ~~THE~~ TIMES ALLOWED TO BUILD, OR LIMITED TIMES AVAILABLE TO PERFORM BRIDGE INSPECTIONS.

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Name GREGORY WALKER JR
Address 6952 S. JEFFERY BLVD UNIT 2B
City CHICAGO State IL Zip 60649
Email Address ~~GREGOR~~ GREGDFIITCHICAGO@GMAIL.COM

Please describe your questions or concerns. No QUESTIONS, I'm ^{ACTUALLY} ~~ACTUALLY~~ happy with the alignment. The fact that you chose both is really great!

Something to consider:
30 South Chicago, 355 Wentworth (Pace), 358 Torrence, and 364 159th St (Pace) can these buses (in addition to all others) be re-routed to 130th St station to add better reliability to Hegewisch, Nearby Manufacturing Campus, and nearby communities

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Name ANGELA CONNER
Address 10018 S EBERHART
City CHICAGO State IL Zip 60625
Email Address AYCONNER@SBCGLOBAL.NET

Please describe your questions or concerns.

WHERE IS THE FUNDING COMING FROM?

WILL THERE BE JOB OPPORTUNITIES FOR AFRICAN-AMERICANS?
SPECIFICALLY BLACK PEOPLE, NOT "MINORITIES" OR "PEOPLE OF COLOR."

THE CURRENT ADMINISTRATION ANNOUNCED THEIR INFRASTRUCTURE PLAN/
BUDGET. IN THEIR PLAN EXPECTATION FOR CITIES & STATES TO PAY MORE
HOW WILL THAT AFFECT THE FUNDING FOR THE RED LINE EXTENSION?

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Name Ethel Lettore
Address 352W. 102nd St
City Chicago State IL Zip 60628
Email Address _____

Please describe your questions or concerns. I would like to sell
my property.

QUEREMOS SABER SU OPINIÓN

sobre el Proyecto de Expansión de Línea Roja (RLE)

Basándose en los comentarios del público, análisis técnico y coordinación de las agencias, CTA eligió el alineamiento preferido para el proyecto de RLE, el cual es una combinación de las opciones este y oeste presentadas anteriormente. El alineamiento preferido captaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios recibidos sobre el borrador de Declaración de Impacto Ambiental (DIA). A CTA le interesan sus comentarios sobre el proyecto. Por favor **ESCRIBA EN LETRA DE IMPRENTA.**

Nombre Jaime Gamero
Dirección 331 E 117th St. Chicago, IL.
Ciudad Chicago Estado IL. Código postal 60628
Correo electrónico betty.gamero24@gmail.com

Por favor describa sus preguntas o inquietudes. I understand that my property is not impacted but wish to sell to CTA. Our entire block wished to sell.



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Name Jake Fansler
Address 4317 N Kostner av.
City Chicago State IL Zip 60641
Email Address jake.fansler@gmail.com

Please describe your questions or concerns.

Thanks for this great event. As an urban planning grad student at UIC, I worked on a 10-year plan for the Ridgdale area / 130th st. station of the RLE. Throughout that process, ~~one~~ one big takeaway was the importance of strong local economic development policy/programming to make sure that residents will be in the best position to be able to leverage the RLE.

Having strong local retail and better local employment opportunities in place before the RLE comes will go a long way in helping the communities along the line use the extension as a real asset + economic catalyst. What a great opportunity for Chicago's South Side. Thanks!

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Name Maureen + Scott Perazzolo
Address 245 W. 114 Street
City Chicago State IL Zip 60625
Email Address muep245@gmail.com

Please describe your questions or concerns. ① The ~~to~~ distance from the train to our house.

- ② The dirt and dust from construction since I have asthma.
- ③ Cracking of our houses foundation. My house is over 130 years old.
- ④ Noise of the trains that come by mostly at night.
- ⑤ The shaking of the house during construction. Who will be responsible for the damages to house and cars.
- ⑥ We will probably have no place to park our vehicles during construction. Our vehicles are on the street where heavy equipment will be passing.

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Name Willie L. JOHNSON Parcel 107
Address 352 W 106 Pl.
City CHICAGO State IL Zip 60628
Email Address 1-773-487-4166

Please describe your questions or concerns.

Would like contacted as soon as possible
re. acquisition of the property

WE WANT YOUR INPUT

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Name ROBERT GOSS
Address 10835 S. EBERHART ST.
City CHICAGO State IL Zip 60628
Email Address NGOSSSMITH@AOL.COM

Please describe your questions or concerns. I OWN PROPERTIES AT
10608 S. INDIANA
10612 S. INDIANA
311 W. 106TH ST.
I AM WILLING TO SELL IF YOU NEED ADD-
ITIONAL SPACE I



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Name XRONNE FARLOW
Address 352 W 187th St
City Chicago State IL Zip 60628
Email Address farlowx@yahoo.com

Please describe your questions or concerns.

Will the service run 24/7 or will it have time
line

Will my window be replaced for the noise

I know it is what it is



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Name BETH ECKERTY
Address 13208 S EXCHANGE
City CHICAGO State IL Zip 60633
Email Address betheckerty@hotmail.com

Please describe your questions or concerns. _____

I'm in favor of the preferred alignment and I'm glad it was selected over the bus rapid transit option.

There are a large number of people living s/w of the proposed 130th station in Altgeld Gardens, and also E of the station in Hegewish. The station will not be pedestrian friendly for either group. I would like to see transit connections from the station to the existing neighborhoods to account for the "last mile" between the station + home. Potentially an extension of an E-W bus on 130th to touch Hegewish, or, an extension or reroute of the #30 to include the new station. Anything other than needing a car to access the transit! Thank you.

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Name Miles Churchill
Address 1170 N Milwaukee Ave
City Chicago State IL Zip 60642
Email Address MilesChurchill@gmail.com

Please describe your questions or concerns. Why is there no rendering of 136th Street Station?

Will a local workforce be required for the construction?
Will there be a training program for local workers?

Is the CTA going to engage the community during the design of the stations? Will there be public art in the stations?

How will the bus lines be operated after the RLE is finished? Will 115, 103, 106, 111, 119 still all go to 95th St?

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Name Tessa Ferraro

Address _____

City _____ State _____ Zip _____

Email Address tferraro88@gmail.com

Please describe your questions or concerns. _____

Are there any plans for TIF legislation to fund the redline? Will there be any ~~funding~~ funding set aside for workforce development with a focus on the Roseland area? Any plans for TOD at any of the stops? Will there be a continuation with community engagement during the process of writing the final EIS?

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Name Nick Keeling
Address _____
City _____ State _____ Zip _____
Email Address nkeeling@illinois.edu

Please describe your questions or concerns. _____

What will CTA do to create the best opportunities to improve access to Altgeld Gardens. Will the CTA work with members of Altgeld Gardens to update their comprehensive plan to focus more around the transit oriented development possibilities.

How will the CTA improve brownfield lands at 130th street.

How will CTA work with the South Shore line to making a transit hub at 130th.

Will the CTA increase bus service at 130th once the new station is completed.

Will the CTA prioritize pedestrian, ADA accessible over the proposed park n' ride at 130th street, it appears the park n' ride structure is getting higher priority ~~over~~ over the actual residents.

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Name Jade Jones

Address _____

City Chicago State IL Zip 60628

Email Address jjones21@hotmail.com

Please describe your questions or concerns. I think what you guys are trying to do is good and all; I just have one concern / question which is what are you gonna do ~~about~~ with the people you are moving. Also how would it affect the community socially. Also what are they getting in return for it.



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Name DORIS H. WHITE
Address 3744 West Cullom Avenue 2ND FLOOR
City Chicago State IL Zip 60618
Email Address _____

Please describe your questions or concerns.

When will this project be finished?
When the extension is completed, will there be more buses as far as you extend the rail SERVICE?
This morning there was a freight train that stopped right there where buses had to be rerouted, will this happen with this new extension?
Will most of the buses run all night once the project is completed?
Who provided the funding for this extension project?
I pray that the services that you give to the Northwest side, e.g. extending the blue line to O'Hara & that those live on the Southside will not have to wait so many years just to get an extension.
When will these buses start running in the morning and will there be an easy access for the riders to get to those buses?

Over →



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Name Cathy Patterson
Address 326 W 103rd St
City Chicago State IL Zip 60628
Email Address patterson_bonnie@yahoo.com

Please describe your questions or concerns.

- My concerns are solely based on how would this affect my living situations, sure the added business helps create jobs & income cases beautifies the area for a short while. But this type of business can lead to me and my family not being able to have a place of mind with outdoor activities like sitting on the porch.
- Losing the privileges of being able to park outside in front of my home due to the fact that people will park their cars while at work.
- People loitering
- People littering causes my lawn many of problems
- Homeless people hanging out more frequently
- Gang members finding common grounds to fight
- My neighbor lived "103rd place" off Princeton is full of senior citizens we have lived here over 30+ years this change will not improve the area
- Will there be parking permits issued

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Name JACOB E. PETERS
Address 2156 N. KEDZIE BLVD
City CHICAGO State IL Zip 60647
Email Address jacob.e.peters@gmail.com

Please describe your questions or concerns. TOO MUCH PARKING AT THE STATIONS THAT ARE NOT HIGHWAY ADJACENT. THEY WILL INCREASE COST OF PROPERTY ACQUISITION & CONSTRUCTION, WITHOUT PROVIDING ADDED BENEFIT FOR TRANSIT. A PARK & RIDE LOT MAKES SENSE AT 130TH, BUT NOT AT ANY OTHER STATIONS.

BUILD HOUSING FOR PEOPLE, NOT CARS.



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Name Kelly E. Johnson
Address 15 W. 113th Street, Unit 1
City Chicago State IL Zip 60628
Email Address kelly6459@att.net

Please describe your questions or concerns. _____

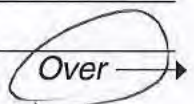
I would recommend that the artwork in the stations reflect their prospective communities. I think that the artwork should be done fully or partially by residents in that community. Even if a professional, well-known artist is used, residents should be included in the process of creating the artwork. This would be a great opportunity for aspiring artists in our communities.

Contests could be created to help select artists.

If the artwork reflects and includes the community, more pride will be taken to keep the stations in good condition.

Community participation is key!

Thank you.



Additional Comments: I also recommend that empowerment zones be created in order to improve present businesses in the community and create new businesses.

there is a great need for light industry in this community.

You may leave your completed comment card with CTA during the meeting, or you can send your comments to this address: **Chicago Transit Authority, Attention: Red Line Extension Project, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465**

Or send an email: **RedExtension@transitchicago.com**

For additional information call: **(888) YOUR-CTA (888 968-7282)**

Para más información en Español, llame al **(312) 681-2828**



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Name Jonathan Samuel
Address 7915 S. Perry Ave, #1F
City Chicago State Illinois Zip 60620
Email Address jonsamuel32@yahoo.com

Please describe your questions or concerns. _____

Extending The Red Line From 95th to 130th would provide direct access to the neighborhoods it would serve & would eliminate the need for buses that run along 103rd & 111th Streets to serve 95th, 103 103rd could run directly east to the 103rd/Stony Island Garage Terminal, 111 111th could run directly east to the east terminal currently served by 11A Pullman Shuttle.



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Name Tony Adams Anthony Johnson
Address 3351 W North St
City Chicago State Illinois Zip 60643
Email Address 3351 W North St

Please describe your questions or concerns. RLE project

- EX centerline
- PR centerline
- EX track centerline
- PR track centerline
- PR track structure
- PR roadway right-of-way
- PR roadway/hardscape
- EX station platform
- PR building outline
- PR parking
- PR CTA substation

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Name MICHAEL LAFARGUE
Address 9327 S. MICHIGAN
City CHICAGO State IL Zip 60619
Email Address MLAFARGUE1@GMAIL.COM

Please describe your questions or concerns. _____

WEST CHESTERFIELD COMMUNITY DOES NOT
WANT CTA RELATED PARKING IN ITS
NEIGHBORHOOD.

NEIGHBORHOOD
COMMUNITY BOUNDARIES

91ST TO 95TH
STATE STREET TO KING DRIVE

CTA RED LINE EXTENSION TO 130TH STREET

Proposal: The south section should be deleted and replaced by frequent express bus service to the 95th Street station.

The south section of the proposed Red Line Extension, from the 116th Street station to the 130th Street station will serve a discrete neighborhood.

The cost to build this double-tracked L line, the 130th St station, and associated traction power facilities will be very expensive.

The number of neighborhood residents using the new 130th St Station is likely to be very small: a tiny fraction of the line section's capacity.

Therefore, the construction and operating costs per rider using the 130th St station will be extremely high.

The location of the 130th St station –beyond a corner of the neighborhood served- will be inconvenient for most of the neighborhood's residents. Consider how long and inconvenient the walk will be from most of the neighborhood to the station.

A frequent bus service that circulates through the neighborhood before expressing on the Bishop Ford (*shoulder?*) to the 95th Street L station would be much more convenient to access and offer similar trip times compared to walking to the L station and then riding the train.

If rider demand warranted, direct rail transit service from the neighborhood to Hyde Park and the Loop could be inexpensively provided by building a modest station on the South Shore Line adjacent to the east side of the neighborhood. On a weekday morning between 5:00 am and 8:30 am, eight inbound South Shore trains could stop at this new station. (The South Shore currently serves the Hegewisch station in Illinois.) Ride time would be about 15 minutes to Hyde Park (which the Red Line does not serve) and 30 minutes to downtown Chicago at Van Buren Street – less than the extended Red Line.

Funding prospects for the Red Line Extension are tenuous at best. Optimistic, but realistic, scenarios suggests the new Extension will not begin service for 5 to 10 years. A Red Line Extension without the south segment to 130th Street would be substantially (\$500 million?) less expensive – and therefore more likely to achieve funding approval.

Depending on the design, an express bus service to 95th Street could be running in 2 to 3 years.

The capital cost of an express bus service would be a tiny fraction of the cost of the 116th St to 130th Street L line.

The operating and maintenance costs of this express bus service would be much less than the operating and maintenance costs of the south segment of the Red Line Extension.

-- Dave May

davemay4008@gmail.com

QUEREMOS SABER SU OPINIÓN

sobre el Proyecto de Expansión de Línea Roja (RLE)

Basándose en los comentarios del público, análisis técnico y coordinación de las agencias, CTA eligió el alineamiento preferido para el proyecto de RLE, el cual es una combinación de las opciones este y oeste presentadas anteriormente. El alineamiento preferido captaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios recibidos sobre el borrador de Declaración de Impacto Ambiental (DIA). A CTA le interesan sus comentarios sobre el proyecto. Por favor **ESCRIBA EN LETRA DE IMPRENTA.**

Nombre Monica Amador
Dirección 116 E117 th. t.
Ciudad Greenville Estado SC Código postal 29615
Correo electrónico _____

Por favor describa sus preguntas o inquietudes.

Si mi dirección es 116 E117 th.
afectará mi casa me gustaría saber
y tener mas información sobre esto.



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Name Luis Quiroga
Address 9 West 115th St.
City Chi-Rag State Illinois Zip 60628
Email Address _____

Please describe your questions or concerns.

Why Not Keep It - On
The West Side
It's an Open Shot from
99th St to Oo Michigan Ave.
West Side.
Open Railroad Property.
While U Have

Additional Comments:

Many Citizens. (on the Eastside)
Please Take Ur Medicin
& Rethink..

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Or send an email: **RedExtension@transitchicago.com**

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RedExtension@transitchicago.com



transitchicago.com/RedEIS



facebook/thecta



@cta



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Name Cynthia Howard + Phillip Dixon (grandson)
Address 325 W. 112th Pl Parcel: 192
City Chicago State IL Zip 60628
Email Address phill@philltherealtor.com

Please describe your questions or concerns. we would like to receive a copy of the relocation act.

We would like to be part of the first group of negotiations.

We have a special needs resident that needs to remain in the city for their services.

We need to relocate to a home without a mortgage as we currently own our home without a mortgage. Also, our home is a 3 bedroom and we need to relocate to another 3 bedroom.

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Name Rockingham, Helen
Address 11340 S Princeton Ave.
City Chicago State IL Zip 60628
Email Address helen-rockingham@att.net

Please describe your questions or concerns. What is CTA's Plan to stabilize the homes near/next to construction site to assist with the construction upset that will cause building de stabilization. (Foundation, Structure)

Contact #s for submitting photos etc. when it's documented that there's a problem with the property.

WE WANT YOUR INPUT

on the Red Line Extension (RLE) Project

Based on public feedback, technical analysis, and agency coordination, CTA has selected a Preferred Alignment for the RLE Project that is a combination of the previously presented East and West Options. The Preferred Alignment would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement (EIS). CTA is interested in your feedback about the project. Please **PRINT**.

Name Patricia A. Parsons
Address 10500 S. Walden Parkway
City Chicago State IL Zip 60643
Email Address bio'ladyparsons1@yahoo.com

Please describe your questions or concerns. Much needed mode of transportation for students going to school or those needing transportation to work. It will help some of the unemployment problem.

My concern is the path of the redline line, find areas that will displace the least amount of people from their homes. There are areas where abandoned factories etc. can be torn down or vacant land that can be used for the extension.

QUEREMOS SABER SU OPINIÓN

sobre el Proyecto de Expansión de Línea Roja (RLE)

Basándose en los comentarios del público, análisis técnico y coordinación de las agencias, CTA eligió el alineamiento preferido para el proyecto de RLE, el cual es una combinación de las opciones este y oeste presentadas anteriormente. El alineamiento preferido captaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios recibidos sobre el borrador de Declaración de Impacto Ambiental (DIA). A CTA le interesan sus comentarios sobre el proyecto. Por favor **ESCRIBA EN LETRA DE IMPRENTA**.

2/14/2018

Nombre GERARDO ZARAGOZA
Dirección 11722 S CALUMET AVE
Ciudad CHICAGO Estado IL Código postal 60628
Correo electrónico ZARAGOZA SUNRESE CONSTRUCTION @ GMAIL - COM

Por favor describa sus preguntas o inquietudes. MI PREGUNTA ES QUE MATERIALES
BAN A USAR PARA SOSTENER LOS RIELES DEL TREN
BAN A ESTAR EN LA TIERRA COMO LOS DEL UNION PACIFIC
O BAN A ESTAR SUSPENDIDOS EN PILARES DE CEMENTO
BAN A PODER CERCA O BAN A ESTAR ABIERTOS
COMO SE BA A COMPENSAR AL RESTO DE LA COMUNEDA
PORQUE ESTE PROYECTO CREO QUE BA A CAUSAR MUCHOS
INCONVENIENTES DURANTE LA CONSTRUCCION BAN A CERRAR
CALLES MAQUINARIA PESADA MATERIALES
TENGO OTRA CASA EN EL 11715 S CALUMET
DE 2 PISOS LA TENGO RENTADA ME PREOCUPA
QUE LOS INQUILINOS SE BAIAN A IR
POR LAS INCONVENIENTAS DE LA CONSTRUCCION
POR EL TIEMPO QUE DURE LA CONSTRUCCION
POR EL MOMENTO ESTAS SON TODAS MIS INQUIETUDES
GRACIAS POR SU CONTESTACION

Translation of comment from:

Gerardo Zaragoza
11722 S Calumet Ave
Chicago, IL 60628

My question is what material are you going to use to support the train tracks? Are they going to be on the ground (at-grade) like the Union Pacific rails? Or are they going to be suspended on cement pillars? If suspended, is it going to be open or closed (when looking up)?

How are you going to compensate the rest of the community because I think this project is going to cause a lot of inconveniences during construction. It's going to cause roads to close because of heavy machinery and material.

I have another two-story house at 11715 South Calumet that is rented out. I'm worried the tenants will leave due to the construction inconveniences and for the entire time the construction will last.

For now, those are all my concerns. Thank you.

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, February 5, 2018 10:14 AM
To: Rachael Waters
Subject: RE: Inquiry

Hi Rachael,

Thank you for your interest in the Red Line Extension Project and contacting CTA. CTA announced selection of a Preferred Alignment for the Red Line Extension project on January 26th, 2018. The CTA Press Release can be viewed [here](#).

The Preferred Alignment is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. It would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). Additional information about the Preferred Alignment is available [here](#).

CTA will produce a final Environmental Impact Study (EIS) that will include further preliminary engineering work and will analyze impacts of the Preferred Alignment. The Final EIS will document the results of the Draft EIS process, confirm the Preferred Alignment, and include a list of committed final mitigation measures. It will also include and address all comments received during the public review period of the Draft EIS.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Rachael Waters [mailto:rwaters0424@gmail.com]
Sent: Friday, January 26, 2018 9:47 AM
To: Red Extension
Subject: Inquiry

Good morning,

I am inquiring for information on a selected alternative for the Red Line Extension. Has one been selected?

Can you provide any updates to the environmental study phase of this project?

Thanks!
Rachael Waters

From: Red Extension <redextension@transitchicago.com>
Sent: Friday, January 26, 2018 12:40 PM
To: Jen Hinton
Subject: RE: PROPERTY ACQUISITIONS along "RED LINE EXTENSION" DISPLACEMENT PROJECT

Jen,

Thank you for your interest in the Red Line Extension Project and contacting CTA.

Property at East 106th Street and South Forest Avenue **would not be** displaced by the Red Line Extension project. The alignment information and map is available [here](#).

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. CTA would then notify owners of affected properties of their intent to purchase.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Jen Hinton [mailto:jenahinton847@hotmail.com]
Sent: Friday, January 26, 2018 12:15 PM
To: Red Extension
Subject: PROPERTY ACQUISITIONS along "RED LINE EXTENSION" DISPLACEMENT PROJECT

Can you **kindly** tell me the **exact streets** these proposed rail lines will impact? Obviously we're home owners and worried about displacement. We've been here since 1969, with many senior citizen home owners living around us. I'm at 106th and Forest (two blocks west of King Drive).

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, February 5, 2018 9:49 AM
To: Meagher, Mike
Subject: RE: please send any updates

Thank you for your interest in the Red Line Extension (RLE) Project. We will add you to our contact list and make sure you receive all future communications.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com

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

From: Meagher, Mike [mailto:MMEAGHER@mchughconstruction.com]
Sent: Monday, January 29, 2018 3:44 PM
To: Red Extension
Subject: please send any updates

MICHAEL J. MEAGHER | Senior Vice President

James McHugh Construction Co.

1737 S. Michigan Avenue | Chicago, IL 60616

P [312.821.0336](tel:312.821.0336) | F [312.431.0939](tel:312.431.0939)

mmeagher@mchughconstruction.com

www.mchughconstruction.com

Follow us on [FACEBOOK](#) and [TWITTER](#)

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, January 29, 2018 2:25 PM
To: Eric Langelund; Red Extension
Cc: Thomas Mollica, III; Tom Mehalick; Tom Mollica, Jr
Subject: RE: additional information

Thank you for your interest in the Red Line Extension (RLE) Project. We will add you to our contact list and make sure you receive all future communications.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com

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

From: Eric Langelund [mailto:EricL@pipingandcorrosion.com]
Sent: Monday, January 29, 2018 2:24 PM
To: Red Extension
Cc: Thomas Mollica, III; Tom Mehalick; Tom Mollica, Jr
Subject: additional information

Hello,

I would like to receive updates regarding the Red Line [Extension](#).

Thanks.

Sincerely,

Eric S. Langelund
Project Engineer
Piping & Corrosion Specialties, Inc.
8371 Jumpers Hole Road
Millersville, MD 21108
(410) 544-3232 Office
(312) 661-2994 Cell
Website: www.pipingandcorrosion.com

From: Red Extension <redextension@transitchicago.com>
Sent: Tuesday, March 6, 2018 10:28 AM
To: Gregory Evans
Subject: RE: Who is the designer or engineer for the RLE ?

Greg,

Thank you for your interest in the Red Line Extension (RLE) Project. We will add you to our contact list and make sure you receive all future communications.

The consultant who has assisted CTA with the Draft Environmental Impact Statement (EIS) for the RLE project is CWC, which is a consortium of CDM Smith, Jacobs, and Wight & Co. Consulting services for future phases of the project have not been procured yet. Future phases of the project include Project Development (Final EIS and Preliminary Engineering), Engineering, and Construction.

Visit https://urldefense.proofpoint.com/v2/url?u=http-3A__www.transitchicago.com_RedEIS&d=DwIFAg&c=NpiPT1KNSO0vXgGk6ogJQ&r= SXIQAQ8CHM3d2AGS4a8wAbZFEerqPIAei8gfgsAX238&m=1t7qVjZ-PXsh-Po3I71XuT4q1UHDYtWNkvEaIgDYXAg&s=bwRu2nenfOLm7LEiwI9c7nQuP-LAX16vUX1JqgXbxJ4&e= to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

-----Original Message-----

From: Gregory Evans [mailto:gregevens1969@icloud.com]
Sent: Thursday, February 01, 2018 3:30 PM
To: Red Extension
Subject: Who is the designer or engineer for the RLE ?

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Sent from my iPhone
Greg Evans

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, February 5, 2018 9:50 AM
To: Tom Shepherd
Subject: RE: Please add me to the email update list

Thank you for your interest in the Red Line Extension (RLE) Project. We will add you to our contact list and make sure you receive all future communications.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com

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

From: Tom Shepherd [mailto:tomshepherd2001@yahoo.com]
Sent: Thursday, February 01, 2018 10:13 AM
To: Red Extension
Subject: Please add me to the email update list

My Contact information is below:

Tom Shepherd
tomshepherd2001@yahoo.com

Thank you.

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, February 1, 2018 8:17 AM
To: Ceccarelli Rita
Subject: RE: Future updates

Thank you for your interest in the Red Line Extension (RLE) Project. We will add you to our contact list and make sure you receive all future communications.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com

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

From: Ceccarelli Rita [mailto:Rita.Ceccarelli@hitachirail.com]
Sent: Thursday, February 01, 2018 4:59 AM
To: Red Extension
Subject: Future updates

Dear Sir,

I kindly ask you to be added to the project contact list for future updates.

Thank you very much
Rita Ceccarelli

Business Development & Sales Americas
Strategies, Sales & Program Management



t: +39 0573 370288 | f: +39 0573 506471
via Ciliegiole 110/B, 51100 Pistoia - Italy
email: rita.ceccarelli@hitachirail.com
web: www.hitachirail.com
social: Hitachi Rail Italy

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Hitachi Rail Italy SpA - Codice Fiscale e Partita IVA: 13264171003

Sede Legale: via Argine 425, 80147 Napoli – Italy

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, February 5, 2018 4:15 PM
To: Michael LaFargue
Subject: RE: Please Add Me To the Project Contact List.

Thank you for your interest in the Red Line Extension (RLE) Project. We will add you to our contact list and make sure you receive all future communications.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com

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

From: Michael LaFargue [mailto:mlafargue@cbzhomes.com]
Sent: Saturday, February 03, 2018 6:29 AM
To: Red Extension
Subject: Please Add Me To the Project Contact List.

Your Real Estate Resource,

Michael LaFargue, RPA, MBA, MPA
Coldwell Banker Residential
Associate Managing Broker
michael.lafargue@cbzhomes.com
Cell: 773.251.0760
Fax: 866.399.6996

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, February 5, 2018 4:15 PM
To: Michael LaFargue
Cc: Nichols, Gerald
Subject: RE: How does the Red Line Extension preferred route decision affect Wendel Smith Play Lot Park?

Michael,

Thank you for your interest in the Red Line Extension (RLE) Project and contacting CTA. The RLE Preferred Alignment would not have permanent impacts on Wendell Smith Park. It is however expected that there would be short-term closure of the park during construction.

The Preferred Alignment is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. It would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). The Preferred Alignment would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Additional information about the Preferred Alignment is available [here](#). 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. CTA would then notify owners of affected properties of their intent to purchase.

Note that all impacts and mitigations would be confirmed in the Final EIS, which is the next step in the project development process.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Michael LaFargue [mailto:mlafargue@cbzhomes.com]
Sent: Saturday, February 03, 2018 7:06 AM
To: Red Extension
Cc: Nichols, Gerald
Subject: How does the Red Line Extension preferred route decision affect Wendel Smith Play Lot Park?
Importance: High

How does the Red Line Extension preferred route decision affect Wendel Smith Play Lot Park?

How many buildings does the Red Line Extension preferred route decision affect? I think it is less than originally proposed/

Your Real Estate Resource,

Michael LaFargue, RPA, MBA, MPA

Coldwell Banker Residential

Associate Managing Broker

michael.lafargue@cbzhomes.com

Cell: 773.251.0760

Fax: 866.399.6996

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, February 12, 2018 10:41 AM
To: svinterlude@yahoo.com
Subject: RE: Comments on Red Line Extension

Lois,

Thank you for your interest in the Red Line Extension (RLE) Project and contacting CTA.

Visit www.transitchicago.com/RedEIS to learn more about the project and to follow the progress of the project.

If you have additional comments on the existing CTA service and facilities, please provide them at <http://www.transitchicago.com/feedback/>

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Lois and Merle [mailto:svinterlude@yahoo.com]
Sent: Monday, February 05, 2018 8:39 PM
To: Red Extension
Subject: Comments on Red Line Extension

The extension will be nice for all the folks who live far south and have to travel by bus to the 95th street station.

I, on the other hand, will not be able to fall asleep on the ride south, as I might miss my stop at 95th! :-)

PLEASE ask CTA to provide porta potties or other restroom facilities at CTA stations. Its a LONG ride from 95th to the North side. CTA officials obviously do not ride the CTA trains. If they did, they would see/and SMELL how desperate people relieve themselves in the little vestibules at the ends of CTA cars AND in the elevators to and from platforms. Its very disgusting.

On another CTA TOPIC - the 79th and Western bus terminal.....

Please run the #49 Bus the whole length of Western Ave IN THE CITY - terminating at 119th street and western before changing to the 349 PACE bus. Allow drivers to change posts at 79th if you must, BUT DO NOT REQUIRE RIDERS TO GET OFF AND TRANSFER BUSES AT 79TH. Its insane that from Beverly

(99th and Western) one must take THREE buses and two transfers just to get to Midway airport at 55th and Cicero. There should be only one transfer required: when one changes direction from north/south to east/west. The Ashland bus changes drivers somewhere around 70th street. Passengers are allowed to remain onboard and not forced off to brave the weather elements and local thugs.

Thanks for listening.

Lois Jacob

[Sent from Yahoo Mail on Android](#)

From: Red Extension <redextension@transitchicago.com>
Sent: Thursday, February 15, 2018 1:36 PM
To: Coral Cavanagh
Subject: RE: Mailing Address Change

Coral,

Thanks for letting us know. We will update the mailing address.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

From: Coral Cavanagh [mailto:curalium@gmail.com]
Sent: Thursday, February 15, 2018 12:13 PM
To: Red Extension
Subject: Mailing Address Change

Hi,
Please change my mailing address

from

Coral Cavanagh
PO Box 177
Fair Oaks, CA 95628

to

Coral Cavanagh
PO Box 1234
Truckee CA 96160

Thank you,

Coral Cavanagh, AICP

coral@curalium.com

916.863.0822 phone

curalium.com

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

Attachment 7 Displacements Informational Materials

Website Informational Packet (including FAQs in English)
Frequently Asked Questions - Spanish
FTA General Acquisition & Relocation Information Brochure
Property Owner Letter - Potentially Displaced
Resident/Lessee Letter - Potentially Displaced
Property Owner Letter - No Longer Potentially Displaced
Resident/Lessee Letter - No Longer Potentially Displaced
Affected Railroad Letters
Affected Agency Letters



Potential Property Impacts Red Line Extension (RLE) Project

To provide new Red Line rail transit service to residents in Chicago's Far South Side, the agency has determined that it may be necessary to acquire certain properties to implement the Red Line Extension Project. Based on public feedback, technical analysis, and agency coordination, CTA has selected a Preferred Alignment that would run along the west side of the Union Pacific Railroad (UPRR) tracks from I-57 south to approximately 108th Place, then would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. The Preferred Alignment is a combination of the previously presented UPRR East and West Options. It would capture the benefits and minimize the impacts of either option and it also incorporates the feedback received on the Draft Environmental Impact Statement.

Potential property impacts of the Preferred Alignment estimated at this time is summarized in the attached figures and tables.

The CTA is working with a dedicated team of relocation and community liaisons who have been contacting property owners, business owners, and renters to inform them about potential property displacements and answer questions. Over the next few years, CTA will conduct additional engineering, which will allow property needs to be further refined and to identify ways to minimize impacts to properties and conclude which properties would need to be acquired for the RLE Project. At this time, 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. CTA would then notify owners of affected properties of their intent to purchase.

The CTA's goal is to make this as easy as possible on owners and renters. For the time being, there is no need for any owner or renter to relocate.

CTA is required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, along with state regulations, to assure full protection of the rights of each property owner.

Among other requirements, these guidelines state that CTA must offer fair market value for any property it seeks to acquire. In some cases, property owners may be eligible for compensation at their original purchase price, if higher than the fair market value.

Additionally, CTA must provide financial assistance and relocation services for property owners as well as commercial and residential tenants who must move because of the RLE Project. Owners and renters were mailed information via regular and certified postal mail. In addition, relocation consultants have made in-person visits to the locations listed to provide additional information and collect feedback.

Owners and renters are encouraged to contact CTA's customer service department by telephone at 1-888-YOUR-CTA (1-888-968-7282), or by e-mail at RedExtension@transitchicago.com.



Red Line Extension (RLE) Project Frequently Asked Questions

Which alignment option did CTA select?

Based on additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. The Preferred Alignment is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. This Preferred Alignment would capture the benefits and minimize the impacts of either option and it also incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

How would I know if my property is affected?

The owners and tenants whose property would be affected by the Preferred Alignment were notified during the CTA door-to-door outreach, which started January 26, 2018. Letters informing owners and tenants of the selected alignment were also mailed out to all properties that were contacted in 2016—both those whose property would be affected by the Preferred Alignment, and those whose property would not be affected. CTA encourages community participation and property owner involvement. CTA will be conducting community meetings with property owners and tenants affected by the Preferred Alignment on Tuesday, February 6 from 5:30-7:30 at Fenger Academy High School (11220 S. Wallace Avenue, Chicago), and on Thursday, February 8 from 5:30-7:30 at Palmer Park (201 E. 111th Street, Chicago). Additionally, a public open house is scheduled for Tuesday, February 13, 2018 from 6-8pm at Gwendolyn Brooks College Preparatory Academy in the Main Gym (250 W. 111th Street, Chicago).

What are my rights as a property owner?

In the event that CTA ultimately determines it is necessary to purchase private property for the RLE Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, along with state regulations. CTA will treat property owners fairly and will seek cooperative settlements of property acquisitions.

You can read more about your rights under applicable federal laws here:

http://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/real_property.cfm

http://www.fhwa.dot.gov/real_estate/publications/your_rights/rights2014.pdf

What type of compensation will I receive?

CTA is required by federal law to offer to purchase each property for an amount that is no less than fair market value as determined by an independent appraisal. In some circumstances, if current appraisals are less than the original property purchase price, an owner may be eligible for compensation equal to the original purchase price.

In addition, CTA must provide financial assistance and relocation services, as required by federal regulations for property owners as well as commercial and residential occupants who must move because of the RLE Project.

How will CTA determine the purchase price for my property?

If CTA determines it is necessary to purchase your property for the RLE Project, it is required to hire an independent appraiser to inspect the property to determine fair market value. In that case, you, or a representative that you designate, will be invited to accompany the appraiser when the appraiser inspects your property. You or your representative may provide information about improvements to the property and any special features that may affect the value of the property such that these facts are considered in the appraisal.

What if I don't own this property but rent an apartment, or lease space for my business?

Non-owners who are leasing housing or commercial property that must be relocated because of the RLE Project are also protected by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If needed, CTA will provide financial assistance and relocation services to assist these residents and business owners in finding a new housing or business location.

If CTA acquires my property, will you provide me help in relocating?

If you are required to move, a relocation agent will contact you, answer your questions, and provide additional information about relocation assistance advisory services and relocation payments eligibility. The goal of the relocation agent is to facilitate a smooth transition to the replacement housing or business location.

What will happen next with the RLE Project?

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next five years for the RLE Project. This investment will allow CTA to complete the Final EIS and preliminary engineering over the next few years. CTA plans to apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase to pursue federal funding for construction of this project under the competitive federal "New Starts" program. Project development and securing full funding for the RLE Project under this program is a multiyear, multistep process. Depending on funding availability and federal approvals, the earliest that the RLE Project is expected to begin construction would be in 2022, with service anticipated to start in 2026. Again, 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.

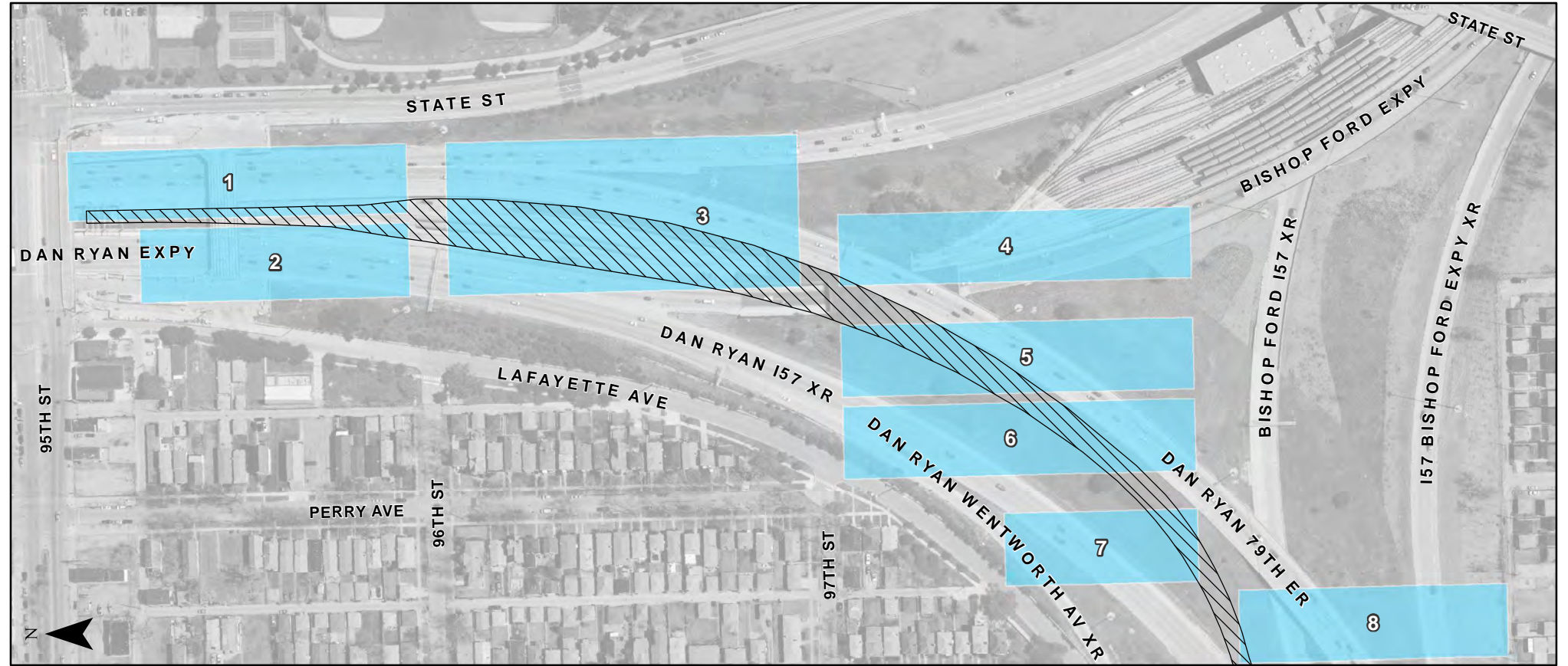
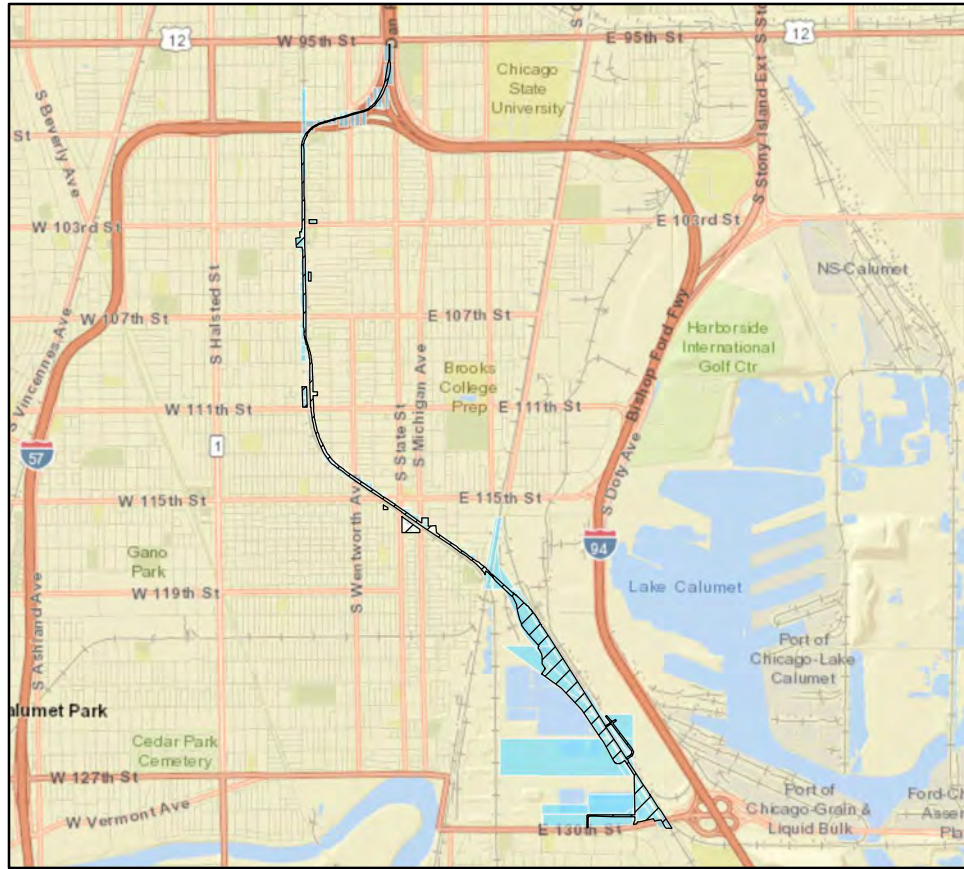


If I have additional questions about potential property acquisitions, who should I call?

Contact CTA's customer service department by telephone at 1-888-YOUR-CTA (1-888-968-7282), or by e-mail at RedExtension@transitchicago.com.

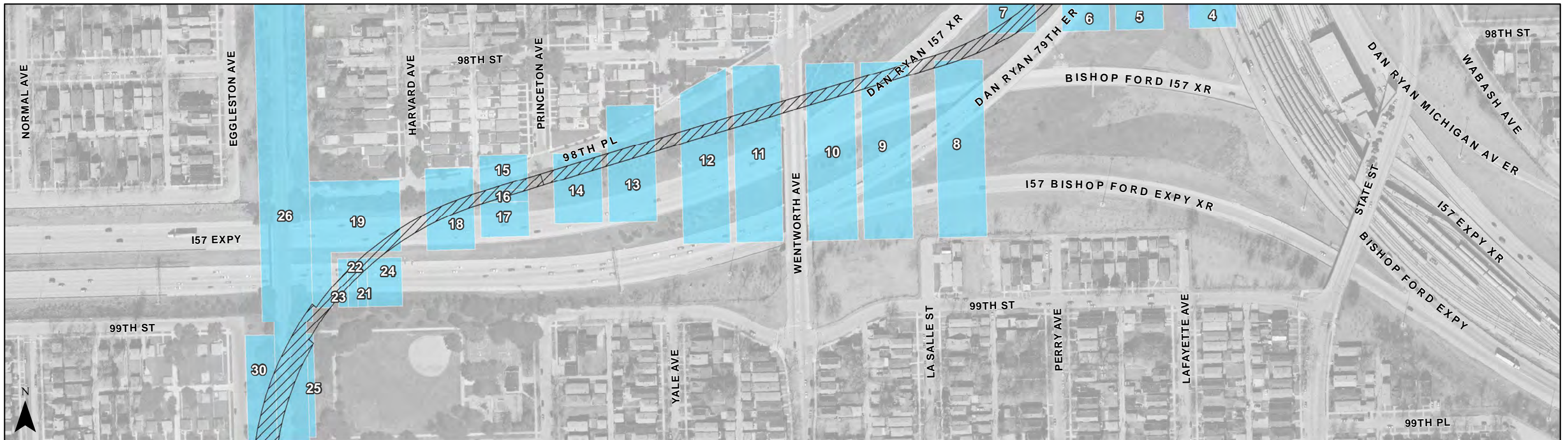
How can I learn more about the RLE Project?

You can learn more about the RLE Project and find updates on the status of the process on our webpage: www.transitchicago.com/RedEIS. To join the project contact list and get updates about the RLE Project, public meetings, and the status of environmental reviews, email RedExtension@transitchicago.com.



95th Street Station to the Dan Ryan/Bishop Ford Interchange

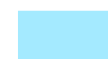
Dan Ryan/Bishop Ford Interchange to 99th Street



Red Line Extension Project Footprint



Displaced Building

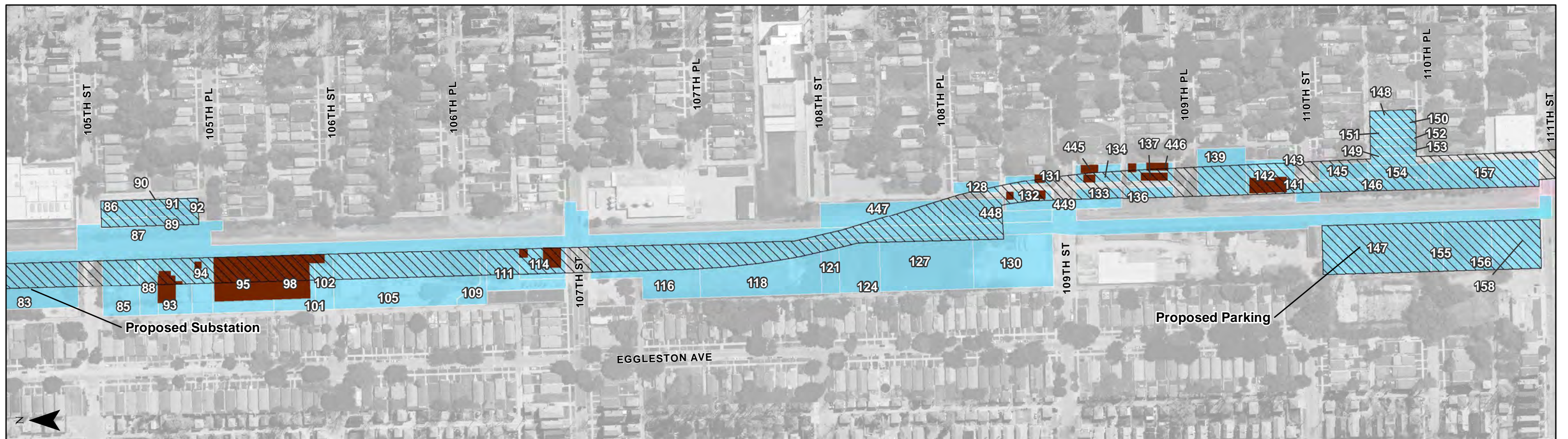


Affected Parcel



99th Place to 105th Street

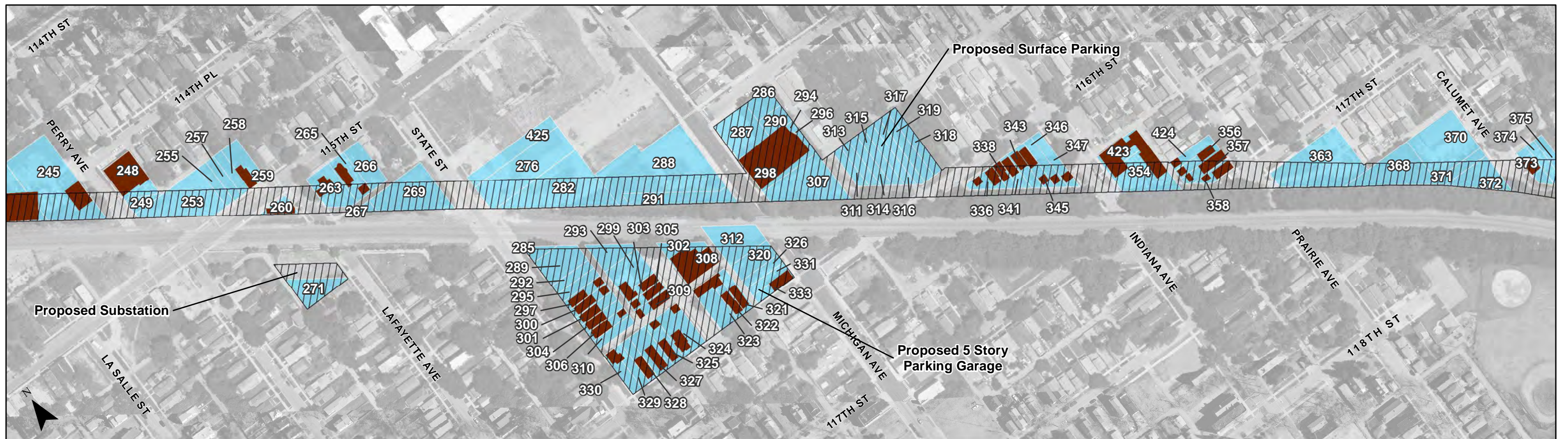
105th Street to 110th Place

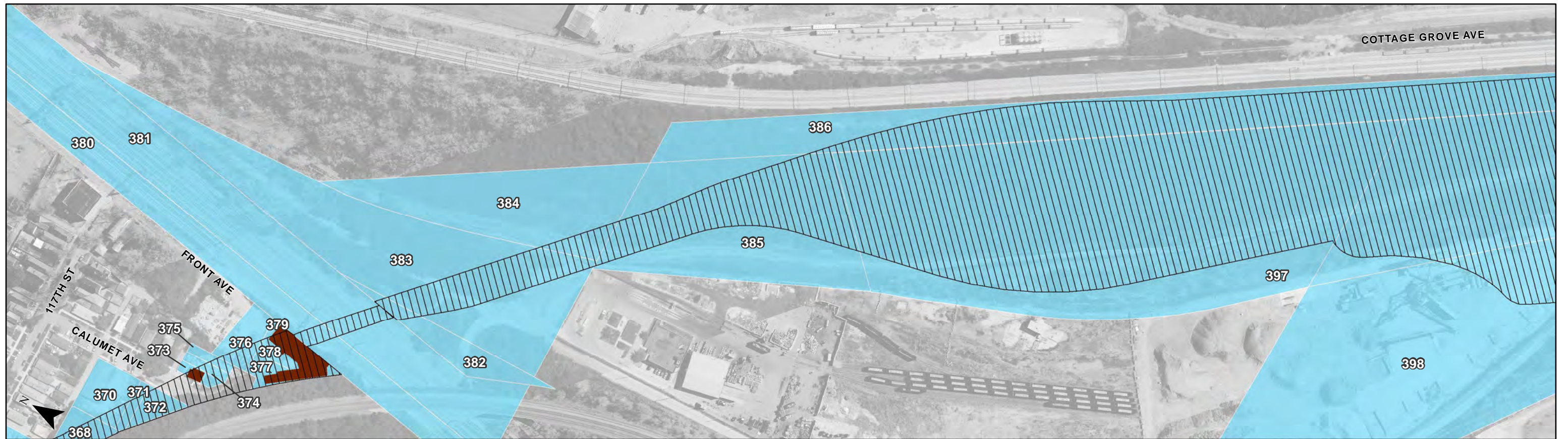




110th Place to Perry Avenue

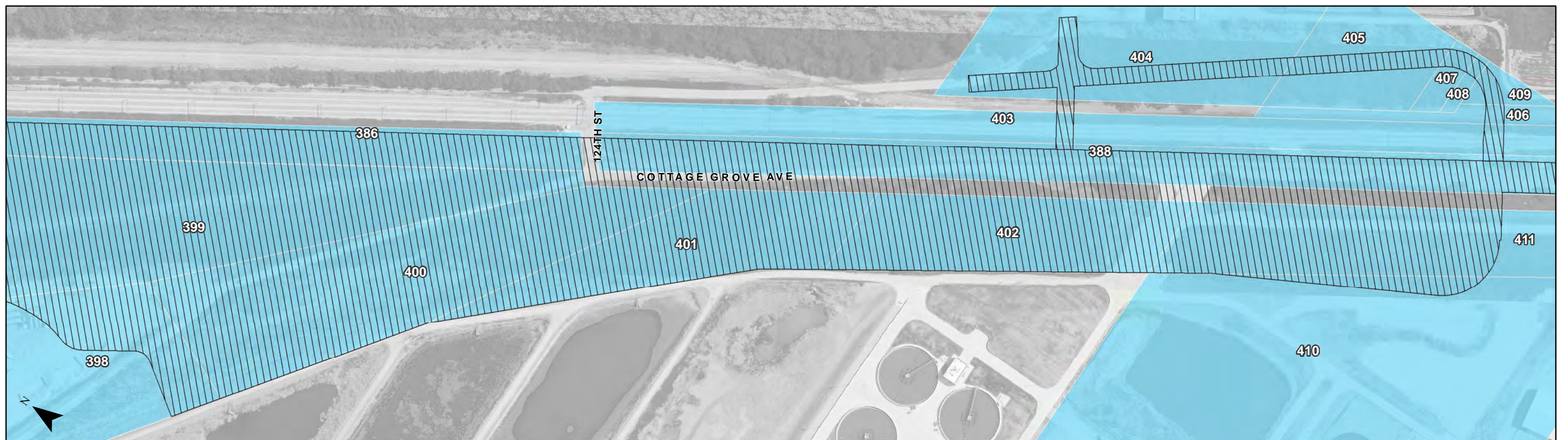
Perry Avenue to Calumet Avenue





Calumet Avenue to 130th St Station

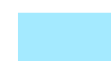
130th Street Station



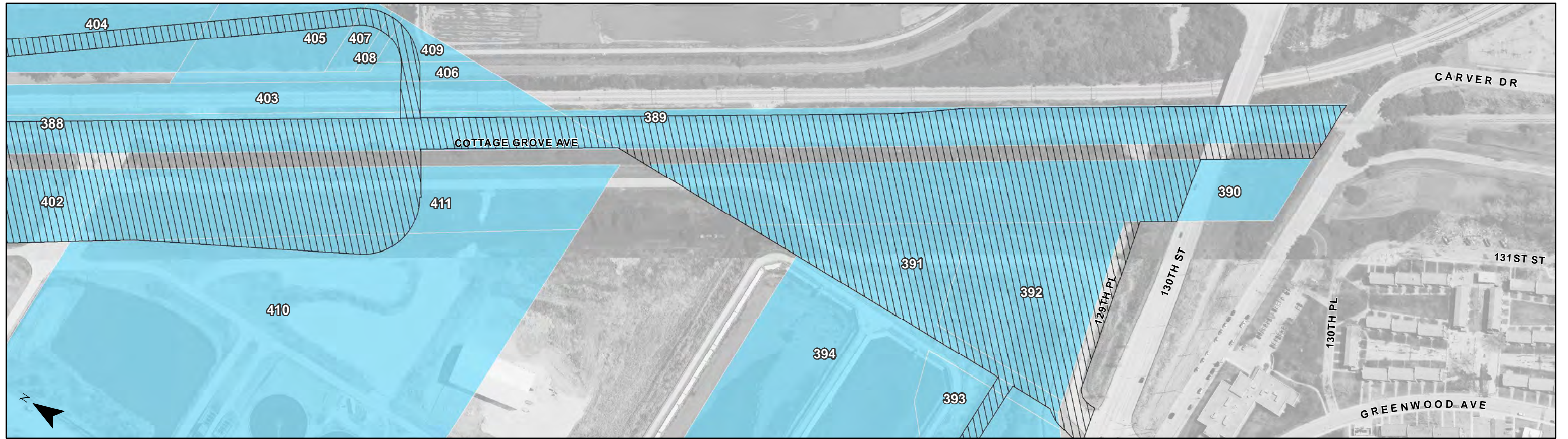
Red Line Extension Project Footprint



Displaced Building

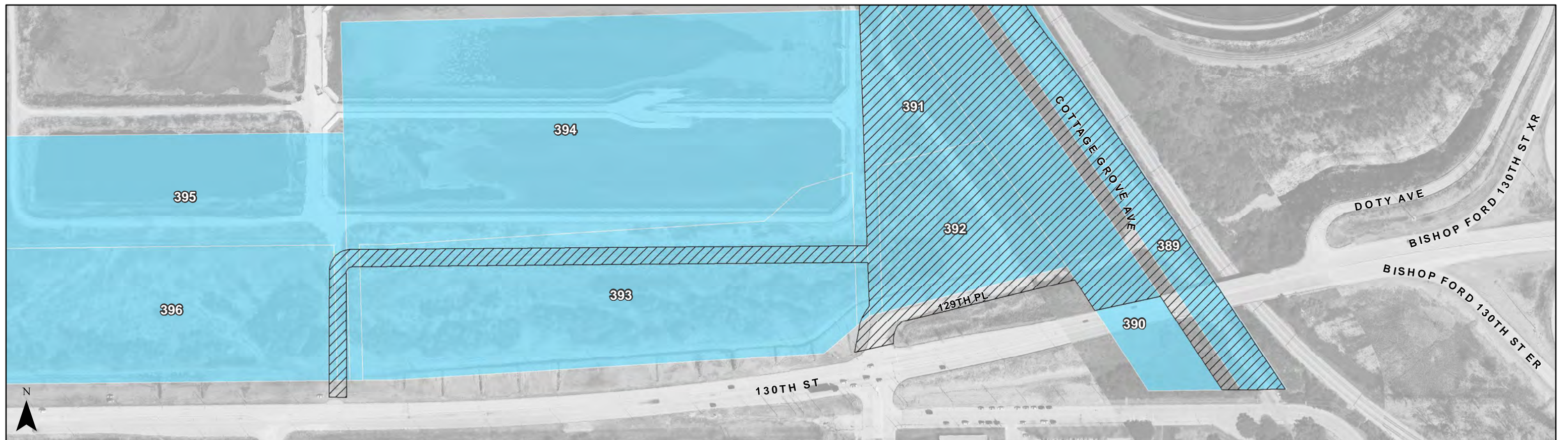


Affected Parcel



130th Street Station

130th Street Station



**Preferred Alignment
Parcels Affected by Land Acquisition**

Count	Map ID	Parcel ID	Address	Land Use - Field (2017)	Displacement Type	Displacement Use
1	25	25-09-400-046-0000	341 W. 99TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
2	26	25-09-500-002-0000	351 W. 99TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
3	30	25-09-999-001-0000	No Street Address	Parkland	Affected Parcel	Right-of-way
4	39	25-09-999-001-0000	No Street Address	Parkland	Affected Parcel	Right-of-way
5	48	25-09-999-001-0000	No Street Address	Parkland	Affected Parcel	Right-of-way
6	61	25-09-999-001-0000	No Street Address	Parkland	Affected Parcel	Right-of-way
7	65	25-09-424-060-0000	340 W. 103RD STREET	Vacant	Affected Parcel	Bus Turnaround for 103rd Street Station
8	67	25-16-105-034-0000	405 W. 103RD STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
9	69	25-16-105-035-0000	403 W. 103RD STREET	Commercial	Parcel with Building Displacement	Right-of-way
10	70	25-16-105-033-0000	400 W. 103RD PLACE	Vacant	Affected Parcel	Right-of-way
11	73	25-16-107-030-0000	429 W. 103RD PLACE	Public (City of Chicago)	Affected Parcel	Right-of-way
12	74	25-16-107-010-0000	401 W. 103RD PLACE	Vacant	Affected Parcel	Parking for 103rd Street Station
13	76	25-16-107-031-0000	428 W. 104TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
14	77	25-16-113-024-0000	401 W. 104TH STREET	Commercial	Affected Parcel	Right-of-way
15	79	25-16-113-028-0000	10413 S. EGGLESTON AVENUE	Commercial	Affected Parcel	Right-of-way
16	81	25-16-113-029-0000	405 W. 104TH STREET	Commercial	Parcel with Building Displacement	Right-of-way
17	83	25-16-113-031-0000	400 W. 105TH STREET	Vacant	Affected Parcel	Right-of-way
18	85	25-16-121-024-0000	411 W. 105TH STREET	Commercial	Affected Parcel	Right-of-way
19	86	25-16-210-001-0000	317 W. 105TH STREET	Public (City of Chicago)	Affected Parcel	Substation
20	87	25-16-999-001-0000	No Street Address	Transportation (railroad)	Affected Parcel	Right-of-way
21	88	25-16-121-025-0000	10514 S. STEWART AVENUE	Commercial	Affected Parcel	Right-of-way
22	89	25-16-500-007-0000	360 W. 105TH STREET	Public (City of Chicago)	Affected Parcel	Substation
23	90	25-16-210-040-0000	232 W. 105TH STREET	Public (City of Chicago)	Affected Parcel	Substation
24	91	25-16-210-039-0000	232 W 105TH PLACE	Public (City of Chicago)	Affected Parcel	Substation
25	92	25-16-210-038-0000	230 W. 105TH PLACE	Public (City of Chicago)	Affected Parcel	Substation
26	93	25-16-121-031-0000	10520 S. STEWART AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
27	94	25-16-121-032-0000	10528 S. STEWART AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
28	95	25-16-121-022-0000	10530 S. STEWART AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
29	98	25-16-121-027-0000	10548 S. STEWART AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
30	101	25-16-121-028-0000	10552 S. STEWART AVENUE	Industrial	Affected Parcel	Right-of-way
31	102	25-16-121-029-0000	10558 S. STEWART AVENUE	Industrial	Affected Parcel	Right-of-way
32	105	25-16-129-030-0000	10638 S. STEWART AVENUE	Public (City of Chicago)	Affected Parcel	Right-of-way
33	109	25-16-129-031-0000	10632 S. STEWART AVENUE	Vacant	Affected Parcel	Right-of-way
34	111	25-16-129-029-0000	410 W. 107TH STREET	Industrial	Affected Parcel	Right-of-way
35	114	25-16-129-028-0000	400 W. 107TH STREET	Industrial	Parcel with Building Displacement	Right-of-way
36	116	25-16-307-025-0000	405 W. 107TH STREET	Vacant	Affected Parcel	Right-of-way
37	118	25-16-307-022-0000	400 W. 108TH STREET	Vacant	Affected Parcel	Right-of-way
38	121	25-16-315-025-0000	405 W. 108TH STREET	Vacant	Affected Parcel	Right-of-way
39	124	25-16-315-026-0000	405 W. 108TH STREET	Vacant	Affected Parcel	Right-of-way
40	127	25-16-315-027-0000	410 W. 109TH STREET	Vacant	Affected Parcel	Right-of-way
41	128	25-16-411-001-0000	351 W. 108TH PLACE	Vacant	Affected Parcel	Right-of-way
42	130	25-16-315-024-0000	410 W. 109TH STREET	Industrial	Parcel with Building Displacement	Right-of-way
43	131	25-16-411-020-0000	350 W. 109TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
44	132	25-16-411-019-0000	354 W. 109TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
45	133	25-16-415-001-0000	355 W. 109TH STREET	Vacant	Affected Parcel	Right-of-way
46	134	25-16-415-002-0000	351 W. 109TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way

**Preferred Alignment
Parcels Affected by Land Acquisition**

Count	Map ID	Parcel ID	Address	Land Use - Field (2017)	Displacement Type	Displacement Use
47	136	25-16-415-021-0000	354 W. 109TH PLACE	Vacant	Affected Parcel	Right-of-way
48	137	25-16-415-022-0000	350 W. 109TH PLACE	Multifamily Residential	Parcel with Building Displacement	Right-of-way
49	139	25-16-419-032-0000	355 W. 109TH PLACE	Vacant	Affected Parcel	Right-of-way
50	141	25-16-419-036-0000	356 W. 110TH STREET	Industrial	Parcel with Building Displacement	Right-of-way
51	142	25-16-419-014-0000	352 W. 110TH STREET	Industrial	Affected Parcel	Right-of-way
52	143	25-16-419-015-0000	350 W. 110TH STREET	Commercial	Affected Parcel	Right-of-way
53	145	25-16-423-036-0000	349 W. 110TH STREET	Vacant	Affected Parcel	Right-of-way
54	146	25-16-423-037-0000	353 W. 110TH STREET	Vacant	Affected Parcel	Right-of-way
55	147	25-16-329-007-0000	11026 S. EGGLESTON AVENUE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
56	148	25-16-423-024-0000	336 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
57	149	25-16-423-019-0000	348 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Right-of-way
58	150	25-16-423-023-0000	338 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
59	151	25-16-423-022-0000	340 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
60	152	25-16-423-021-0000	342 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
61	153	25-16-423-020-0000	346 W. 110TH PLACE	Public (City of Chicago)	Affected Parcel	Right-of-way
62	154	25-16-423-018-0000	352 W. 110TH PLACE	Vacant	Affected Parcel	Right-of-way
63	155	25-16-329-009-0000	11037 S. EGGLESTON AVENUE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
64	156	25-16-329-008-0000	11041 S. EGGLESTON AVENUE	Public (City of Chicago)	Affected Parcel	Parking for 111th Street Station
65	157	25-16-427-001-0000	356 W. 111TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
66	158	25-16-329-005-0000	402 W. 111TH STREET	Vacant	Affected Parcel	Parking for 111th Street Station
67	160	25-21-501-003-0000	501 E. 112TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
68	161	25-21-200-001-0000	349 W. 111TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
69	166	25-21-200-014-0000	348 W. 111TH PLACE	Single-family Residential	Affected Parcel	Right-of-way
70	169	25-21-200-015-0000	344 W. 111TH PLACE	Single-family Residential	Affected Parcel	Right-of-way
71	173	25-21-204-001-0000	345 W. 111TH PLACE	Vacant	Affected Parcel	Right-of-way
72	174	25-21-204-002-0000	341 W. 111TH PLACE	Vacant	Affected Parcel	Right-of-way
73	179	25-21-204-015-0000	340 W. 112TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
74	181	25-21-204-016-0000	336 W. 112TH STREET	Vacant	Affected Parcel	Right-of-way
75	182	25-21-208-003-0000	339 W. 112TH STREET	Vacant	Affected Parcel	Right-of-way
76	183	25-21-208-004-0000	335 W. 112TH STREET	Vacant	Affected Parcel	Right-of-way
77	184	25-21-208-005-0000	333 W. 112TH STREET	Vacant	Affected Parcel	Right-of-way
78	186	25-21-208-016-0000	330 W. 112TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
79	187	25-21-208-017-0000	330 W. 112TH PLACE	Single-family Residential	Affected Parcel	Right-of-way
80	189	25-21-208-018-0000	328 W. 112TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
81	192	25-21-212-010-0000	325 W. 112TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
82	194	25-21-212-011-0000	319 W. 112TH PLACE	Multifamily Residential	Parcel with Building Displacement	Right-of-way
83	195	25-21-212-012-0000	317 W. 112TH PLACE	Single-family Residential	Affected Parcel	Right-of-way
84	196	25-21-212-019-0000	320 W. 113TH STREET	Single-family Residential	Affected Parcel	Right-of-way
85	198	25-21-212-020-0000	320 W. 113TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
86	199	25-21-212-021-0000	316 W. 113TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
87	201	25-21-212-022-0000	312 W. 113TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
88	202	25-21-212-023-0000	310 W. 113TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
89	204	25-21-217-001-0000	309 W. 113TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
90	205	25-21-217-002-0000	307 W. 113TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
91	206	25-21-217-003-0000	303 W. 113TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
92	207	25-21-217-012-0000	11332 S. PRINCETON AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way

**Preferred Alignment
Parcels Affected by Land Acquisition**

Count	Map ID	Parcel ID	Address	Land Use - Field (2017)	Displacement Type	Displacement Use
93	209	25-21-218-024-0000	11315 S. PRINCETON AVENUE	Vacant	Affected Parcel	Right-of-way
94	210	25-21-218-025-0000	11319 S. PRINCETON AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
95	211	25-21-218-026-0000	11321 S. PRINCETON AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
96	212	25-21-218-027-0000	11325 S. PRINCETON AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
97	214	25-21-218-028-0000	11327 S. PRINCETON AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
98	216	25-21-218-020-0000	11330 S. YALE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
99	218	25-21-218-021-0000	11334 S. YALE AVENUE	Multifamily Residential	Parcel with Building Displacement	Right-of-way
100	219	25-21-218-022-0000	11336 S. YALE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
101	221	25-21-218-023-0000	11342 S. YALE AVENUE	Vacant	Affected Parcel	Right-of-way
102	222	25-21-219-014-0000	11343 S. YALE AVENUE	Single-family Residential	Affected Parcel	Right-of-way
103	223	25-21-219-015-0000	11345 S. YALE AVENUE	Vacant	Affected Parcel	Right-of-way
104	224	25-21-219-016-0000	11347 S. YALE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
105	225	25-21-219-017-0000	11351 S. WENTWORTH AVENUE	Vacant	Affected Parcel	Right-of-way
106	227	25-21-219-018-0000	11355 S. WENTWORTH AVENUE	Vacant	Affected Parcel	Right-of-way
107	228	25-21-219-036-0000	11352 S. WENTWORTH AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
108	229	25-21-219-037-0000	11358 S. WENTWORTH AVENUE	Vacant	Affected Parcel	Right-of-way
109	230	25-21-501-001-0000	401 W. 111TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
110	233	25-21-228-001-0000	149 W. 114TH STREET	Vacant	Affected Parcel	Right-of-way
111	236	25-21-228-002-0000	135 W. 114TH STREET	Institution (Place of Worship)	Parcel with Building Displacement	Right-of-way
112	238	25-21-228-003-0000	131 W. 114TH STREET	Single-family Residential	Affected Parcel	Right-of-way
113	240	25-21-228-046-0000	11424 S. PERRY AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
114	242	25-21-228-047-0000	11424 S. PERRY AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
115	245	25-21-228-023-0000	11426 S. PERRY AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
116	248	25-21-230-035-0000	11439 S. PERRY AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
117	249	25-21-230-034-0000	52 W. 115TH STREET	Industrial	Affected Parcel	Right-of-way
118	253	25-21-230-036-0000	52 W. 115TH STREET	Vacant	Affected Parcel	Right-of-way
119	255	25-21-230-019-0000	46 W. 115TH STREET	Vacant	Affected Parcel	Right-of-way
120	257	25-21-230-020-0000	44 W. 115TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
121	258	25-21-230-021-0000	42 W. 115TH STREET	Vacant	Affected Parcel	Right-of-way
122	259	25-21-230-022-0000	40 W. 115TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
123	260	25-21-406-029-0000	35 W. 115TH STREET	Commercial	Parcel with Building Displacement	Right-of-way
124	263	25-21-407-001-0000	23 W. 115TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
125	265	25-21-407-002-0000	17 W. 115TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
126	266	25-21-407-003-0000	11 W. 115TH STREET	Vacant	Affected Parcel	Right-of-way
127	267	25-21-407-007-0000	11516 S. STATE STREET	Vacant	Affected Parcel	Right-of-way
128	269	25-21-407-029-0000	11514 S. STATE STREET	Vacant	Affected Parcel	Right-of-way
129	271	25-21-406-030-0000	11524 S. LAFAYETTE AVENUE	Transportation (railroad)	Affected Parcel	Substation
130	285	25-22-300-009-0000	11549 S. STATE STREET	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
131	286	25-22-304-047-0000	113 E. KENSINGTON AVENUE	Vacant	Affected Parcel	Parking for Michigan Avenue Station
132	287	25-22-304-050-0000	11555 S. MICHIGAN AVENUE	Vacant	Affected Parcel	Parking for Michigan Avenue Station
133	289	25-22-300-010-0000	11551 S. STATE STREET	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
134	290	25-22-304-049-0000	11557 S. MICHIGAN AVENUE	Vacant	Affected Parcel	Parking for Michigan Avenue Station
135	292	25-22-300-011-0000	11561 S. STATE STREET	Vacant	Affected Parcel	Parking for Michigan Avenue Station
136	293	25-22-300-070-0000	11556 S. WABASH AVENUE	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
137	294	25-22-304-005-0000	11563 S. MICHIGAN AVENUE	Industrial	Affected Parcel	Parking for Michigan Avenue Station
138	295	25-22-300-012-0000	11563 S. STATE STREET	Vacant	Affected Parcel	Parking for Michigan Avenue Station

**Preferred Alignment
Parcels Affected by Land Acquisition**

Count	Map ID	Parcel ID	Address	Land Use - Field (2017)	Displacement Type	Displacement Use
139	296	25-22-304-006-0000	11565 S. MICHIGAN AVENUE	Industrial	Affected Parcel	Parking for Michigan Avenue Station
140	297	25-22-300-013-0000	11567 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
141	298	25-22-304-007-0000	11567 S. MICHIGAN AVENUE	Industrial	Parcel with Building Displacement	Parking for Michigan Avenue Station
142	299	25-22-300-069-0000	11562 S. WABASH AVENUE	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
143	300	25-22-300-014-0000	11569 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
144	301	25-22-300-015-0000	11571 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
145	302	25-22-300-071-0000	11557 S. WABASH AVENUE	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
146	303	25-22-300-021-0000	11572 S. WABASH AVENUE	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
147	304	25-22-300-016-0000	11573 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
148	305	25-22-300-022-0000	11574 S. WABASH AVENUE	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
149	306	25-22-300-017-0000	11575 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
150	307	25-22-304-008-0000	11579 S. MICHIGAN AVENUE	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
151	308	25-22-300-049-0000	11573 S. WABASH AVENUE	Commercial	Parcel with Building Displacement	Parking for Michigan Avenue Station
152	309	25-22-300-023-0000	11578 S. WABASH AVENUE	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
153	310	25-22-300-018-0000	11579 S. STATE STREET	Vacant	Affected Parcel	Parking for Michigan Avenue Station
154	311	25-22-304-027-0000	120 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
155	313	25-22-304-028-0000	122 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
156	314	25-22-304-029-0000	124 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
157	315	25-22-304-030-0000	128 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
158	316	25-22-304-031-0000	130 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
159	317	25-22-304-032-0000	132 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
160	318	25-22-304-034-0000	136 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
161	319	25-22-304-033-0000	134 E. 116TH STREET	Public (City of Chicago)	Affected Parcel	Parking for Michigan Avenue Station
162	320	25-22-300-059-0000	11582 S. MICHIGAN AVENUE	Transportation (railroad)	Affected Parcel	Parking for Michigan Avenue Station
163	321	25-22-300-052-0000	38 E. 116TH STREET	Multifamily Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
164	322	25-22-300-051-0000	34 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
165	323	25-22-300-050-0000	32 E. 116TH STREET	Single-family Residential	Affected Parcel	Parking for Michigan Avenue Station
166	324	25-22-300-029-0000	20 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
167	325	25-22-300-028-0000	16 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
168	326	25-22-300-060-0000	11586 S. MICHIGAN AVENUE	Mixed-Use Commercial/Residential	Affected Parcel	Parking for Michigan Avenue Station
169	327	25-22-300-027-0000	12 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
170	328	25-22-300-026-0000	8 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
171	329	25-22-300-025-0000	11583 S. STATE STREET	Single-family Residential	Affected Parcel	Parking for Michigan Avenue Station
172	330	25-22-300-024-0000	11583 S. STATE STREET	Single-family Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
173	331	25-22-300-061-0000	11588 S. MICHIGAN AVENUE	Mixed-Use Commercial/Residential	Affected Parcel	Parking for Michigan Avenue Station
174	333	25-22-300-062-0000	11592 S. MICHIGAN AVENUE	Mixed-Use Commercial/Residential	Parcel with Building Displacement	Parking for Michigan Avenue Station
175	336	25-22-308-014-0000	151 E. 116TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
176	338	25-22-308-015-0000	153 E. 116TH STREET	Multifamily Residential	Parcel with Building Displacement	Right-of-way
177	341	25-22-308-016-0000	155 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
178	343	25-22-308-017-0000	157 E. 116TH STREET	Multifamily Residential	Affected Parcel	Right-of-way
179	345	25-22-308-018-0000	159 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
180	346	25-22-308-019-0000	163 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
181	347	25-22-308-020-0000	165 E. 116TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
182	354	25-22-311-013-0000	11631 S. INDIANA AVENUE	Public (City of Chicago)	Parcel with Building Displacement	Right-of-way
183	356	25-22-311-021-0000	11630 S. PRAIRIE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
184	357	25-22-311-024-0000	11632 S. PRAIRIE AVENUE	Multifamily Residential	Parcel with Building Displacement	Right-of-way

**Preferred Alignment
Parcels Affected by Land Acquisition**

Count	Map ID	Parcel ID	Address	Land Use - Field (2017)	Displacement Type	Displacement Use
185	358	25-22-311-025-0000	11634 S. PRAIRIE AVENUE	Multifamily Residential	Parcel with Building Displacement	Right-of-way
186	363	25-22-316-001-0000	319 E. 117TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
187	368	25-22-316-035-0000	11712 S. Calumet Avenue	Vacant	Affected Parcel	Right-of-way
188	370	25-22-316-034-0000	11722 S. CALUMET AVENUE	Commercial	Affected Parcel	Right-of-way
189	371	25-22-316-030-0000	11726 S. CALUMET AVENUE	Vacant	Affected Parcel	Right-of-way
190	372	25-22-316-031-0000	11728 S. CALUMET AVENUE	Vacant	Affected Parcel	Right-of-way
191	373	25-22-317-013-0000	354 E. 118TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
192	374	25-22-317-014-0000	356 E. 118TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
193	375	25-22-317-015-0000	358 E. 118TH STREET	Public (City of Chicago)	Affected Parcel	Right-of-way
194	376	25-22-317-030-0000	11742 S. FRONT AVENUE	Industrial	Affected Parcel	Right-of-way
195	377	25-22-317-031-0000	11810 S. CALUMET AVENUE	Industrial	Affected Parcel	Right-of-way
196	378	25-22-317-032-0000	11810 S. CALUMET AVENUE	Industrial	Parcel with Building Displacement	Right-of-way
197	379	25-22-317-033-0000	375 E. 118TH STREET	Industrial	Affected Parcel	Right-of-way
198	380	25-22-317-035-0000	11800 S. FRONT AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
199	381	25-22-501-005-0000	360 E. 119TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
200	382	25-22-325-001-0000	370 E. 119TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
201	383	25-22-400-026-0000	11600 S. COTTAGE GROVE AVENUE	Industrial	Affected Parcel	Right-of-way
202	384	25-22-400-027-0000	11600 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
203	385	25-27-108-009-0000	11900 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
204	386	25-27-502-001-0000	12330 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
205	388	25-27-502-001-0000	12330 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	Right-of-way
206	389	25-26-999-001-0000	No Street Address	Transportation (railroad)	Affected Parcel	Right-of-way
207	390	25-26-300-017-0000	12807 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	Right-of-way
208	391	25-26-300-015-0000	12813 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	Right-of-way
209	392	25-26-300-014-0000	12817 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	Right-of-way
210	393	25-27-301-013-0000	310 E. 130TH STREET	Utility (MWRD)	Affected Parcel	Right-of-way
211	394	25-27-301-012-0000	325 E. 127TH STREET	Utility (MWRD)	Affected Parcel	Right-of-way
212	395	25-27-301-011-0000	350 E. 130TH STREET	Utility (MWRD)	Affected Parcel	Right-of-way
213	396	25-27-301-010-0000	360 E. 130TH STREET	Utility (MWRD)	Affected Parcel	Right-of-way
214	397	25-22-401-034-0000	1355 E. 121ST STREET	Transportation (railroad)	Affected Parcel	120th Street Yard
215	398	25-27-200-007-0000	12256 S. COTTAGE GROVE AVENUE	Industrial	Parcel with Building Displacement	120th Street Yard
216	399	25-27-200-009-0000	12256 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	120th Street Yard
217	400	25-27-200-010-0000	12256 S. COTTAGE GROVE AVENUE	Public (City of Chicago)	Affected Parcel	120th Street Yard
218	401	25-27-200-012-0000	12534 S. COTTAGE GROVE AVENUE	Public (City of Chicago)	Affected Parcel	120th Street Yard
219	402	25-27-200-013-0000	12546 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
220	403	25-27-503-001-0000	12320 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	120th Street Yard
221	404	25-27-200-004-0000	12500 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
222	405	25-27-400-003-0000	12606 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
223	406	25-27-400-002-0000	12600 S. COTTAGE GROVE AVENUE	Transportation (railroad)	Affected Parcel	120th Street Yard
224	407	25-27-400-007-0000	12614 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
225	408	25-27-400-005-0000	12608 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
226	409	25-27-400-006-0000	12610 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
227	410	25-27-301-007-0000	300 E. 127TH STREET	Utility (MWRD)	Affected Parcel	120th Street Yard
228	411	25-27-400-009-0000	12618 S. COTTAGE GROVE AVENUE	Utility (MWRD)	Affected Parcel	120th Street Yard
229	412	25-21-200-002-0000	347 W. 111TH STREET	Single-family Residential	Affected Parcel	Right-of-way
230	423	25-22-311-012-0000	11633 S. INDIANA AVENUE	Public (City of Chicago)	Affected Parcel	Right-of-way

**Preferred Alignment
Parcels Affected by Land Acquisition**

Count	Map ID	Parcel ID	Address	Land Use - Field (2017)	Displacement Type	Displacement Use
231	424	25-22-311-020-0000	11626 S. PRAIRIE AVENUE	Single-family Residential	Parcel with Building Displacement	Right-of-way
232	445	25-16-415-003-0000	349 W. 109TH STREET	Single-family Residential	Parcel with Building Displacement	Right-of-way
233	446	25-16-415-023-0000	348 W. 109TH PLACE	Single-family Residential	Parcel with Building Displacement	Right-of-way
234	447	25-16-500-017-0000	362 W. 108TH PLACE	Transportation (railroad)	Affected Parcel	Right-of-way
235	448	25-16-500-018-0000	364 W. 109TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way
236	449	25-16-500-028-0000	359 W. 109TH STREET	Transportation (railroad)	Affected Parcel	Right-of-way

Note - The following parcels are defined as easements and are not included in the table: Map ID 1-24, 276, 282, 288, 291, 312, and 425. Publicly owned parcels that include a roadway are classified as "easements" for this analysis because CTA would require a use agreement with the public entity.



Proyecto de Expansión de la Línea Roja (RLE) Preguntas frecuentes

¿Cuál opción de alineamiento eligió CTA?

Basándose en la planificación de proyecto y trabajo de ingeniería adicional realizado en el pasado año, CTA ha elegido un alineamiento preferido. El alineamiento preferido es una combinación de las opciones este y oeste de Union Pacific Railroad (UPRR) presentadas anteriormente. Este alineamiento preferido capturaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios del público y de la agencia sobre el borrador de la Declaración de Impacto Ambiental (DIA). El alineamiento preferido tendría menos impactos que con las opciones este u oeste. Afectaría menos residencias que con la opción este y menos negocios y empleos que con la opción oeste. Los impactos de ruido y vibración no serían mayores que los anticipados con la opción este u oeste.

¿Cómo sabré si mi propiedad será afectada?

Los dueños e inquilinos cuyas propiedades serán afectadas por el alineamiento preferido fueron notificados durante las labores de divulgación a domicilio, las cuales comenzaron el 26 de enero de 2018. También se enviaron cartas que informan a los dueños e inquilinos sobre el alineamiento elegido a todas las propiedades que fueron contactadas en el 2016, tanto las propiedades que serían afectadas por el alineamiento preferido, como aquellas que no serían afectadas. CTA alienta la participación de la comunidad y de los dueños de propiedades. CTA llevará a cabo reuniones comunitarias con los dueños e inquilinos de propiedades afectados por el alineamiento preferido el martes 6 de febrero de 5:30 a 7:30 p.m. en Fenger Academy High School (11220 S. Wallace Avenue, Chicago), y el jueves 8 de febrero de 5:30 a 7:30 p.m. en Palmer Park (201 E. 111th Street, Chicago). Además, se programó una casa abierta pública el martes 13 de febrero de 2018 de 6:00 a 8:00 p.m. en el gimnasio principal de Gwendolyn Brooks College Preparatory Academy (250 W. 111th Street, Chicago).

¿Cuáles son mis derechos como dueño de una propiedad?

Si CTA determina en última instancia que es necesario comprar propiedades privadas para el proyecto de RLE, CTA estaría obligada a seguir las guías establecidas en la Ley Uniforme de Asistencia para la Reubicación y Políticas de Adquisición de Propiedad Inmueble de 1970, según enmendada, y los reglamentos del estado. CTA tratará a los dueños de propiedades de manera justa e intentará llegar a acuerdos conjuntos para la adquisición de las propiedades.

Puede leer más sobre sus derechos conforme a las leyes federales correspondientes aquí:

http://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/real_property.cfm

http://www.fhwa.dot.gov/real_estate/publications/your_rights/rights2014.pdf

¿Qué tipo de remuneración recibiré?

Las leyes federales exigen que CTA ofrezca comprar cada propiedad por una cantidad que no sea menor que el valor justo del mercado, según lo determine una tasación independiente. En algunas circunstancias, si las tasaciones actuales son por una cantidad menor que el precio de compra original de la propiedad, puede que el dueño califique para una remuneración equivalente al precio de compra original.

Además, CTA tiene que proporcionar asistencia financiera y servicios de reubicación, según lo exigen las normas federales, para los dueños de propiedades, así como los inquilinos comerciales y residenciales que tengan que mudarse debido al proyecto de RLE.

¿Cómo determinará CTA el precio de compra de mi propiedad?

Si CTA determina que es necesario comprar su propiedad para el proyecto de RLE, está obligada a contratar a un tasador independiente para inspeccionar la propiedad y determinar el valor justo del mercado. En ese caso, usted, o el representante que usted designe, será invitado a acompañar al tasador cuando éste inspeccione su propiedad. Usted o su representante podría proporcionar información sobre las mejoras a la propiedad y cualquier característica especial que podría afectar el valor de la propiedad para asegurarse de que esta información se considere en la tasación.

¿Qué sucedería si no soy dueño de la propiedad, pero alquilo un apartamento o arriendo un espacio para mi negocio?

Los que no sean dueños y estén arrendando una vivienda o propiedad comercial y tengan que mudarse por motivo del proyecto de RLE también están protegidos por la Ley Uniforme de Asistencia para la Reubicación y Políticas de Adquisición de Propiedad Inmueble de 1970, según enmendada. De ser necesario, CTA proporcionará asistencia financiera y servicios de reubicación para ayudar a estos residentes y dueños de negocios a encontrar una nueva vivienda o ubicación para su negocio.

Si CTA adquiere mi propiedad, ¿me ayudará con la mudanza?

Si tiene que mudarse, un agente de reubicación se comunicará con usted, contestará sus preguntas y le proporcionará información adicional sobre los servicios de asesoramiento de ayuda para la reubicación y si califica para pagos de reubicación. La meta del agente de reubicación es facilitar una transición sin problemas a la nueva vivienda o ubicación para el negocio.

¿Qué es lo próximo que sucederá con el proyecto de RLE?

El 27 de noviembre de 2016, el alcalde Emanuel y CTA anunciaron la aprobación de fondos por la cantidad de \$75 millones durante los próximos cinco años para el proyecto de RLE. Esta inversión le permitirá a CTA terminar el DIA final y los estudios de ingeniería preliminares durante los próximos años. CTA tiene previsto solicitar a Federal Transit Administration (FTA) el ingreso a la fase de desarrollo del proyecto para obtener fondos federales para la construcción del proyecto conforme al programa federal competitivo "New Starts." El desarrollo del proyecto y la obtención de todos los fondos para el proyecto de RLE conforme a este programa es un proceso de varias etapas que tomará varios años. Dependiendo de la disponibilidad de fondos y las aprobaciones federales, lo más temprano que se anticipa que comience la construcción del proyecto de RLE es en el 2022. Se anticipa que el servicio comenzará en el 2026. Nuevamente, CTA no tiene previsto hacer gestiones para adquirir propiedades privadas para el proyecto de RLE hasta que termine la revisión ambiental y se obtengan los fondos para el proyecto.



¿A quién debo llamar si tengo más preguntas sobre la posible adquisición de propiedades?

Comuníquese con el departamento de servicio al cliente de CTA por teléfono al 1-888-YOUR-CTA (1-888-968-7282) o por correo electrónico a RedExtension@transitchicago.com.

¿Cómo puedo obtener más información sobre el proyecto de RLE?

Puede obtener más información sobre el proyecto de RLE y encontrar actualizaciones sobre la situación del proceso en nuestra página web: www.transitchicago.com/RedEIS. Para unirse a la lista de contactos del proyecto y recibir actualizaciones sobre el proyecto de RLE, audiencias públicas y la situación de las revisiones ambientales, envíe un correo electrónico a RedExtension@transitchicago.com.

More Relocation Information



Business

A business that is relocated as a result of the project may

be entitled to benefits such as:

1. *Moving and Related Costs*
2. *Reestablishment Costs*
3. *Fixed Payment*

Statements applicable to all categories and benefits listed

Please keep in mind that there are specific benefit requirements that must be met to receive any of the funds mentioned above. Your assigned relocation agent will assist you to fully understand the payments and requirements.

No one may be displaced until adequate housing has been made available to them.

All persons required to move personal property, their home, or business must be given at least 90 days to vacate.

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

A message from the FTA and your local transit agency

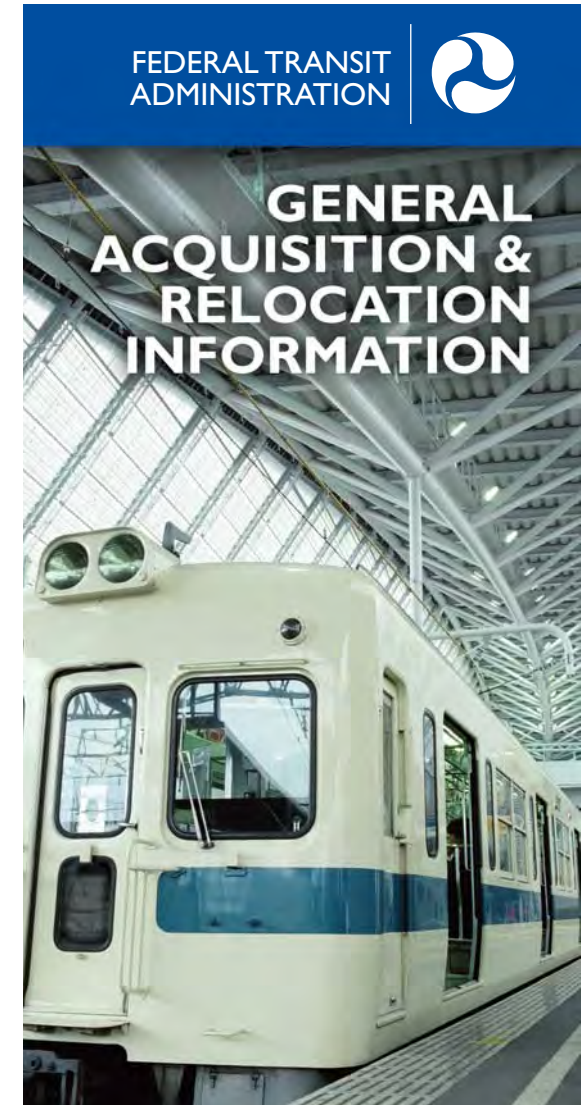
It is sometimes necessary to acquire private property and displace persons and businesses in order to build a transit facility that will benefit the entire community. However, we will work with you to minimize the inevitable disruption that this causes. Please feel free to contact the agency and person listed below should you have any further questions.

Revised rules for the Uniform Act were published in the Federal Register on January 4, 2005. The rules are reprinted each year in the Code of Federal Regulations, Title 49, Part 24. All Federal, State and local government agencies, as well as others receiving Federal financial assistance for public programs and projects, that require the acquisition of real property, must comply with the policies and provisions set forth in the Uniform Act and the regulation.

For further information, please contact:

CTA Customer Service
1-888-YOUR-CTA
(1-888-968-7282)

RedExtension@transitchicago.com



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

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



GENERAL INFORMATION

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



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

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

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

Acquisition of Real Property

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

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

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



Relocation



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

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

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

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

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

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



CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

January 24, 2018

Via Certified Mail, Regular Mail, and Hand Delivery

[MAILING NAME]
[MAILING ADDRESS]
[MAILING CITY], [MAILING STATE] [MAILING ZIP]

Dear Property Owner:

In October 2016 we sent you a letter about the Chicago Transit Authority (CTA) project known as the Red Line Extension (RLE) Project and the possibility of CTA needing to acquire the property referenced below for the construction of the RLE Project. Based on additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment that **would likely require the acquisition of the property referenced below for the RLE Project:**

Owner of Record: [OWNER NAME]
Property Address: [PARCEL ADDRESS]
Property Identification Number (PIN): [PIN]
CTA Parcel ID: [NEW ID]

At this time, CTA does not plan to pursue acquisition of private property for the RLE Project until all environmental reviews are complete and project funding is secured. This is expected to be a multiyear process, and it may also be possible to further minimize property impacts with additional future engineering.

This letter is not a formal action to acquire your property, nor a letter of intent or offer to purchase your property. The information in this letter is not intended to affect your present ownership, management, or control of your property in any way.

Property owners and tenants who would be affected by acquisition and relocation will be protected under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, along with state regulations. CTA will treat property owners and tenants fairly and will seek cooperative settlements of property acquisitions. In addition, 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.

The Preferred Alignment selected by CTA is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. This Preferred Alignment would capture the benefits and minimize the impacts of either option and it also incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next 5 years for RLE Project. This investment will allow CTA to complete the Final EIS and preliminary engineering over the next few years. Depending on funding availability and federal approvals, the earliest that the RLE Project is expected to begin construction would be in 2022, and service is anticipated to start in 2026. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS. Again, 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.

CTA is committed to working with the community, elected officials, affected property owners and tenants, and keeping you informed. CTA will continue to communicate with affected property owners and tenants to answer questions and update them as timelines for property acquisition become known. Once environmental reviews are complete and funding is secured for the project, CTA will notify property owners and tenants of their intent to purchase property.

The relocation liaison for CTA will be in your neighborhood visiting potentially affected properties to discuss the relocation process and answer questions starting January 24, 2018. CTA will be conducting community meetings with property owners and tenants affected by the Preferred Alignment on Tuesday, February 6 from 5:30-7:30 at Fenger Academy High School (11220 S. Wallace Avenue, Chicago), and on Thursday, February 8 from 5:30-7:30 at Palmer Park (201 E. 111th Street, Chicago). You are invited to attend either one of the community meetings to discuss the RLE Project and what it could mean for your property. Additionally, a public open house is scheduled for Tuesday, February 13, 2018 from 6-8pm at Gwendolyn Brooks College Preparatory Academy in the Main Gym (250 W. 111th Street, Chicago). You will receive additional information about the open house in a separate mailing.

CTA looks forward to working with you on this exciting project, which will be a great benefit to the community, surrounding neighborhoods, and the City of Chicago. Please contact CTA customer service at 1-888-YOUR-CTA (888) 968-7282 or RedExtension@transitchicago.com if you have any questions or would like to discuss this project further.

Sincerely,

Carole Morey
Chief Planning Officer
Chicago Transit Authority



24 de enero de 2018

Vía correo certificado, correo regular y entrega personal

[MAILING NAME]
[MAILING ADDRESS]
[MAILING CITY], [MAILING STATE] [MAILING ZIP]

Estimado dueño de propiedad:

En octubre de 2016 le enviamos una carta sobre el proyecto de Chicago Transit Authority (CTA), conocido como el proyecto de expansión de la Línea Roja (RLE), y la posibilidad de que CTA tenga que adquirir la propiedad que se describe a continuación para construir el proyecto de RLE. Basándose en la planificación de proyecto y trabajo de ingeniería adicional realizado en el pasado año, CTA ha elegido un alineamiento preferido que **probablemente requerirá la adquisición de la propiedad que actualmente usted ocupa en la dirección a continuación:**

Dueño según el registro: [OWNER NAME]
Dirección de la propiedad: [PARCEL ADDRESS]
Número de identificación de la propiedad (PIN): [PIN]
Código de parcela de CTA: [NEW ID]

En este momento, CTA no tiene previsto hacer gestiones para adquirir propiedades privadas para el proyecto de RLE hasta que termine todas las revisiones ambientales y se obtengan los fondos para el proyecto. Se espera que sea un proceso de varios años. También es posible que se minimicen los impactos sobre la propiedad con trabajos de ingeniería adicionales.

Esta carta no constituye una medida formal para adquirir su propiedad ni una carta de intención u oferta para comprar su propiedad. El propósito de la información en esta carta no es afectar la titularidad, administración o control actual de su propiedad de ninguna manera.

Los dueños de propiedades e inquilinos que serían afectados por la adquisición y reubicación estarán protegidos por la Ley Uniforme de Asistencia para la Reubicación y Políticas de Adquisición de Propiedad Inmueble de 1970, según enmendada, y los reglamentos del estado. CTA tratará a los dueños de propiedades e inquilinos de manera justa e intentará llegar a acuerdos conjuntos para la adquisición de las propiedades. Además, CTA tiene que proporcionar asistencia financiera y servicios de reubicación a los dueños de propiedades, así como los inquilinos comerciales y residenciales que tengan que mudarse debido al proyecto de RLE.

El alineamiento preferido elegido por CTA es una combinación de las opciones este y oeste de Union Pacific Railroad (Union Pacific Railroad, UPRR) presentadas anteriormente. Este alineamiento preferido capturaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios del público y de la agencia sobre el borrador de la Declaración de Impacto Ambiental (DIA). El alineamiento preferido tendría menos impactos que con las opciones este u oeste. Afectaría menos residencias que con la opción este y menos negocios y empleos que con la opción oeste. Los impactos de ruido y vibración no serían mayores que los anticipados con la opción este u oeste.

El 27 de noviembre de 2016, el alcalde Emanuel y CTA anunciaron la aprobación de fondos por la cantidad de \$75 millones durante los próximos 5 años para el proyecto de RLE. Esta inversión le permitirá a CTA terminar el DIA final y los estudios de ingeniería preliminares durante los próximos años. Dependiendo de la disponibilidad de fondos y las aprobaciones federales, lo más temprano que se anticipa que comience la construcción del proyecto de RLE es en el 2022. Se anticipa que el servicio comenzará en el 2026. Puede obtener más información sobre el proyecto de RLE y encontrar actualizaciones sobre la situación del proceso aquí: transitchicago.com/RedEIS. Nuevamente, CTA no tiene previsto hacer gestiones para adquirir propiedades privadas para el proyecto de RLE hasta que termine la revisión ambiental y se obtengan los fondos para el proyecto.

CTA está comprometida en trabajar con la comunidad, funcionarios electos y dueños de propiedades e inquilinos afectados, así como con mantenerlo informado. CTA seguirá comunicándose con los dueños de propiedades e inquilinos afectados para responder a sus preguntas y proporcionar información actualizada, a medida que se conozcan los plazos para la adquisición de las propiedades. Cuando se terminen todas las revisiones ambientales y se obtengan los fondos para el proyecto, CTA notificará a los dueños de las propiedades y sus inquilinos sobre su intención de comprar la propiedad.

El enlace de reubicación de CTA estará en su comunidad visitando las propiedades que posiblemente se verán afectadas para hablar sobre el proceso de reubicación y responder a sus preguntas, a partir del 24 de enero de 2018. CTA llevará a cabo reuniones comunitarias con los dueños e inquilinos de propiedades afectados por el alineamiento preferido el martes 6 de febrero de 5:30 a 7:30 p.m. en Fenger Academy High School (11220 S. Wallace Avenue, Chicago), y el jueves 8 de febrero de 5:30 a 7:30 p.m. en Palmer Park (201 E. 111th Street, Chicago). Usted está invitado a asistir a cualquiera de las reuniones de la comunidad para discutir el proyecto RLE y lo que podría significar para su propiedad. Además, se programó una casa abierta pública el martes 13 de febrero de 2018 de 6:00 a 8:00 p.m. en el gimnasio principal de Gwendolyn Brooks College Preparatory Academy (250 W. 111th Street, Chicago). Usted recibirá información adicional sobre la casa abierta en un correo por separado.

CTA espera trabajar con usted en este proyecto emocionante, el cual beneficiará grandemente a la comunidad, vecindarios cercanos y la ciudad de Chicago. Por favor comuníquese con servicio al cliente de CTA al 1-888-YOUR-CTA (888) 968-7282 o por correo electrónico a RedExtension@transitchicago.com si tiene alguna pregunta o le gustaría hablar más sobre este proyecto.

Atentamente,

Carole Morey
Directora Ejecutiva de Planificación
Chicago Transit Authority



CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

January 24, 2018

Via Certified Mail, Regular Mail, and Hand Delivery

[MAILING NAME]
[MAILING ADDRESS]
[MAILING CITY], [MAILING STATE] [MAILING ZIP]

Dear Current [MAILING CATEGORY]:

In October 2016 we sent you a letter about the Chicago Transit Authority (CTA) project known as the Red Line Extension (RLE) Project and the possibility of CTA needing to acquire the property referenced below for the construction of the RLE Project. Based on additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment that **would likely require the acquisition of the property you currently occupy at the following address:**

Owner of Record: [OWNER NAME]
Property Address: [PARCEL ADDRESS]
Property Identification Number (PIN): [PIN]
CTA Parcel ID: [NEW ID]

At this time, CTA does not plan to pursue acquisition of private property for the RLE Project until all environmental reviews are complete and project funding is secured. This is expected to be a multiyear process, and it may also be possible to further minimize property impacts with additional future engineering.

This letter is not a formal action to acquire the property. The information in this letter is not intended to affect your present occupancy in any way.

Property owners and tenants who would be affected by acquisition and relocation will be protected under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, along with state regulations. CTA will treat property owners and tenants fairly and will seek cooperative settlements of property acquisitions. In addition, 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.

The Preferred Alignment selected by CTA is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. This Preferred Alignment would capture the benefits and minimize the impacts of either option and it also incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next 5 years for RLE Project. This investment will allow CTA to complete the Final EIS and preliminary engineering over the next few years. Depending on funding availability and federal approvals, the earliest that the RLE Project is expected to begin construction would be in 2022, and service is anticipated to start in 2026. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS. Again, 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.

CTA is committed to working with the community, elected officials, affected property owners and tenants, and keeping you informed. CTA will continue to communicate with affected property owners and tenants to answer questions and update them as timelines for property acquisition become known. Once environmental reviews are complete and funding is secured for the project, CTA will notify the property owners and tenants of their intent to purchase property.

The relocation liaison for CTA will be in your neighborhood visiting potentially affected properties to discuss the relocation process and answer questions starting January 24, 2018. CTA will be conducting community meetings with property owners and tenants affected by the Preferred Alignment on Tuesday, February 6 from 5:30-7:30 at Fenger Academy High School (11220 S. Wallace Avenue, Chicago), and on Thursday, February 8 from 5:30-7:30 at Palmer Park (201 E. 111th Street, Chicago). You are invited to attend either one of the community meetings to discuss the RLE Project and what it could mean for your property. Additionally, a public open house is scheduled for Tuesday, February 13, 2018 from 6-8pm at Gwendolyn Brooks College Preparatory Academy in the Main Gym (250 W. 111th Street, Chicago). You will receive additional information about the open house in a separate mailing.

CTA looks forward to working with you on this exciting project, which will be a great benefit to the community, surrounding neighborhoods, and the City of Chicago. Please contact CTA customer service at 1-888-YOUR-CTA (888) 968-7282 or RedExtension@transitchicago.com if you have any questions or would like to discuss this project further.

Sincerely,

Carole Morey
Chief Planning Officer
Chicago Transit Authority



24 de enero de 2018

Vía correo certificado, correo regular y entrega personal

[MAILING NAME]
[MAILING ADDRESS]
[MAILING CITY], [MAILING STATE] [MAILING ZIP]

Estimado [MAILING CATEGORY]:

En octubre de 2016 le enviamos una carta sobre el proyecto de Chicago Transit Authority (CTA), conocido como el proyecto de expansión de la Línea Roja (RLE), y la posibilidad de que CTA tenga que adquirir la propiedad que se describe a continuación para construir el proyecto de RLE. Basándose en la planificación de proyecto y trabajo de ingeniería adicional realizado en el pasado año, CTA ha elegido un alineamiento preferido que **probablemente requerirá la adquisición de la propiedad que actualmente usted ocupa en la dirección a continuación:**

Dueño según el registro: [OWNER NAME]
Dirección de la propiedad: [PARCEL ADDRESS]
Número de identificación de la propiedad (PIN): [PIN]
Código de parcela de CTA: [NEW ID]

En este momento, CTA no tiene previsto hacer gestiones para adquirir propiedades privadas para el proyecto de RLE hasta que termine todas las revisiones ambientales y se obtengan los fondos para el proyecto. Se espera que sea un proceso de varios años. También es posible que se minimicen los impactos sobre la propiedad con trabajos de ingeniería adicionales.

Esta carta no es una medida formal para adquirir la propiedad. El propósito de la información en esta carta no es afectar su posesión actual de ninguna manera.

Los dueños de propiedades e inquilinos que serían afectados por la adquisición y reubicación estarán protegidos por la Ley Uniforme de Asistencia para la Reubicación y Políticas de Adquisición de Propiedad Inmueble de 1970, según enmendada, y los reglamentos del estado. CTA tratará a los dueños de propiedades e inquilinos de manera justa e intentará llegar a acuerdos conjuntos para la adquisición de las propiedades. Además, CTA tiene que proporcionar asistencia financiera y servicios de reubicación a los dueños de propiedades, así como los inquilinos comerciales y residenciales que tengan que mudarse debido al proyecto de RLE.

El alineamiento preferido elegido por CTA es una combinación de las opciones este y oeste de Union Pacific Railroad (Union Pacific Railroad, UPRR) presentadas anteriormente. Este alineamiento preferido capturaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios del público y de la agencia sobre el borrador de la Declaración de Impacto Ambiental (DIA). El alineamiento preferido tendría menos impactos que con las opciones este u oeste. Afectaría menos residencias que con la opción este y menos negocios y empleos que con la opción oeste. Los impactos de ruido y vibración no serían mayores que los anticipados con la opción este u oeste.

El 27 de noviembre de 2016, el alcalde Emanuel y CTA anunciaron la aprobación de fondos por la cantidad de \$75 millones durante los próximos 5 años para el proyecto de RLE. Esta inversión le permitirá a CTA terminar el DIA final y los estudios de ingeniería preliminares durante los próximos años. Dependiendo de la disponibilidad de fondos y las aprobaciones federales, lo más temprano que se anticipa que comience la construcción del proyecto de RLE es en el 2022. Se anticipa que el servicio comenzará en el 2026. Puede obtener más información sobre el proyecto de RLE y encontrar actualizaciones sobre la situación del proceso aquí: transitchicago.com/RedEIS. Nuevamente, CTA no tiene previsto hacer gestiones para adquirir propiedades privadas para el proyecto de RLE hasta que termine la revisión ambiental y se obtengan los fondos para el proyecto.

CTA está comprometida en trabajar con la comunidad, funcionarios electos y dueños de propiedades e inquilinos afectados, así como con mantenerlo informado. CTA seguirá comunicándose con los dueños de propiedades e inquilinos afectados para responder a sus preguntas y proporcionar información actualizada, a medida que se conozcan los plazos para la adquisición de las propiedades. Cuando se terminen todas las revisiones ambientales y se obtengan los fondos para el proyecto, CTA notificará a los dueños de las propiedades y sus inquilinos sobre su intención de comprar la propiedad.

El enlace de reubicación de CTA estará en su comunidad visitando las propiedades que posiblemente se verán afectadas para hablar sobre el proceso de reubicación y responder a sus preguntas, a partir del 24 de enero de 2018. CTA llevará a cabo reuniones comunitarias con los dueños e inquilinos de propiedades afectados por el alineamiento preferido el martes 6 de febrero de 5:30 a 7:30 p.m. en Fenger Academy High School (11220 S. Wallace Avenue, Chicago), y el jueves 8 de febrero de 5:30 a 7:30 p.m. en Palmer Park (201 E. 111th Street, Chicago). Usted está invitado a asistir a cualquiera de las reuniones de la comunidad para discutir el proyecto RLE y lo que podría significar para su propiedad. Además, se programó una casa abierta pública el martes 13 de febrero de 2018 de 6:00 a 8:00 p.m. en el gimnasio principal de Gwendolyn Brooks College Preparatory Academy (250 W. 111th Street, Chicago). Usted recibirá información adicional sobre la casa abierta en un correo por separado.

CTA espera trabajar con usted en este proyecto emocionante, el cual beneficiará grandemente a la comunidad, vecindarios cercanos y la ciudad de Chicago. Por favor comuníquese con servicio al cliente de CTA al 1-888-YOUR-CTA (888) 968-7282 o por correo electrónico a RedExtension@transitchicago.com si tiene alguna pregunta o le gustaría hablar más sobre este proyecto.

Atentamente,

Carole Morey
Directora Ejecutiva de Planificación
Chicago Transit Authority



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January 24, 2018

Via Certified Mail, Regular Mail, and Hand Delivery

[MAILING NAME]
[MAILING ADDRESS]
[MAILING CITY], [MAILING STATE] [MAILING ZIP]

Dear Property Owner:

In October 2016 we sent you a letter about the Chicago Transit Authority (CTA) project known as the Red Line Extension (RLE) Project and the possibility of CTA needing to acquire the property referenced below for the construction of the RLE Project. Based on additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment and **will not need to acquire the property referenced below for the RLE Project.**

Owner of Record: [OWNER NAME]
Property Address: [PARCEL ADDRESS]
Property Identification Number (PIN): [PIN]
CTA Parcel ID: [NEW ID]

The Preferred Alignment selected by CTA is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. This Preferred Alignment would capture the benefits and minimize the impacts of either option and it also incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next 5 years for RLE Project. This investment will allow CTA to complete the Final EIS and preliminary engineering over the next few years. Depending on funding availability and federal approvals, the earliest that the RLE Project is expected to begin construction would be in 2022, and service is anticipated to start in 2026. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS.

CTA is committed to working with the community, elected officials, affected property owners and tenants, and keeping you informed. The CTA relocation liaison will be in your neighborhood starting January 24, 2018 visiting all properties that were contacted in October 2016 to answer questions. CTA will host a public open house on Tuesday, February 13, 2018 from 6-8pm at Gwendolyn Brooks College Preparatory Academy in the Main Gym (250 W. 111th Street, Chicago) to provide additional information about the Preferred Alignment. You will receive additional information about the open house in a separate mailing.

CTA looks forward to working with you on this exciting project, which will be a great benefit to the community, surrounding neighborhoods, and the City of Chicago. Please contact CTA customer service at 1-888-YOUR-CTA (888) 968-7282 or via email at RedExtension@transitchicago.com if you have any questions or would like to discuss this project further.

Sincerely,

Carole Morey
Chief Planning Officer
Chicago Transit Authority



24 de enero de 2018

Vía correo certificado, correo regular y entrega personal

[MAILING NAME]
[MAILING ADDRESS]
[MAILING CITY], [MAILING STATE] [MAILING ZIP]

Estimado dueño de propiedad:

En octubre de 2016 le enviamos una carta sobre el proyecto de Chicago Transit Authority (CTA), conocido como el proyecto de expansión de la Línea Roja (RLE), y la posibilidad de que CTA tenga que adquirir la propiedad que se describe a continuación para construir el proyecto de RLE. Basándose en la planificación de proyecto y trabajo de ingeniería adicional realizado en el pasado año, CTA ha elegido un alineamiento preferido y **no tendrá que adquirir la propiedad que actualmente usted ocupa en la dirección a continuación:**

Dueño según el registro: [OWNER NAME]
Dirección de la propiedad: [PARCEL ADDRESS]
Número de identificación de la propiedad (PIN): [PIN]
Código de parcela de CTA: [NEW ID]

El alineamiento preferido elegido por CTA es una combinación de las opciones este y oeste de Union Pacific Railroad (Union Pacific Railroad, UPRR) presentadas anteriormente. Este alineamiento preferido capturaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios del público y de la agencia sobre el borrador de la Declaración de Impacto Ambiental (DIA). El alineamiento preferido tendría menos impactos que con las opciones este u oeste. Afectaría menos residencias que con la opción este y menos negocios y empleos que con la opción oeste. Los impactos de ruido y vibración no serían mayores que los anticipados con la opción este u oeste.

El 27 de noviembre de 2016, el alcalde Emanuel y CTA anunciaron la aprobación de fondos por la cantidad de \$75 millones durante los próximos 5 años para el proyecto de RLE. Esta inversión le permitirá a CTA terminar el DIA final y los estudios de ingeniería preliminares durante los próximos años. Dependiendo de la disponibilidad de fondos y las aprobaciones federales, lo más temprano que se anticipa que comience la construcción del proyecto de RLE es en el 2022. Se anticipa que el servicio comenzará en el 2026. Puede obtener más información sobre el proyecto de RLE y encontrar actualizaciones sobre la situación del proceso aquí: transitchicago.com/RedEIS.

CTA está comprometida en trabajar con la comunidad, funcionarios electos y dueños de propiedades e inquilinos afectados, así como con mantenerlo informado. El enlace de reubicación de CTA estará en su vecindario a partir del 24 de enero del 2018, visitando todas las propiedades que fueron contactadas en octubre del 2016 para responder preguntas que puedan existir. CTA auspiciará una casa abierta pública el martes 13 de febrero de 2018 de 6:00 a 8:00 p.m. en el gimnasio principal de Gwendolyn Brooks College Preparatory Academy (250 W. 111th Street, Chicago) para proporcionar información adicional sobre el alineamiento preferido. Recibirá información adicional sobre la casa abierta en un envío por separado.

CTA espera trabajar con usted en este proyecto emocionante, el cual beneficiará grandemente a la comunidad, vecindarios cercanos y la ciudad de Chicago. Por favor comuníquese con servicio al cliente de CTA al 1-888-YOUR-CTA (888) 968-7282 o por correo electrónico a RedExtension@transitchicago.com si tiene alguna pregunta o le gustaría hablar más sobre este proyecto.

Atentamente,

Carole Morey
Directora Ejecutiva de Planificación
Chicago Transit Authority



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January 24, 2018

Via Certified Mail, Regular Mail, and Hand Delivery

[MAILING NAME]
[MAILING ADDRESS]
[MAILING CITY], [MAILING STATE] [MAILING ZIP]

Dear Property Owner:

In October 2016 we sent you a letter about the Chicago Transit Authority (CTA) project known as the Red Line Extension (RLE) Project and the possibility of CTA needing to acquire the property referenced below for the construction of the RLE Project. Based on additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment and **will not need to acquire the property referenced below for the RLE Project.**

Owner of Record: [OWNER NAME]
Property Address: [PARCEL ADDRESS]
Property Identification Number (PIN): [PIN]
CTA Parcel ID: [NEW ID]

The Preferred Alignment selected by CTA is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. This Preferred Alignment would capture the benefits and minimize the impacts of either option and it also incorporates the public and agency feedback received on the Draft Environmental Impact Statement (EIS). The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next 5 years for RLE Project. This investment will allow CTA to complete the Final EIS and preliminary engineering over the next few years. Depending on funding availability and federal approvals, the earliest that the RLE Project is expected to begin construction would be in 2022, and service is anticipated to start in 2026. You can learn more about the RLE Project and find updates on the status of the process here: transitchicago.com/RedEIS.

CTA is committed to working with the community, elected officials, affected property owners and tenants, and keeping you informed. The CTA relocation liaison will be in your neighborhood starting January 24, 2018 visiting all properties that were contacted in October 2016 to answer questions. CTA will host a public open house on Tuesday, February 13, 2018 from 6-8pm at Gwendolyn Brooks College Preparatory Academy in the Main Gym (250 W. 111th Street, Chicago) to provide additional information about the Preferred Alignment. You will receive additional information about the open house in a separate mailing.

CTA looks forward to working with you on this exciting project, which will be a great benefit to the community, surrounding neighborhoods, and the City of Chicago. Please contact CTA customer service at 1-888-YOUR-CTA (888) 968-7282 or via email at RedExtension@transitchicago.com if you have any questions or would like to discuss this project further.

Sincerely,

Carole Morey
Chief Planning Officer
Chicago Transit Authority



24 de enero de 2018

Vía correo certificado, correo regular y entrega personal

[MAILING NAME]
[MAILING ADDRESS]
[MAILING CITY], [MAILING STATE] [MAILING ZIP]

Estimado [MAILING CATEGORY]:

En octubre de 2016 le enviamos una carta sobre el proyecto de Chicago Transit Authority (CTA), conocido como el proyecto de expansión de la Línea Roja (RLE), y la posibilidad de que CTA tenga que adquirir la propiedad que se describe a continuación para construir el proyecto de RLE. Basándose en la planificación de proyecto y trabajo de ingeniería adicional realizado en el pasado año, CTA ha elegido un alineamiento preferido y **no tendrá que adquirir la propiedad que actualmente usted ocupa en la dirección a continuación:**

Dueño según el registro: [OWNER NAME]
Dirección de la propiedad: [PARCEL ADDRESS]
Número de identificación de la propiedad (PIN): [PIN]
Código de parcela de CTA: [NEW ID]

El alineamiento preferido elegido por CTA es una combinación de las opciones este y oeste de Union Pacific Railroad (Union Pacific Railroad, UPRR) presentadas anteriormente. Este alineamiento preferido capturaría los beneficios y minimizaría los impactos de cualquiera de las opciones. Además, incorpora los comentarios del público y de la agencia sobre el borrador de la Declaración de Impacto Ambiental (DIA). El alineamiento preferido tendría menos impactos que con las opciones este u oeste. Afectaría menos residencias que con la opción este y menos negocios y empleos que con la opción oeste. Los impactos de ruido y vibración no serían mayores que los anticipados con la opción este u oeste.

El 27 de noviembre de 2016, el alcalde Emanuel y CTA anunciaron la aprobación de fondos por la cantidad de \$75 millones durante los próximos 5 años para el proyecto de RLE. Esta inversión le permitirá a CTA terminar el DIA final y los estudios de ingeniería preliminares durante los próximos años. Dependiendo de la disponibilidad de fondos y las aprobaciones federales, lo más temprano que se anticipa que comience la construcción del proyecto de RLE es en el 2022. Se anticipa que el servicio comenzará en el 2026. Puede obtener más información sobre el proyecto de RLE y encontrar actualizaciones sobre la situación del proceso aquí: transitchicago.com/RedEIS.

CTA está comprometida en trabajar con la comunidad, funcionarios electos y dueños de propiedades e inquilinos afectados, así como con mantenerlo informado. El enlace de reubicación de CTA estará en su vecindario a partir del 24 de enero del 2018, visitando todas las propiedades que fueron contactadas en octubre del 2016 para responder preguntas que puedan existir. CTA auspiciará una casa abierta pública el martes 13 de febrero de 2018 de 6:00 a 8:00 p.m. en el gimnasio principal de Gwendolyn Brooks College Preparatory Academy (250 W. 111th Street, Chicago) para proporcionar información adicional sobre el alineamiento preferido. Recibirá información adicional sobre la casa abierta en un envío por separado.

CTA espera trabajar con usted en este proyecto emocionante, el cual beneficiará grandemente a la comunidad, vecindarios cercanos y la ciudad de Chicago. Por favor comuníquese con servicio al cliente de CTA al 1-888-YOUR-CTA (888) 968-7282 o por correo electrónico a RedExtension@transitchicago.com si tiene alguna pregunta o le gustaría hablar más sobre este proyecto.

Atentamente,

Carole Morey
Directora Ejecutiva de Planificación
Chicago Transit Authority



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TEL 312 664-7200
www.transitchicago.com

January 26, 2018

Mr. Mark Bristol
Union Pacific Railroad
1400 Douglas Street
Omaha, NE 68179

Re: CTA Red Line Extension Project
Selection of Preferred Alignment and Project-Related Impacts to UP-Owned Properties

Dear Mr. Bristol:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

In fall 2016, in accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA published a Draft Environmental Impact Statement (EIS) and held a public hearing to obtain comments on the benefits and impacts of the two options under consideration for RLE Project alignment: the Union Pacific Railroad (UPRR) East and West Options.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. A map of the alignment is provided for your reference.

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CTA has determined that properties owned by your agency would be affected by implementation of the Preferred Alignment. The table included with this letter provides information about the potentially affected properties.

At this stage of project planning and as detailed in the attached tables, CTA has determined that the Preferred Alignment would affect 14 UP parcels; the Preferred Alignment would affect fewer UP-owned parcels than the East Option as presented in 2016, which would have affected 18 UP-owned parcels. The West Option would have affected 35 UP-owned parcels.

The Preferred Alignment would cross over the first three UP parcels in the table below on an aerial structure, although the tracks and operations would not be affected. The Preferred Alignment would cross over the first two parcels at approximately 99th Street, and would cross over the third parcel at approximately 108th Place. An RLE substation would be located on the eighth parcel in the table below (property identification number 25-21-406-030-0000 at 11524 S. Lafayette Avenue), although the substation would be located at least 25 feet from the proposed UPRR property line and UPRR operations would not be affected. The RLE structure would be located on the remaining 10 UP parcels, although a clearance of at least 50 feet (track centerline to track centerline) from existing and potential future UPRR tracks would be maintained and UPRR tracks and operations would not be affected. CTA has met with Mark Bristol and Adrian Guerrero on May 3, 2017 and December 13, 2017.

CTA has previously disclosed potential property impacts to you and met with your agency over the last year to further discuss these impacts and next steps. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs.

As the project moves forward, CTA will conduct additional engineering, which will allow CTA to further refine property needs and identify ways to minimize impacts to properties. CTA will continue to update and coordinate with your organization regarding potential project and property impacts and provide any additional information as the project progresses.

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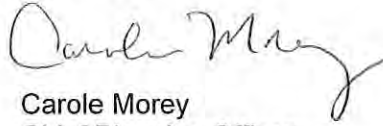
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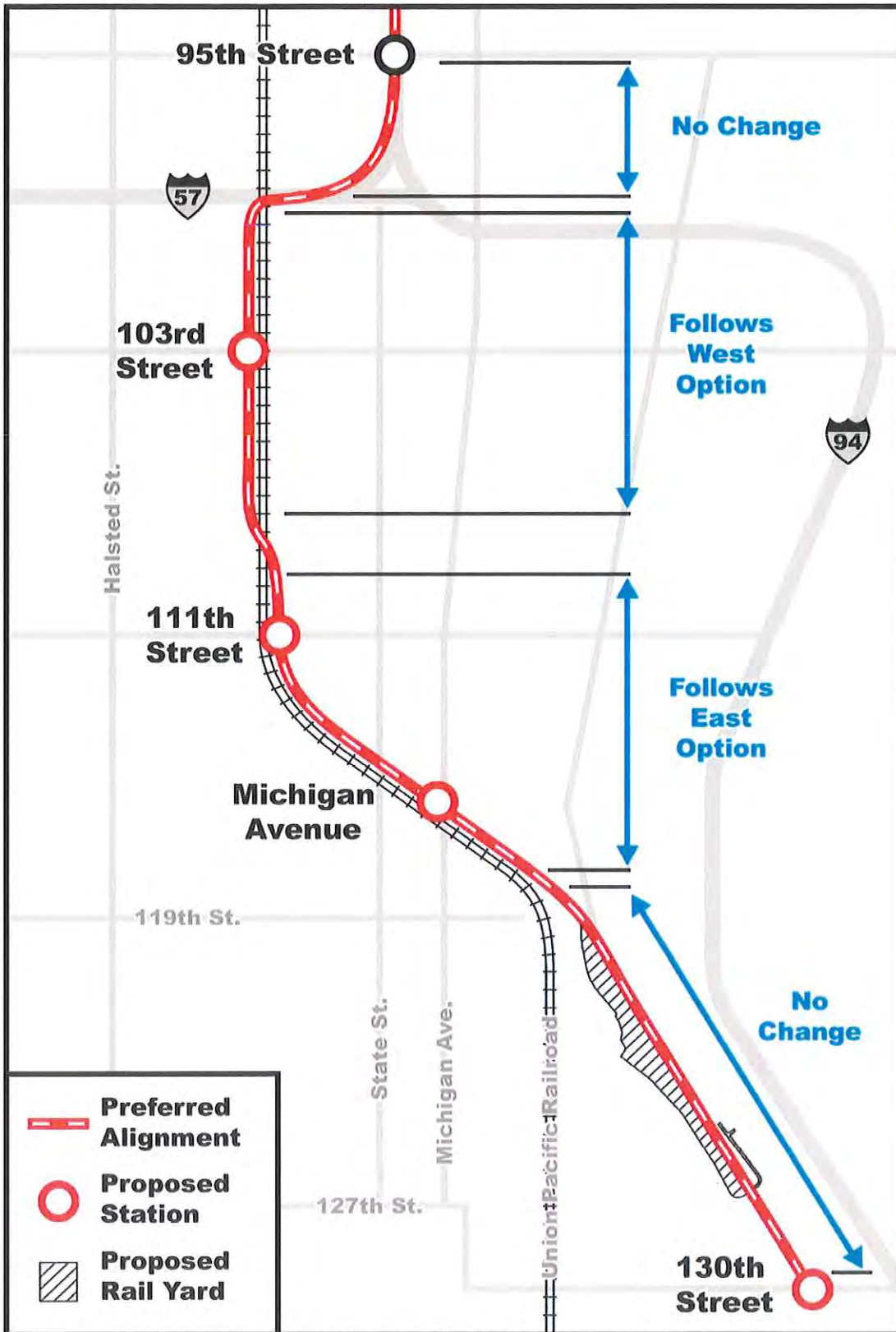
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Sincerely,

A handwritten signature in cursive script that reads "Carole Morey". The signature is written in black ink and is positioned to the left of the typed name.

Carole Morey
Chief Planning Officer
(312) 681-4100
cmorey@transitchicago.com



CTA Red Line Extension Project - Preferred Alignment

UP-Owned Parcels Affected by the Preferred Alternative

Property Identification Number	Address	Anticipated Impact
25-09-400-046-0000	341 W. 99th Street	Aerial Structure Crossing
25-09-500-002-0000	351 W. 99th Street	Aerial Structure Crossing
25-16-999-001-0000	No Street Address	Aerial Structure Crossing
25-16-500-017-0000	362 W. 108th Place	Aerial Structure Crossing
25-16-500-018-0000	364 W. 109th Street	Aerial Structure Crossing
25-16-500-028-0000	359 W. 109th Street	Aerial Structure Crossing
25-21-217-012-0000	11332 S. Princeton Avenue	Parcel Acquisition
25-21-230-020-0000	44 W. 115th Street	Parcel Acquisition
25-21-406-030-0000	11524 S. Lafayette Avenue	Parcel Acquisition
25-21-501-001-0000	Approximately 114th Street and Wentworth Avenue	Parcel Acquisition
25-21-501-003-0000	Approximately 111th Street and Stewart Avenue	Parcel Acquisition
25-22-300-009-0000	11549 S. State Street	Parcel Acquisition
25-22-300-010-0000	11551 S. State Street	Parcel Acquisition
25-22-300-059-0000	11582 S. Michigan Avenue	Parcel Acquisition
25-22-300-069-0000	11562 S. Wabash Avenue	Parcel Acquisition
25-22-300-070-0000	11556 S. Wabash Avenue	Parcel Acquisition
25-22-300-071-0000	11557 S. Wabash Avenue	Parcel Acquisition

UP-Owned Parcels No Longer Affected by the Red Line Extension Project

Property Identification Number	Address	Former Use
25-09-424-069-0000	350 W. 103rd Street	East Option
25-16-500-001-0000	359 W. 103rd Street	East Option
25-16-500-003-0000	361 W. 103rd Street	East Option
25-16-500-004-0000	361 W. 104th Street	East Option
25-16-500-012-0000	358 W. 106th Place	East Option
25-16-500-014-0000	A360 W. 107th Street	East Option
25-16-500-029-0000	359 W. 105th Place	East Option
25-21-107-009-0000	403 W. 111th Street	West Option
25-21-217-004-0000	11325 S. Harvard Avenue	West Option
25-21-217-027-0000	11334 S. Princeton Avenue	West Option
25-21-218-014-0000	233 W. 113th Street	West Option
25-21-227-001-0000	11411 S. Yale Avenue	West Option
25-21-227-012-0000	11420 S. Wentworth Avenue	West Option
25-21-406-001-0000	11513 S. Perry Avenue	West Option
25-21-407-008-0000	11535 S. Lafayette Avenue	West Option
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25-21-407-008-0000	11535 S. Lafayette Avenue	West Option
25-21-407-030-0000	11512 S. State Street	West Option
25-21-501-002-0000	501 E. 112th Street	West Option
25-21-501-007-0000	500 W. 113th Street	West Option
25-21-999-001-0000	No Street Address	West Option
25-21-999-001-0000	No Street Address	West Option
25-21-999-001-0000	No Street Address	West Option
25-22-300-010-0000	11551 S. State Street	Both East and West Options
25-22-304-009-0000	11583 S. Michigan Avenue	West Option
25-22-308-029-0000	132 E. 117th Street	West Option
25-22-308-030-0000	134 E. 117th Street	West Option
25-22-310-038-0000	11700 S. Indiana Avenue	West Option
25-22-315-001-0000	11705 S. Indiana Avenue	West Option
25-22-315-003-0000	11707 S. Indiana Avenue	West Option
25-22-315-016-0000	11714 S. Prairie Avenue	West Option
25-22-315-017-0000	11716 S. Prairie Avenue	West Option
25-22-316-013-0000	11763 S. Prairie Avenue	West Option
25-22-500-001-0000	100 E. 116th Street	West Option
25-22-999-001-0000	No Street Address	West Option



CHICAGO TRANSIT AUTHORITY

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January 26, 2018

Ms. Kim Williams
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Suite 206
Nashville, TN 37220

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Selection of Preferred Alignment and Project-Related Impacts to Omega-Owned
Properties

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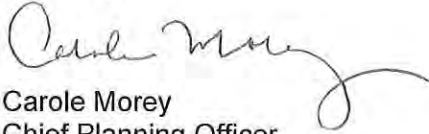
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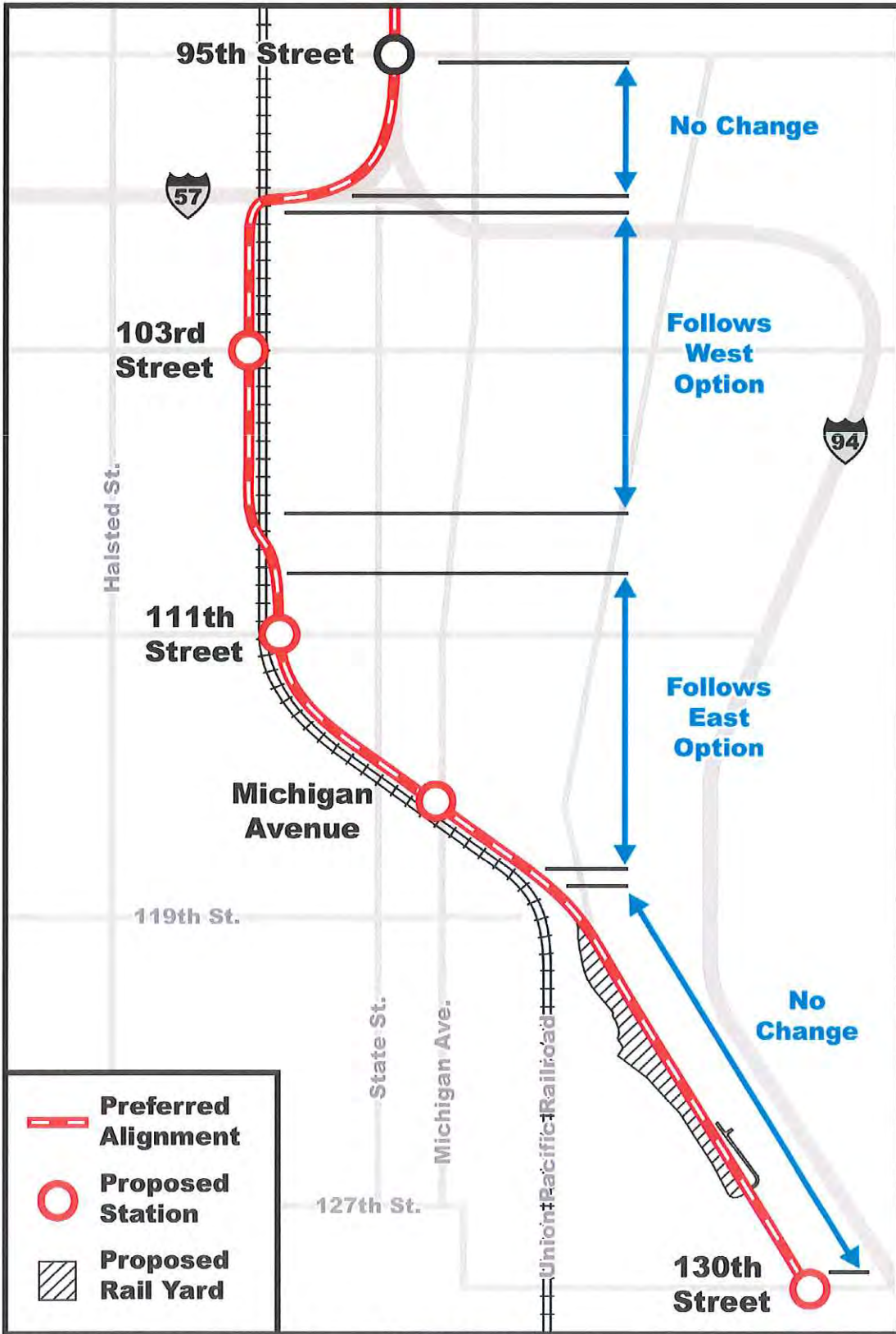
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CTA Red Line Extension Project - Preferred Alignment



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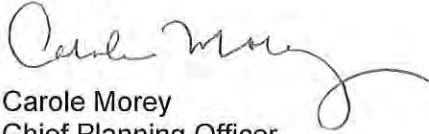
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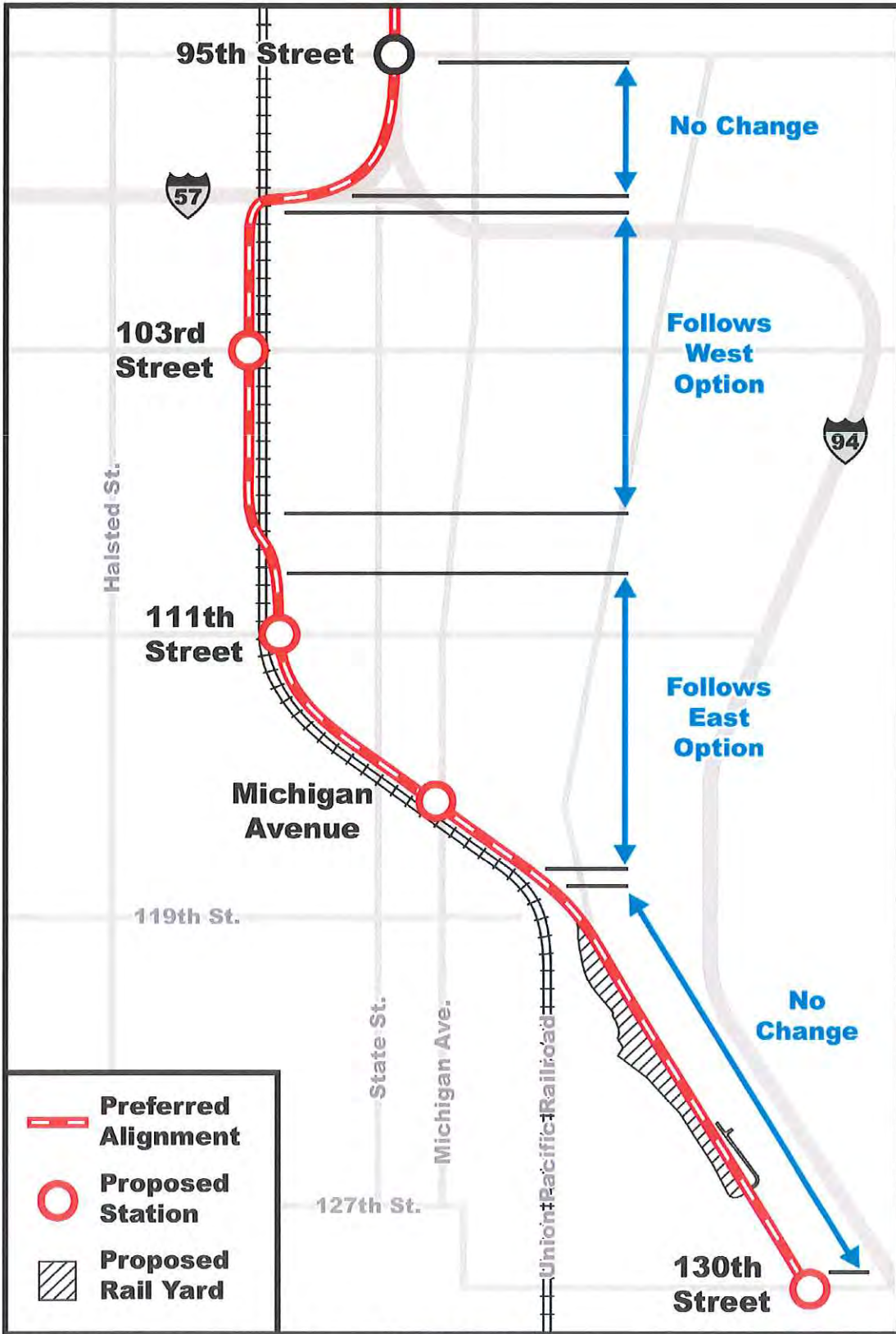
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CTA Red Line Extension Project - Preferred Alignment



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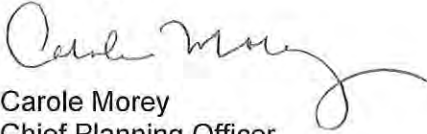
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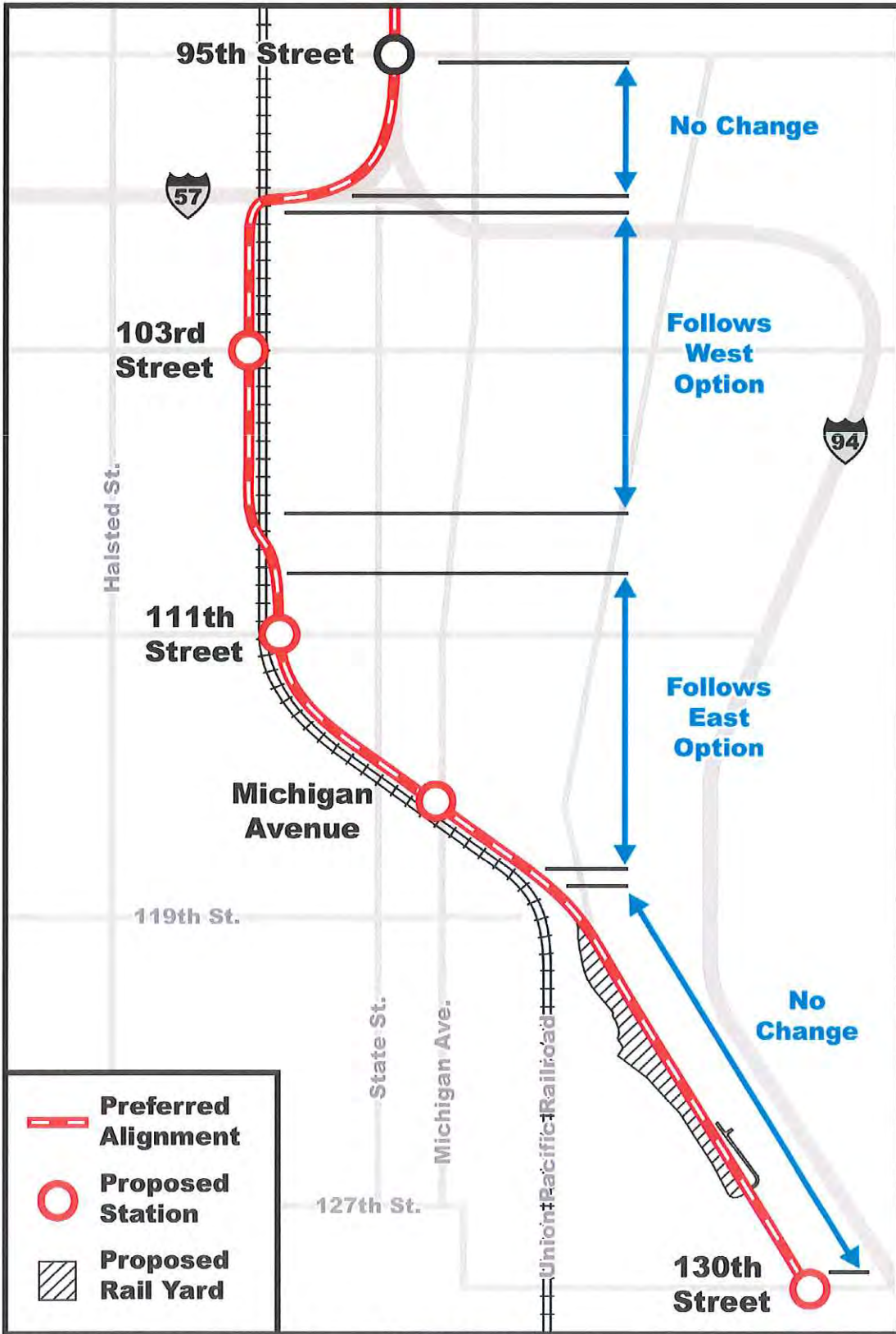
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CTA Red Line Extension Project - Preferred Alignment



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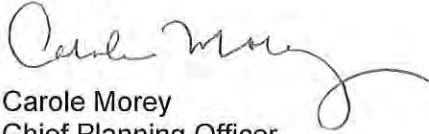
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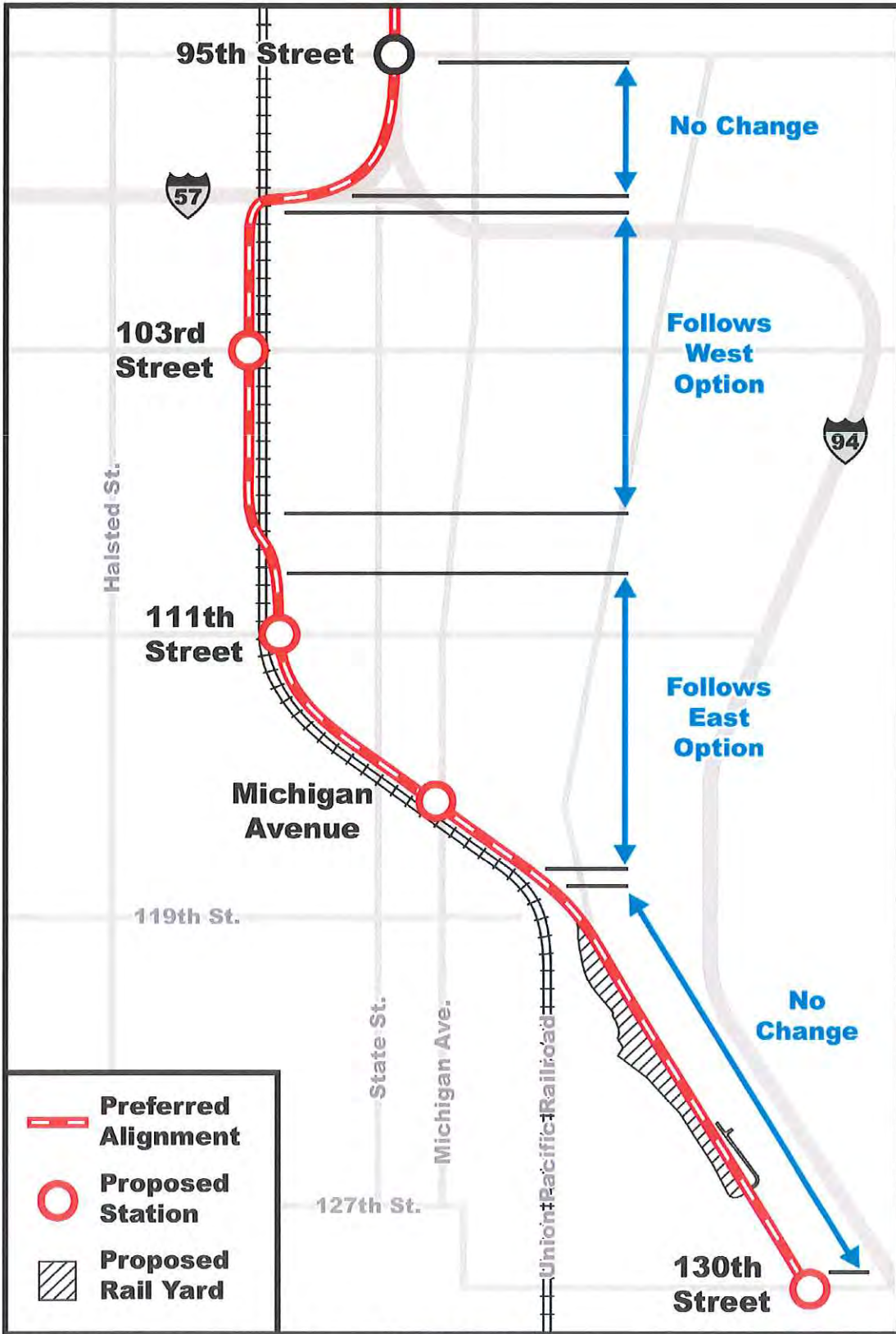
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Norfolk Southern Corporation
Mr. John V. Edwards
3 Commercial Place
Norfolk, VA 23510

Re: CTA Red Line Extension Project
Selection of Preferred Alignment and Project-Related Impacts to NS-Owned Properties

Dear Mr. Edwards:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

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At this stage of project planning, CTA has determined that the Preferred Alignment would affect six Norfolk Southern parcels. The RLE structure, as well as the proposed yard and shop and 130th Street station, would be located on Norfolk Southern property. Specifically, the spur track along parcel 25-22-401-034-0000, on which IHB currently operates 1–2 trains a week to serve a scrap metal/recycling facility, would need to be realigned to run parallel to RLE and Northern Indiana Commuter Transportation District (NICTD) tracks to allow for the RLE yard and shop. CTA would also need to relocate an existing at-grade Metropolitan Water Reclamation District access road across Norfolk Southern property (property identification number 25-27-400-002-0000 at 12600 S. Cottage Grove Avenue). CTA met with Norfolk Southern staff on June 13, 2017 and November 9, 2017 to discuss potential impacts to Norfolk Southern property and realignment of the spur track. An agreement between CTA and Norfolk Southern has been executed to review engineering and real estate for the RLE Project.

Parcel identification Number	Address
25-22-400-027-0000	11600 S. Cottage Grove Avenue
25-27-108-009-0000	11900 S. Cottage Grove Avenue
25-22-401-034-0000	1355 E. 121st Street
25-27-200-009-0000	12256 S. Cottage Grove Avenue
25-27-502-001-0000	12330 S. Cottage Grove Avenue
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6:00 - 8:00 PM

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Main Gym (west side of building)

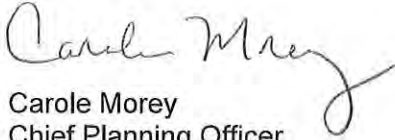
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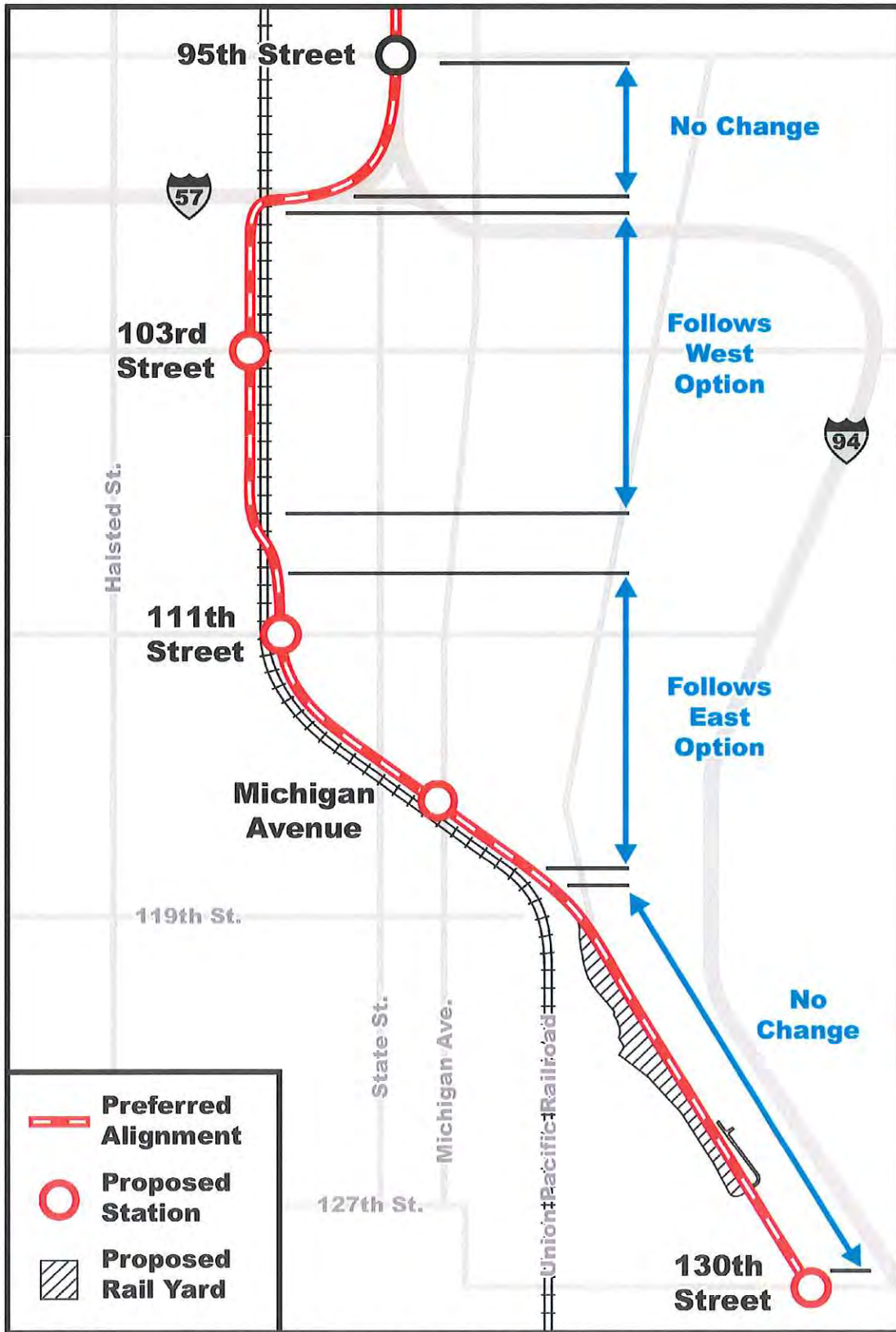
Please contact Sonali Tandon, Senior Project Manager, at (312) 681-4246 or standon@transitchicago.com or myself if you have any questions or would like to meet to discuss further.

Sincerely,

A handwritten signature in cursive script that reads "Carole Morey". The signature is written in black ink and is positioned above the typed name and contact information.

Carole Morey
Chief Planning Officer
(312) 681-4100
cmorey@transitchicago.com

cc: Mr. Herbert Smith



CTA Red Line Extension Project - Preferred Alignment



CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

January 26, 2018

Norfolk Southern Corporation
Mr. John V. Edwards
3 Commercial Place
Norfolk, VA 23510

Re: CTA Red Line Extension Project
Selection of Preferred Alignment and Project-Related Impacts to NS-Owned Properties

Dear Mr. Edwards:

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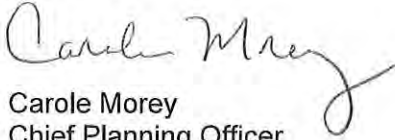
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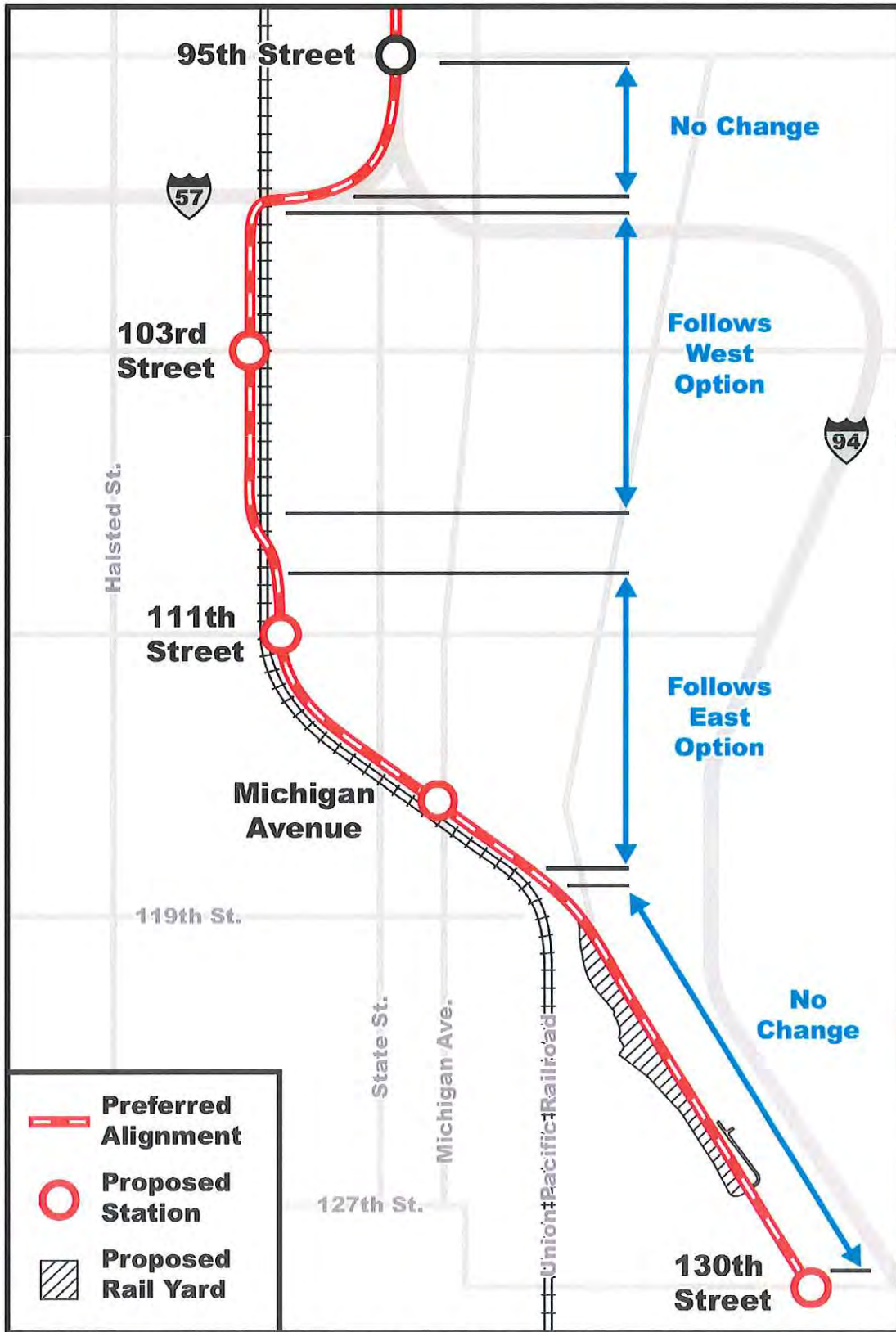
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CTA Red Line Extension Project - Preferred Alignment



CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

January 26, 2018

Mr. James M. Derwinski
Metra
547 W. Jackson Boulevard
Chicago, IL 60661

Re: CTA Red Line Extension Project
Selection of Preferred Alignment and Project-Related Impacts to Metra-Owned
Properties

Dear Mr. Derwinski:

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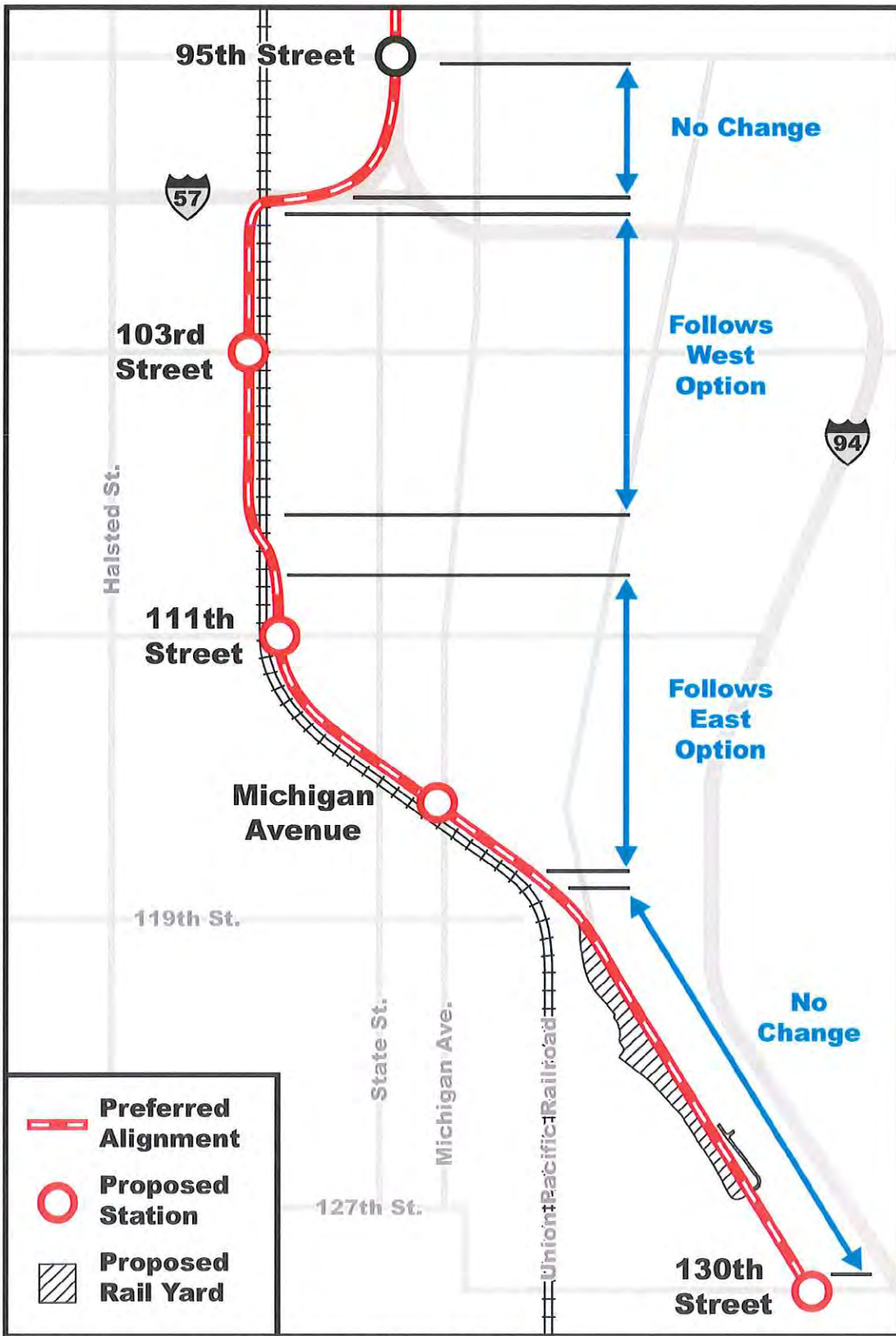
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CTA Red Line Extension Project - Preferred Alignment



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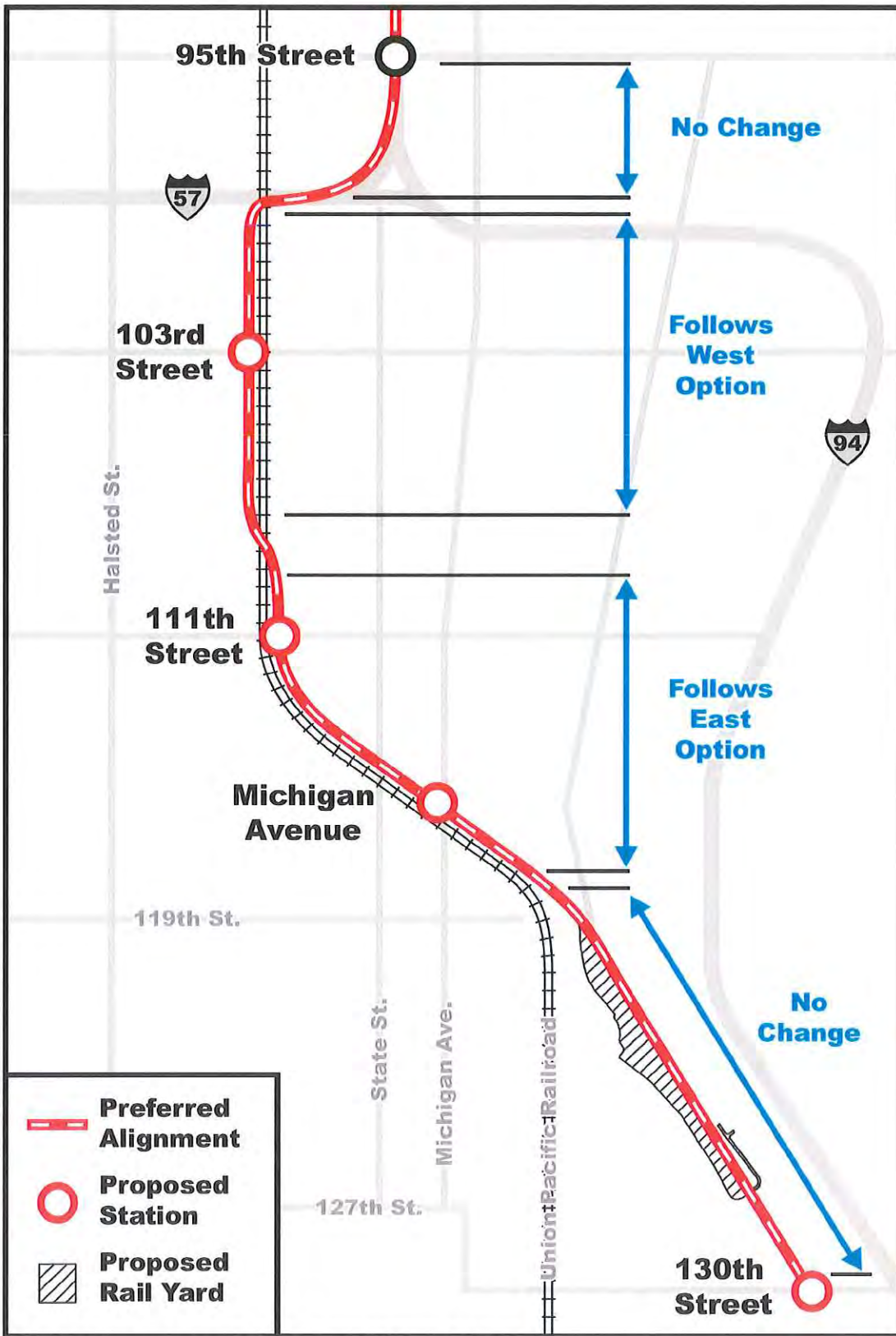
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CTA Red Line Extension Project - Preferred Alignment



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January 26, 2018

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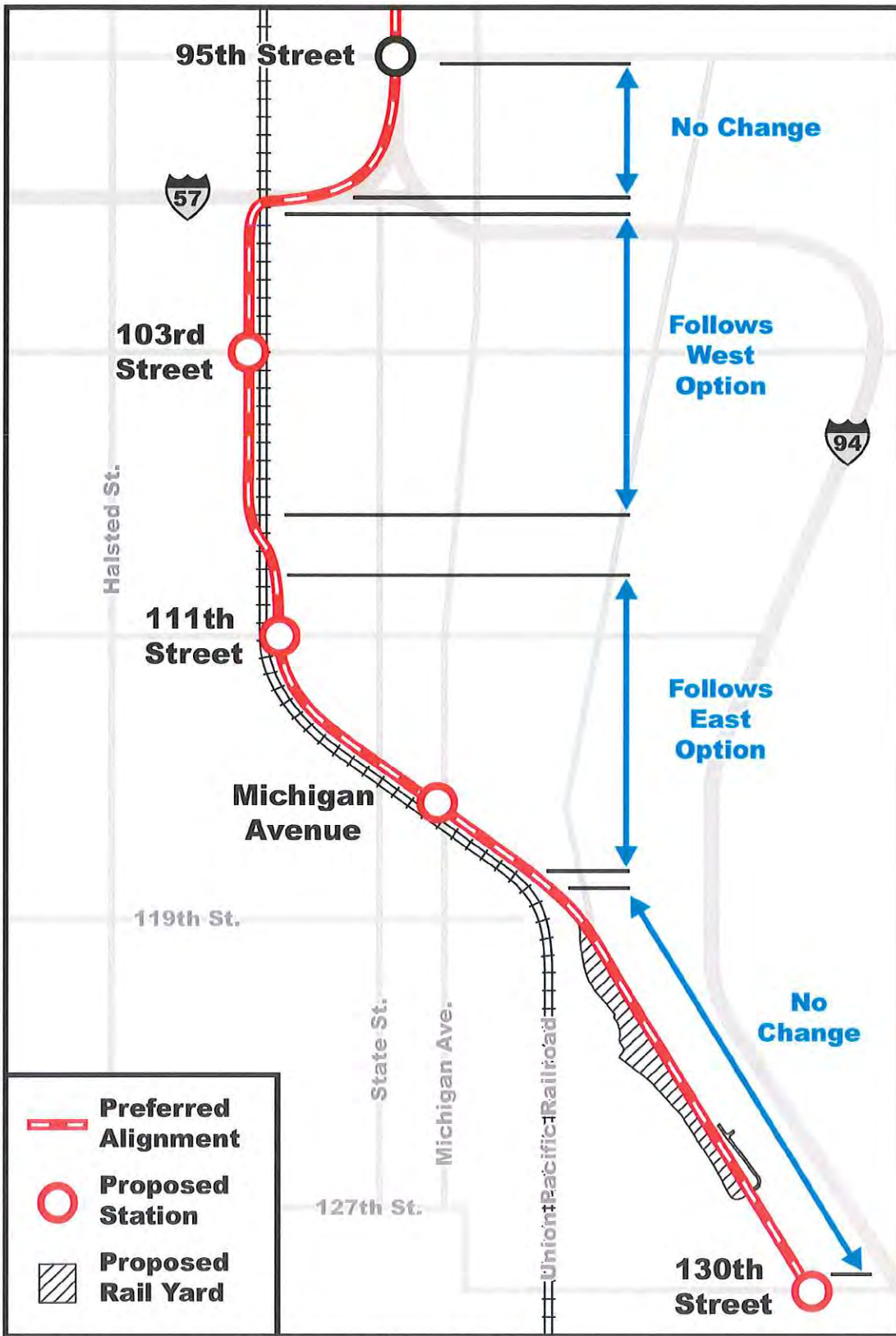
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CTA Red Line Extension Project - Preferred Alignment



CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

January 26, 2018

Ms. Jocelyn Gabrynowicz Hill
Consolidated Rail Corporation
1717 Arch Street
Suite 1310
Philadelphia, PA 19103

Re: CTA Red Line Extension Project
Selection of Preferred Alignment and Project-Related Impacts to Conrail-Owned
Properties

Dear Ms. Hill:

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Property Identification Number	Address
25-27-502-001-0000	12330 S. Cottage Grove Avenue
25-26-999-001-0000	No Street Address

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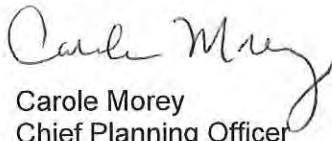
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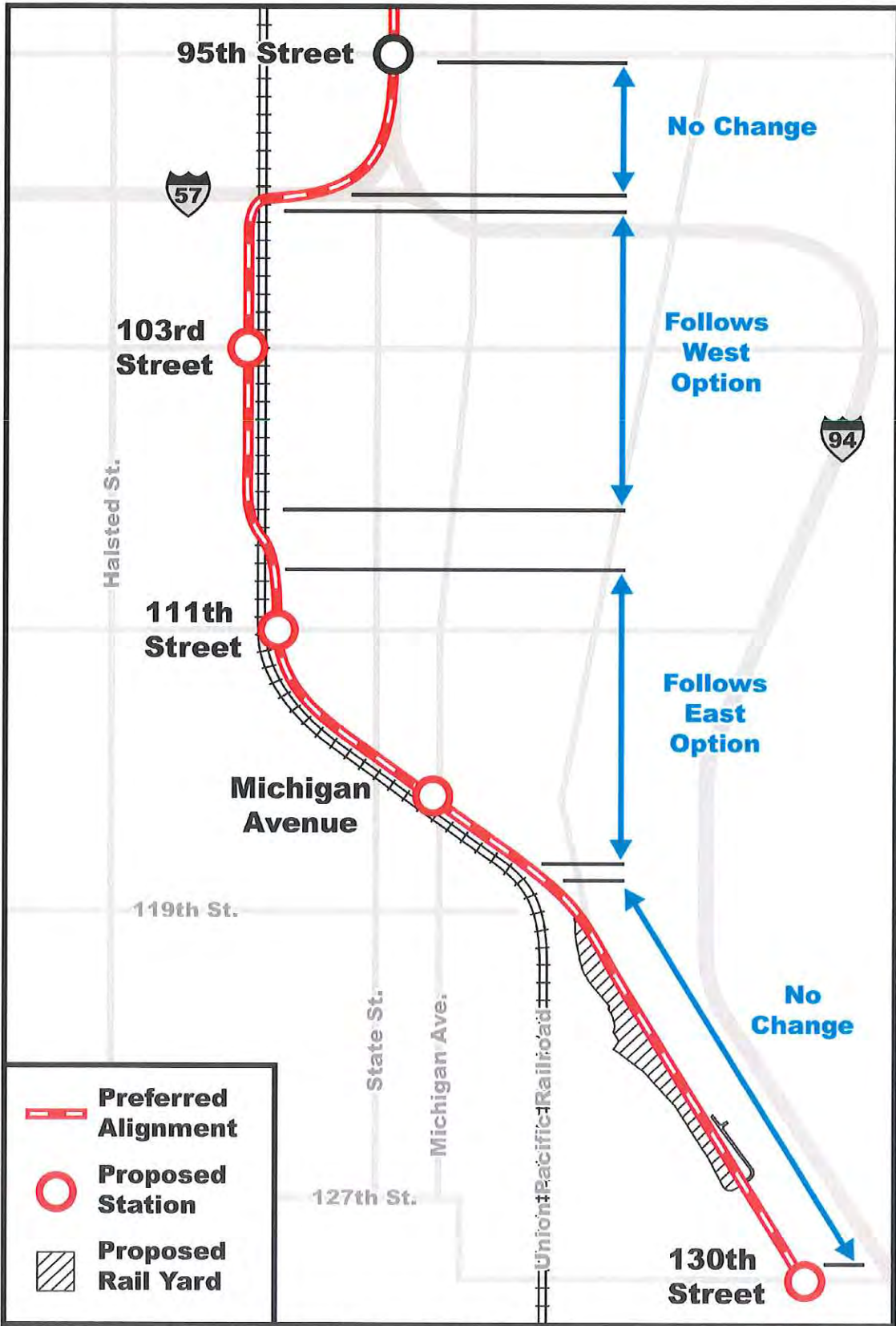
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Chief Planning Officer
(312) 681-4100
cmorey@transitchicago.com



CTA Red Line Extension Project - Preferred Alignment



CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

January 26, 2018

Mr. Jim Kvedaras
CN Railway
17641 S. Ashland Avenue
Homewood, IL 60430

Re: CTA Red Line Extension Project
Selection of Preferred Alignment and Project-Related Impacts to CN-Owned Properties

Dear Mr. Kvedaras:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

In fall 2016, in accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA published a Draft Environmental Impact Statement (EIS) and held a public hearing to obtain comments on the benefits and impacts of the two options under consideration for RLE Project alignment: the Union Pacific Railroad (UPRR) East and West Options.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. A map of the alignment is provided for your reference.

The Preferred Alignment is a combination of the previously presented UPRR East and West Options, as shown on the map at the end of this letter. The alignment 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 near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft EIS. The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

CTA has determined that properties owned by your agency would be affected by implementation of the Preferred Alignment. The table included with this letter provides information about the potentially affected properties.

At this stage of project planning, CTA has determined that the Preferred Alignment would cross over two CN parcels on an aerial structure, although the tracks and operations would not be affected. The RLE piers could be located on the first parcel in the table below. **There would be no change in the number of CN-owned parcels that would be affected by the Preferred Alignment as compared to the impacts for the East and West Options as identified by CTA in 2016.** The proposed minimum vertical clearance would meet CN standards. CTA met with Jim Kvedaras, Deanna McCollian, Art Spiros, and Paul Chojenski on June 27, 2017 to discuss potential impacts to CN property.

Property Identification Number	Address
25-22-501-005-0000	360 E. 119th Street
25-22-325-001-0000	370 E. 119th Street

CTA has previously disclosed potential property impacts to you and met with your agency over the last year to further discuss these impacts and next steps. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs.

As the project moves forward, CTA will conduct additional engineering, which will allow CTA to further refine property needs and identify ways to minimize impacts to properties. CTA will continue to update and coordinate with your organization regarding potential project and property impacts and provide any additional information as the project progresses.

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Tuesday, February 13, 2018

6:00 - 8:00 PM

Gwendolyn Brooks College Preparatory Academy

Main Gym (west side of building)

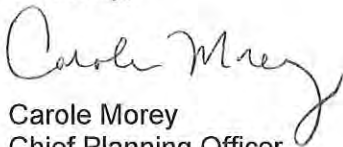
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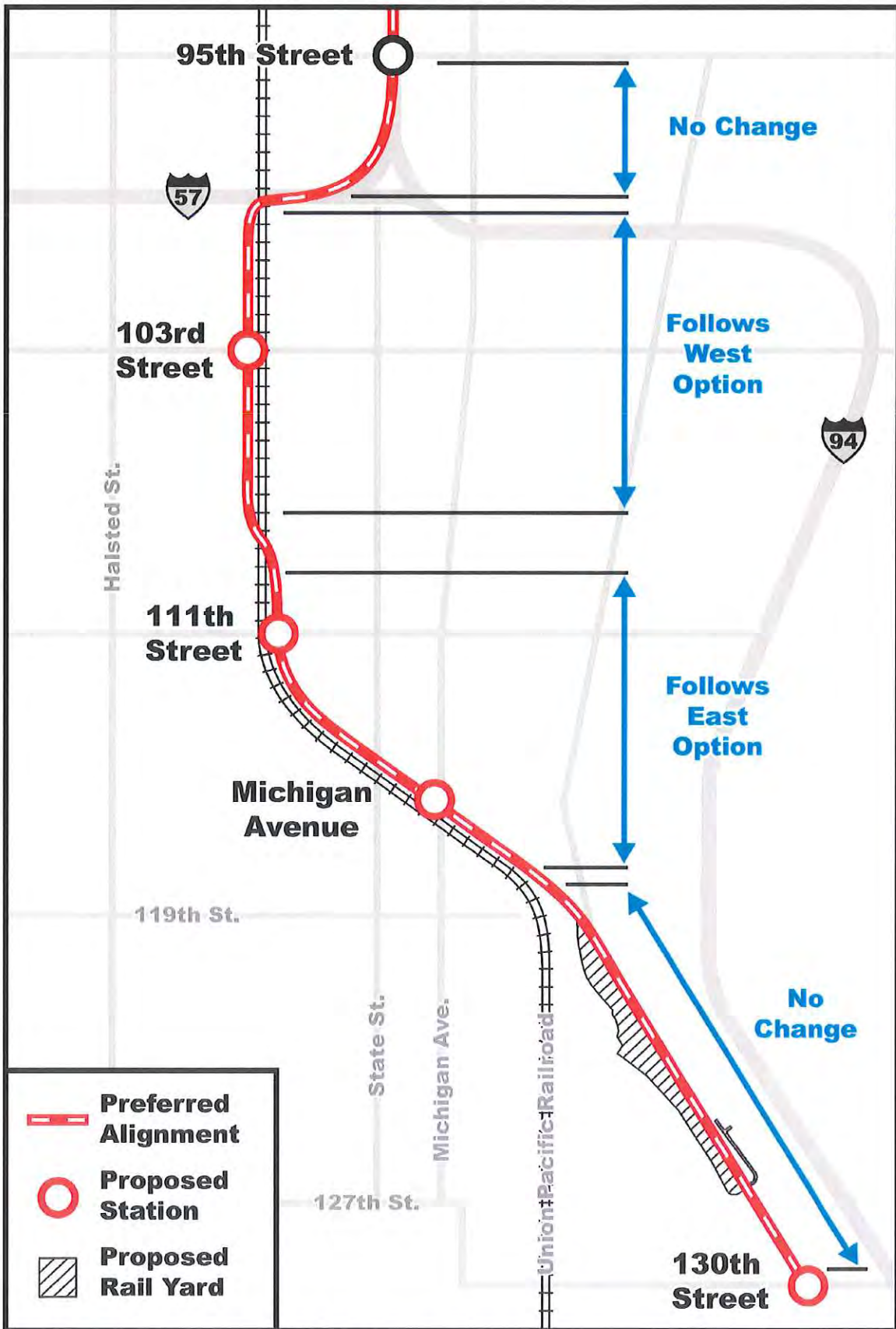
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Sincerely,



Carole Morey
Chief Planning Officer
(312) 681-4100
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cc: Mr. Arthur Spiros



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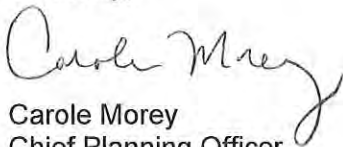
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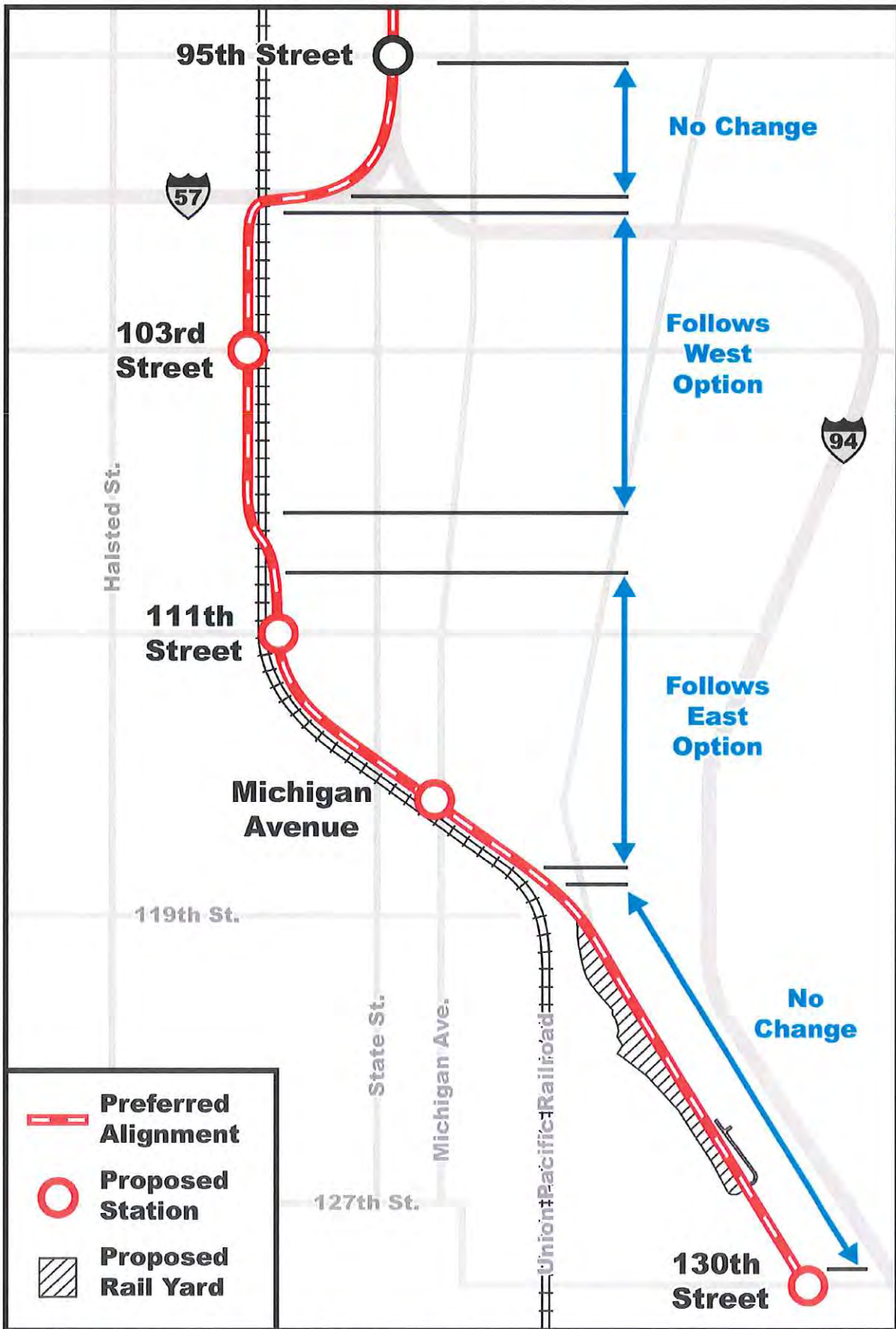
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Sincerely,



Carole Morey
Chief Planning Officer
(312) 681-4100
cmorey@transitchicago.com

cc: Mr. Arthur Spiros



CTA Red Line Extension Project - Preferred Alignment



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January 26, 2018

Mr. David St. Pierre
Metropolitan Water Reclamation District
100 E. Erie Street
Chicago, IL 60611-3154

Re: CTA Red Line Extension Project
Selection of Preferred Alignment and Project-Related Impacts to MWRD-Owned
Properties

Dear Mr. St. Pierre:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

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CTA has determined that properties owned by your agency would be affected by implementation of the Preferred Alignment. The table included with this letter provides information about the potentially affected properties.

At this stage of project planning and as detailed in the attached table, CTA has determined that portions of 15 MWRD parcels at the Calumet Water Reclamation Plant would be affected to accommodate the 120th Street yard and shop and the 130th Street station. **There would be no change in the number of MWRD-owned parcels that would be affected by the Preferred Alignment as compared to the impacts for the East and West Options as identified by CTA in 2016.** The CTA structures would not affect MWRD operations at the plant. CTA met with David St. Pierre and MWRD staff on December 5, 2016 and July 31, 2017 to discuss potential impacts to MWRD property.

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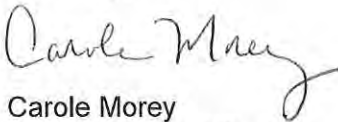
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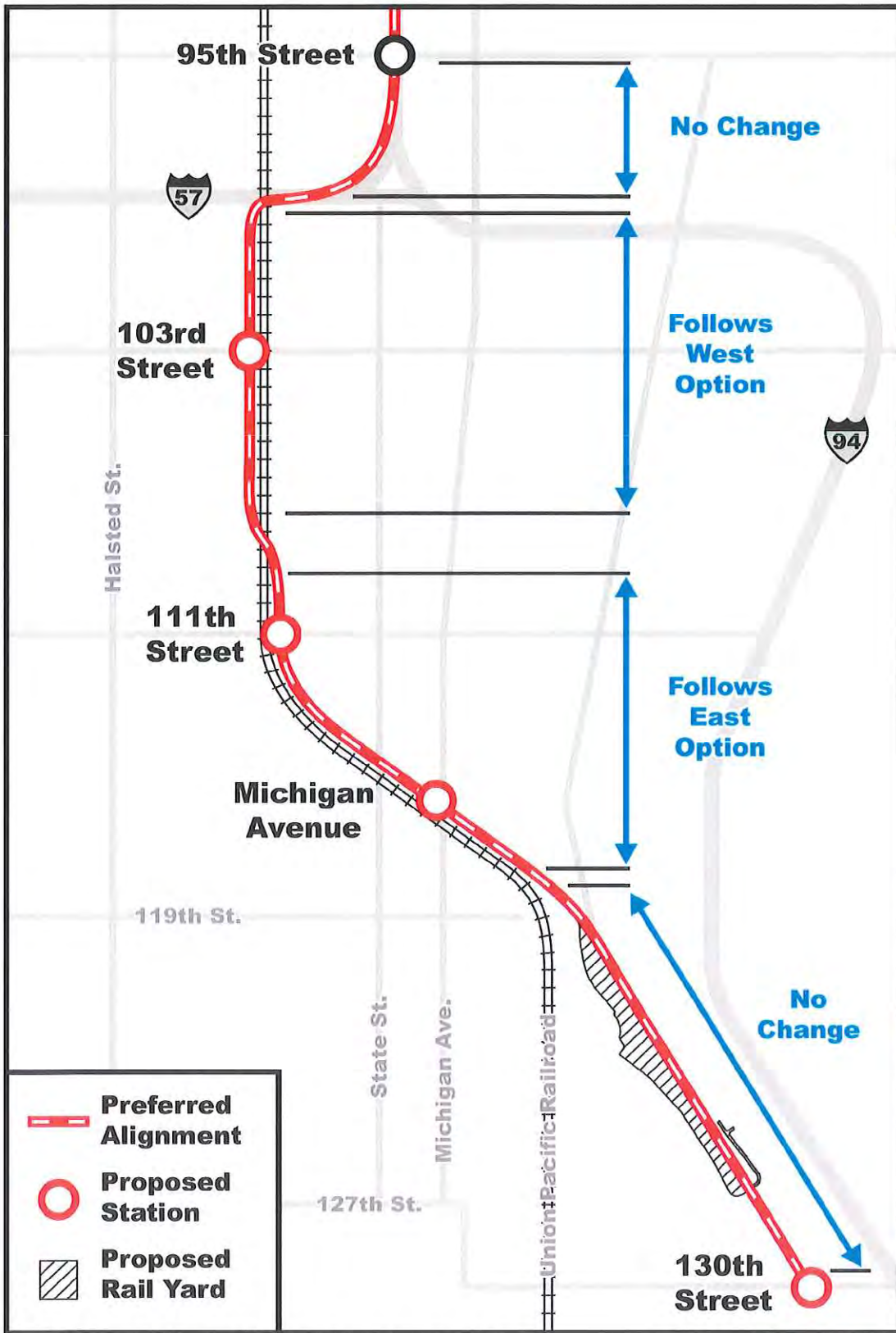
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Sincerely,



Carole Morey
Chief Planning Officer
(312) 681-4100
cmorey@transitchicago.com

cc: Mr. Joseph Schuessler



CTA Red Line Extension Project - Preferred Alignment

MWRD-Owned Parcels Affected by the Preferred Alternative

Property Identification Number	Address
25-26-300-017-0000	12807 S. Cottage Grove Avenue
25-26-300-015-0000	12813 S. Cottage Grove Avenue
25-26-300-014-0000	12817 S. Cottage Grove Avenue
25-27-301-013-0000	310 E. 130th Street
25-27-301-012-0000	325 E. 127th Street
25-27-301-011-0000	350 E. 130th Street
25-27-301-010-0000	360 E. 130th Street
25-27-200-013-0000	12546 S. Cottage Grove Avenue
25-27-200-004-0000	12500 S. Cottage Grove Avenue
25-27-400-003-0000	12606 S. Cottage Grove Avenue
25-27-400-007-0000	12614 S. Cottage Grove Avenue
25-27-400-005-0000	12608 S. Cottage Grove Avenue
25-27-400-006-0000	12610 S. Cottage Grove Avenue
25-27-301-007-0000	300 E. 127th Street
25-27-400-009-0000	12618 S. Cottage Grove Avenue



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January 26, 2018

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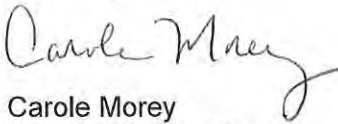
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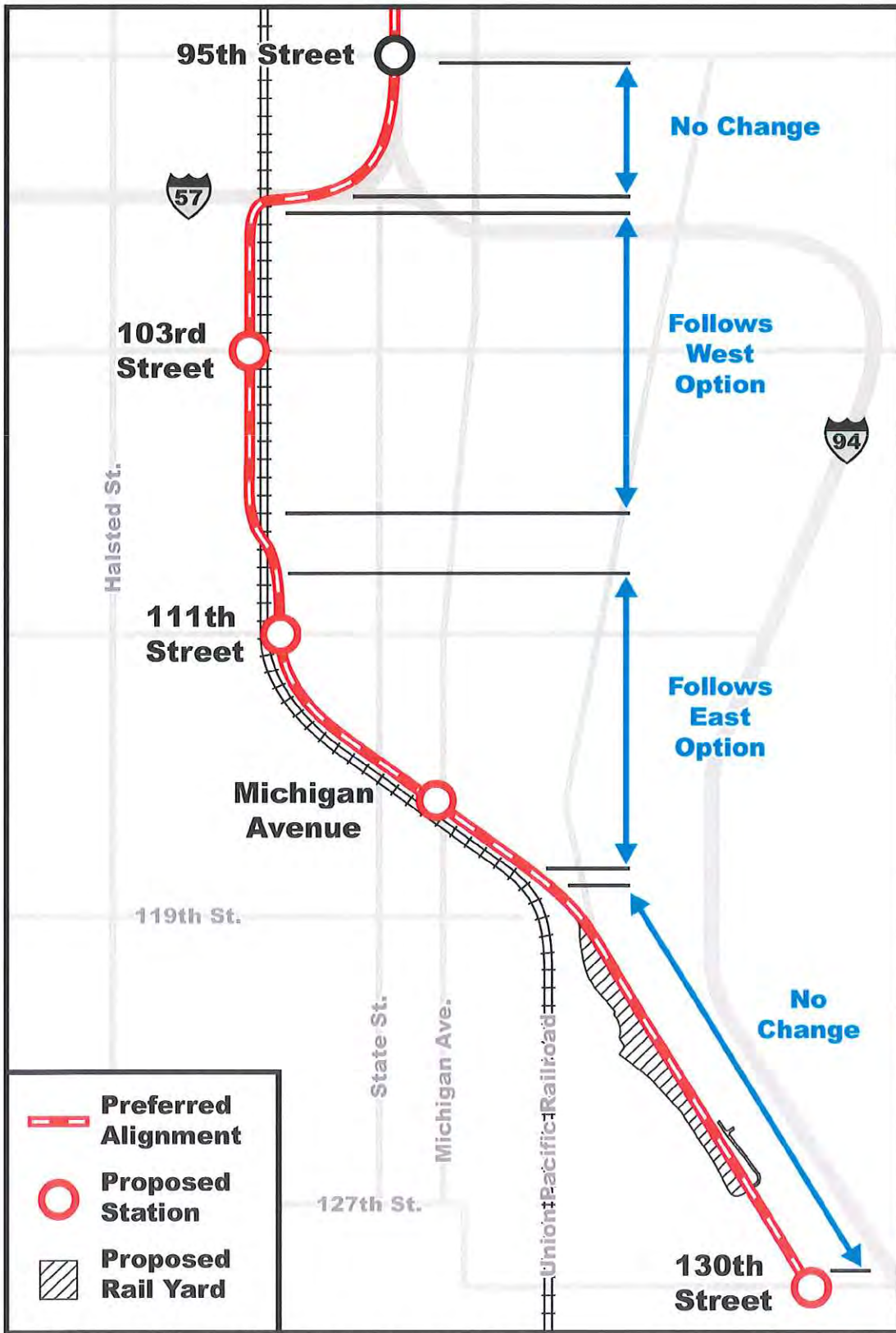
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January 26, 2018

Ms. Eleanor Esser Gorski
City of Chicago Department of Planning and Development
121 N. LaSalle Street
Room 1101
Chicago, IL 60602

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CTA has determined that properties owned by your agency would be affected by implementation of the Preferred Alignment. The table included with this letter provides information about the potentially affected properties.

At this stage of project planning and as detailed in the attached tables, CTA has determined that 39 parcels would be affected by the Preferred Alignment; the Preferred Alignment would affect fewer City-owned parcels than the East Option as presented in 2016, which would have affected 41 City-owned parcels. The West Option would have affected 25 parcels. The Streets and Sanitation building at 11631 S. Indiana Avenue would be displaced to accommodate the aerial structure and piers.

CTA has previously disclosed potential property impacts to you and coordinated with your agency over the last year to further discuss these impacts and next steps. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs.

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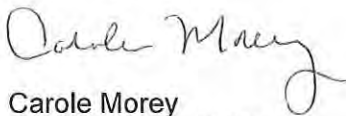
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Carole Morey
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cc: Ms. Erika Sellke



CTA Red Line Extension Project - Preferred Alignment

City-Owned Parcels Affected by the Preferred Alternative

Property Identification Number	Address
25-16-105-036-0000	401 W. 103rd Street
25-16-107-030-0000	429 W. 103rd Place
25-16-107-031-0000	428 W. 104th Street
25-16-129-030-0000	10638 S. Stewart Avenue
25-16-210-001-0000	317 W. 105th Street
25-16-210-038-0000	230 W. 105th Place
25-16-210-039-0000	232 W. 105th Place
25-16-210-040-0000	232 W. 105th Street
25-16-329-007-0000	11026 S. Eggleston Avenue
25-16-329-008-0000	11041 S. Eggleston Avenue
25-16-329-009-0000	11037 S. Eggleston Avenue
25-16-423-019-0000	348 W. 110th Place
25-16-423-020-0000	346 W. 110th Place
25-16-423-021-0000	342 W. 110th Place
25-16-423-022-0000	340 W. 110th Place
25-16-423-023-0000	338 W. 110th Place
25-16-423-024-0000	336 W. 110th Place
25-16-427-001-0000	356 W. 111th Street
25-16-500-007-0000	360 W. 105th Street
25-22-300-006-0000	11525 S. State Street
25-22-300-007-0000	11527 S. State Street
25-22-300-019-0000	11562 S. Wabash Avenue
25-22-300-058-0000	11578 S. Michigan Avenue
25-22-300-068-0000	11552 S. Michigan Avenue
25-22-304-008-0000	11579 S. Michigan Avenue
25-22-304-027-0000	120 E. 116th Street
25-22-304-028-0000	122 E. 116th Street
25-22-304-029-0000	124 E. 116th Street
25-22-304-030-0000	128 E. 116th Street
25-22-304-031-0000	130 E. 116th Street
25-22-304-032-0000	132 E. 116th Street
25-22-304-033-0000	134 E. 116th Street
25-22-304-034-0000	136 E. 116th Street
25-22-311-013-0000	11631 S. Indiana Avenue
25-22-316-001-0000	319 E. 117th Street
25-22-317-014-0000	356 E. 118th Street
25-22-317-015-0000	358 E. 118th Street
25-27-200-010-0000	12256 S. Cottage Grove Avenue
25-27-200-012-0000	12534 S. Cottage Grove Avenue

City-Owned Parcels No Longer Affected by the Red Line Extension Project

Property Identification Number	Address	Former Use
25-09-416-018-0000	348 W. 101st Place	East Option
25-16-105-036-0000	401 W. 103rd Street	East Option
25-16-200-001-0000	329 W. 103rd Street	East Option
25-16-206-095-0000	346 W. 104th Place	East Option
25-16-500-005-0000	360 W. 104th Place	East Option
25-16-500-006-0000	360 W. 105th Street	East Option
25-21-107-025-0000	11114 S. Stewart Avenue	West Option
25-21-107-026-0000	11116 S. Stewart Avenue	West Option
25-21-405-008-0000	103 W. 115th Street	West Option
25-22-308-003-0000	11607 S. Michigan Avenue	West Option
25-22-308-010-0000	115 E. 116th Street	West Option
25-22-308-011-0000	117 E. 116th Street	West Option
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25-27-108-009-0000	11900 S. Cottage Grove Avenue	Both East and West Options
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CHICAGO TRANSIT AUTHORITY

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January 26, 2018

Ms. Eleanor Esser Gorski
City of Chicago Department of Planning and Development
121 N. LaSalle Street
Room 1101
Chicago, IL 60602

Re: CTA Red Line Extension Project
Selection of Preferred Alignment and Project-Related Impacts to City-Owned Properties

Dear Ms. Gorski:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

In fall 2016, in accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA published a Draft Environmental Impact Statement (EIS) and held a public hearing to obtain comments on the benefits and impacts of the two options under consideration for RLE Project alignment: the Union Pacific Railroad (UPRR) East and West Options.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. A map of the alignment is provided for your reference.

The Preferred Alignment is a combination of the previously presented UPRR East and West Options, as shown on the map at the end of this letter. The alignment 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 near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft EIS. The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

CTA has determined that properties owned by your agency would be affected by implementation of the Preferred Alignment. The table included with this letter provides information about the potentially affected properties.

At this stage of project planning and as detailed in the attached tables, CTA has determined that 39 parcels would be affected by the Preferred Alignment; the Preferred Alignment would affect fewer City-owned parcels than the East Option as presented in 2016, which would have affected 41 City-owned parcels. The West Option would have affected 25 parcels. The Streets and Sanitation building at 11631 S. Indiana Avenue would be displaced to accommodate the aerial structure and piers.

CTA has previously disclosed potential property impacts to you and coordinated with your agency over the last year to further discuss these impacts and next steps. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs.

As the project moves forward, CTA will conduct additional engineering, which will allow CTA to further refine property needs and identify ways to minimize impacts to properties. CTA will continue to update and coordinate with your organization regarding potential project and property impacts and provide any additional information as the project progresses.

CTA will hold an open house meeting to present the Preferred Alignment to the public and obtain additional feedback. All interested parties are invited to attend this upcoming public open house. The open house will be held at the time and location identified below and a flyer is enclosed for your information. Representatives from your agency are encouraged to attend.

Tuesday, February 13, 2018

6:00 - 8:00 PM

Gwendolyn Brooks College Preparatory Academy

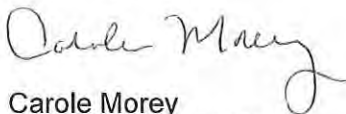
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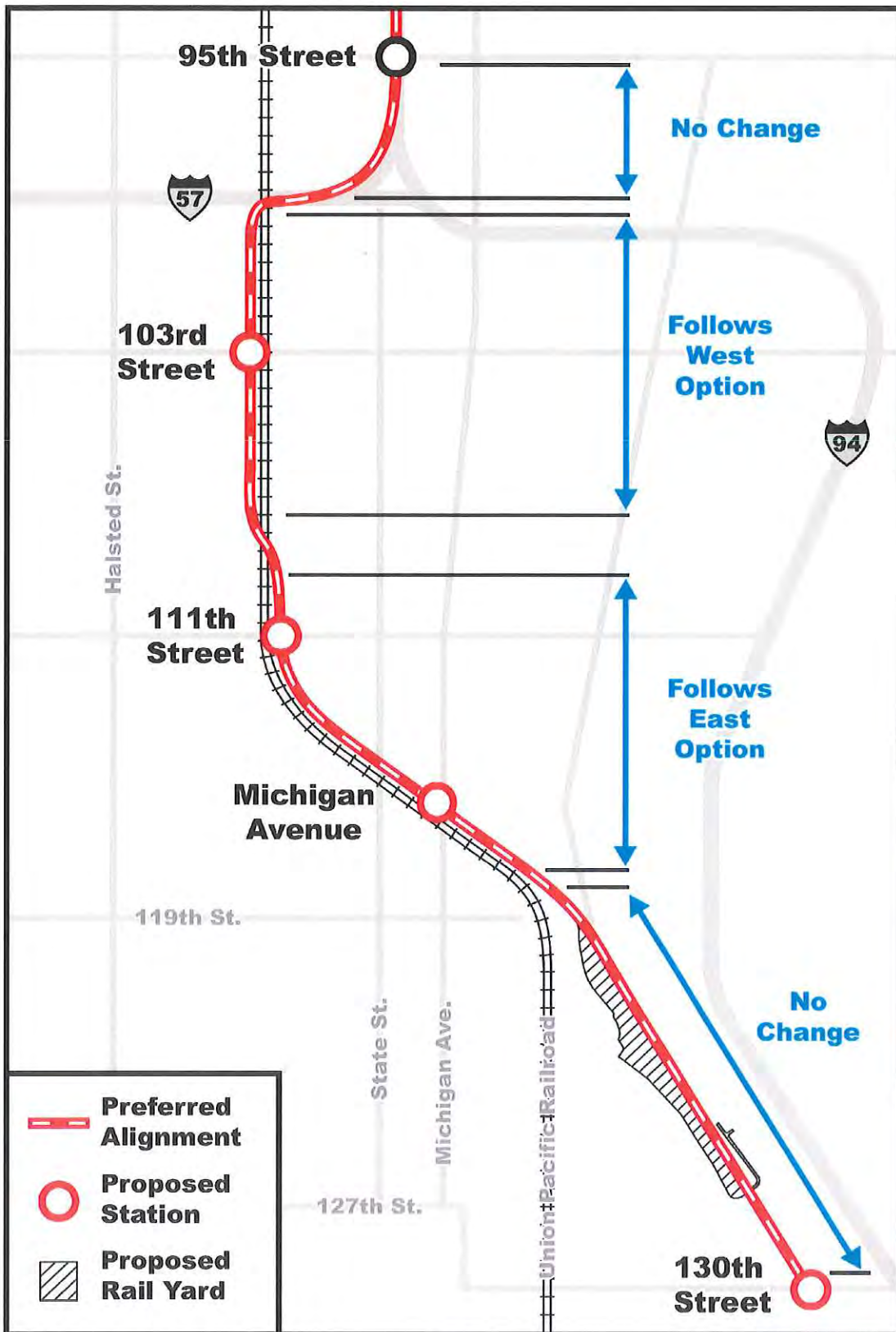
Please contact Sonali Tandon, Senior Project Manager, at (312) 681-4246 or standon@transitchicago.com or myself if you have any questions or would like to meet to discuss further.

Sincerely,



Carole Morey
Chief Planning Officer
(312) 681-4100
cmorey@transitchicago.com

cc: Ms. Erika Sellke



CTA Red Line Extension Project - Preferred Alignment

City-Owned Parcels Affected by the Preferred Alternative

Property Identification Number	Address
25-16-105-036-0000	401 W. 103rd Street
25-16-107-030-0000	429 W. 103rd Place
25-16-107-031-0000	428 W. 104th Street
25-16-129-030-0000	10638 S. Stewart Avenue
25-16-210-001-0000	317 W. 105th Street
25-16-210-038-0000	230 W. 105th Place
25-16-210-039-0000	232 W. 105th Place
25-16-210-040-0000	232 W. 105th Street
25-16-329-007-0000	11026 S. Eggleston Avenue
25-16-329-008-0000	11041 S. Eggleston Avenue
25-16-329-009-0000	11037 S. Eggleston Avenue
25-16-423-019-0000	348 W. 110th Place
25-16-423-020-0000	346 W. 110th Place
25-16-423-021-0000	342 W. 110th Place
25-16-423-022-0000	340 W. 110th Place
25-16-423-023-0000	338 W. 110th Place
25-16-423-024-0000	336 W. 110th Place
25-16-427-001-0000	356 W. 111th Street
25-16-500-007-0000	360 W. 105th Street
25-22-300-006-0000	11525 S. State Street
25-22-300-007-0000	11527 S. State Street
25-22-300-019-0000	11562 S. Wabash Avenue
25-22-300-058-0000	11578 S. Michigan Avenue
25-22-300-068-0000	11552 S. Michigan Avenue
25-22-304-008-0000	11579 S. Michigan Avenue
25-22-304-027-0000	120 E. 116th Street
25-22-304-028-0000	122 E. 116th Street
25-22-304-029-0000	124 E. 116th Street
25-22-304-030-0000	128 E. 116th Street
25-22-304-031-0000	130 E. 116th Street
25-22-304-032-0000	132 E. 116th Street
25-22-304-033-0000	134 E. 116th Street
25-22-304-034-0000	136 E. 116th Street
25-22-311-013-0000	11631 S. Indiana Avenue
25-22-316-001-0000	319 E. 117th Street
25-22-317-014-0000	356 E. 118th Street
25-22-317-015-0000	358 E. 118th Street
25-27-200-010-0000	12256 S. Cottage Grove Avenue
25-27-200-012-0000	12534 S. Cottage Grove Avenue

City-Owned Parcels No Longer Affected by the Red Line Extension Project

Property Identification Number	Address	Former Use
25-09-416-018-0000	348 W. 101st Place	East Option
25-16-105-036-0000	401 W. 103rd Street	East Option
25-16-200-001-0000	329 W. 103rd Street	East Option
25-16-206-095-0000	346 W. 104th Place	East Option
25-16-500-005-0000	360 W. 104th Place	East Option
25-16-500-006-0000	360 W. 105th Street	East Option
25-21-107-025-0000	11114 S. Stewart Avenue	West Option
25-21-107-026-0000	11116 S. Stewart Avenue	West Option
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25-22-308-003-0000	11607 S. Michigan Avenue	West Option
25-22-308-010-0000	115 E. 116th Street	West Option
25-22-308-011-0000	117 E. 116th Street	West Option
25-22-308-012-0000	119 E. 116th Street	West Option
25-27-108-009-0000	11900 S. Cottage Grove Avenue	Both East and West Options
25-27-200-009-0000	12256 S. Cottage Grove Avenue	Both East and West Options



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January 26, 2018

Mr. John Yonan
Cook County
69 W. Washington Street
Suite 2900
Chicago, IL 60602

Re: CTA Red Line Extension Project
Selection of Preferred Alignment and Project-Related Impacts to County-Owned
Properties

Dear Mr. Yonan:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

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Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. A map of the alignment is provided for your reference.

The Preferred Alignment is a combination of the previously presented UPRR East and West Options, as shown on the map at the end of this letter. The alignment 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 near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft EIS. The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

CTA has determined that properties owned by your agency would be affected by implementation of the Preferred Alignment. The table included with this letter provides information about the potentially affected properties.

At this stage of planning and as detailed in the attached table, CTA has determined that the Preferred Alignment would affect 22 Cook County parcels within the I-94 and I-57 right-of-way. **There would be no change in the number of County-owned parcels that would be affected by the Preferred Alignment as compared to the impacts for the East and West Options as identified by CTA in 2016.** The RLE aerial structure would be in the median of I-94 immediately south of 95th Street Terminal, then would run along the north side of I-57 until Eggleston Avenue. Piers would be placed within Cook County parcels. CTA has been coordinating with the Illinois Department of Transportation and the Federal Highway Administration regarding the project alignment and traffic impacts, including horizontal and vertical clearances from IDOT's right-of-way.

CTA has previously disclosed potential property impacts to you and coordinated with your agency over the last year to further discuss these impacts and next steps. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs.

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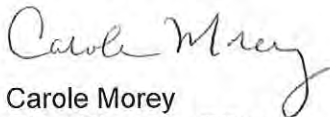
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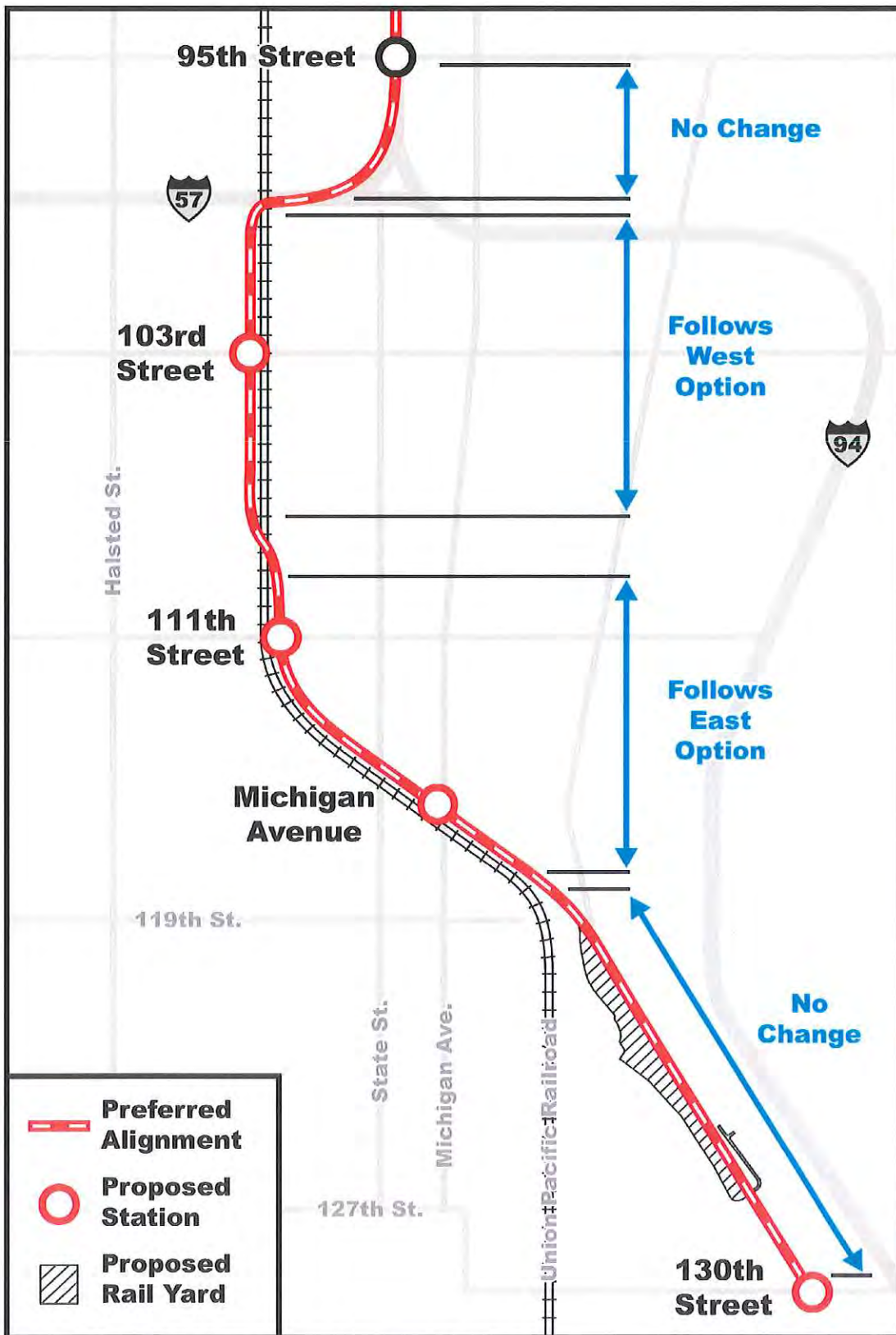
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Sincerely,



Carole Morey
Chief Planning Officer
(312) 681-4100
cmorey@transitchicago.com

cc: Ms. Susan Campbell, Cook County
Mr. Rob Rose, Cook County Land Bank Authority



CTA Red Line Extension Project - Preferred Alignment

County-Owned Parcels Affected by the Preferred Alternative

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25-09-215-001-0000	9600 S. Lafayette Avenue
25-09-223-043-0000	9721 S. Lafayette Avenue
25-09-222-042-0000	9720 S. Lafayette Avenue
25-09-222-041-0000	9701 S. Princeton Avenue
25-09-221-042-0000	9710 S. Perry Avenue
25-09-229-041-0000	9801 S. LaSalle Street
25-09-228-042-0000	9800 S. LaSalle Street
25-09-228-041-0000	9801 S. Wentworth Avenue
25-09-227-041-0000	9807 S. Yale Avenue
25-09-226-045-0000	9808 S. Yale Avenue
25-09-226-041-0000	9817 S. Princeton Avenue
25-09-225-047-0000	9820 S. Princeton Avenue
25-09-225-026-0000	9822 S. Princeton Avenue
25-09-225-043-0000	9824 S. Princeton Avenue
25-09-225-044-0000	9825 S. Harvard Avenue
25-09-224-019-0000	9822 S. Harvard Avenue
25-09-224-011-0000	354 W. 99th Street
25-09-224-010-0000	352 W. 99th Street
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January 26, 2018

Mr. John Yonan
Cook County
69 W. Washington Street
Suite 2900
Chicago, IL 60602

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Selection of Preferred Alignment and Project-Related Impacts to County-Owned
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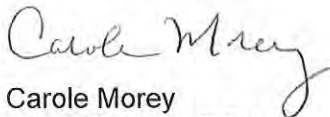
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Carole Morey
Chief Planning Officer
(312) 681-4100
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Mr. Rob Rose, Cook County Land Bank Authority



CTA Red Line Extension Project - Preferred Alignment

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January 26, 2018

Mr. John Yonan
Cook County
69 W. Washington Street
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Chicago, IL 60602

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Selection of Preferred Alignment and Project-Related Impacts to County-Owned
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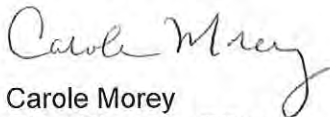
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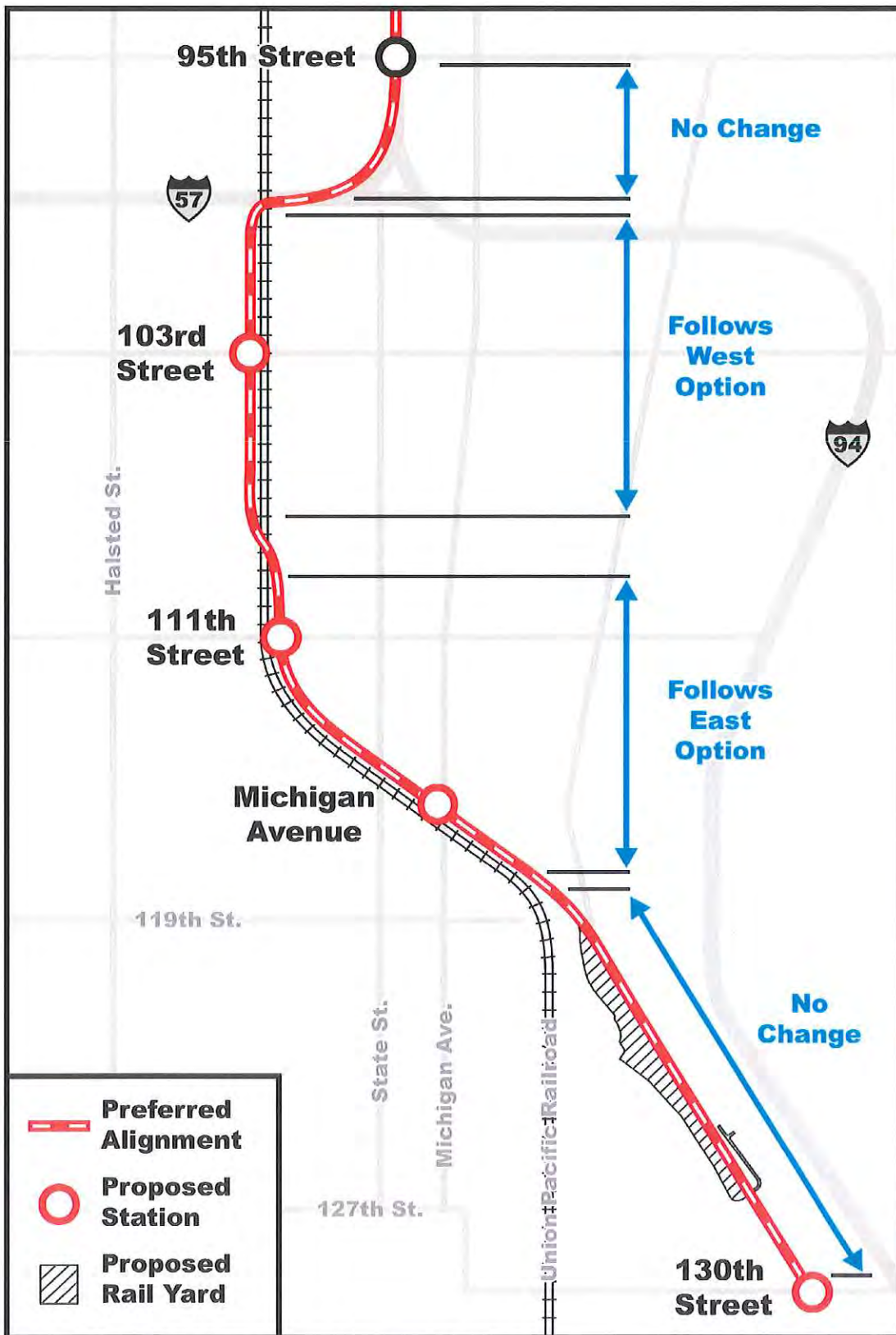
Carole Morey

Chief Planning Officer

(312) 681-4100

cmorey@transitchicago.com

cc: Ms. Susan Campbell, Cook County
Mr. Rob Rose, Cook County Land Bank Authority



CTA Red Line Extension Project - Preferred Alignment

County-Owned Parcels Affected by the Preferred Alternative

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CHICAGO TRANSIT AUTHORITY

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Chicago, Illinois 60661-1498
TEL 312 664-7200
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January 26, 2018

Ms. Sarah White
Chicago Park District
541 N. Fairbanks Court
5th Floor
Chicago, IL 60611

Re: CTA Red Line Extension Project
Selection of Preferred Alignment and Project-Related Impacts to Chicago Park District
Owned Properties

Dear Ms. White:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

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6:00 - 8:00 PM

Gwendolyn Brooks College Preparatory Academy

Main Gym (west side of building)

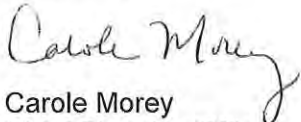
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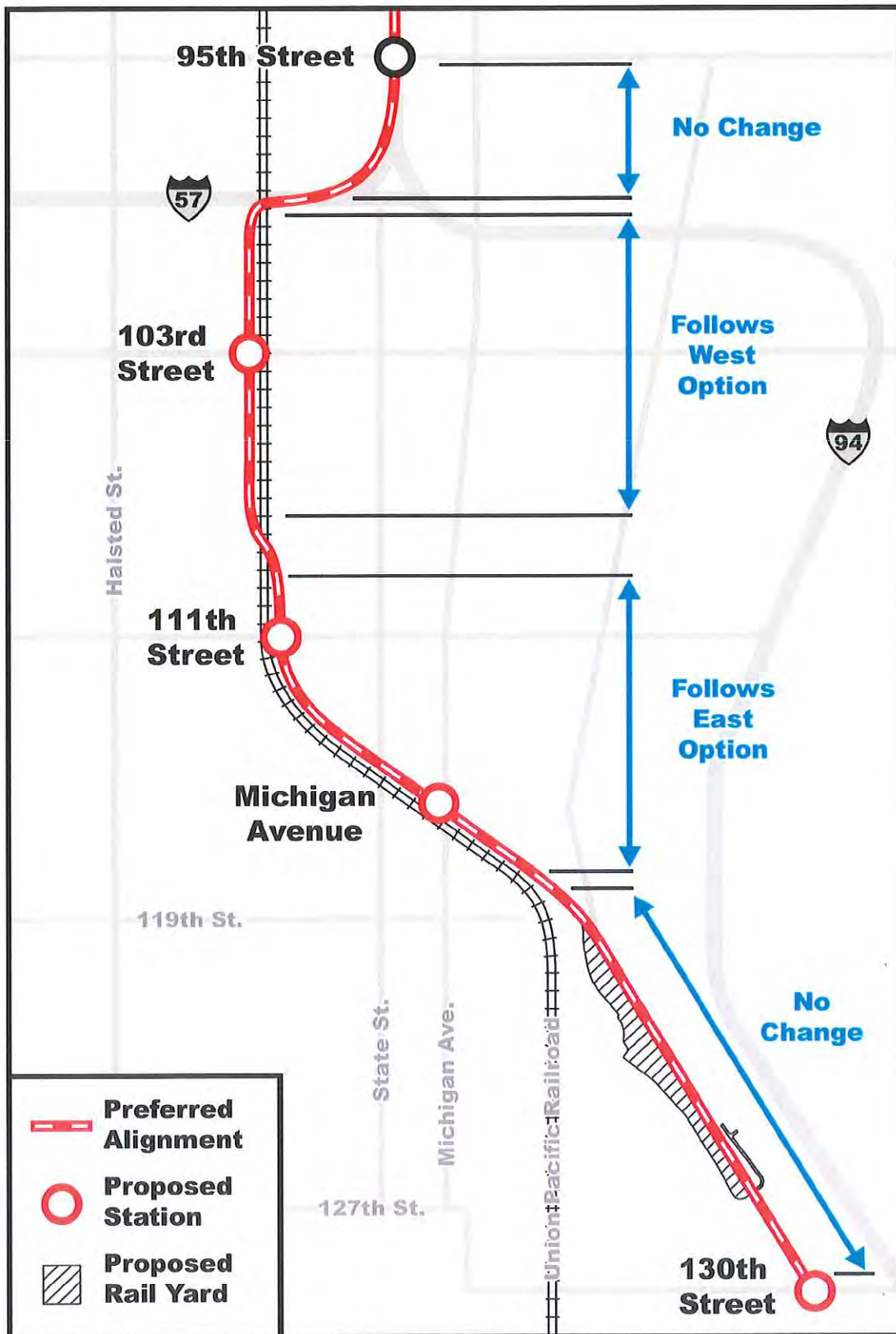
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Chief Planning Officer
(312) 681-4100
cmorey@transitchicago.com

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CTA Red Line Extension Project - Preferred Alignment



CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

January 26, 2018

Ms. Sarah White
Chicago Park District
541 N. Fairbanks Court
5th Floor
Chicago, IL 60611

Re: CTA Red Line Extension Project
Selection of Preferred Alignment and Project-Related Impacts to Chicago Park District
Owned Properties

Dear Ms. White:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

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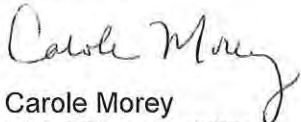
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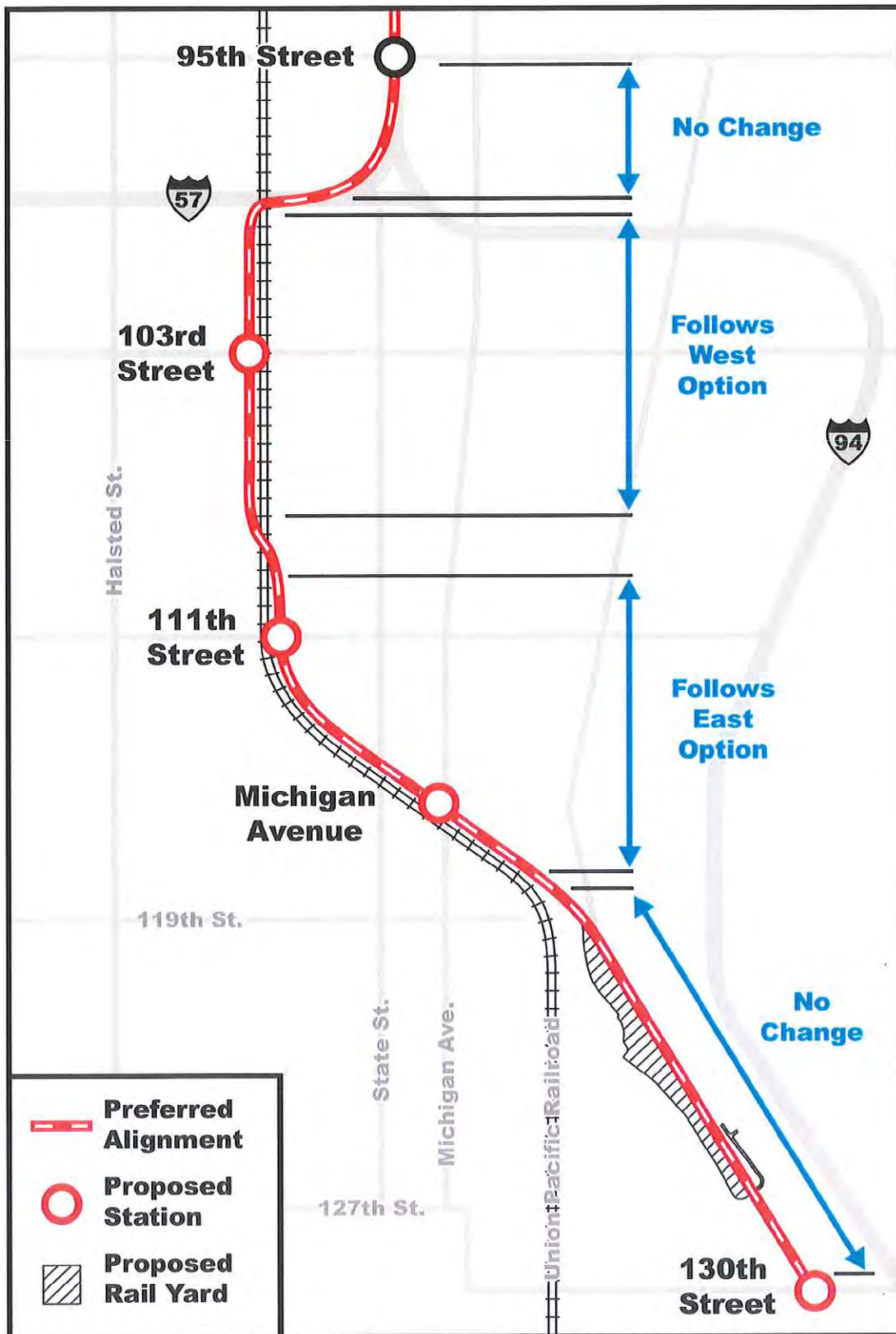
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CTA Red Line Extension Project - Preferred Alignment



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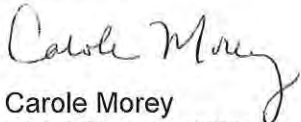
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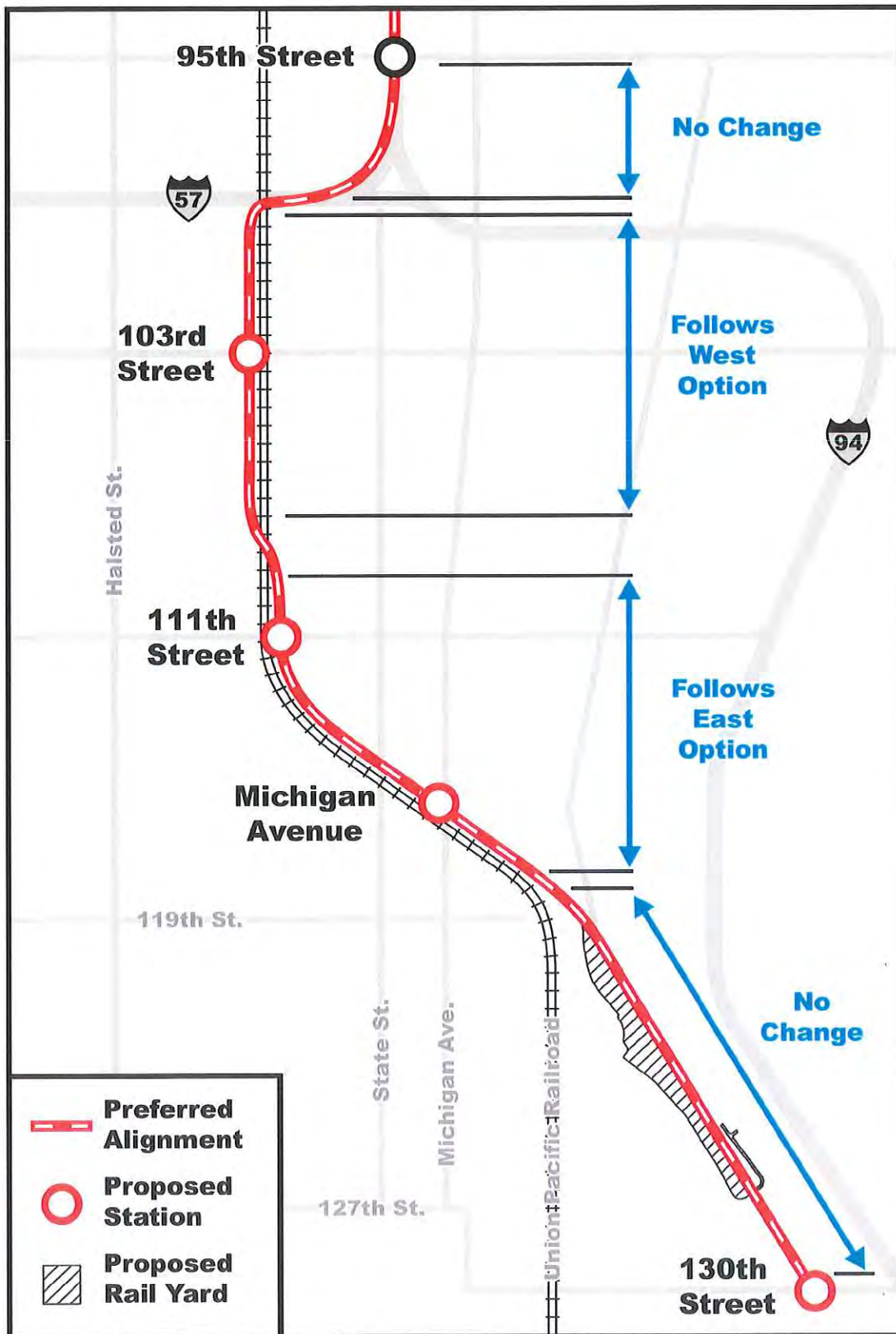
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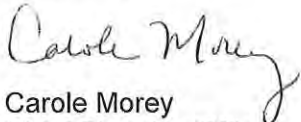
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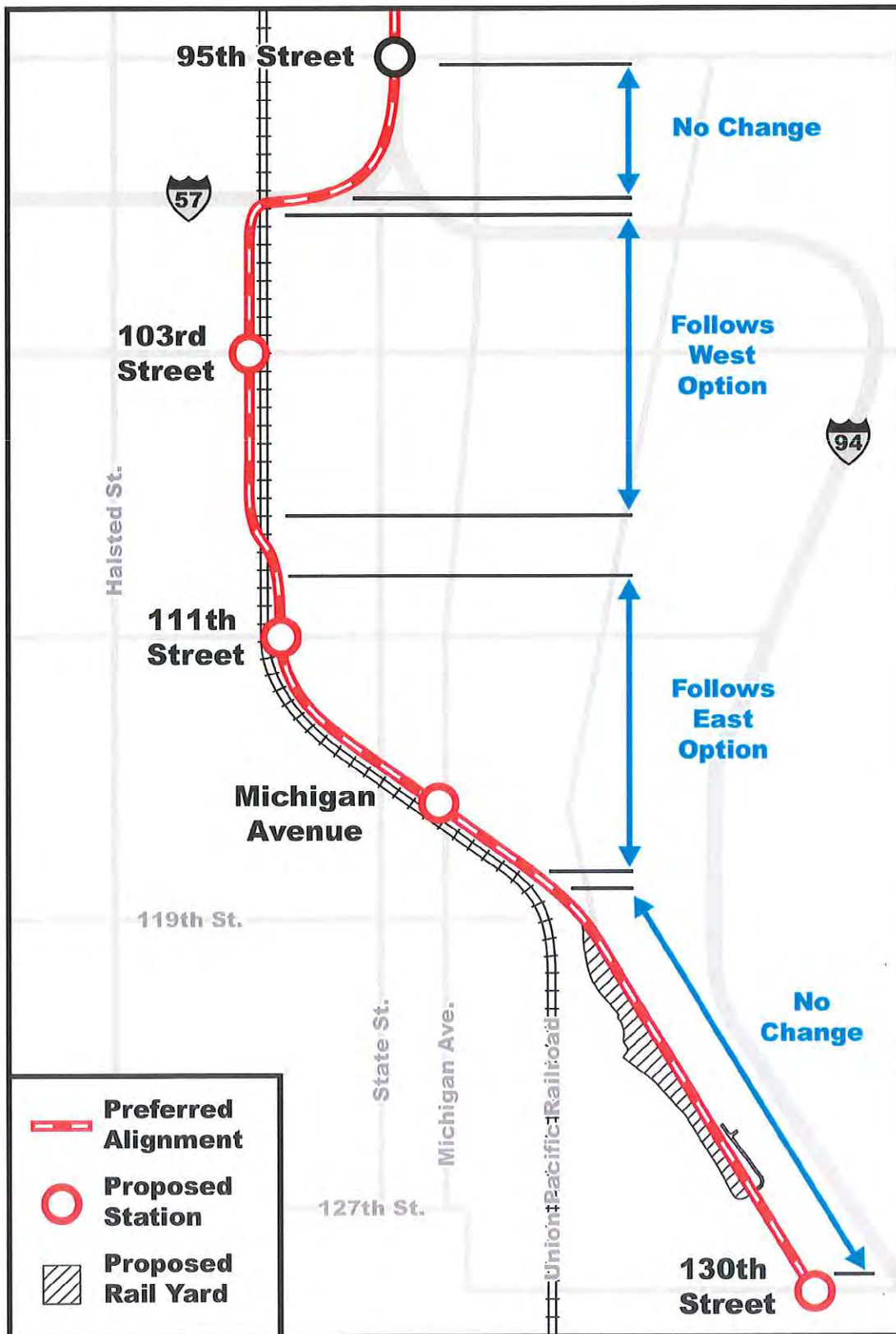
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CTA Red Line Extension Project - Preferred Alignment

Attachment 8 Displacements Meeting Materials

Photos

Sign-In Sheets

Exhibit Boards





RED AHEAD
Moving Ahead to a Better Red



Fenger Academy High School
Tuesday, February 6, 2018
5:30 - 7:30 PM



PLEASE SIGN IN FOR THE PROPERTY ACQUISITION AND RELOCATION COMMUNITY MEETING (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL	CHECK HERE TO BE CONTACTED TO DISCUSS YOUR PROPERTY	PARCEL ID NUMBER
1	JERRY GRAHAM	1911 AD DR. T.N. PA. IL 60477	713-732-2366			295
2	B. (REDACTED) EVERETTE	410 W. 109th St. 60628		Please notify via mail (for further info RE: The REL Project)		130
3	GARY DAVIS	349 W. 111th St.	312 307-4396	NONE	✓	161
4	Michael McRobb	11834 S. Yale	708 551-7150	mikegay196@gmail.com		218
5	Walter Johnson	310 W 113 st	773 3674794			202
6	ELISA GARCIA ESTEBAN GARCIA	165- E 116- St	1-219-448-3902			347
7	Phillip Dixon (grandson) Cynthia Howard (Belinda Dixon)	325 W 112th Place	7-815 690 3636	bd1895@yahoo.com phillthetreactor@gmail.com		192
8	Corey Buchanan	401 W. 104th St.	1-708-268-5708	coreycp@yahoo.com		230 79
9	Walter Wilson Jr	ANDERMAN Austin	473-998-6961	m/c...@...-OKS		
10						
11						
12						

RED AHEAD

Moving Ahead to a Better Red



Palmer Park
Thursday, February 8, 2018
5:30 - 7:30 PM



PLEASE SIGN IN FOR THE PROPERTY ACQUISITION AND RELOCATION COMMUNITY MEETING (PLEASE PRINT)

	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL	CHECK HERE TO BE CONTACTED TO DISCUSS YOUR PROPERTY	PARCEL ID NUMBER
1	ANNA Williams	349 W 99 TH PL	568-2087			28
2	Juan Rafael Calderon	38 E 116 th ST.	773-203-0920			321
3	MICHAEL SHERLEY	347 W 99 TH PL	(773)-418-2575			
4	James T. FLOYD	355 W. 99 th PL	872 600-4287			29
5	Elizabeth Calderon	38 E 116 th St	773-203-0920			321
6	Tam Miller	830 W. ST. JOEFF ^{IL} 6045	773-929-6531	T.Miller5050@icloud.com		287
7	BOGUSLAN SZAFARSKI	400 W 107 th St.	708-369-5029	BOGUSLAN OC @ PALMWOOD.COM		111
8	Vincent Thomas	128 W 114 th St	773-793-6001			
9	Blanford's Chakl Hannah	344 W. 111 th Pl	773 386-1165	Mijiras.49@gmail.com	✓	169
10	Sukyia Blankenship	11039 S. Edbrooke Ave	(773) 581-6546			
11	Aaron Mallory	350 W 101 th Place	618-203-4368	amallory87@gmail.com		137
12	P Stewart	PO Box 849 Park Forest		NA		224



Palmer Park
Thursday, February 8, 2018
5:30 - 7:30 PM



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	NAME	ADDRESS CITY, STATE, ZIP	PHONE	E-MAIL	CHECK HERE TO BE CONTACTED TO DISCUSS YOUR PROPERTY	PARCEL ID NUMBER
1	Porchita Moore	10947 S. Kings Drive	(312) 607 2053	PorchitaThomas@gmail.com		
2	Rockingham, Helen	11340 S. Princeton Ave	773-350-3954	helen_rockingham@att		217
3						
4						
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10						
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12						

RED AHEAD
Moving Ahead to a Better Red



**Red Line
Extension**

Welcome to the **Red Line Extension Project** Property Acquisition and Relocation Community Meeting

The purpose of this open house is to:

- Provide information about potential property displacements and what it means for your property
- Facilitate information about the property acquisition and relocation process
- Offer resources outlining the rights of property owners and tenants
- Share information on the Red Line Extension (RLE) Project

*Please participate by discussing your questions or concerns with the representatives stationed around the boards and at the workstations.
There will be no formal presentation.*

If you would like to schedule a one-on-one meeting with CTA's relocation liaison, please let us know by noting it on the sign-in sheet or on a comment card.

You may leave your comments with us today, or send a comment card to this address:

 **Chicago Transit Authority**
Strategic Planning, 10th Floor
Attn: Red Line Extension Project
567 W. Lake Street, Chicago, IL 60661

 Or send us an email: RedExtension@transitchicago.com

 Or call us: 1-888-YOUR-CTA (1-888-968-7282)



Preferred Alignment

Based on public feedback, technical analysis, and agency coordination, CTA has selected a route that 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 continuing south to 130th Street.

Project Benefits	East Option	West Option	Preferred Alignment
Minimizes Affected Parcels	✗	✓	✓
Minimizes Affected Residences	✗	✓	✓
Minimizes Affected Businesses	✓	✗	✓
Avoids Impact to Historic Roseland Pumping Station	✗	✓	✓
Maximizes Economic Development Opportunities	✓	✗	✓

The Preferred Alignment is a combination of the previously presented East and West Options. It would capture the benefits and minimize the impacts of either option, and it also incorporates feedback received on the Draft Environmental Impact Statement.



Tracks would be elevated from 95th Street to 119th Street

Note that appearance of project elements (such as parking structures, beams, columns, etc.) in visualizations is intended to show scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.

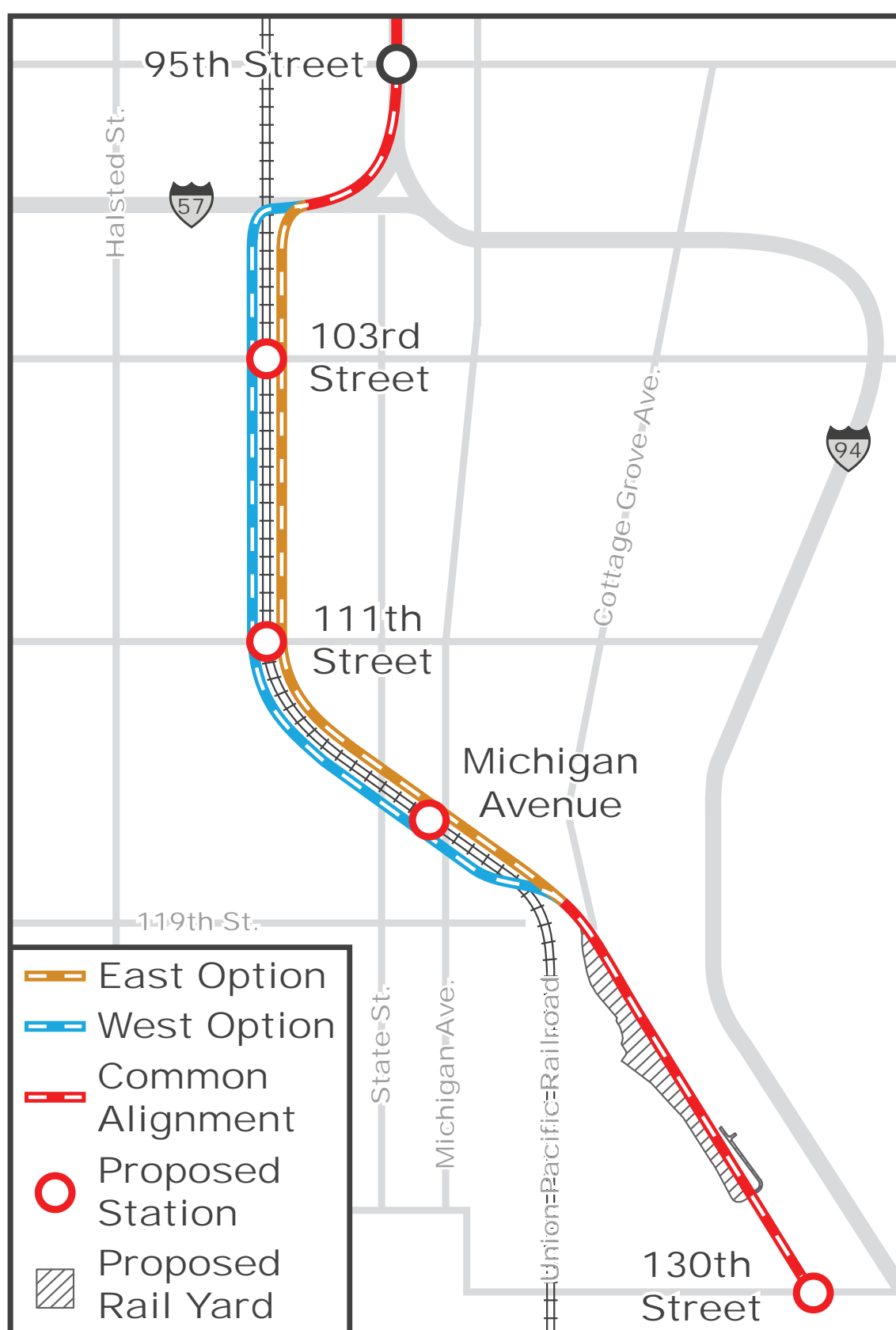


Preferred Alignment

- Same as the **WEST OPTION** north of **108th Place**
- Same as the **EAST OPTION** south of **108th Place**
- Same as the **COMMON ALIGNMENT** north of **99th Street** and south of **119th Street**

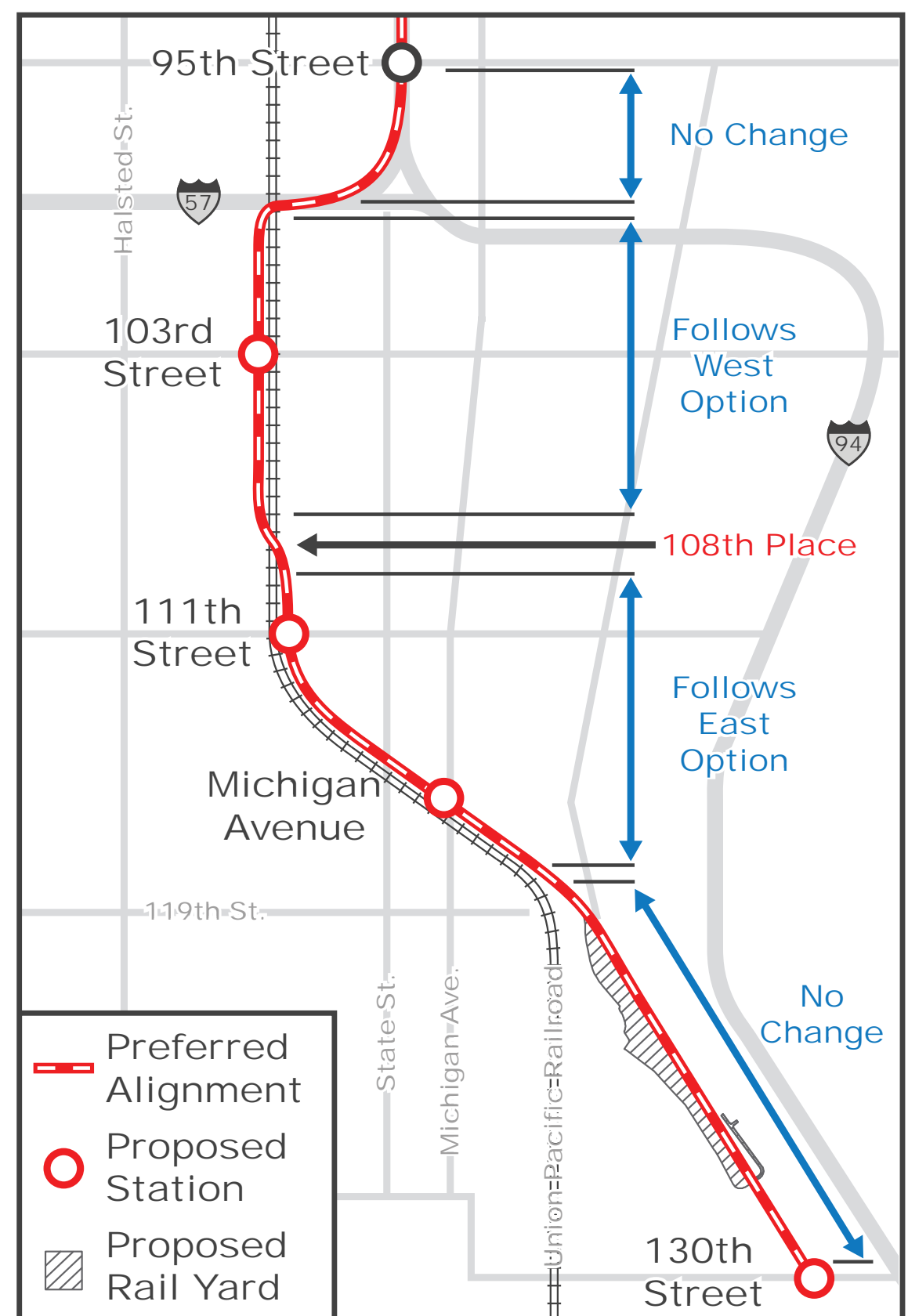
Previously Considered Options:

East OR West



Combination of Options Selected:

Preferred Alignment





Quick Facts about Acquisition and Relocation

The property acquisition and relocation process is governed by the federal Uniform Relocation Assistance and Real Property Policies Act of 1970 (also known as the “Uniform Act”), which outlines the rights of owners and tenants of business and residential properties.

The process includes two main parts:

Acquisition – The purchase of your real estate. Property owners would not be paid less than fair market value for their land and buildings. In some circumstances, if current appraisals are less than the original purchase price, an owner may be eligible for compensation equal to the original purchase price.

Relocation – Additional benefits offered should you or your business be displaced. CTA will provide a relocation agent to every displaced person to help navigate the benefits that are available. Residential homeowner financial benefits may include:

1. Moving and Related Expenses
2. Replacement Housing Payments
3. Incidental Closing Costs

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.





Next Steps and Timeline

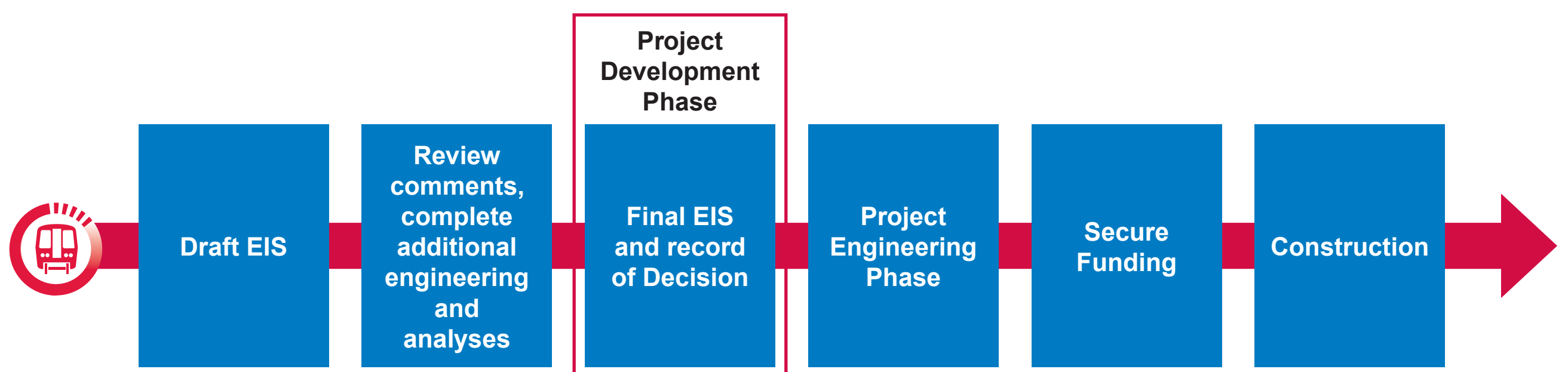
Now that CTA has selected the Preferred Alignment, a Final Environmental Impact Statement will be prepared and preliminary engineering will be conducted. CTA and FTA will complete any additional analyses and respond to public comments on the Draft EIS as part of the Final EIS.

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next 5 years for the RLE Project, which will allow for completion of these next steps.

CTA will apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase of this project to pursue federal funding for construction of the project under the competitive federal “New Starts” program.

Project Development and full funding for the RLE Project under this program is a multiyear, multistep process.

CTA will continue to work with the community to complete this important project.



130th Street Station Relocation

Altgeld Gardens Temporary Advisory Committee Meeting Minutes

December 16, 2019



Altgeld Temporary Advisory Committee
Meeting Minutes

Monday, December 16, 2019
10-11:30 a.m.

Altgeld CYC Building - 951 E. 132nd Street, Chicago, IL

Project Team Attendance:

- Leah Dawson Mooney, CTA
- Sonali Tandon, CTA
- Marlise Fratinardo, CTA
- Barbara Stubblefield, RLE Program Management Team
- Lilliane Webb, RLE Program Management Team

TAC Attendance:

- Cheryl Johnson
- Elizabeth
- Delores Lucas
- Bryan Bradley
- Patricia
- Lichelle, CHA
- Aubrey Jacobs

Summary

The Chicago Housing Authority (CHA) convened its Altgeld Temporary Advisory Committee to discuss a variety of topics on December 16, 2019. CTA's presentation on the Red Line Extension project was moved to the first item on the agenda following introductions. Ms. Fratinardo led the group through a presentation that covered project background, benefits, anticipated schedule, and recent progress. The presentation ended with new information regarding the location of the station at 130th Street. The primary purpose of CTA's attendance at the meeting was to present the new possibility of moving the station south of 130th Street and solicit input on whether the community agreed it is a good idea to explore further. Ms. Fratinardo emphasized the south of 130th Street option may be possible but still requires further coordination with CHA and other agencies to confirm. Topics discussed included impacts and mitigations, development opportunities, agency coordination, circulation and the Transit-Supportive Development (TSD) plan.

Discussion

Impacts and Mitigations

- Cheryl Johnson inquired about the wetlands near Altgeld Gardens.
 - Ms. Tandon replied that analysis by the U.S. Army Corps of Engineers confirmed the area nearby the proposed station is not officially classified as a wetland.
- Ms. Johnson asked if there are safety issues with the train running closer to the houses in Altgeld Gardens. Ms. Johnson stated she would look at some maps to get a better sense of the station location but was initially concerned about proximity to houses.
- Ms. Johnson asked if CTA is looking to purchase land from CHA.
 - CHA representatives clarified that discussions have not reached that point. There are a couple of options that could be explored including selling or swapping land.
- Ms. Johnson followed up to see if there will be benefits for the community in exchange for the land. Ms. Johnson believed CTA would be making money from parking.
 - CTA explained the agency doesn't make money off of its park and ride locations, but the TSD plan will look at amenities like where people will get their coffee on the

way to or from the station. There is more opportunity for community economic growth if the station is located south of 130th Street.

- CHA asked if moving the station location would delay the RLE project.
 - CTA explained it is hopeful it won't delay the project. Conversations are still happening with the State Historic Preservation Officer (SHPO) on the visual impacts of the station. The agency also needs to understand traffic impacts and mitigations so more coordination is still needed.

Development Opportunities

- CHA asked if there was less land for commercial development with the north option.
 - CTA noted that the north location near Metropolitan Reclamation District (MWRD) has some associated scents that would need to be mitigated to make the station more appealing. CTA responded MWRD has some land for commercial development as well.
- Ms. Johnson noted it would be great if MWRD didn't use sludge beds/waste basins at all and that they are supposed to build alternatives.
- CHA asked if there will be opportunities to work with the Altgeld and Riverdale communities on station design and amenities that people want. Ms. Johnson added that the community had previously provided that type of input at a meeting at St. John's church. CHA explained that community preferences may have changed since the previous input session.
 - CTA shared that the TSD study will address other factors beyond architecture. The study will figure out what people want, what the market will support and how to implement. It will serve as a roadmap.
- CHA requested clarification on whether TSD would study all four new stations.
 - CTA confirmed and stated that TSD community input sessions are expected to take place in fall 2020.
- Ms. Lucas asked if CTA's RLE community contacts, Barbara Stubblefield and Lilliane Webb, will assist.
 - CTA confirmed these two contacts will remain involved with the TSD study and Ms. Stubblefield is the primary community contact. A new hire is also being sought for transit-supportive development plan.

Circulation and Access

- Ms. Johnson also asked for clarification on whether an overpass was anticipated with the north option.
 - CTA noted the pedestrian walkway would be an underpass for the north option. The pathway CTA is exploring to move the station south would have the train going under 130th Street via underpass.
 - Ms. Fratinardo explained the station would be at-grade. CTA has been doing background work and the two options are early in the conception. CTA has looked at two options for traffic flow around the south station option. There needs to be coordination with Chicago Department of Transportation (CDOT) and the Cook County Forest Preserve District. One consideration is circulation of vehicle traffic. Logistics need to be further discussed.
- Ms. Lucas asked if CTA will use existing railroad tracks.
 - CTA replied that new tracks will be used.
- Ms. Johnson asked if the station would have a bus turnaround.
 - CTA confirmed it would. The station will also have all day parking.
- Brian Bradley asked about a connection to Carver Military Academy High School.
 - CTA noted that additional study of the school's needs will be needed.

- CHA reminded committee members to also consider the situation for residents and students if the station is located north of 130th Street to understand if it would be better or worse than the alternative. South presents a better CHA development opportunity. Given that CHA wants to develop the area anyway, the new station presents an opportunity. There will be impacts to neighbors no matter what development goes in the area.
 - Ms. Tandon stated CTA may need refine improvements and traffic patterns.
- It was noted that the traffic pattern would impact TCA Health the most. It was also noted there is not currently a crossing gate at 132nd Street.
 - CTA will plan to reach out to Carver High School and TCA Health. CTA will also coordinate with the existing railroads. Old 130th Street is closer to where CTA envisions tracks crossing. What happens to Old Doty would need to be worked through with CDOT.
- Mr. Bradley shared that parents dropping kids off at Carver High School mainly use Old 130th Street instead of 132nd Street to access Carver High School.
- CHA summarized the station location is a complex discussion but the south option seems like a better option than the north. The reason it wasn't explored in the initial planning phases for the Red Line Extension is because the buildings on Altgeld Blocks 11, 12 and 13 weren't demolished at that point.
- Ms. Lucas reminded the group to consider access for the western parts of the community that are further from the station. These residents would likely come from 130th Street or 131st Street. CDOT and IDOT should consider walking and biking plan for accessing the station. CHA said the bus would drop people off at the station and asserted the route for #34 bus would be the same.
 - CTA explained the #34 bus is still planned to serve as a circulator for the community. Some bus lines, including Pace, may go to other Red Line Extension stations. CDOT will provide input as well. CTA shared the TSD plan will look at multimodal access and the agency is currently undergoing service planning for the bus routes.
- CHA asked if the committee was generally in favor of exploring the south option. All in the group expressed agreement. A third option for the station configuration was also requested.

Existing Mobility Concerns

- Ms. Lucas asked CTA to alleviate bus damage to median at 130th/Everheart and noted the buses are tearing up the streets. Ms. Lucas noted that all of 130th Street needs to be assessed. She also noted that 131st Street is serving as the main street for the bus. Trains crossing existing railroads block traffic causing traffic on other streets. Altgeld Gardens was built for residential, not commercial use. The community will need quality materials that will last for a long time with increased activity. Ms. Lucas stated that she is already connected to Jason Meter at CTA.
 - CTA's RLE team shared that they will discuss the longer-term issues that Ms. Lucas brought up with the team.
- CHA requested that CTA ensure planning isn't focused on outsiders. The immediate community is large and needs good ways to get to the station.
- Ms. Lucas added if it still takes 30 minutes to get from the west side of the community to the station, time savings won't be achieved for those residents. She would like the Pace bus to stop at 130th Street before the RLE is built as another transportation option to 95th Street. She explained residents need an express bus and more than one way out of the Riverdale community.
 - Ms. Mooney asked what Pace has said to the community's request.



- Ms. Lucas stated Pace had listened but hadn't said much. CHA added that many transportation modes pass by the community, but they aren't accessible to residents.
 - CTA offered to inquire about the issue with their colleagues at Pace. Ms. Mooney added that the Riverdale Multimodal Plan is compatible with RLE.
- Ms. Lucas noted a lack of bus shelters in the communities of Riverdale.
 - CTA stated bus shelters fall under CDOT's authority with coordination from the aldermen. Bus shelters are paid for by advertising revenue and CTA can assist by providing ridership information.

Committee members were instructed to reach out to Ms. Stubblefield if they had further inquiries. The CTA RLE team exited the meeting around 11 a.m. as the committee proceeded to other business on their agenda.

Action Items

- CTA to reach out to Carver High School and TCA Health.
- CTA coordinate with railroads near 130th Station.
- CTA to discuss service in Riverdale communities with Pace.
- CTA to provide ridership information to assist in securing bus shelters.
- CTA to discuss existing concerns about CTA bus service in Riverdale.



Carver Military Academy High School Board of Governors Meeting Minutes

February 3, 2020



Carver Military Academy High School Governing Board

Meeting Minutes

Monday, February 3, 2020

5:30-6:30 p.m.

13100 S. Doty Avenue, Chicago, IL 60827

Project Team Attendance:

- o Leah Dawson Mooney, CTA
- o Sonali Tandon, CTA
- o Barbara Stubblefield, RLE Program Management Team
- o Lilliane Webb, RLE Program Management Team

Governing Board Attendance:

- o Major Steven Rouse, principal
- o Derovic Coleman, Senior Military Instructor
- o M. Striverson
- o J. Ramirez
- o Jaote Wawatu, teacher
- o Tom Shepard, community member
- o Maria Amezcua-Garcia, parent
- o Antonette Slater, parent
- o Traci Gamble, parent
- o S. Davis
- o V. Durrah
- o K. Alderson, teacher

Summary

Carver Military Academy High School Governing Board invited CTA's Red Line Extension project team to share a 15-minute project update during its February 3, 2020 meeting. The project team passed out a short slide deck, along with the most recent project fact sheet and newsletter. Boards displaying information about station locations for north of 130th Street and south of 130th Street were set up at the front of the room. Ms. Mooney led the introduction of the team and walked the group through the slide deck. Questions and concerns discussed during the meeting are summarized below.

Discussion

- Governing Board: Will there be any CTA buses from 130th Street station to Hegewisch? Or going west towards Indiana Avenue?
 - o Ms. Tandon replied CTA will look at how buses will serve new stations. Ms. Mooney added the CTA is also working with Pace on service to new stations.
- Major Rouse asked when the extension would be open for operation.
 - o Ms. Mooney explained the last schedule had the opening in 2026, which would require an aggressive workplan to reach that opening date now. There is at least four years of construction after the two years of project development that CTA is just now preparing to enter.
- Governing Board: Where will 130th station be located?
 - o Ms. Tandon explained the north option and south option using exhibit boards for reference. The RLE team still needs to figure out the station layout and park-and-ride. Students could walk to school along 132nd Street. CTA is coordinating with the City of Chicago, Chicago Housing Authority (CHA), State Historic Preservation Offices (SHPO), Illinois Department of Transportation (IDOT) and the Cook County Forest Preserve District (CCFPD). The south option would mean closing off 130th Street and people driving to Carver High School would be rerouted.

- Governing Board: Would we be cut off at 130th Street? People turn down 130th Street from Ellis Avenue to reach Carver High School.
 - Ms. Mooney noted that it is a challenge with the north station option to get people coming from south of 130th Street across 130th Street.
- It was noted that there is no exit ramp coming north on I-94 other than 130th Street. Further south on Doty Avenue, there is an exit ramp from the southbound lanes and a ramp from Doty Avenue to the northbound lanes.
- Governing Board: Do you find that business blooms around station area? Like Dunkin Donuts and Starbucks?
 - Yes, there are businesses that will naturally develop and others can be incentivized through Neighborhood Opportunity Funds and other sources. This will be explored in the Transit Supportive Development (TSD) plan.
- Governing Board: One person asked for clarification on the timing.
 - Ms. Mooney reiterated there is an old timeline estimate that needs to be reevaluated.
- Major Rouse shared that most people who drive turn left from Ellis Avenue to access Carver from 130th Street, including staff. Major Rouse noted it is difficult for students to access Carver High School from parts of the city, such as near 55th Street or 79th Street and Jeffery Avenue, so students from those areas currently don't enroll at Carver High School.
- It was noted Carver High School would be the only Chicago Public School (CPS) with one entrance and exit with the proposed plan closing 130th Street. This would be a concern for emergency access.
- Ms. Alderson explained she is more concerned about the pedestrian underpass if the station were located north of 130th Street. Ms. Alderson referenced the underpass in Homewood as an example of what doesn't feel safe and should be avoided.
- Mr. Shepard noted it's still a long walk from the north side of 130th Street to Altgeld Gardens. He has been involved in other meetings on the project and this is his first time seeing this layout. There is no place where access is as bad as this campus. The station has to be located on the south side. People shouldn't be left on the north side of 130th Street after the Red Line is extended with over a mile to walk and contend with rocks and coyotes. My Shepard emphasized the station has to go on the south side of the street and there also has to be connections at 130th Street for Carver High School too.
- One attendee explained the Red Line Extension will be beneficial to youth who commute to the University of Illinois at Chicago on the Blue Line. To transfer from the Blue Line to the Red Line and be able to take the train this far south would be beneficial.
 - Ms. Mooney stated CTA is excited that the south station is an option but more study is required. CTA President Dorval R. Carter, Jr. will make an informed decision on the station location. Traffic patterns and the impact on schools will be considered. There will be opportunity to create mitigations to solve issues that may be identified with additional study.
- Mr. Shepard suggested the new stations should be connected with bike racks and Divvy bikes. He noted Active Transportation Alliance is working on a trail in the area. He requested that the bike racks at new stations should be better than those available at 95th.
 - Ms. Mooney explained that CTA is giving thought to access beyond traveling by car.

Action Items

- n/a

Golden Gate Homeowners Association Meeting Minutes

February 11, 2020



Golden Gate Homeowners' Association
Meeting Minutes

Tuesday, February 11, 2020

11:30 a.m. - 12:00 p.m.

Carver Park (Children's Building), 939 E. 132nd Street

Stakeholder Attendance:

- o Fatimah Alnurrion Harris, Golden Gate Homeowners' Association
- o Deloris Lucas, Golden Gate Homeowners' Association
- o Michelle Adams, Golden Gate Homeowners' Association
- o Doris Martin, Golden Gate Homeowners' Association
- o Kendrea Rodriguez, Golden Gate Homeowners' Association
- o Loretta Lee, Golden Gate Homeowners' Association
- o Jessica Becker
- o Larry Nettles

Project Team Attendance

- o Sonali Tandon, CTA
- o Marlise Fratinardo, CTA
- o Barbara Stubblefield, RLE Program Management Team
- o Kira Baltutis, RLE Program Management Team

Overview:

The 130th Street station presentation at the Golden Gate Homeowners' Association meeting began at approximately 11:30 a.m. with attendees and the RLE Program Management team exchanging introductions. The team passed out the project benefits fact sheets and newsletter. Ms. Fratinardo provided a brief overview of the Red Line Extension (RLE) project. Ms. Fratinardo also noted that the previous day, February 10, was a milestone for the RLE project due to the Chicago Transit Board's approval of funding for the consultant team that would support the project's Final Environmental Impact Statement. The attendees in the room clapped in recognition of this step in the project's progress.

Two boards displaying information about station locations for north of 130th Street and south of 130th Street were set up at the front of the room. Ms. Fratinardo led the discussion regarding the proposed north and south station scenarios. Questions and concerns discussed during the meeting are summarized below.

Discussion

- Ms. Lucas stated that the south station layout shown on the exhibit board appears to show the 130th station on the two blocks within Altgeld Gardens that are now open space. The train would terminate within Altgeld Gardens' boundaries. She observed that the south station option was positive for the residents of Altgeld Gardens, who would not have to cross the street to get to the station, and that the train would come straight to the neighborhood.
- A Golden Gate member asked if the station would have a marketplace where people can get food and snacks.
 - o Ms. Fratinardo stated that CTA is exploring the concept of relocating the station and the Park-n-Ride. There is a more room at this south station location and the

potential to encourage future developments such as a coffee shop and/or grocery store. The south station location opens up possibilities.

- A Golden Gate member asked if the consultants working on the RLE project would be advised to include these suggestions of a coffee shop or grocery store as part of the final plan for the station.
 - Ms. Tandon noted that the CTA is also developing a Transit-Supportive Development (TSD) plan that would provide a blueprint for potential development around the new four stations. This plan will include visions for these stations, which could include suggestions for amenities near the station.
- A Golden Gate member asked what the deadline was for finalizing the location and layout for the 130th Street station.
 - Ms. Fratinardo stated that the expected deadline was to complete this by the end of 2022 (completion of Final EIS and ROD).
- Ms. Alnurrion asked if there would be a connection for Golden Gate residents to access the 130th Street station easily within Altgeld Gardens. She stated that the residents already deal with divisions between the two communities based on who gets what and it would be preferable if there was somewhere that Golden Gate residents would have an entryway.
 - Ms. Fratinardo asked if Ms. Alnurrion's comment was about connectivity through Altgeld Gardens.
 - Ms. Alnurrion responded that she takes the Red Line but would still have to walk to Golden Gate from the 130th Street station. She wants to highlight safety as an important concept to consider for residents of Golden Gate after exiting the Red Line at 130th Street. Ms. Alnurrion noted that it would be good to have a corridor or a designated way of getting back to Golden Gate.
- A Golden Gate member asked if CTA has considered rerouting the #34 bus for residents to travel between the train stations and their homes.
 - Ms. Fratinardo noted that, since CTA is building stations and tracks that have never existed previously, CTA would need to discuss how different bus routes and transportation details would be coordinated and enhanced to meet the needs that would arise with the new station locations.
- A Golden Gate member inquired about the potential of working with Pace and having the bus stop at Walmart. The member noted that the village of Riverdale connects with Pace, and that the Golden Gate residents want to connect with Pace as well.
- A Golden Gate member asked if homes would have to be removed along the train route between the 95th/Dan Ryan station and the 130th Street station.
 - Another Golden Gate member responded by stating the impacted homes are north of 130th Street.
- A Golden Gate member noted that they've had a history of properties being burned. The member noted that the local area is very meaningful to minorities. The member inquired if architects would design the area near the station so that it incorporates the history in a meaningful way and connects to the minorities living there. The member noted that the Underground Railroad should be recognized.
 - Ms. Tandon noted that the TSD plan would include input from the local neighborhoods. She noted that there were many details to consider that would go into the overall plan and these things would be important to incorporate.
- A Golden Gate member inquired about the chances that the contracts for this project would be awarded to minority organizations and how minority organizations could benefit from the construction work that would be needed.

- Ms. Tandon and Ms. Fratinardo both explained that the RLE project has Disadvantaged Business Enterprise requirements, which is set at 26% of this project's contracts.
- Ms. Stubblefield also explained that she is working on a workforce development plan. Ms. Stubblefield explained that both CTA and she as an individual were seriously committed to diversity within this project and providing opportunities to minority organizations. She explained that CTA's president, Dorval R. Carter, Jr., is also very committed to diversity.
- A Golden Gate member inquired about what properties would be demolished past 95th Street.
 - Ms. Fratinardo explained that there are properties along the Red Line Extension Preferred Alignment where land is needed. She noted that there were several parcels that were not occupied, although some were. Ms. Fratinardo explained that a significant part of the planning process is evaluating what alignment would minimize impacts, to avoid impacting a high number of properties.
 - Ms. Lucas noted that she works with the 95th community and can share the newsletter and update the group on the project's progress and the process of acquiring property. She noted that some of the background questions people were asking about are items that the CTA has already been working on.
 - Ms. Tandon noted that all of the parcel information of the properties that would potentially be impacted is also on CTA's RLE website.
- A Golden Gate member asked if somebody parked their car near the station, how far that person would have to walk to the train.
 - Ms. Fratinardo explained that in the 130th Street south station plan, the distance to the station from the parking lot could be measured in feet since they were close to each other. She noted that CTA now needed to right-size the parking lots and refine the number of spaces and size of the lot so that it accommodates all riders but is not too large.
- A Golden Gate member inquired if riders could park their car on the north side of 130th Street, even if the station was on the south side.
 - Ms. Fratinardo explained that CTA thinks that the parking on the same side of the train station was the best option and would make the most sense. She noted that at this point, CTA is investigating parking options closest to the train station for rider convenience.
- A Golden Gate member asked about the decision to move the station to the south side of 130th Street. The member noted that this plan had been in process for over 20 years when President Obama was a state representative and spoke with their community. The member noted that people designed surveys and the plan was to put the station on the north side so that it would be easy for people to connect to it, including people coming from Indiana and Michigan. The member noted that there wouldn't be too many people in Altgeld Gardens using this line and at that time, Altgeld Gardens was not a place that people would want to park their cars. The discussion at that time was to utilize the property near the 130th Street station to build stores and have a bank nearby. The member noted that having the 130th Street station on the north side of the street would make it more accessible and safer, and that there would be more parking on that side. The north location would likely be better for the CTA. The south location option doesn't accommodate the revenue that the community is trying to bring in, and the north location would provide an accessible option for many people to utilize amenities such as stores or a bank

before getting back on the expressway. In addition, if there was more space on the north side, the #34 bus could drop off near the station.

- Ms. Fratinardo explained that at this time, the south station location was an opportunity that was being explored but had not yet been decided.
- The Golden Gate member responded that the community and the CTA explored four different alternatives previously, including some near Halsted Street, because of safety issues. The member noted that this project has been in several stages over the years and that the alignment that was the most convenient was the option that followed the old rail line.
- Ms. Tandon noted that the Preferred Alignment follows the old railroad line as well.

Closing Remarks

The presentation ended with Ms. Fratinardo explaining that there would be a public meeting where CTA would hear more feedback from the community on the proposed relocation of the 130th Street station, as well as other stakeholder meetings in February. She and Ms. Tandon both noted that there was a CTA RLE email address where the team could receive comments and feedback from the community. Ms. Tandon noted that the CTA had done an initial layout of the station size and it appears there is space to construct the station. The CTA had done a fatal flaw analysis regarding space and traffic impacts before the CTA RLE team came today, and that the CTA saw this new proposal for a 130th Street station location on the south side of 130th Street as a positive change.

Action Items

n/a

Golden Gate Homeowners Association (GGHA)

Community Meeting & Updates

Carver Park, 939 E. 132nd Place, 11 am- 1 pm

AGENDA

11:00- 11:25—Sign In & walk around

see Community Vision Boards, Sign Support Petitions,
nominate new GGHA Officers, Pay Membership fees, etc.

11:30-11:55

Update on **CTA Red Line Extension to 130th**. Discussion Q & A

“End of the Line” ideas. Community Feedback

Barbara Stubblefield, Ardmore Roderick Workforce Dev. & Community Relations

12:00- 12:25 Coalition for Modern Electric

Another transit option before the extension to 130th

Andrea Reed, Greater Roseland Chamber of Commerce

12:30 – 12:45 GGHA Safety Issues

Board Ups, high weeds, water meters, *Loretta Lee, GGHA Member*

12:45 -1:00 pm OPEN DISCUSSION

12:55 Wrap Up 1:00 meeting adjourned

Next GGHA Meeting Tuesday Feb. 18th same location & time 11am

Discussion with Chicago Dept. of Planning & Development

Carver Park Advisory Council Meeting Minutes

February 13, 2020



Carver Park Advisory Council (CPAC)

Thursday, February 13, 2020

6:30 - 7:00 p.m.

Carver Park (Children's Building), 939 E. 132nd Street

Stakeholder Attendance:

- Marguerite Jacobs, Carver Park Advisory Council
- Deborah Lewis, Carver Park Advisory Council
- Nichelle Herron, Carver Park Advisory Council

Project Team Attendance

- Sonali Tandon, Chicago Transit Authority (CTA)
- Barbara Stubblefield, RLE Program Management team
- Kira Baltutis, RLE Program Management team

Overview:

The 130th Street station presentation to the Carver Park Advisory Council meeting began at approximately 6:30 p.m. with attendees and CTA's Red Line Extension representatives exchanging introductions. The team passed out the most recent project fact sheet and newsletter and Ms. Tandon provided a brief overview of the Red Line Extension (RLE) project. Ms. Tandon noted that the existing 2016 Draft Environmental Impact Statement (EIS) would soon be updated through an additional engineering analysis over the next two years. This analysis would result in a Final EIS.

Two boards displaying information about station locations for north of 130th Street and south of 130th Street were set up at the front of the room. Ms. Tandon led the discussion regarding the proposed north and south station scenarios. Each of the community members walked up to the board throughout the presentation to examine the labels and ask clarifying questions about the layout of the station and available parking. Ms. Tandon also explained that a Transit-Supportive Development (TSD) study will be performed alongside the Final EIS, noting that the TSD study would incorporate the visioning process that would gather input from communities located near the RLE project. She also noted that the parking plan would be finalized as further analysis was performed.

Questions and concerns discussed during the meeting are summarized below.

Discussion

- Ms. Jacobs mentioned the CTA's recent commitment of \$310 million and asked why more money is needed for the RLE project.
 - Ms. Tandon replied that the funding the agency currently has is for the upcoming environmental and engineering analysis.
- Ms. Jacobs asked if another party, such as a foreign country, was investing in the RLE project.
 - Ms. Tandon and Ms. Stubblefield replied that the RLE is a public project and that all funding for the project would come from the government. Approximately fifty percent of funding for the RLE project is anticipated to come from local, state and CTA funds, and fifty percent is anticipated to come from the federal government.

- Ms. Jacobs inquired if the existing farming/gardening plot that is located close to the proposed 130th Street south station entrance would be built over.
 - Ms. Tandon replied that the garden plot is south of the proposed station entrance and would not be built over.
- Ms. Jacobs noted that the median at the main entrance on Ellis Avenue and 130th Street was challenging to drive around. Ms. Jacobs asked if the median would be removed or modified.
 - Ms. Tandon replied that the CTA would be performing additional traffic analysis that would potentially address this issue.
 - Ms. Jacobs replied that the traffic is heavy near that intersection especially around 8 a.m. on weekdays until about 1 p.m. when children are in school. Ms. Jacobs noted there is a bus that transports the children but would like to see an additional Pace stop at Ellis Avenue and 130th Street. Ms. Jacobs also noted that Riverdale residents need more connections because they have even fewer bus connections or stops than Altgeld Gardens residents.
- Ms. Jacobs noted that the Altgeld Gardens community has asked for stores to be built off of 130th Street near the Metropolitan Water Reclamation District in 2012 when visioning exercises were being conducted by the CTA for the RLE project.
- Ms. Jacobs noted that the community is currently exploring a bike path on the north side of 130th Street but it still needs to be determined to where the bike path would lead.
- Ms. Jacobs noted that the Altgeld Gardens community's dreams had died when the community didn't hear about any progress on the RLE project following the visioning process that took place several years ago. Ms. Jacobs noted that seeing all of the media coverage of the RLE project brought the vision back to life for the community. She noted that there is substantial construction training taking place on a local level to prepare the community for construction jobs that may become available. Ms. Jacobs noted that people in the area were training in areas such as carpentry and electrical work to prepare for employment.
- A Carver Park Advisory Council member inquired if there would be a bus depot at the 130th Street station?
 - Ms. Tandon replied that current bus lines that service the area would be examined to serve the proposed new stations, there would be a bus terminal for the 130th Street station.
- Ms. Jacobs asked if there would be retail stores, a coffee shop or something similar to a Dunkin Donuts next to the station or across the street.
 - Ms. Tandon replied that any potential development of retail stores is possible. The TSD analysis would help define the community's vision and market potential for development. The CTA would be working hand-in-hand with the city on the TSD study.
- Ms. Jacobs asked how the Forest Preserve District of Cook County (FPDCC) would fit into the planning process for the 130th Street station. Ms. Jacobs noted that the Altgeld Gardens community recently received \$75,000 from the FPDCC to utilize open space near Little Calumet.
 - Ms. Tandon replied that a FPDCC owned parcel would be needed for the station. Ms. Tandon noted that the CTA has spoken with the FPDCC and the agency is supportive of the RLE project because they see the benefits it would provide to the local community and region and for transit access to the Forest Preserve.
- Ms. Jacobs noted that it would be beneficial to have an activity or park nearby for kids to go to.



- A Carver Park Advisory Council member inquired if the RLE project would continue through Illinois to Indiana. The member had heard a rumor that this might be a possibility.
 - Ms. Tandon replied that the project will not be extending beyond 130th Street station at this point.

Closing Remarks

The presentation ended with Ms. Tandon explaining that there would be a public meeting later in 2020 where CTA would hear more feedback from the community as well as other stakeholder meetings throughout February. The Carver Park Advisory Council members agreed that the station location south of 130th Street would be a great location and expressed excitement for the development of the station. Ms. Jacobs stated that she had a broad network to continue communicating and promoting the RLE project, especially the 130th Street station.

Action Items:

- n/a.

People for Community Recovery Meeting Minutes

February 20, 2020



People for Community Recovery
Meeting Minutes

Thursday, February 20, 2020
5:30 - 7 p.m.

Carver Park (Children's Building), 939 E. 132nd Street

Stakeholder Attendance:

- Cheryl Johnson, Executive Director, People for Community Recovery (PCR)
- Michael, resident and past student at Carver Military Academy
- Alicia, resident of 121st and LaSalle
- Vivian Mills, Facilities Manager, TCA Health
- Veronica E. Clarke, President & Chief Executive Officer, TCA Health
- Sabrina Holmes, resident
- Leslie Berihill, TCA Health employee, resident, LAC treasurer
- Camille,
- Missed it - Block 17 resident
- Renee
- Juwaun - Kenwood Oakland Community Organization
- Sharon Quid - resident

Project Team Attendance

- Marlise Fratinardo, Chicago Transit Authority (CTA)
- Barbara Stubblefield, RLE Program Management team
- Lilliane Webb, RLE Program Management team

Overview:

CTA's Red Line Extension project representatives attended a portion of People for Community Recovery's monthly community meeting on February 20, 2020. While the overall focus of the meeting was housing, Ms. Cheryl Johnson introduced CTA and allotted some time on the agenda to discuss the Red Line Extension (RLE) project. In her introduction Ms. Johnson noted that the CTA was also invited to dispel notions that housing would be impacted within the Altgeld Gardens by the RLE project. Ms. Fratinardo provided an introduction, explained the project background, and noted recent momentum in progressing through the federal funding process. Ms. Fratinardo used two exhibit boards displaying potential station layouts north and south of 130th Street to describe the 130th St. station location opportunities. Ms. Fratinardo shared CTA's main goal in attending the meeting was to request input regarding these locations.

Representatives from TCA Health, a clinic with its main location at 1029 E. 130th Street, were also present after communication with Ms. Stubblefield regarding CTA's desire to solicit input on the 130th St. station location. The TCA Health staff continued a brief discussion with RLE project team members in the hallway after the presentation. They emphasized possibilities the new station could provide for their business including better access for staff and patients traveling from different areas. They noted the possibility of adding additional medical services, should transportation to their location improve. The TCA staff members explained their concerns are different than local residents but look forward to further communication with CTA.

Additional questions and concerns discussed during the meeting are summarized below.

Discussion

Transportation to the Station

- Ms. Quid inquired if residents would still have to catch buses from the 130th Street station to get back to their homes in Altgeld Gardens, noting that she lives near 133rd Street in Block 17 of Altgeld Gardens.
 - Ms. Fratinardo noted that future changes to bus service will likely occur as a result of RLE, the details are currently not known. .
- A PCR stakeholder attendee inquired if the 130th Street north station location would cost more money.
 - Ms. Fratinardo replied that the north station location is within the projected budget.
- Mr. Michael pointed out the south station option removes the need for pedestrians to travel under the roadway.
- Ms. Johnson reiterated that PCR is 100 percent supportive of the RLE project because the area lacks transit options with only one bus serving the community. PCR is willing to work with the CTA to ensure the new 130th station is a just transition for community.

Environmental Impacts

- Ms. Johnson has met with Chicago’s chief sustainability officer. During her discussion with the chief sustainability officer, she explained she wants CTA to electrify buses for environmental reasons. Ms. Johnson explained that the area is compromised environmentally so she does not want buses to exacerbate environmental issues. She has asked for the area to become a demonstration zone for electric buses. The community could have access to power sources at station to charge non-CTA electric vehicles as well.
- Ms. Johnson noted the proximity of the station location north of 130th Street to Metropolitan Water Reclamation District’s (MWRD’s) sludge beds. Ms. Johnson used the exhibit board showing the north station location to explain the layout of MWRD properties and water digesters to the group. She explained there are ten football field-long water digesters that are 100 feet deep on the MWRD property now. There are also water digesters on Indiana Avenue. Ms. Johnson shared MWRD has goals to add more digesters.
- Ms. Sharon Quid asked if the digesters improve air quality and whether the outlook is to obtain more digesters.
 - Ms. Johnson suggested tabling the discussion on MWRD and noted that community members interested in continuing that conversation could indicate their interest on the meeting sign-in sheet. Ms. Johnson added that the object that looks like solar panel near 111th Street is actually an air quality monitor and more air quality monitors are on the way.

Property Impacts

- Ms. Clarke asked about proximity of the station to TCA Health’s parking lot. She stated that plans always change with construction and the current exhibit shows the station outline near the health center’s rear gate. Ms. Clarke inquired about the proximity of the station to TCA Health.
 - Ms. Stubblefield and Ms. Fratinardo noted concepts depicted on exhibit boards are not final and there is room for further refinement.
 - Community members noted there is already a fence up around the demolished blocks. Ms. Fratinardo noted that this fencing is not affiliated with CTA.

Economic Opportunities

- Ms. Johnson shared that PCR is supportive of the RLE project but has concerns about equity impacts. The Altgeld Gardens community has lost housing that previously was located on the plot now proposed for the 130th Street station location. Ms. Johnson expressed a desire to see an equity tradeoff for the land. Ms. Johnson expressed an interest



what the community will receive in exchange for giving up housing on Altgeld Gardens' blocks 11-13.

- Ms. Johnson explained that commercial strips are often located near transit stations so PCR hopes to work with CTA on development near the 130th Street station.
- Ms. Mills asked about employment for community residents. Ms. Clarke added if the station is brought into the community, there has to be opportunities.
- Ms. Johnson shared that there should be contracting opportunities as well as jobs. She explained a desire for community ownership of business around and providing services to the station. Ms. Johnson expressed that business ownership is more sustainable than jobs. She inquired if there will be opportunities for contracts on maintenance to the station. Ms. Johnson stated the community's needs to be planning with CTA. Ms. Johnson stated at the end of the day, there will be jobs but the community wants more than jobs. Ms. Johnson indicated she does not want an influx for big box stores. Ms. Johnson suggested to the group that they develop a committee that will work with CTA.
 - Ms. Fratinardo discussed the Transit-Supportive Development study and shared that the study will seek information on what the community wants in terms of development near the four new RLE stations.
- Ms. Johnson asked if CTA will purchase land from Chicago Housing Authority.
 - Ms. Fratinardo shared that many options are being discussed regarding the land but the CTA is focused on determining if the 130th Street south station option is feasible at the moment.
- A community member asked how the community could become involved with the RLE.
 - The CTA RLE staff noted there will be additional opportunities for the project team to come to community meetings like the one today. The project team passed out the Fall 2019 newsletter and benefits sheets, noting the project website and contact information for the RLE project. Participants were also invited to join the email list.

Action Items

- CTA to coordinate with TCA Health regarding impacts to their facilities.

Note: *Per Cheryl Johnson, she does not share the orgs sign-in sheets without prior approval of the committee; note for next meeting w/this group is to get their permission before or immediately following any presentation we deliver.*

Local Advisory Council (LAC) Altgeld Murray and TCA Health Meeting Minutes

February 25, 2020



Altgeld-Murray Local Advisory Council (LAC)

Tuesday, February 25, 2020

12:30 - 1:15 p.m.

Youth Center, 951 E. 132nd Place

Stakeholder Attendance

(8 people on leadership board, 7 residents/members in attendance outside of leadership)

- N. Momas, TCA Health
- D. Reep, TCA Health
- Marguerite Jacobs, Carver Park Advisory Council
- Bernadette Williams, Local Advisory Council
- Carrie Pullie, Metropolitan Family Services
- Synetta Brown,
- Lakisha Hanson, Metropolitan Family Services
- Veronica Clarke, TCA Health

Project Team Attendance:

- Marlise Fratinardo, Chicago Transit Authority (CTA)
- Ashley Walker, Chicago Transit Authority (CTA)
- Barbara Stubblefield, RLE Program Management team
- Kira Baltutis, RLE Program Management team

Overview

The 130th Street station presentation to the LAC (Local Advisory Council) of Altgeld-Murray began at approximately 12:45 p.m. following the meeting's initial prayer time and roll call. Ms. Stubblefield first introduced herself and Ms. Fratinardo, the primary presenter for the Red Line Extension (RLE) Chicago Transit Authority (CTA) staff and Program Management (PM) team, followed by introductions of Ms. Walker and Ms. Baltutis. Ms. Fratinardo first inquired if the meeting attendees had general knowledge of the RLE project, of which most of the room responded with head nods or a verbal acknowledge that they had some understanding of the RLE project. Ms. Fratinardo provided a general overview of the overall RLE project, and then discussed the proposed north and south 130th Street station locations using two boards displaying information about station locations at the front of the room.

Questions and concerns discussed during the meeting are summarized below.

Discussion

- Ms. Williams inquired if the 130th Street station presentation was being done to meet CTA compliance requirements since the station location was potentially moving from the north side of 130th Street to the south side of 130th Street.
 - Ms. Fratinardo replied that this was correct. The CTA has been performing briefings with the Altgeld Gardens community, local organizations and relevant agencies so that all parties were aware of RLE project updates as they occur.
- Ms. Williams inquired if the newly proposed plan for the 130th Street station was to locate the station on the south side of 130th Street.



- Ms. Fratinardo replied that the CTA is in the process of proposing a new location on the south side of 130th Street but there has not yet been a decision regarding the location of the 130th Street station location. Ms. Fratinardo emphasized that the CTA would first study the south location through an engineering analysis to determine if the south location is the better location to move forward. Ms. Fratinardo noted the south location's proximity to Altgeld Gardens' residents as a significant benefit.
- A LAC member inquired about a former plan to construct the 130th Street station near the expressway, similar to the 95th/Dan Ryan station on the overpass.
 - Ms. Fratinardo explained that the previously proposed 130th Street station location on the north side of 130th Street was part of a former plan presented to the public. She noted that the station would not span over any roadway, as the new 95th/Dan Ryan station does. She noted that the north location was the best available option during the Draft EIS but is more isolated and closer to the Metropolitan Water Reclamation District (MWRD) water treatment plant-meaning less desirable for riders- while the south location is closer to the population center of Altgeld Gardens residents.
- Ms. Williams commented that she felt like the CTA was selling a dream to the LAC that hadn't manifested yet. She commented that she felt like the plan may not be a possibility or wouldn't ultimately be implemented. Ms. Williams commented that she knew the CTA would need to discuss the 130th Street station.
 - Ms. Fratinardo responded that CTA is deeply committed to the project and recently committed \$310M in its 2020 budget.
- A LAC member inquired if the proposal for the station on the south side of 130th Street implied that there would be another stop in addition to the four main stations that are part of the RLE.
 - Ms. Fratinardo replied that the 130th Street south station location would be the fourth and final stop, not an additional stop on the RLE.
- A LAC member commented that the station graphics on the board presentation should be more visible so that the overall proposal to move the 130th Street station location is clear to the audience. The LAC member commented that she was thinking of the overpass as the new station location but after hearing part of the presentation, the 130th Street station will not be similar to the 95th/Dan Ryan station regarding its location and layout.
 - Ms. Fratinardo acknowledged that the boards were difficult to see; the boards were carried around the room to help attendees see them.
- A LAC member inquired if the 130th Street station would be comparable to stations such as the 87th Street station, in terms of the size, layout, and access points.
 - Ms. Fratinardo replied that the 130th Street station would have basic station characteristics similar to the 87th Street station but that no design currently exists for the 130th Street station, which would be a terminal station. Ms. Fratinardo referred to the rendering in the RLE Fall 2019 newsletter, which Ms. Stubblefield passed out to the meeting attendees. Ms. Fratinardo noted that the tracks leading up to the 130th Street station would be at-grade - unlike the rendering- so that access to the 130th Street station would also be at the street level.
- Ms. Stubblefield commented that the 130th Street south station location was a proposal. She noted that initially the north station location was part of the original plan but recently, the CTA discovered that blocks 11-13 in Altgeld Gardens had become available.
 - Ms. Williams commented that she believed the Chicago Housing Authority had intentions on giving the land to CTA, but the land isn't to be donated to CTA, per CHA's own policy.

- A LAC member commented that having the 130th Street station location on the east side of Altgeld Gardens was not convenient for people living on the west end, as residents on the opposite side of Altgeld Gardens would have to travel to the 130th Street station.
 - Ms. Fratinardo noted that this observation was a good point. She noted that the CTA will plan to enhance bus service as needed to ensure that all stations for the RLE have appropriate accessibility and good bus connections.
- A LAC member inquired if the entire RLE was elevated.
 - Ms. Fratinardo replied that the RLE will be elevated from the 95th/Dan Ryan station to 119th Street and at-grade from 119th Street to the 130th Street station.
- A LAC member commented that the RLE project was difficult to understand and receive updates about the project because the Altgeld Gardens community is out of the CTA's way (in terms of how far the community is from Loop). The member commented that because of how far away the Altgeld Gardens community is, the community doesn't hear information about the RLE as much.
 - Ms. Fratinardo replied that during this meeting and other community meetings and open houses, the CTA RLE team would be disseminating information and collecting comments and feedback from the community to ensure their voices are heard. Ms. Fratinardo explained that the upcoming Transit-Supportive Development (TSD) study will also capture community feedback on the RLE stations during public outreach meetings and will collect comments on what types of development the community members would like to see near the stations.
 - Ms. Stubblefield noted that if the attendees wanted to receive updates on the RLE, she could collect contact information from those who wanted to give her their email address, or they could reach out to her with their contact information. Ms. Stubblefield provided her email address for those attendees that preferred to reach out to her directly.
- A LAC member asked if the CTA RLE team could alert the LAC to other meetings that were being held in the near future.
 - Ms. Fratinardo replied that this meeting was the last meeting scheduled in Altgeld Gardens for the time being to discuss the proposed 130th Street south station location but that the CTA RLE team would be happy to schedule future meetings if requested.
- A LAC member noted that the group would like to have more information on the RLE and potentially speak further about the project and the 130th Street station.
 - Ms. Fratinardo noted that an overall RLE PowerPoint was available for the attendees to view as well as other project materials were available on the RLE website, including the newsletter and fact sheet. The Benefits Sheets distributed today are also information to be used. She also noted that Ms. Stubblefield is providing oversight on the workforce development component of the RLE.
- Ms. Williams inquired about workforce development for the RLE and how the CTA planned to receive applications for jobs and contractors.
 - Ms. Stubblefield replied that there would be a Disadvantaged Business Enterprise (DBE) program as part of the CTA's process of identifying firms and partners to contract with. Ms. Stubblefield noted that she had created a draft of a comprehensive workforce development plan to address any and all barriers that would arise regarding jobs and careers for this project. Ms. Stubblefield noted that she was working with O-H Community Partners who will be taking the plan and improving it, to ensure the plan will address workforce for RLE and that there would be numerous careers with the RLE.
- Ms. Williams inquired if these jobs with the RLE would be union jobs.

- Ms. Stubblefield replied that there would be a variety of positions with the RLE, and while some of the jobs would be construction-related, not everyone would be seeking construction positions.
- A LAC member inquired if there would be staff positions with the CTA available to residents.
 - Ms. Stubblefield replied that there potentially would be staff positions available at the CTA. She noted that the workforce development component of the RLE would seek to train people for a variety of positions so that they could be trained to perform work for other projects beyond the RLE.
- A LAC member noted that they wanted the CTA to be a community partner with Altgeld Gardens and to utilize the community partners that were already working with Altgeld Gardens. The member noted that Altgeld Gardens was partnering with Metropolitan Family Services on various initiatives.
 - Ms. Stubblefield and Ms. Fratinardo replied that the CTA is seeking community partners.
 - Ms. Williams commented that the CTA has to work with community partners.
 - Ms. Fratinardo replied that CTA plans to work with community partners.
- A LAC member (and representative of Metropolitan Family Services) inquired about the time savings from the 130th Street station in Altgeld Gardens to downtown Chicago.
 - Ms. Fratinardo noted that the time savings would be approximately 20 minutes from Altgeld Gardens to downtown Chicago.

Closing Remarks

The presentation wrapped up with Ms. Fratinardo explaining the information presented on the RLE Benefits Sheets. Ms. Fratinardo noted that the CTA was set to begin the next phase of the project, during the next two years that would include preparing the Final EIS and engineering drawings. The CTA would move onto the next phase of the project following that process. Ms. Fratinardo thanked the attendees for their time and attention and asked for anyone to email Ms. Stubblefield or the general RLE email address with concerns or follow-up questions.

Action Items:

- CTA is open to meeting with Ms. Williams & the LAC regarding RLE and the location of the 130th Street station.

Supplemental Environmental Assessment

Bang The Table Screenshots



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RLE will bring access, equity, and economic opportunity to the Far South Side by connecting people to direct and sustainable rail transit.



Welcome to CTA's Red Line Extension (RLE) community engagement site!

We're glad you're here. Please use this page to provide feedback, ask questions, and interact with your fellow community members about the ongoing RLE project initiatives!

If you're new to the RLE Project, we encourage you to [click here](#) to learn more.

At this time, we're currently seeking your input on the following two RLE initiatives:

Transit-Supportive Development Plan

Now through summer 2021, we're developing a Comprehensive Plan to help guide future development around the four new RLE rail stations. The Plan's development will rely on **YOUR** input as a community member to help determine the needs and priorities of the project area.

The project team learned about the community's vision at four station area meetings in January & February, and we presented the next steps in the process at the community meetings in May. Be on the lookout for more information on this website, or you can [click here](#) to be added to the RLE contact list for email updates!

Not familiar with the plan? [Click here](#) to learn more. Share your thoughts and ideas on the TSD Plan using any of the feedback options listed below.

Environmental Analysis

REGISTER Create an account to stay involved!

TSD Plan Timeline

Winter 2020
Discovery

- 1st Community Meeting (view meeting materials)
- Existing Conditions and Inventory Analysis
- Land Use and Zoning Analysis
- Market Analysis

Spring 2021 **Current**
Creating a Vision

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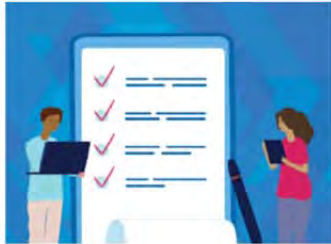
Not familiar with the plan? [Click here](#) to learn more. Share your thoughts and ideas on the TSD Plan using any of the feedback options listed below.

Environmental Analysis

At the same time, we're also completing the next phase of the RLE environmental review process, a Supplemental Environmental Assessment (EA). To learn more about the environmental review process and Supplemental EA, [click here](#).

If you have a comment or question regarding the Supplemental EA, please submit using *only* the [Send Us A Message](#) or [Ask Us A Question](#) options below.

Your voice is important, and we look forward to hearing from you!



REGISTER

Create an account to stay involved!

TSD Plan Timeline

Winter 2020

Discovery

- 1st Community Meeting (view meeting materials)
- Existing Conditions and Inventory Analysis
- Land Use and Zoning Analysis
- Market Analysis

Spring 2021 **CURRENT**

Creating a Vision

- 2nd Community Meeting
- Preliminary Planning Concepts
- Economic Development Analysis

Summer and Fall 2021

Creating a Plan

- 3rd Community Meeting
- Plan Recommendations
- Final Report



Translate this page

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Search



Home > Visioning Survey > Transit Supportive Development Plan

Visioning Survey - Transit Supportive Development Plan



Thank you for participating in this survey! Your responses will help us, the CTA project team, to understand the existing conditions and future potential regarding development in the Red Line Extension (RLE) community area - what's going well now, what's needed, and what you prioritize in your vision for the future. We will use the results of this survey to inform the RLE Transit-Supportive Development (TSD) Plan.

The RLE Transit-Supportive Development (TSD) Plan will identify options to:

- Encourage economic development along the transit corridor
- Engage private sector investment
- Identify infrastructure needs
- Foster multimodal connectivity and bike/pedestrian access
- Ensure continued affordability

The TSD Plan covers approximately 20 square miles and 100,000 people. The plan touches on eight community areas including portions of Washington Heights, Roseland, Pullman, Morgan Park, West Pullman, Riverdale, South Deering, Hegewisch, and the Village of Calumet Park.

[Click here](#) to learn more about the TSD Plan.



TSD Plan Study Area

VISIONING SURVEY

Visioning Survey

References to "the community" generally include the area of the Far South Side described above and shown on the map. **The survey should take about 5-10 minutes to complete. All responses will be kept confidential.**

Survey starts

Finish



REGISTER

Create an account to stay involved!

Quick Poll

What do you think of this website?



- I like it!
- It's okay, but it could use some work.
- It's not my favorite.

View Results

Submit

Additional Activities

[Sign up for station area meetings](#)

[Ideas Wall](#)

[Pin your suggestions on a map](#)

[Contact us](#)



Red Line Extension Community Opportunities

Please use this map to identify areas that are great, areas that need improvement, or any new idea you have for the community.

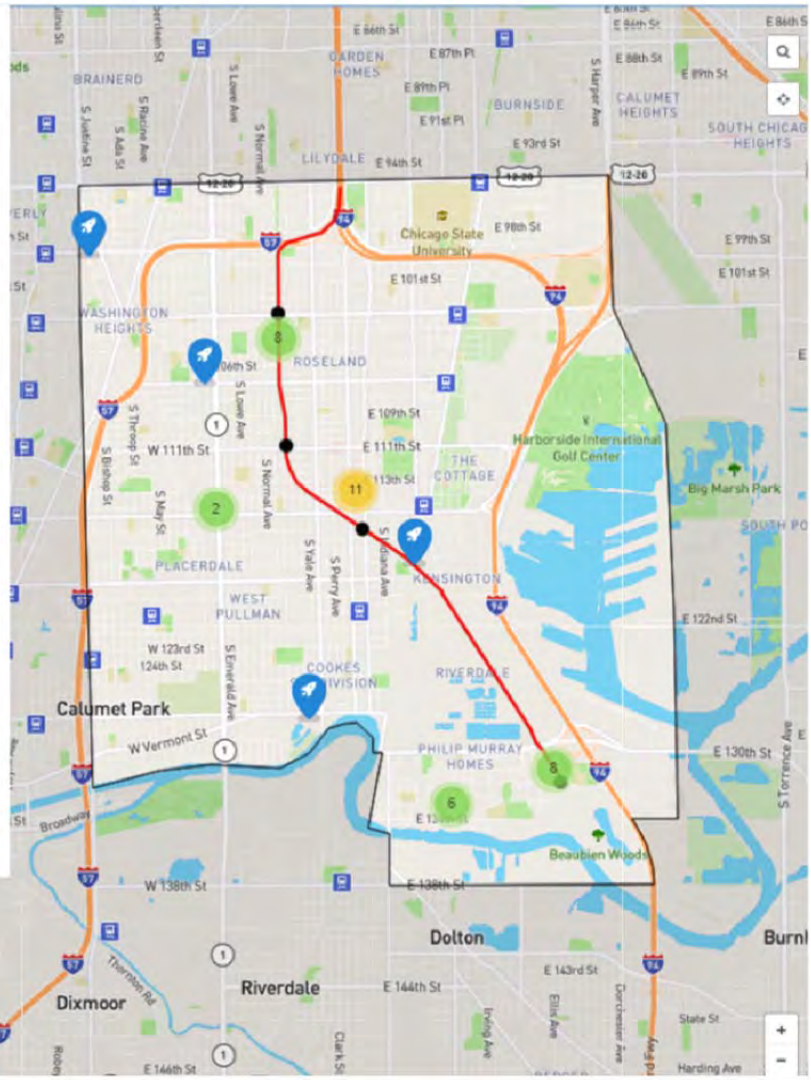
Use the menu on the left to operate the mapping tools.



- View map information
- Add a pin to the map
- Select the pins you want to see
- See who's added pins to the map

Map Elements

- This is great!
- Here's an idea
- Needs improvement
- RLE Preferred Alignment
- RLE station
- RLE project area



Bang The Table Visioning Survey Summary

Project Report

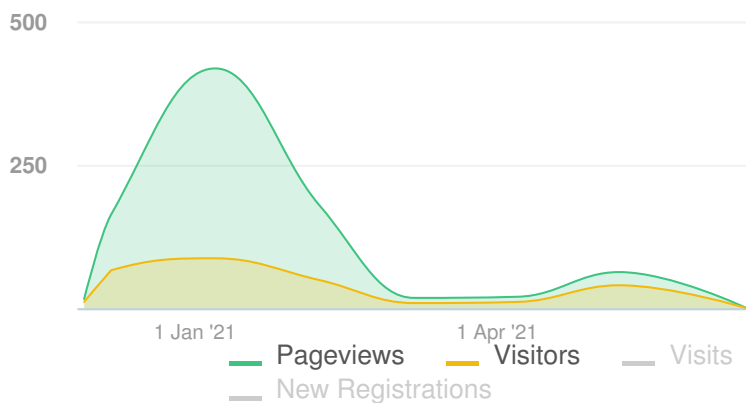
23 November 2020 - 08 June 2021

Red Line Extension Engagement

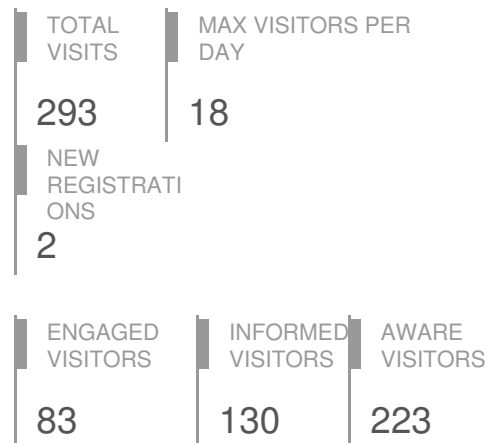
Visioning Survey - Transit Supportive Development Plan



Visitors Summary



Highlights



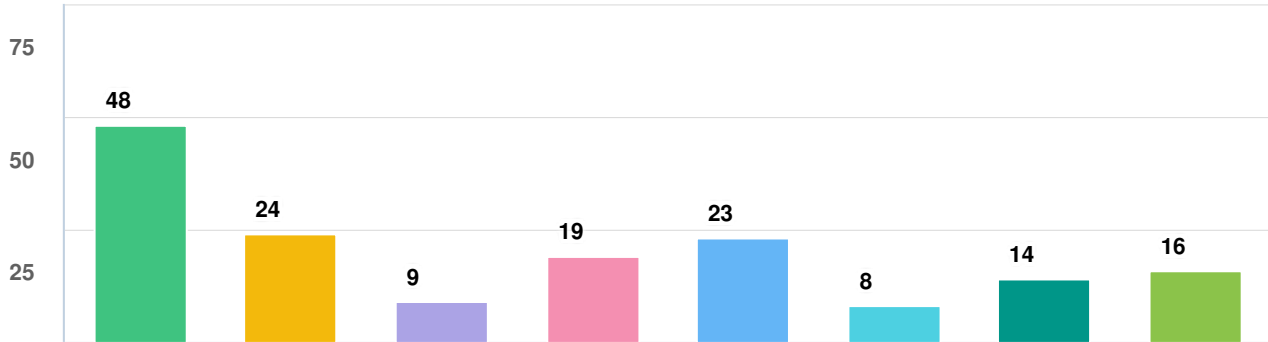
Aware Participants		Engaged Participants	
	223		83
Aware Actions Performed	Participants	Engaged Actions Performed	Registered Unverified Anonymous
Visited a Project or Tool Page	223	Contributed on Forums	0 0 0
Informed Participants	130	Participated in Surveys	30 4 43
Informed Actions Performed	Participants	Contributed to Newsfeeds	0 0 0
Viewed a video	0	Participated in Quick Polls	18 0 22
Viewed a photo	0	Posted on Guestbooks	0 0 0
Downloaded a document	0	Contributed to Stories	0 0 0
Visited the Key Dates page	0	Asked Questions	0 0 0
Visited an FAQ list Page	0	Placed Pins on Places	0 0 0
Visited Instagram Page	0	Contributed to Ideas	0 0 0
Visited Multiple Project Pages	50		
Contributed to a tool (engaged)	83		

ENGAGEMENT TOOL: SURVEY TOOL

Closed: RLE Community Area Survey #1

Visitors 120	Contributors 74	CONTRIBUTIONS 74
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What is your relationship to the Red Line Extension community area described above? (choose all that apply)



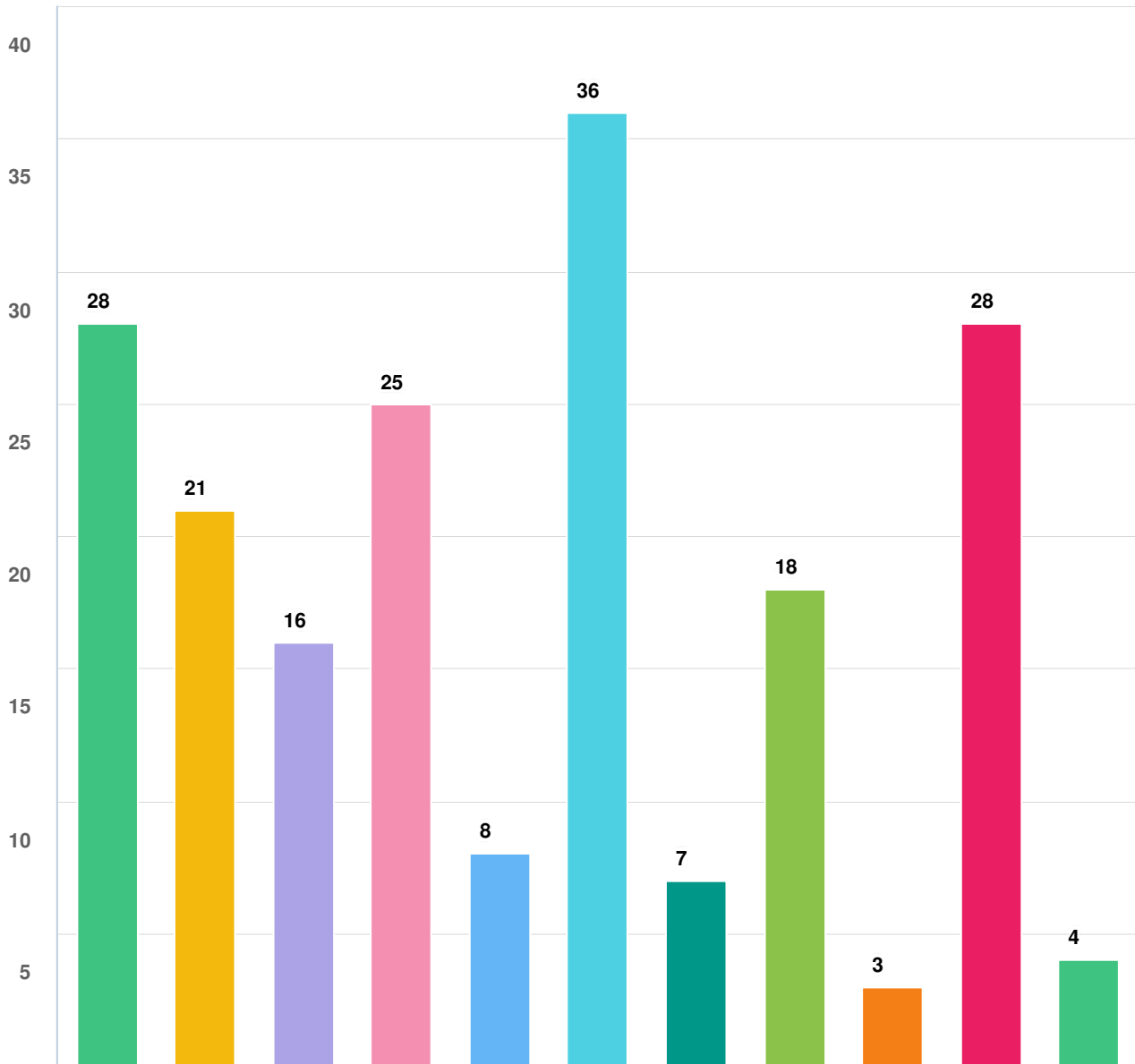
Question options

- I live in the area
- My family lives in the area
- I or a family member works in the area
- My family shops in the area
- My family enjoys the parks and recreation in the area
- My family attends school in the area
- I represent a public agency or non-profit whose mission or scope impacts the Red Line Extension community
- I do not have a direct connection to the study area, but I care about the success of Chicago's Far South communities

Mandatory Question (74 response(s))

Question type: Checkbox Question

What are the community's greatest strengths? (pick up to 3)



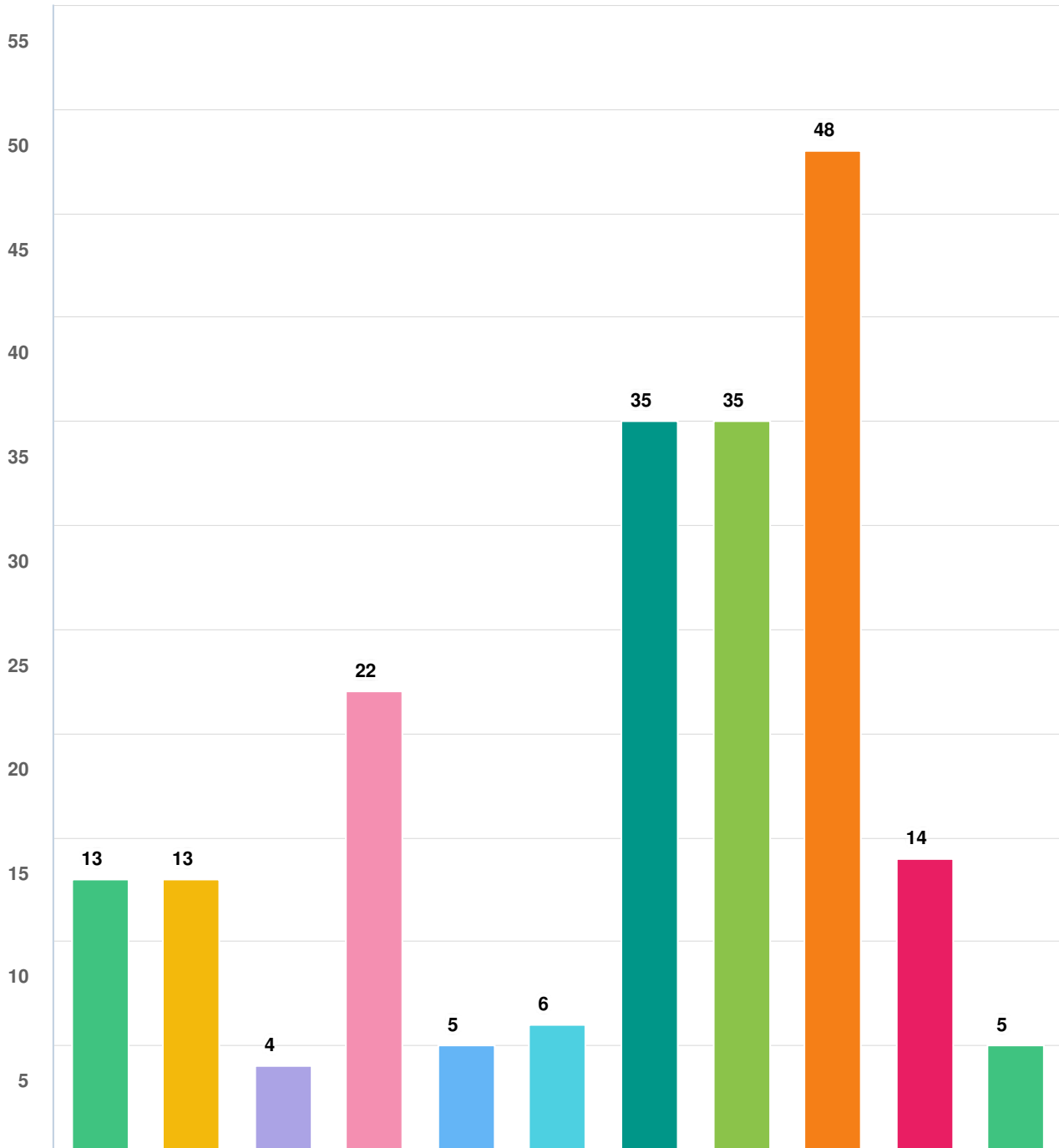
Question options

- Parks
- Schools (K-12)
- Civic and/or religious institutions
- Affordable housing
- Senior housing
- Traditional single-family housing
- Shopping
- Transit
- Jobs
- Historic buildings
- Other (please specify)

Optional question (74 response(s), 0 skipped)

Question type: Checkbox Question

What do you see as the community’s greatest development needs? (pick up to 3)



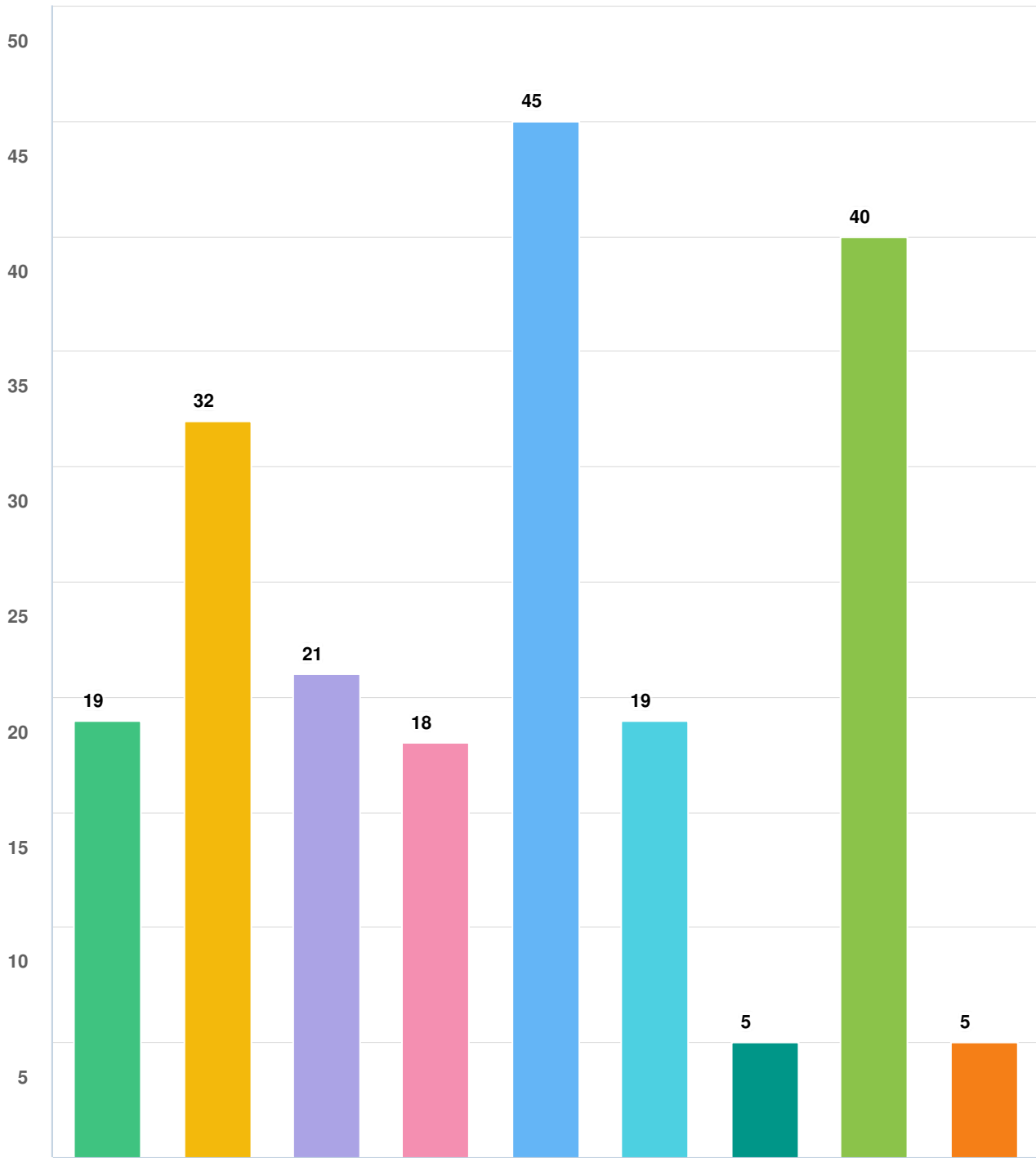
Question options

- Parks
- Schools (K-12)
- Civic and/or religious institutions
- Affordable housing
- Senior housing
- Traditional single-family housing
- Shopping
- Transit
- Jobs
- Historic preservation
- Other (please specify)

Optional question (72 response(s), 2 skipped)

Question type: Checkbox Question

What do you think discourages development in the community? (pick up to 3)



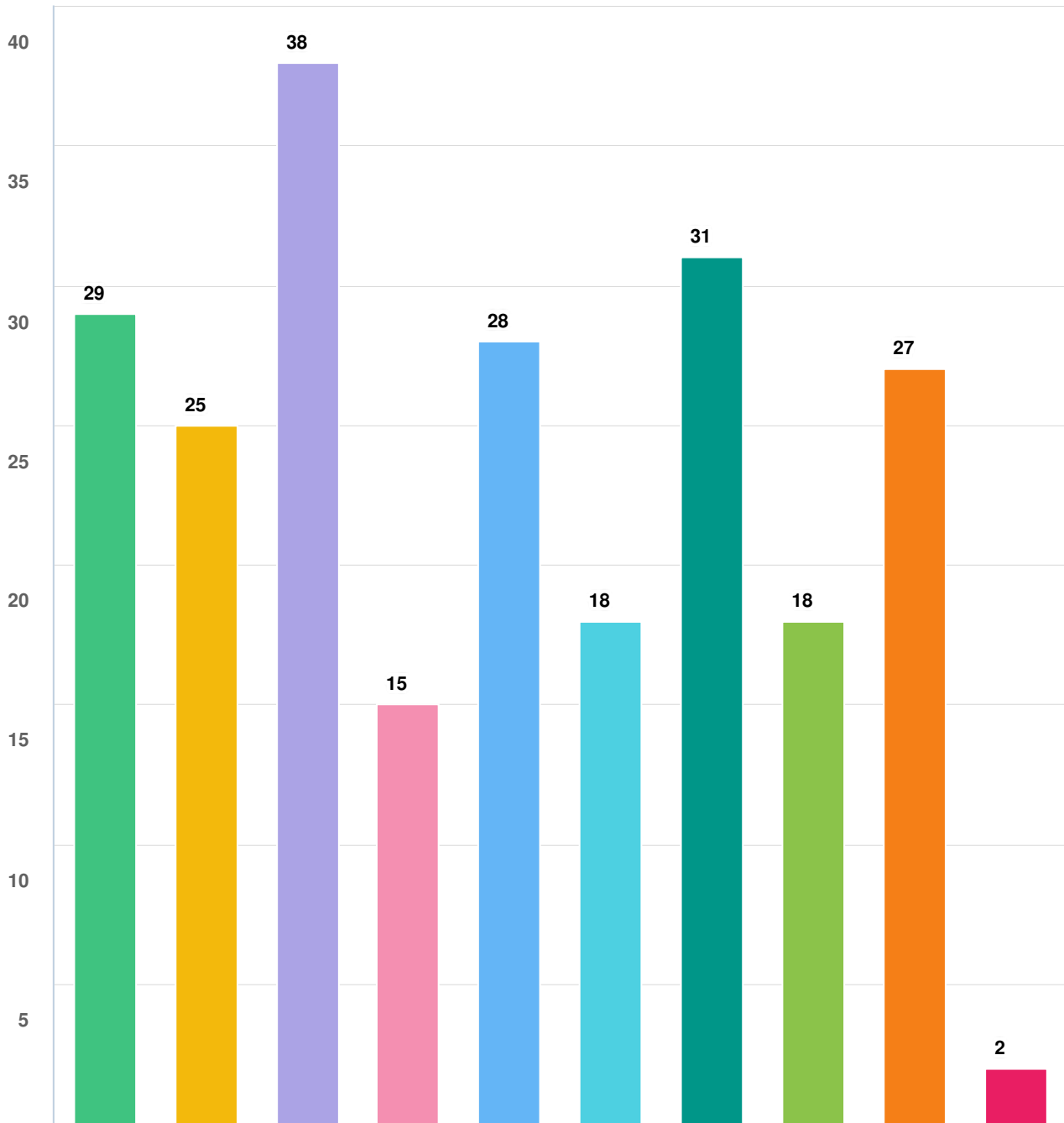
Question options

- Vacant land
- Vacant storefronts
- Vacant housing
- Absentee landlords and business owners
- Crime
- Poor land value
- Lack of density
- Ongoing disinvestment
- Other (please specify)

Optional question (73 response(s), 1 skipped)

Question type: Checkbox Question

What can help attract new investment and encourage development? (pick up to 3)



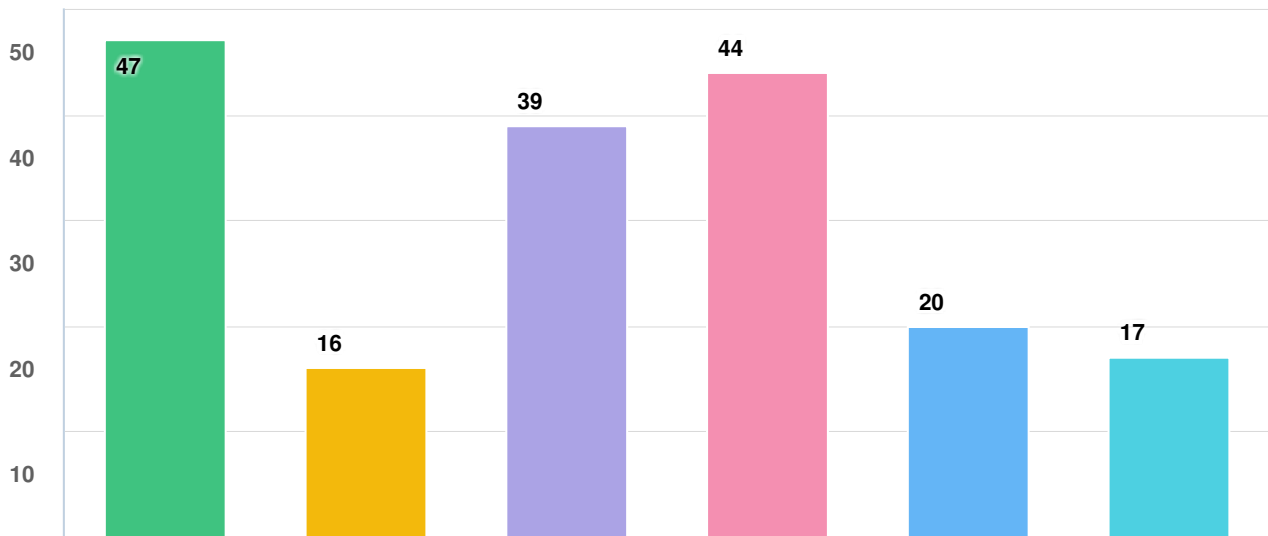
Question options

- Private investment from outside the community
 ● Local investment from within the community
 ● Grants and/or public funding
 ● More affordable housing
 ● Better (more, different) planning efforts
 ● Leadership
- Transit expansion
 ● Demolition of abandoned and unsafe buildings
 ● New homes on vacant lots
- Other (please specify)

Optional question (74 response(s), 0 skipped)

Question type: Checkbox Question

What type of additional housing is most needed? (pick up to 3)



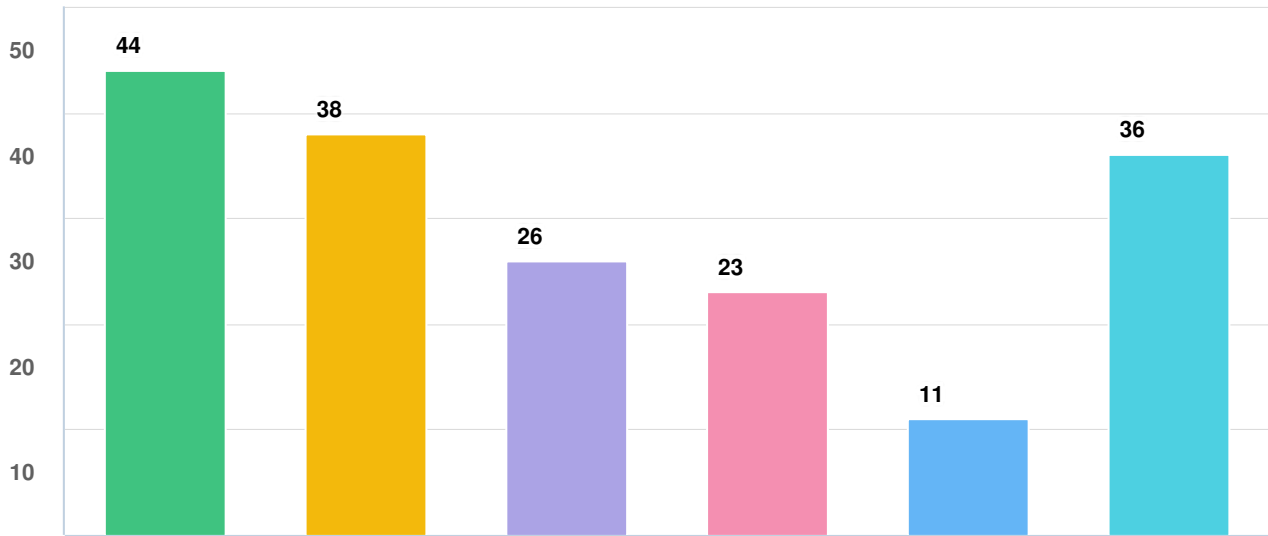
Question options

- Owner-occupied housing
- Rental housing
- Affordable housing
- Mixed-income
- Senior housing
- Veterans housing

Optional question (71 response(s), 3 skipped)

Question type: Checkbox Question

What scale of additional housing is most desired? (pick up to 3)



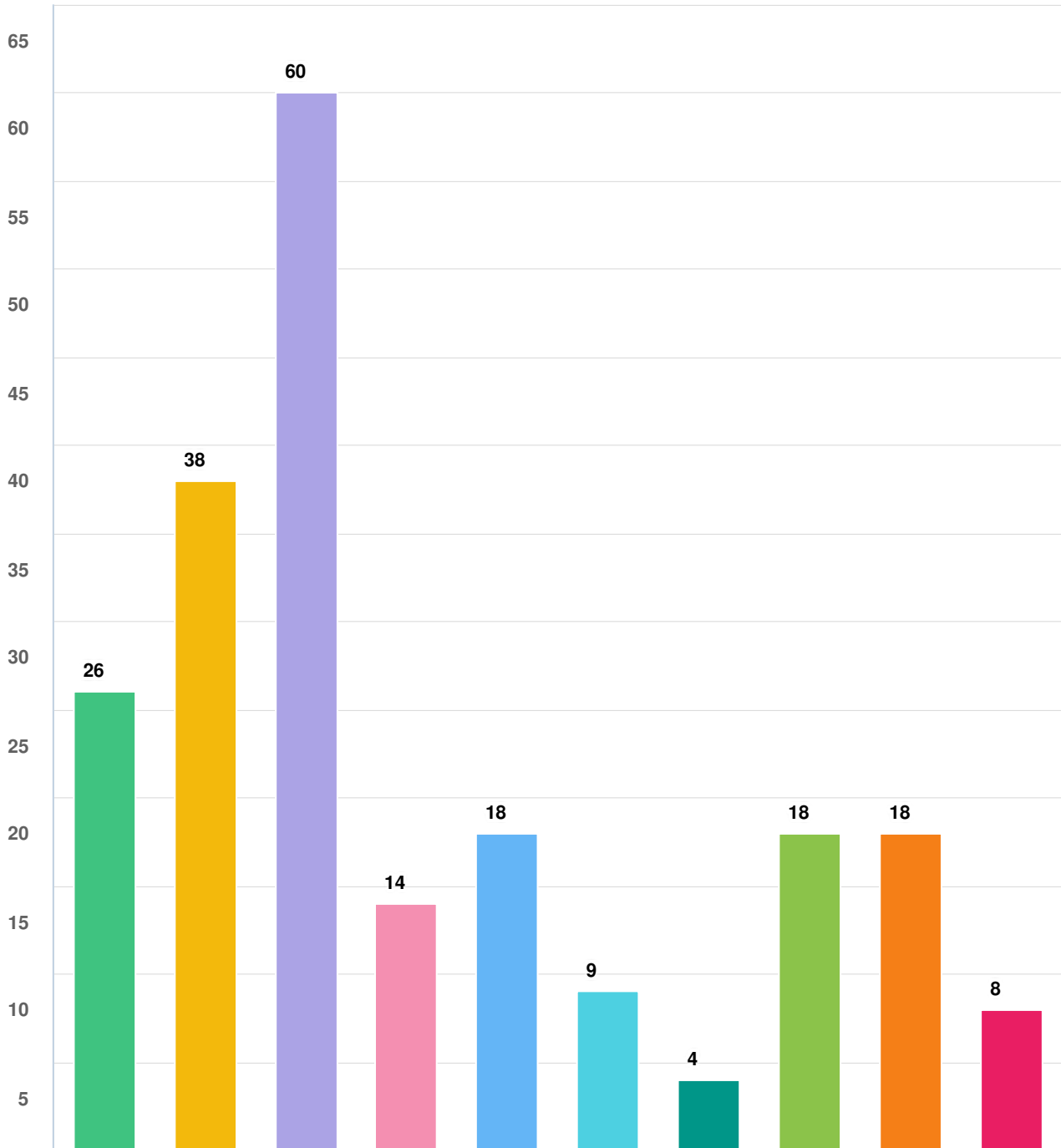
Question options

- Single-family homes
- Townhomes
- Two-flats and three-flats
- Small four-to-six unit buildings
- Mid-rise multi-family (up to 8 stories)
- Residential with ground floor commercial businesses

Optional question (73 response(s), 1 skipped)

Question type: Checkbox Question

What types of retail/commercial business would you most like to see in this community? (pick up to 3)



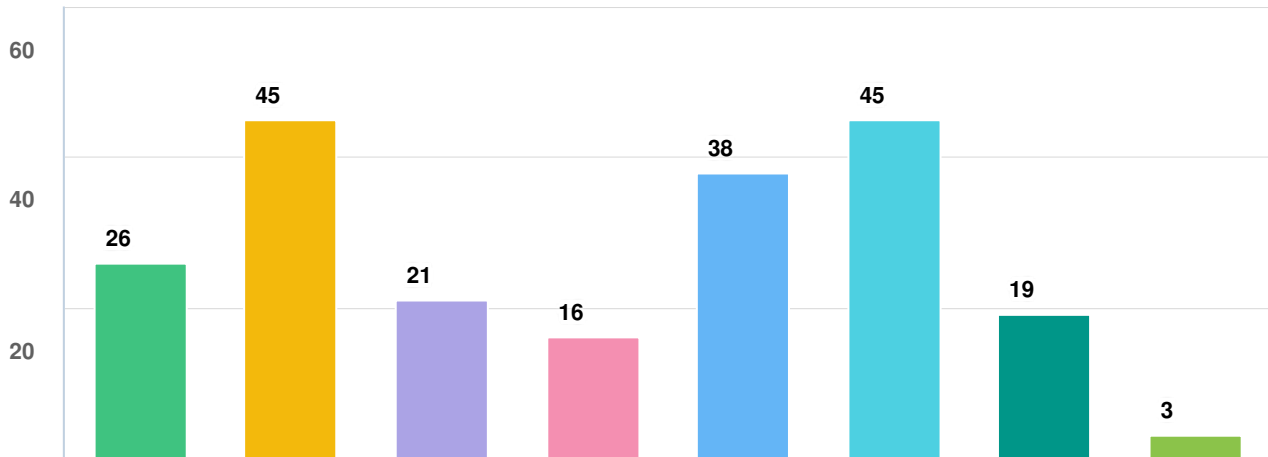
Question options

- National chain restaurants
 ● Locally owned cafes
 ● Grocery stores
 ● Pharmacies
 ● Locally owned boutiques
- Home improvement stores
 ● National chain clothing stores
 ● Medical, health and wellness services
- Personal services (such as salons, gyms, etc.)
 ● Professional services (such as legal, accounting, etc.)

Optional question (74 response(s), 0 skipped)

Question type: Checkbox Question

Which of the following cultural and civic elements would be desirable? (pick up to 3)



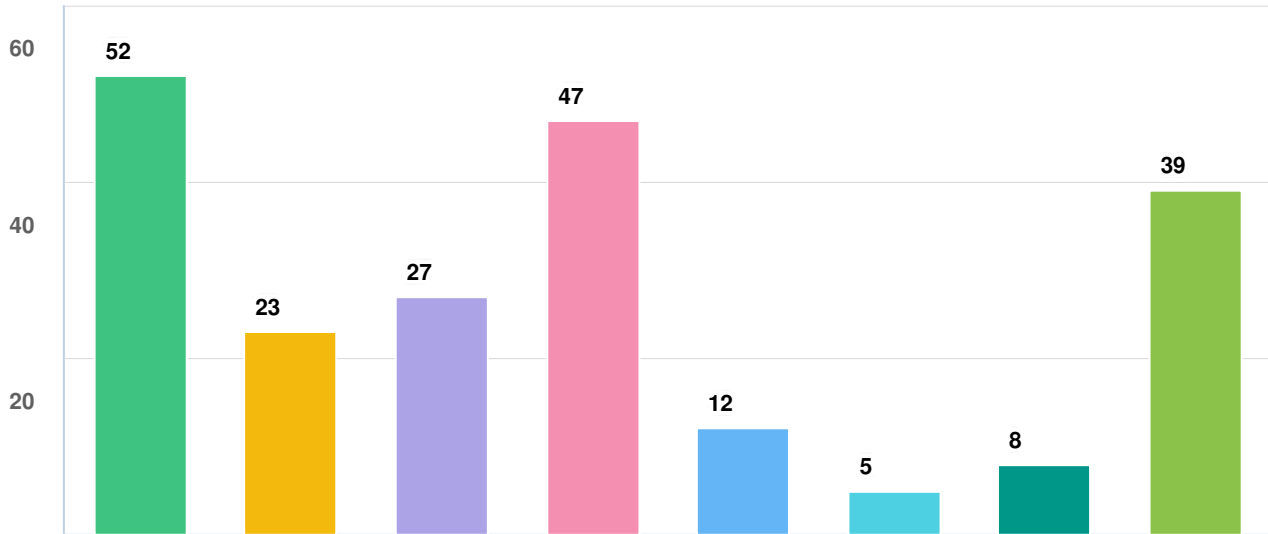
Question options

- Fine and performing arts venue
- Music venue or movie theater
- Library or community center
- Sports and recreation
- Cultural or educational center (such as a museum)
- Health hub (focused on wellness, inclusive of community health, resources for local entrepreneurs, healthy food sources, and the like)
- Support space for artists such as "maker space" artist studios and/or artist housing
- Other (please specify)

Optional question (73 response(s), 1 skipped)

Question type: Checkbox Question

Which of the following restaurant and dining options would be most desirable? (pick up to 3)



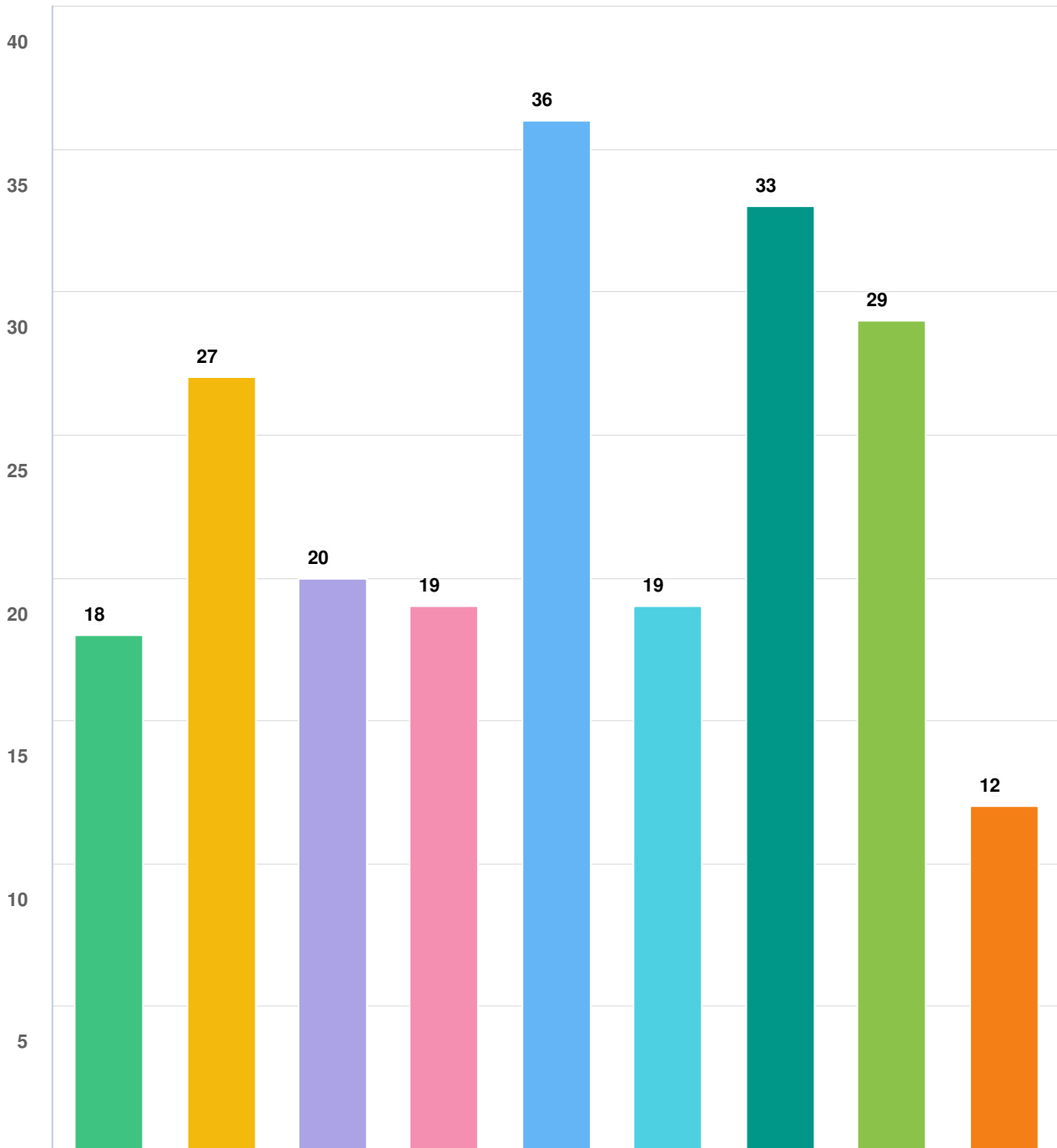
Question options

- Coffee shops or bakeries
- Fine dining
- Pub or casual restaurants
- Locally-owned restaurants
- Chain restaurants
- Fast food
- Food trucks
- Farmer's markets

Optional question (74 response(s), 0 skipped)

Question type: Checkbox Question

Which types of jobs would most benefit the community? (pick up to 3)



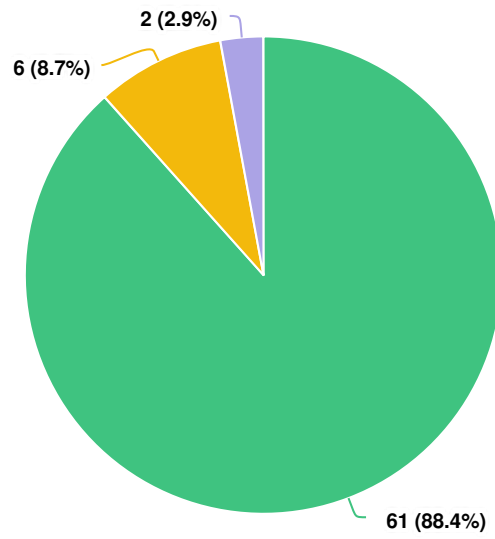
Question options

- Professional (such as lawyers and accountants)
 ● Healthcare practitioners
- Public sector (such as firefighters and teachers)
 ● Office and administrative support
● Retail and restaurants
- Construction
 ● Manufacturing
● Transportation and warehousing
● Maintenance and utilities

Optional question (72 response(s), 2 skipped)

Question type: Checkbox Question

Where do you live?



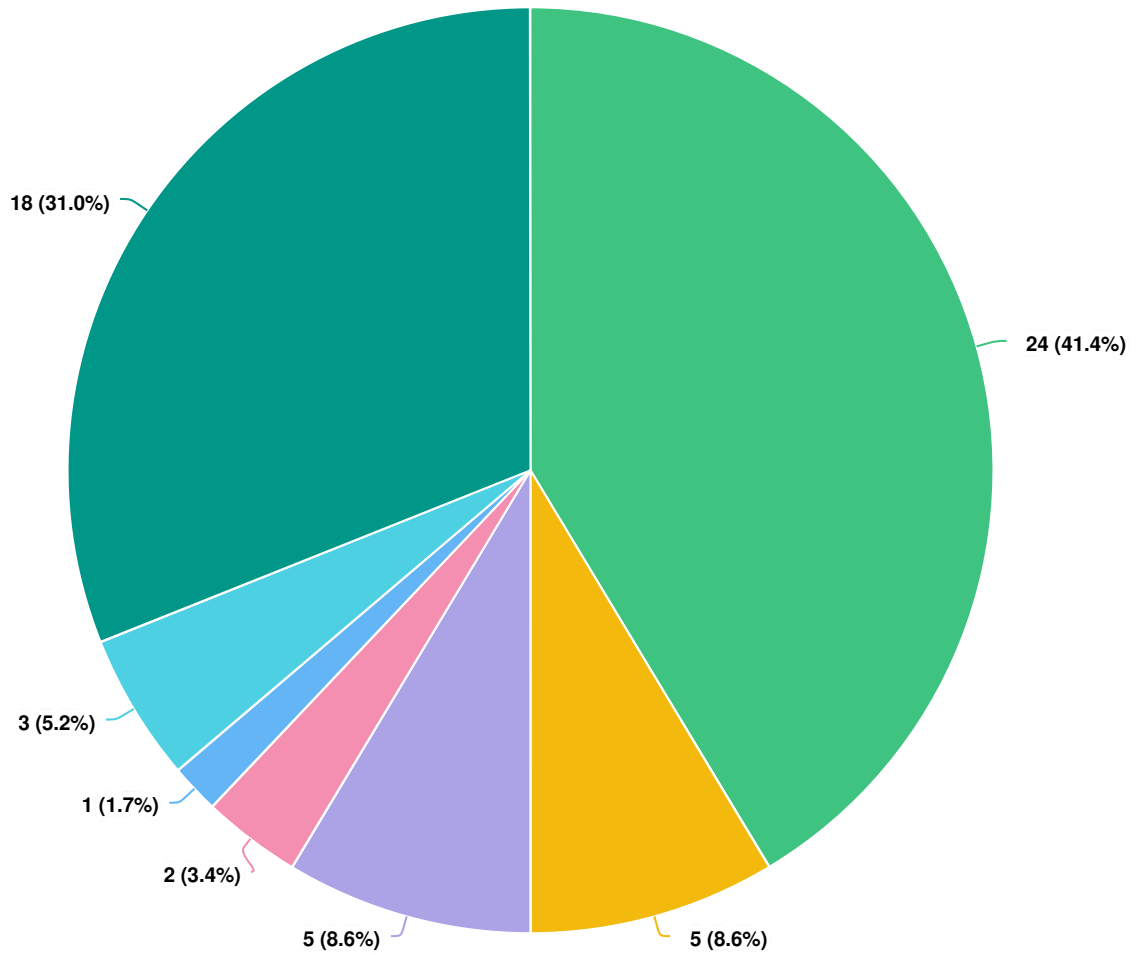
Question options

- City of Chicago
- Chicago Region/Chicago Suburbs
- Outside the Chicago Region

Mandatory Question (69 response(s))

Question type: Dropdown Question

Which Chicago neighborhood do you live in?



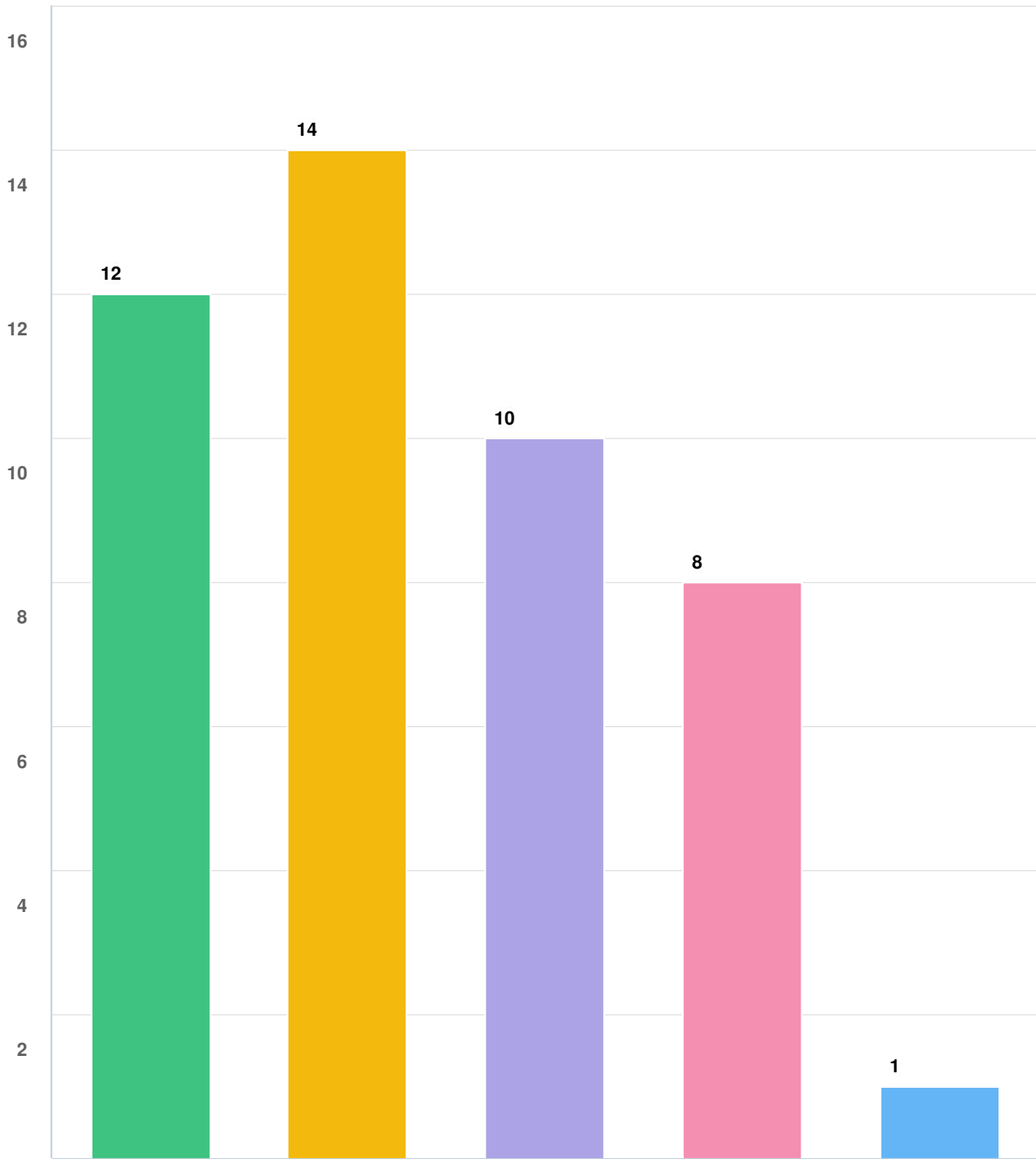
Question options

- Roseland
- Pullman
- West Pullman
- Riverdale
- Morgan Park
- Hegewisch
- Other (please specify)

Mandatory Question (58 response(s))

Question type: Dropdown Question

Which RLE station do you live closest to?



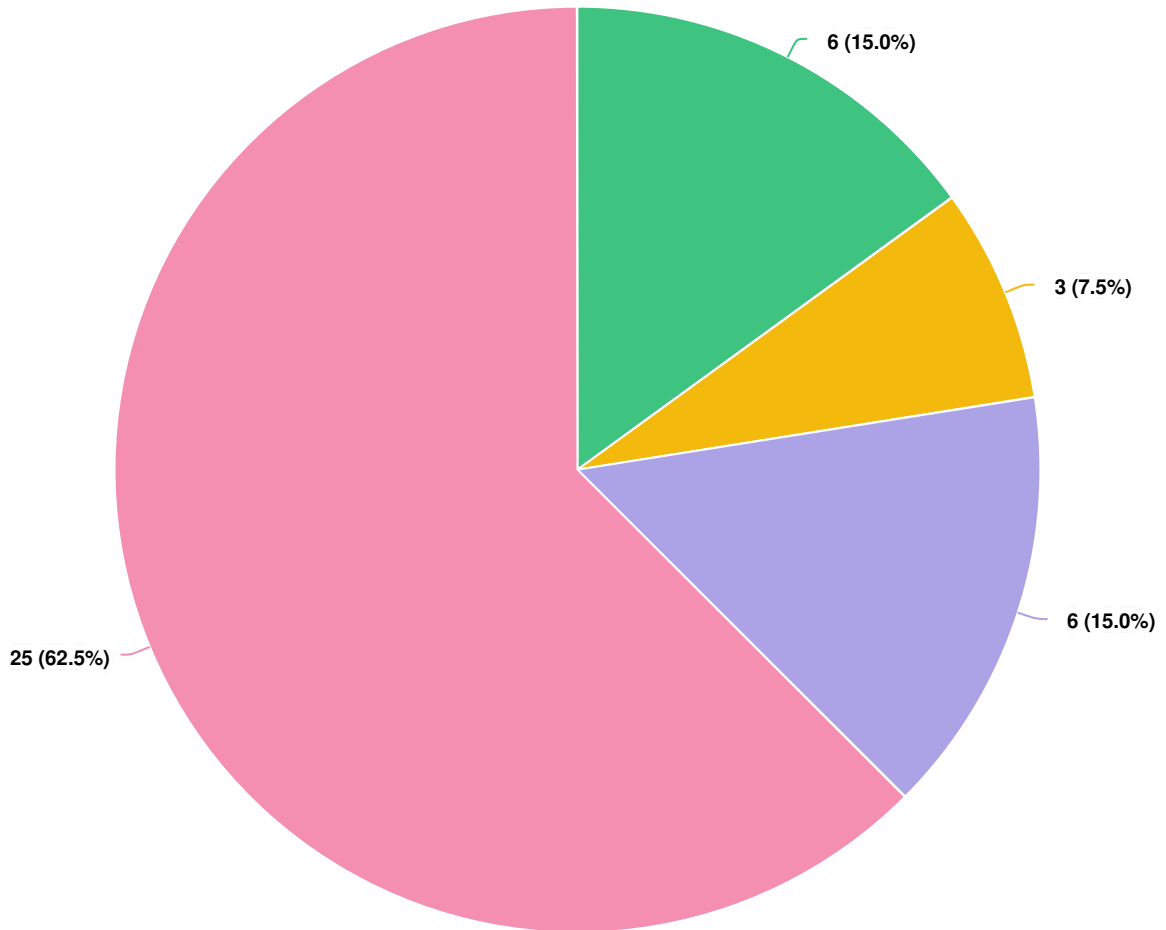
Question options

- 103rd Street station
- 111th Street station
- Michigan Avenue station
- 130th Street station
- I don't live near an RLE station

Mandatory Question (40 response(s))

Question type: Checkbox Question

How long have you lived there? (optional)



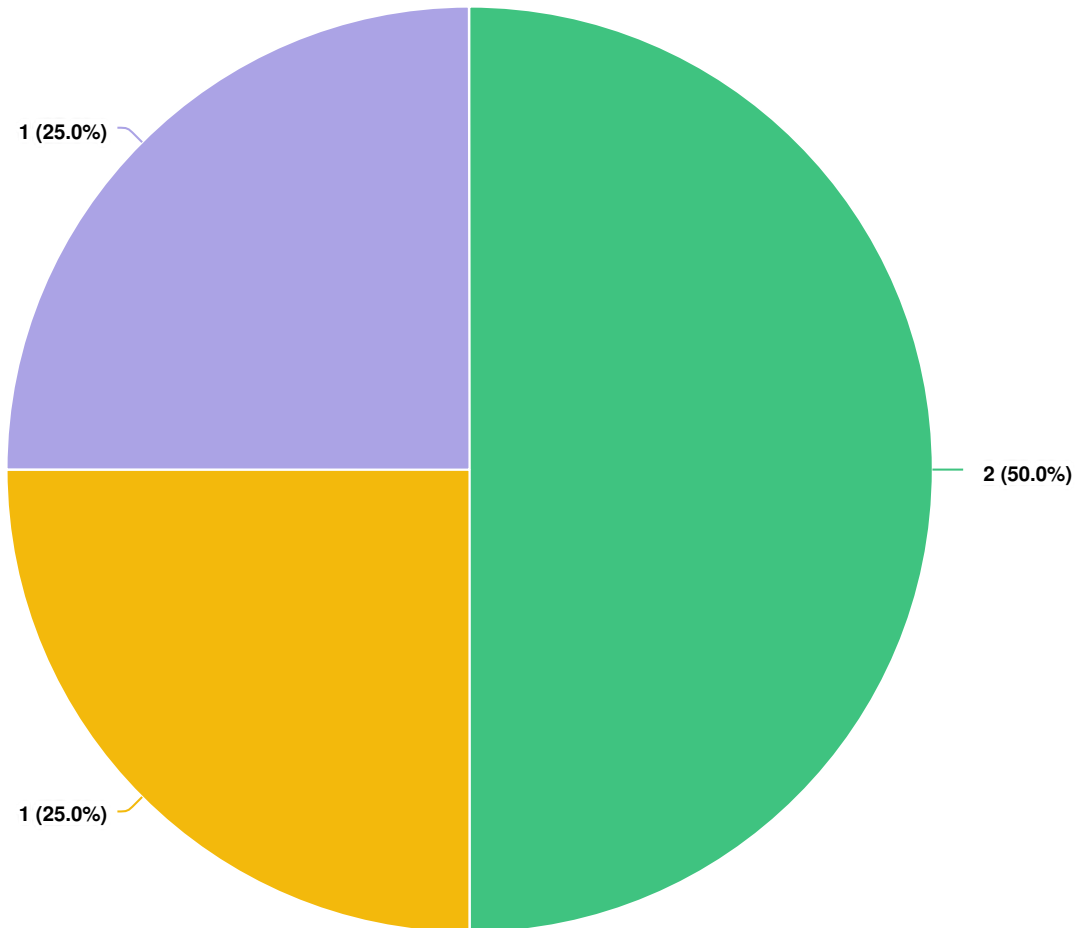
Question options

- 0-5 years
- 6-10 years
- 11-20 years
- More than 20 years

Optional question (40 response(s), 34 skipped)

Question type: Dropdown Question

Which county do you live in? (optional)



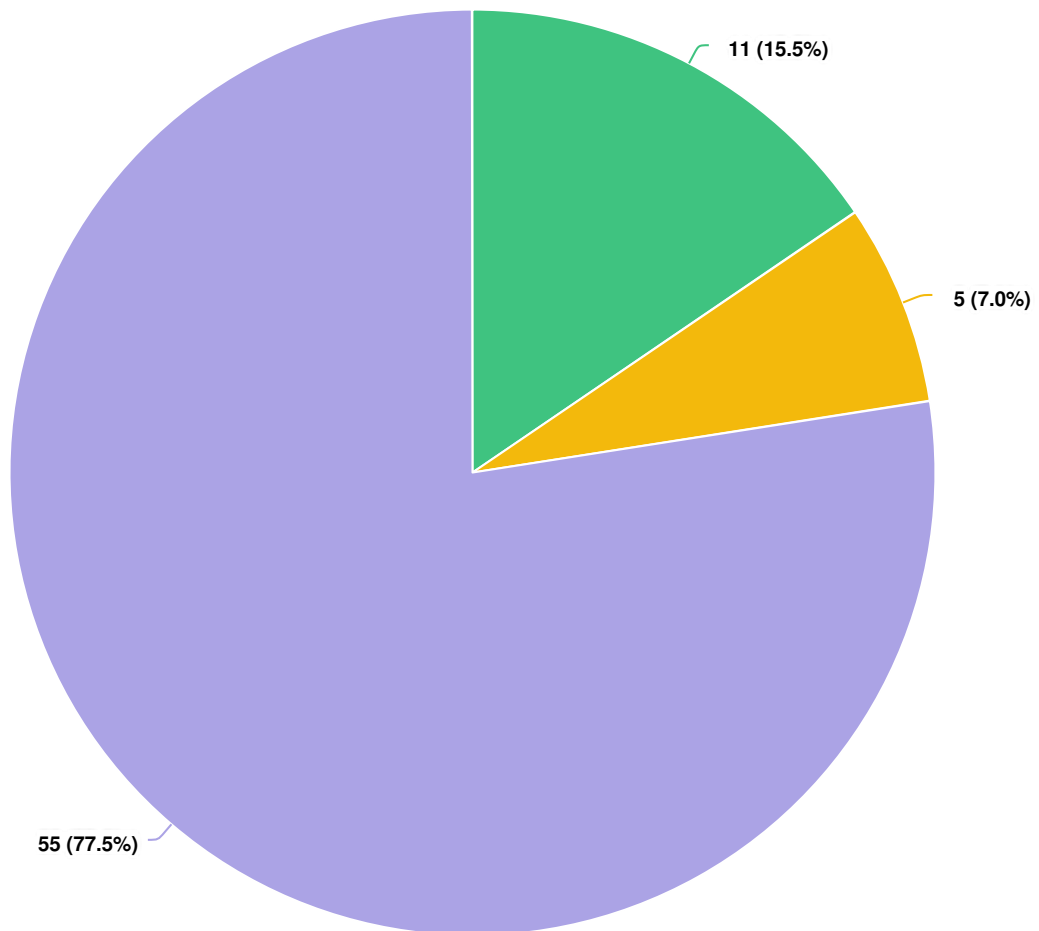
Question options

- Suburban Cook County
- Will County
- Other (please specify)

Optional question (4 response(s), 70 skipped)

Question type: Dropdown Question

Do you or your family member(s) work in the Red Line Extension community area?



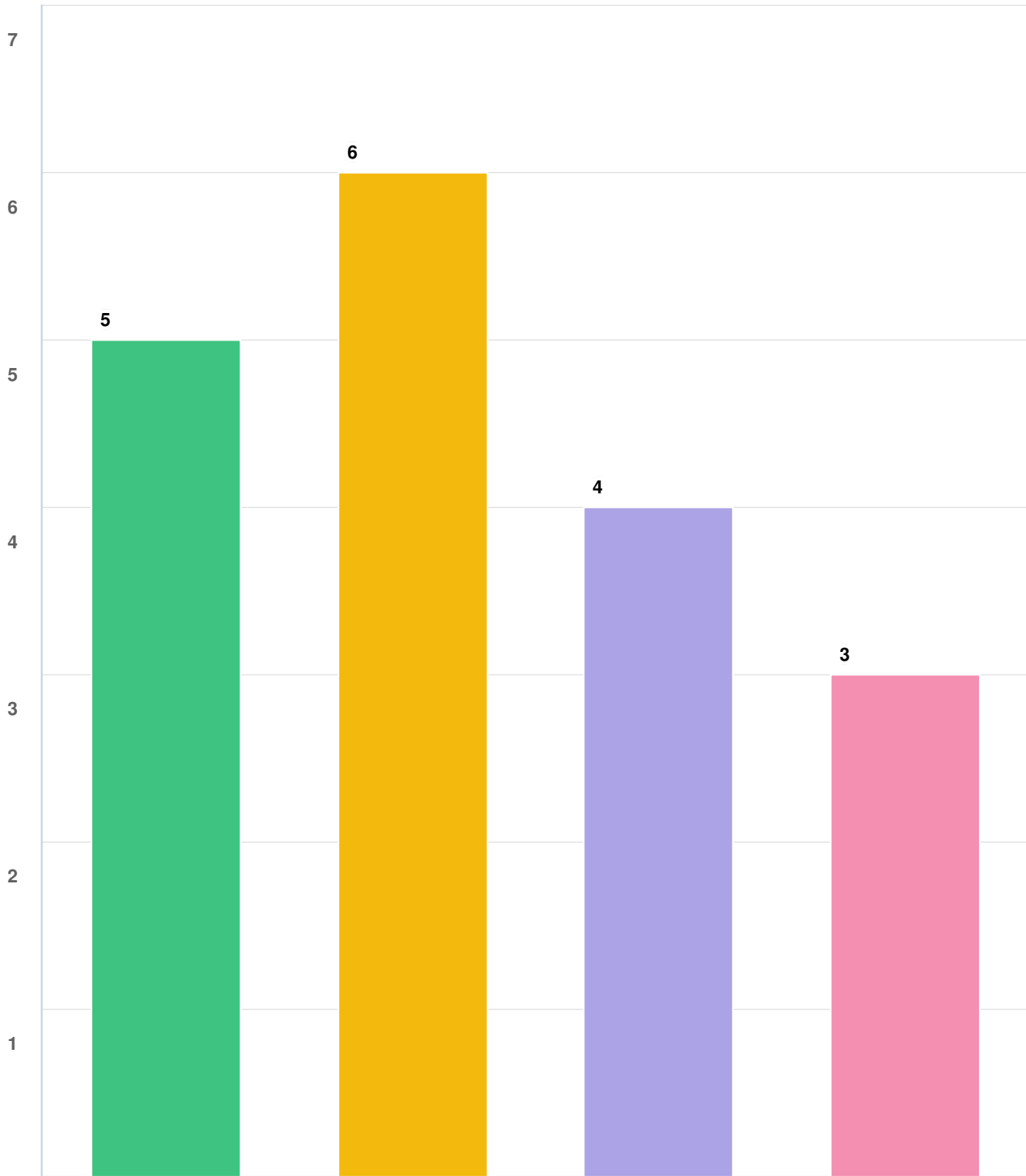
Question options

- Yes, I work in the area
- Yes, I have family that work in the area
- No

Mandatory Question (71 response(s))

Question type: Dropdown Question

Which RLE station do you or your family member(s) work closest to?



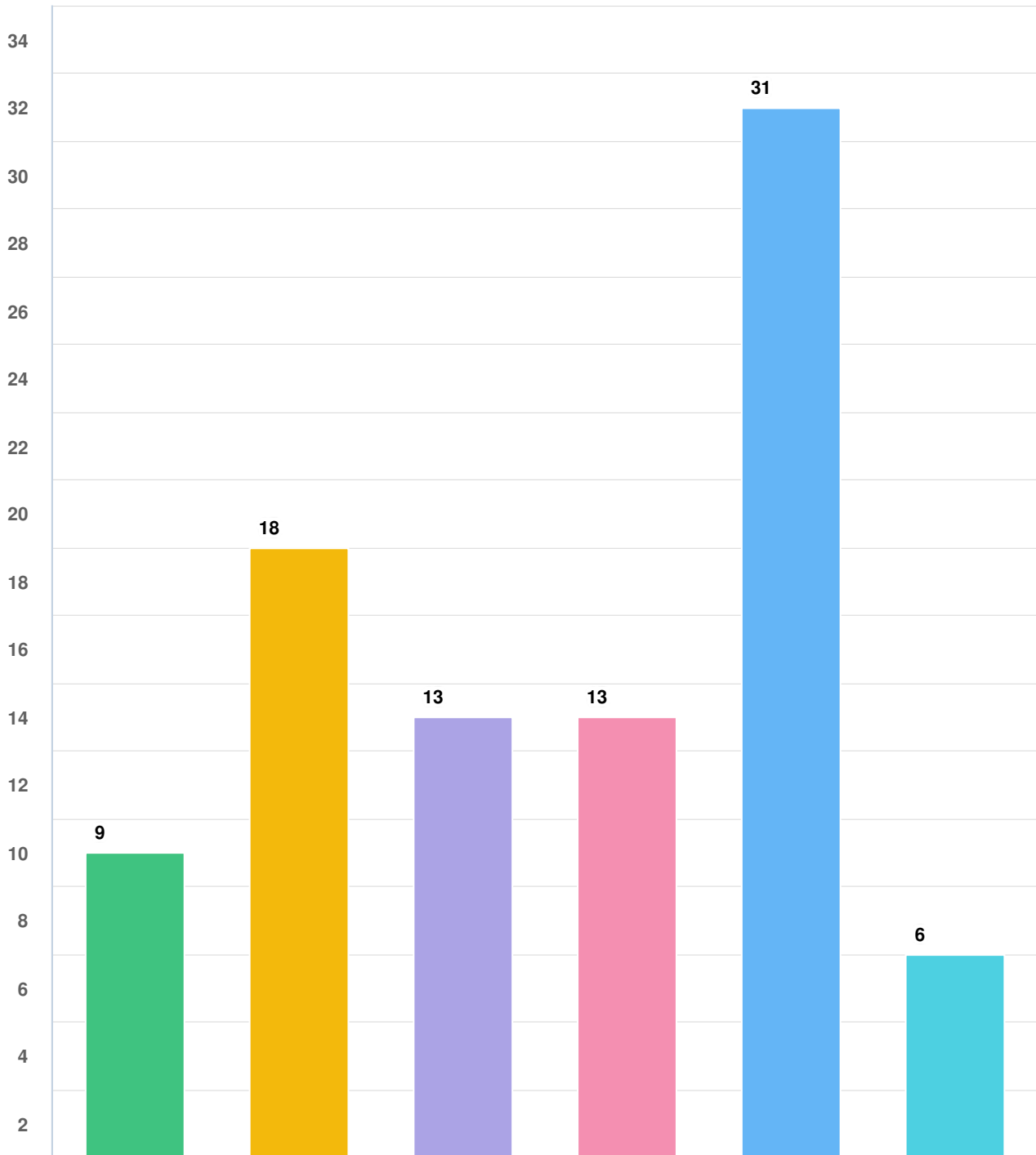
Question options

- 103rd Street station
- 111th Street station
- Michigan Avenue station
- 130th Street station

Mandatory Question (16 response(s))

Question type: Checkbox Question

How often do you use public transit? (optional - select all that apply)



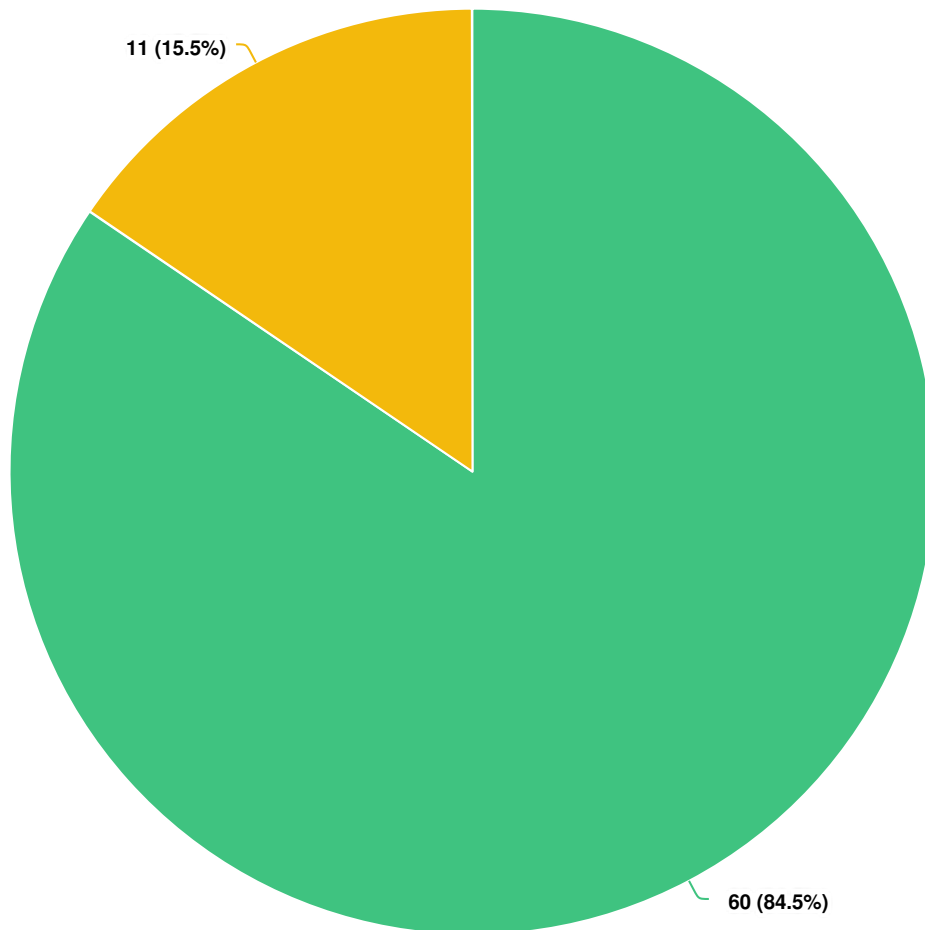
Question options

- Exclusively
- Frequently for work
- Frequently for non-work trips
- Occassionally for work
- Occassionally for non-work trips
- Never

Optional question (69 response(s), 5 skipped)

Question type: Checkbox Question

Do you own a car, or is one available to your household? (optional)



Question options

- Yes
- No

Optional question (71 response(s), 3 skipped)

Question type: Radio Button Question

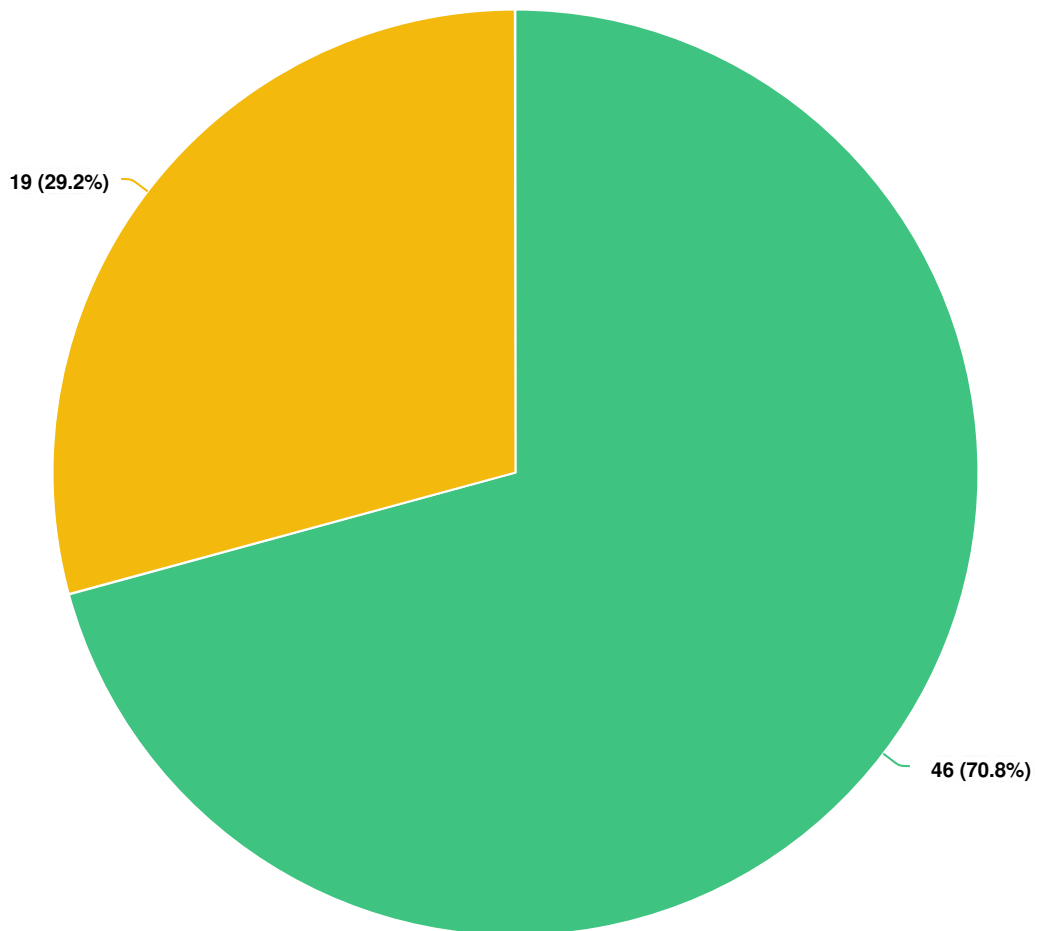
What modes of transportation do you use most frequently? (optional - rank your top 3)

OPTIONS	AVG. RANK
Personal car	1.42
CTA bus	2.33
CTA 'L' train	2.50
Metra rail	2.56
Walk	2.60
Ride-hail (Lyft, Uber) or taxi	2.72
Carpool	3.50
Bike/scooter/Divvy	4.00
Pace bus	4.80

Optional question (70 response(s), 4 skipped)

Question type: Ranking Question

Do you currently own or rent your home? (optional)



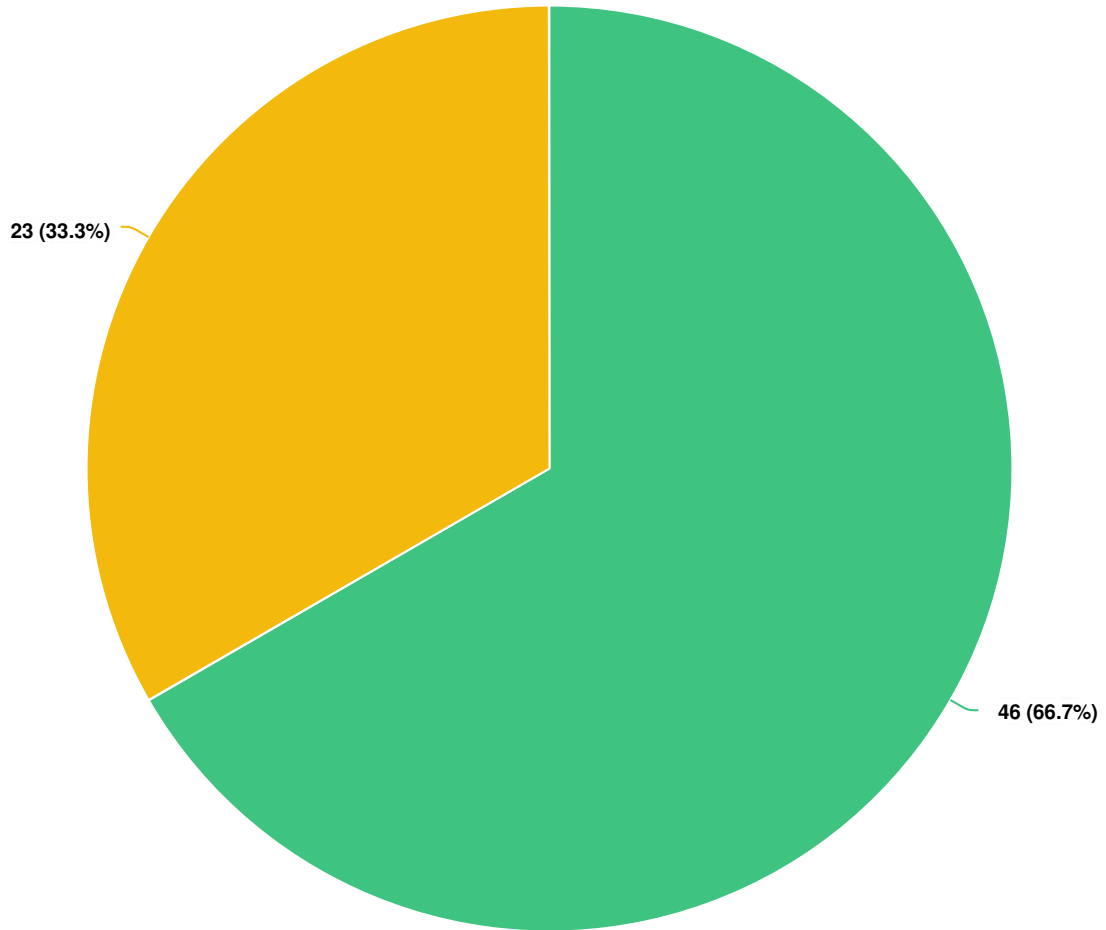
Question options

- Own
- Rent

Optional question (65 response(s), 9 skipped)

Question type: Dropdown Question

Have you ever participated in other past or present planning initiatives in the community? (optional)



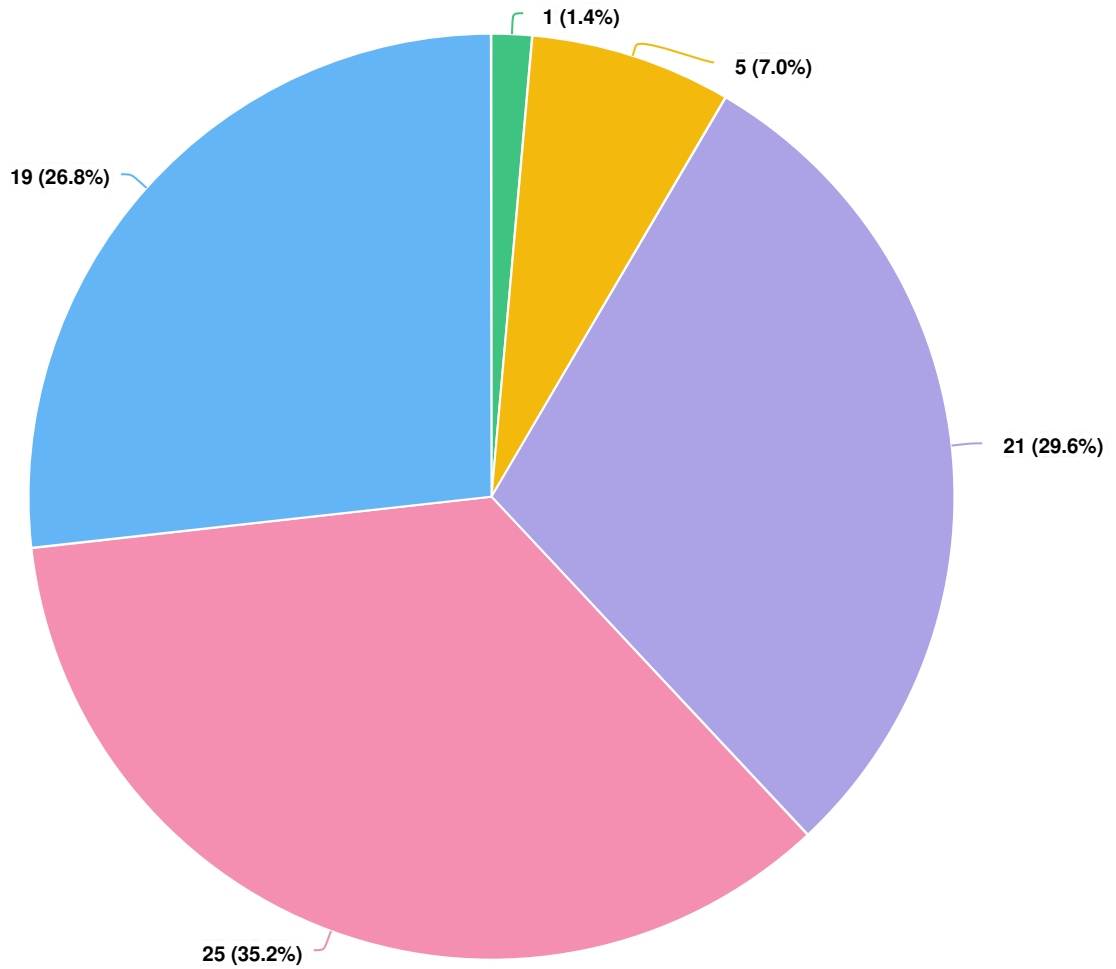
Question options

- No
- Yes (please describe below)

Optional question (69 response(s), 5 skipped)

Question type: Dropdown Question

Age (optional)



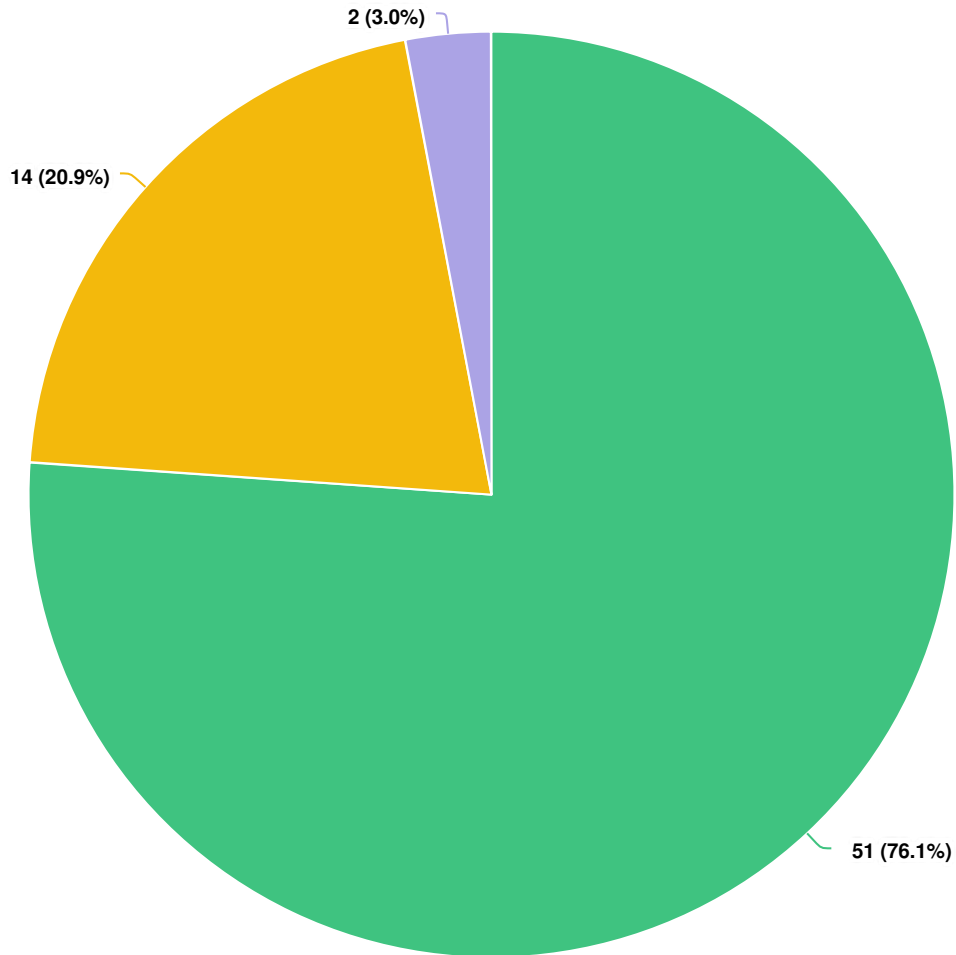
Question options

- Younger than 18
- 18-24
- 25-44
- 45-64
- 65 or older

Optional question (71 response(s), 3 skipped)

Question type: Radio Button Question

Race (optional)



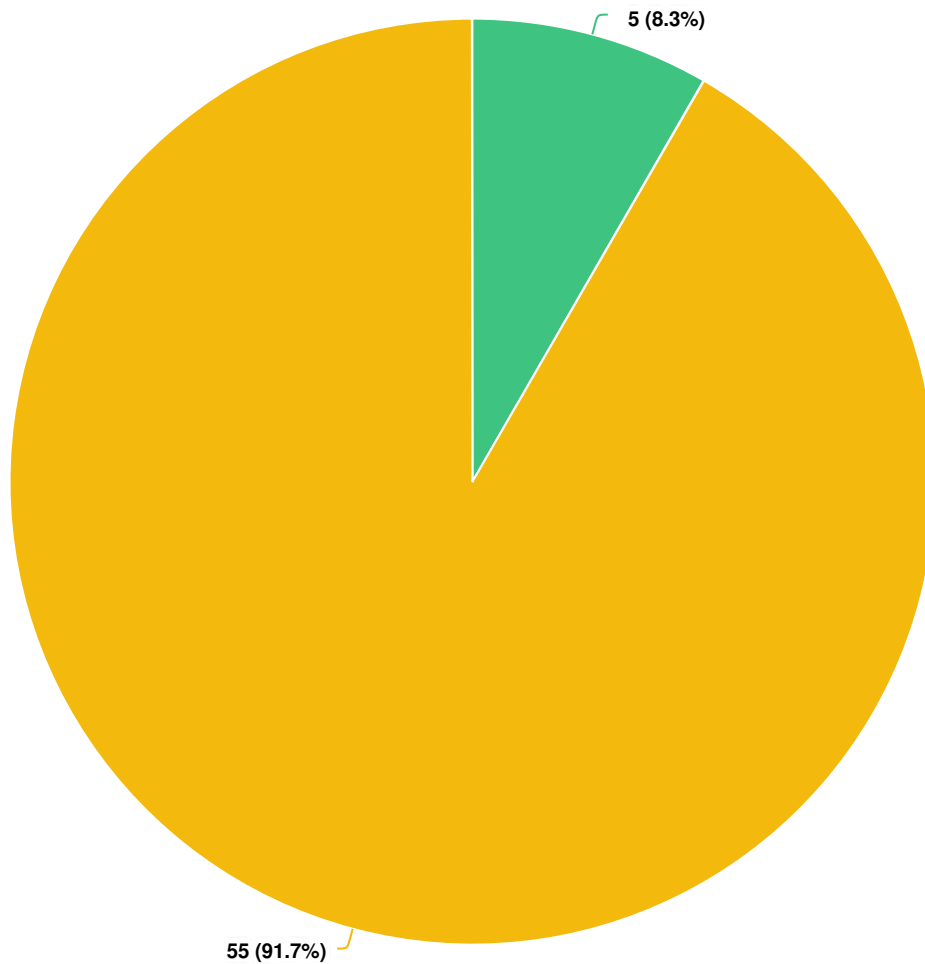
Question options

- Black or African American
- White
- Other

Optional question (67 response(s), 7 skipped)

Question type: Radio Button Question

Ethnicity (optional)



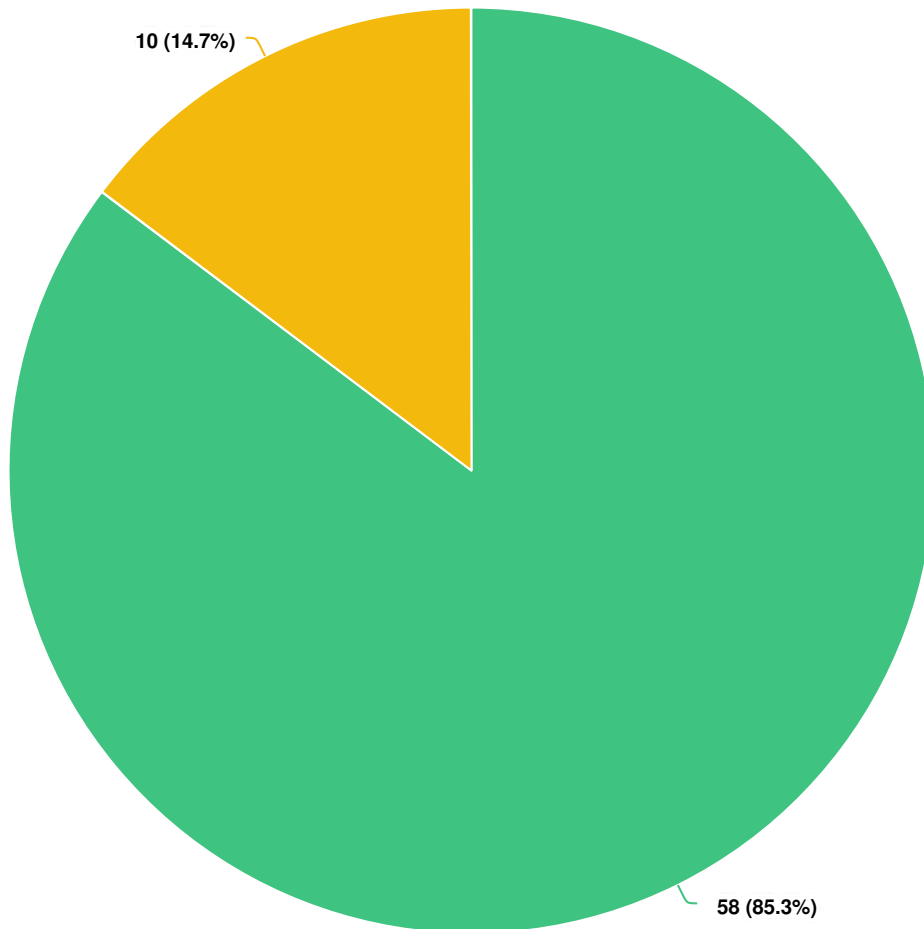
Question options

- Hispanic or Latino
- Not Hispanic or Latino

Optional question (60 response(s), 14 skipped)

Question type: Radio Button Question

Would you like to be added to the RLE Project update email list?



Question options

- Yes
- No

Optional question (68 response(s), 6 skipped)

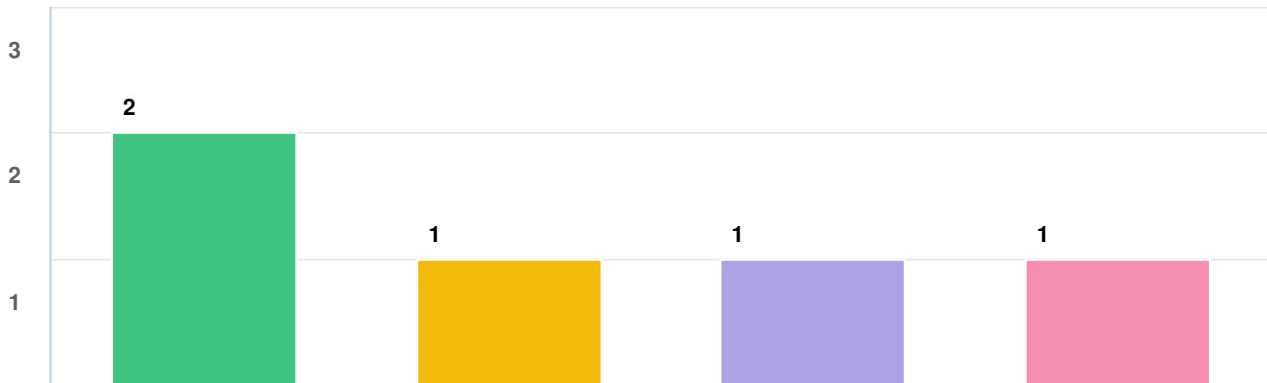
Question type: Radio Button Question

ENGAGEMENT TOOL: SURVEY TOOL

Visioning Survey

Visitors 13	Contributors 3	CONTRIBUTIONS 3
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What is your relationship to the Red Line Extension community area described above? (choose all that apply)



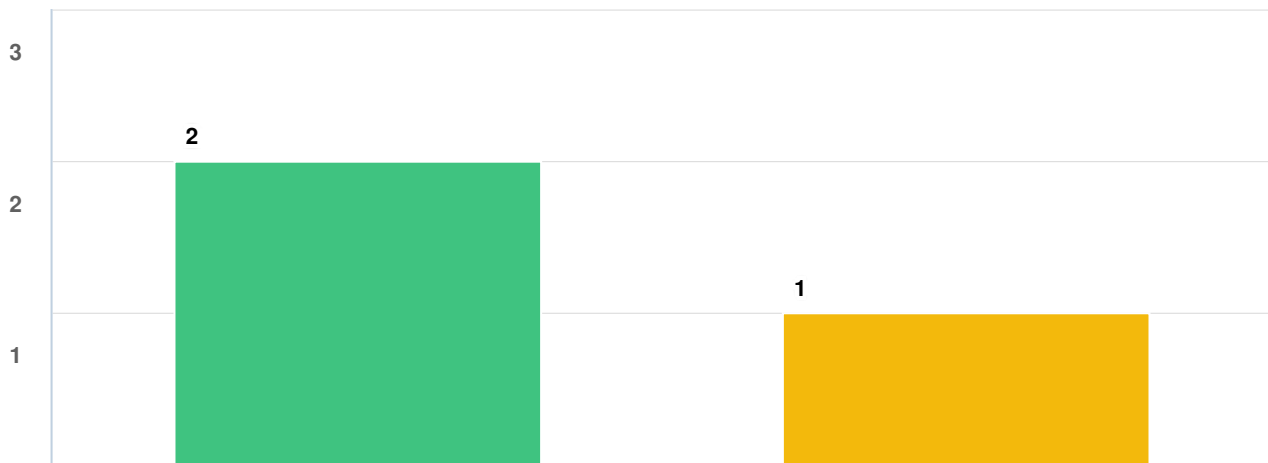
Question options

- I live in the area
- My family lives in the area
- I represent a public agency or non-profit whose mission or scope impacts the Red Line Extension community
- I do not have a direct connection to the study area, but I care about the success of Chicago's Far South communities

Mandatory Question (3 response(s))

Question type: Checkbox Question

103rd Street Station Area Draft Vision Statement: Create a community hub that supports the neighborhood by improving multimod...



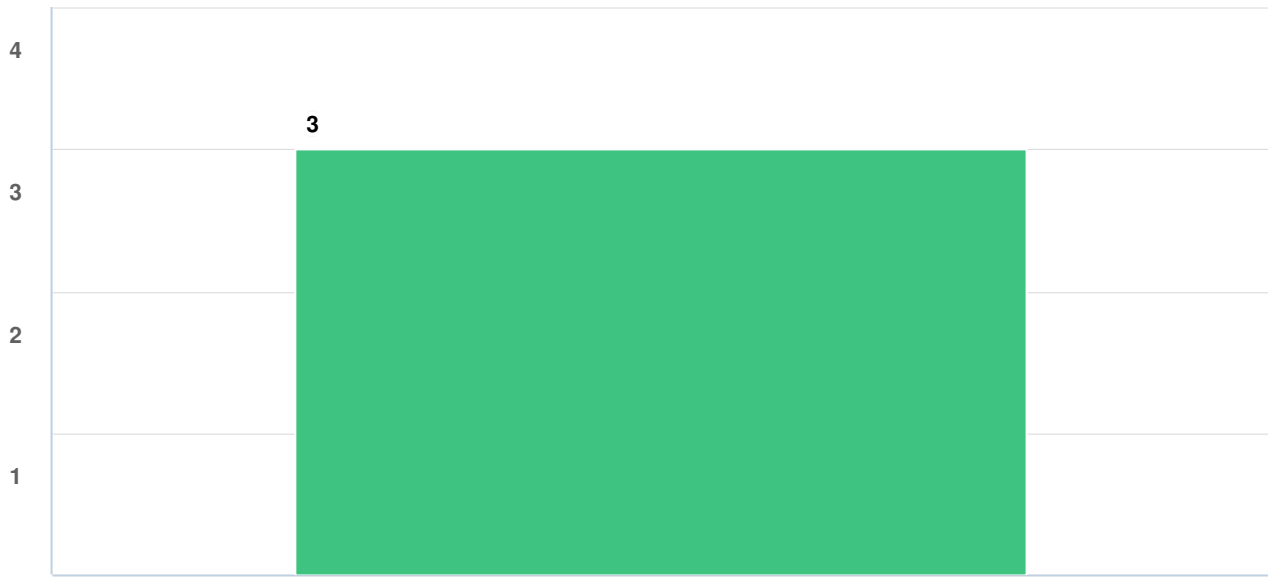
Question options

- Nailed it!
- Almost, but not quite

Mandatory Question (3 response(s))

Question type: Checkbox Question

111th Street Station Area Draft Vision Statement: Cluster development to promote vitality along this major east-west corrido...



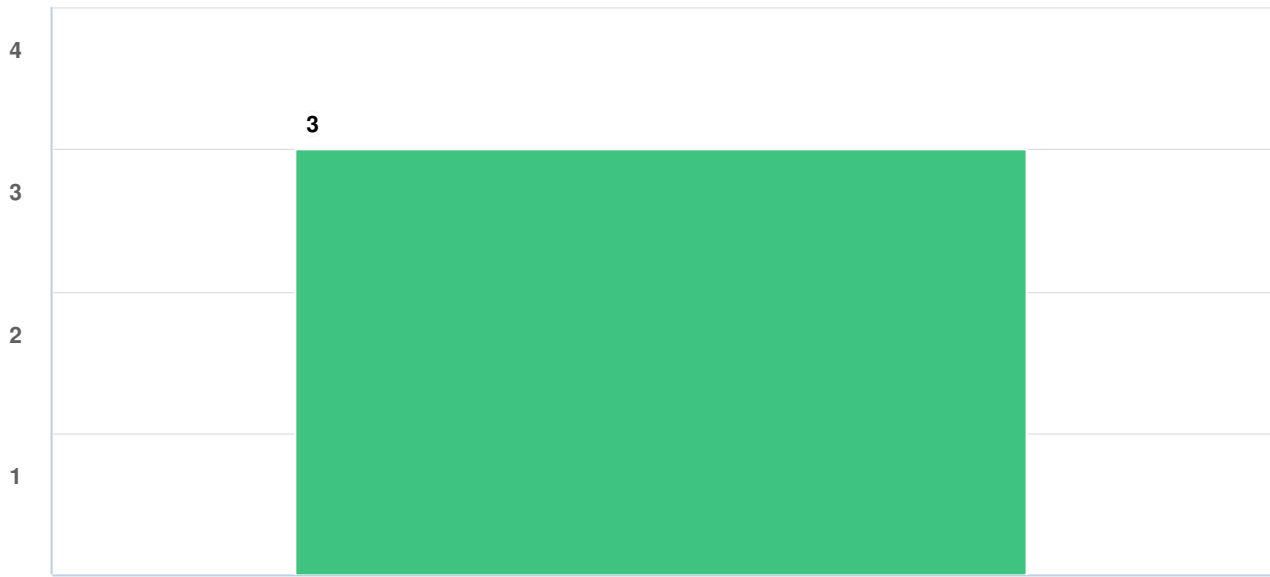
Question options

- Nailed it!

Mandatory Question (3 response(s))

Question type: Checkbox Question

Michigan Avenue Station Area Draft Vision Statement: Revitalize Michigan Avenue as a thriving mixed-use shopping district in ...



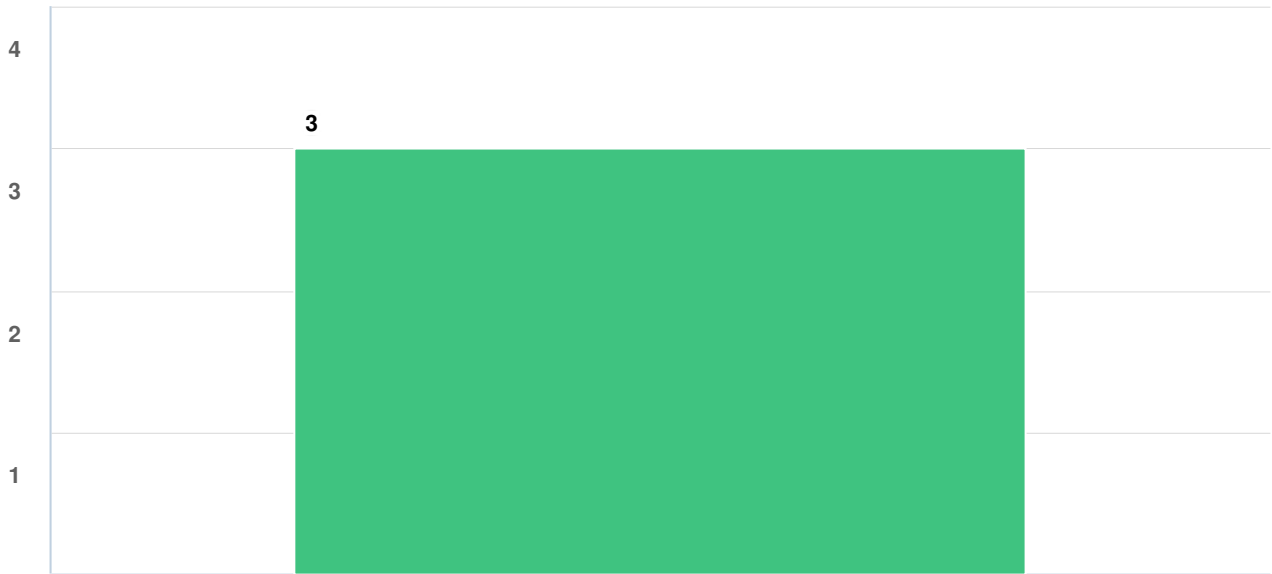
Question options

- Nailed it!

Mandatory Question (3 response(s))

Question type: Checkbox Question

130th Street Station Area Draft Vision Statement: A vibrant connected community with ease of access for all neighborhoods to...



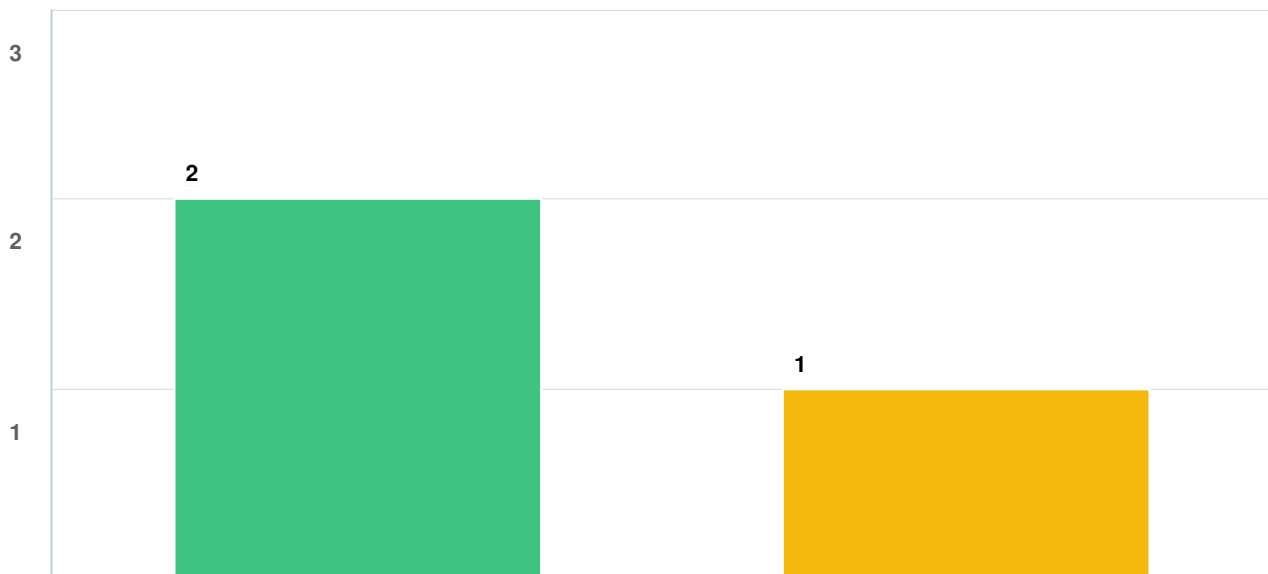
Question options

- Nailed it!

Mandatory Question (3 response(s))

Question type: Checkbox Question

What do you think about the 103rd Street Draft Land Use Plan?



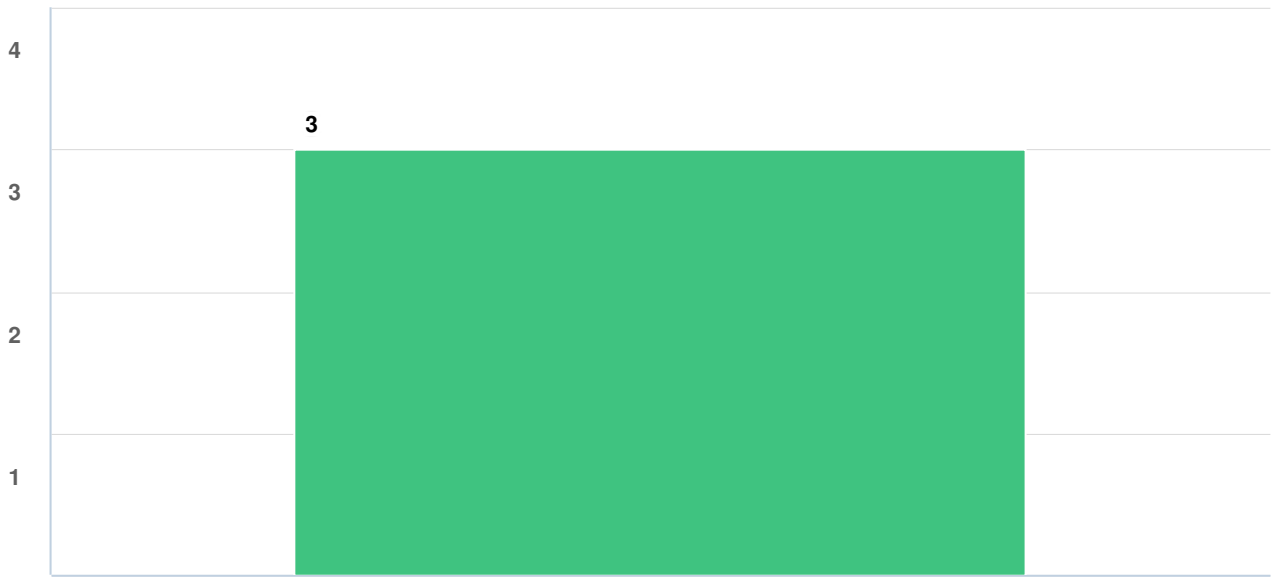
Question options

- Nailed it!
- Almost, but not quite

Mandatory Question (3 response(s))

Question type: Checkbox Question

What do you think about the 111th Street Draft Land Use Plan?



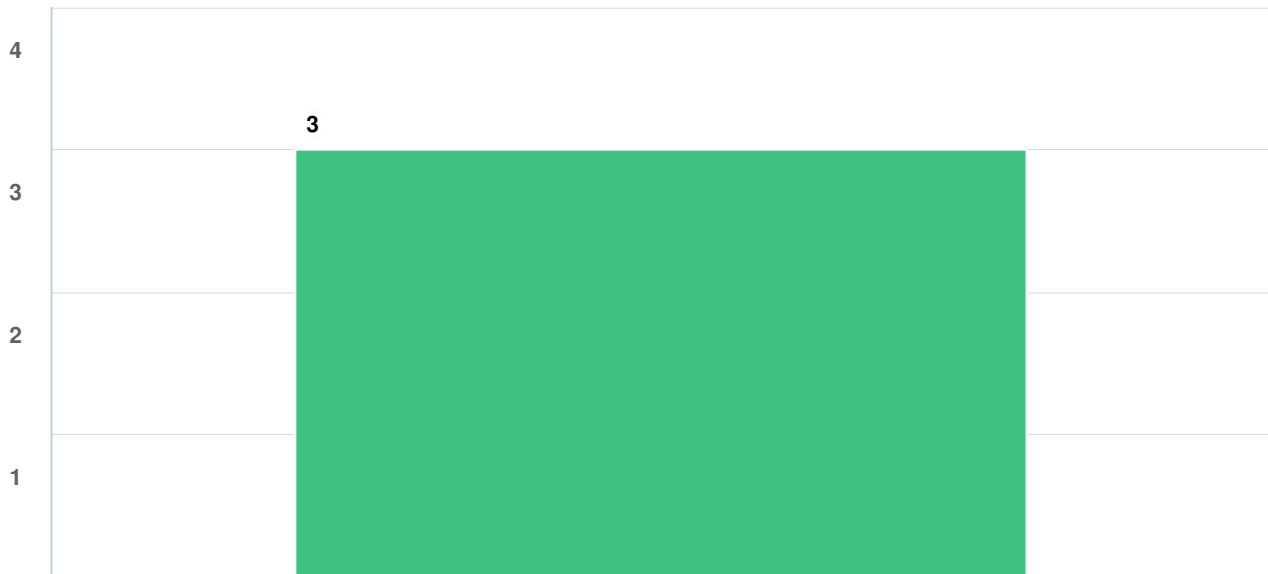
Question options

- Nailed it!

Mandatory Question (3 response(s))

Question type: Checkbox Question

What do you think about the Michigan Avenue Draft Land Use Plan?



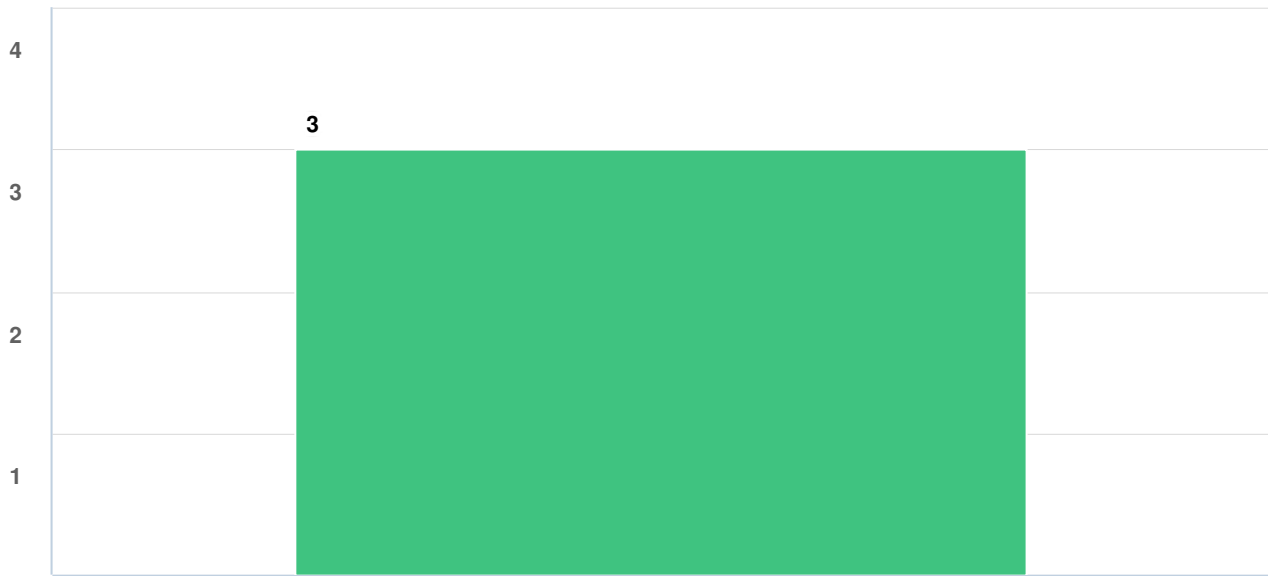
Question options

- Nailed it!

Mandatory Question (3 response(s))

Question type: Checkbox Question

What do you think about the 130th Street Draft Land Use Plan?



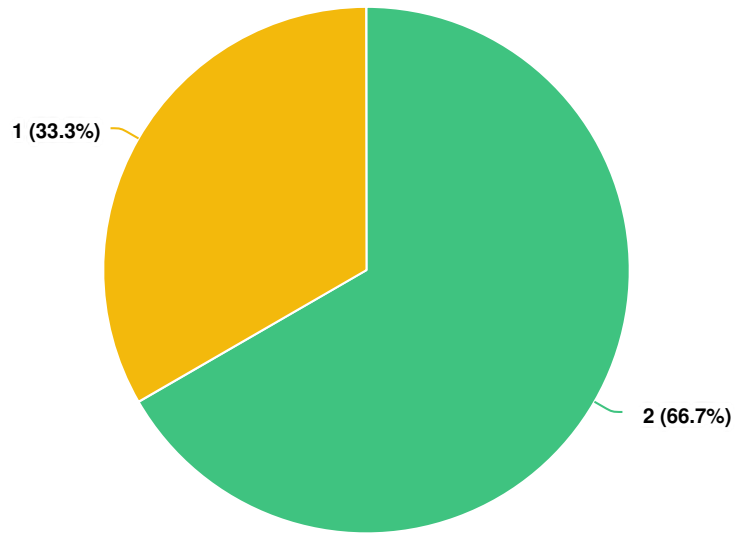
Question options

- Nailed it!

Mandatory Question (3 response(s))

Question type: Checkbox Question

Where do you live?



Question options

- City of Chicago
- Chicago Region/Chicago Suburbs

Mandatory Question (3 response(s))

Question type: Dropdown Question

Which Chicago neighborhood do you live in?



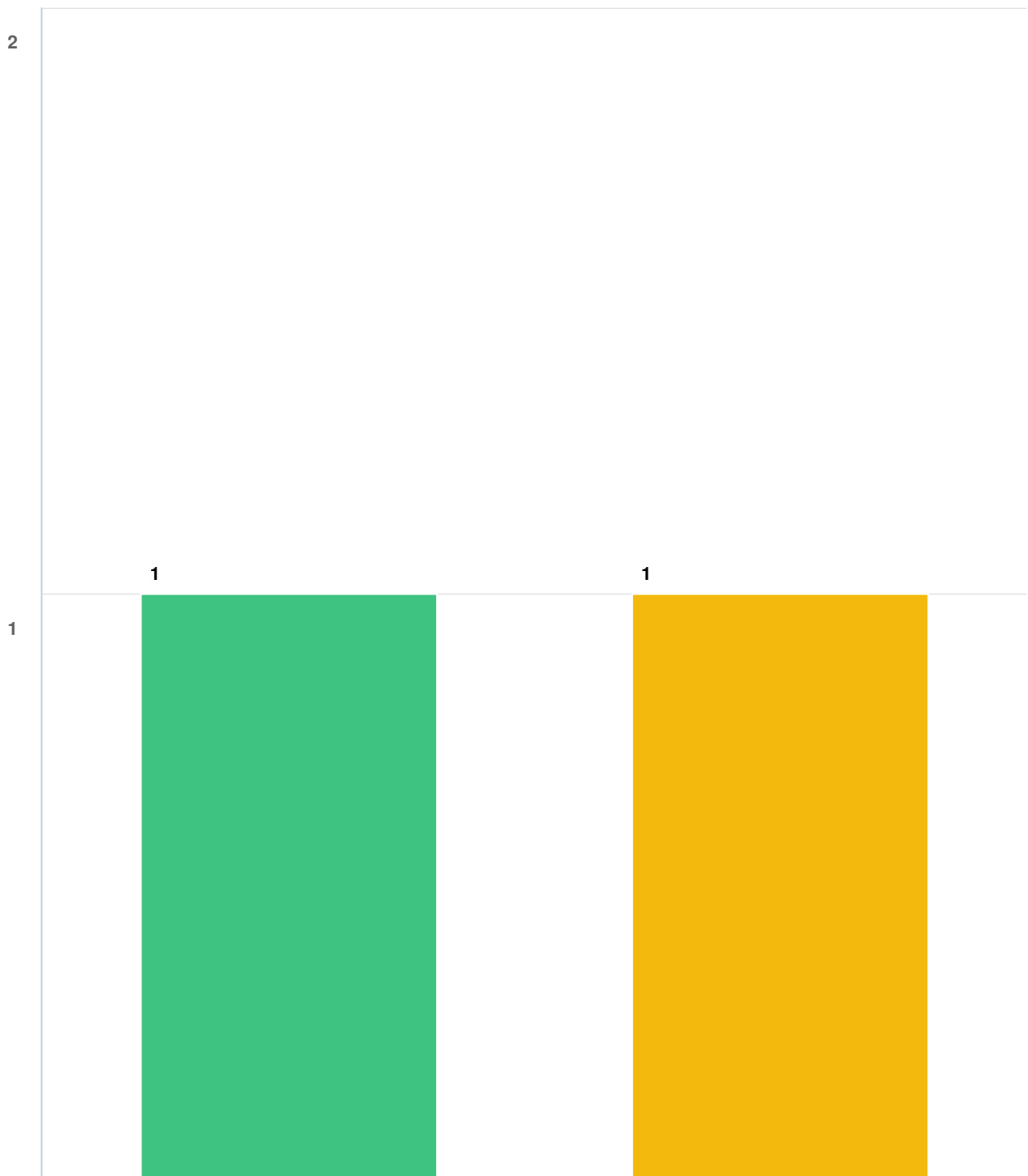
Question options

- West Pullman
- Washington Heights

Mandatory Question (2 response(s))

Question type: Dropdown Question

Which RLE station do you live closest to?



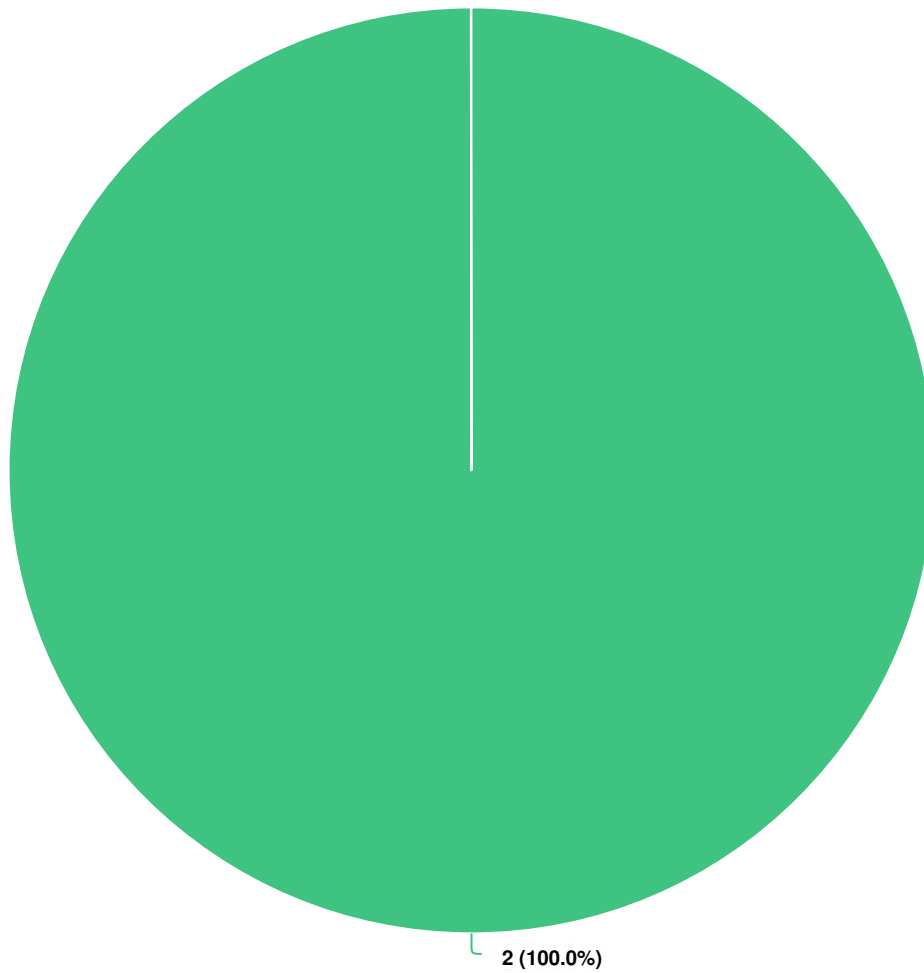
Question options

- 103rd Street station
- Michigan Avenue station

Mandatory Question (2 response(s))

Question type: Checkbox Question

How long have you lived there? (optional)



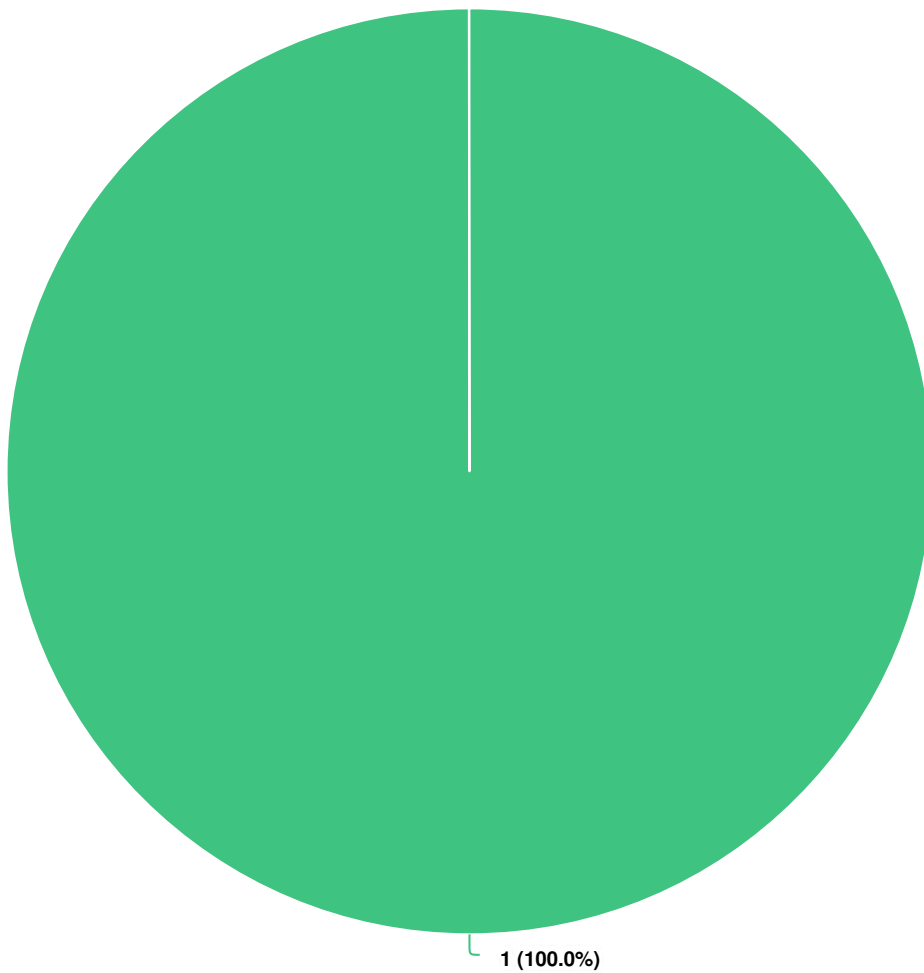
Question options

- More than 20 years

Optional question (2 response(s), 1 skipped)

Question type: Dropdown Question

Which county do you live in? (optional)



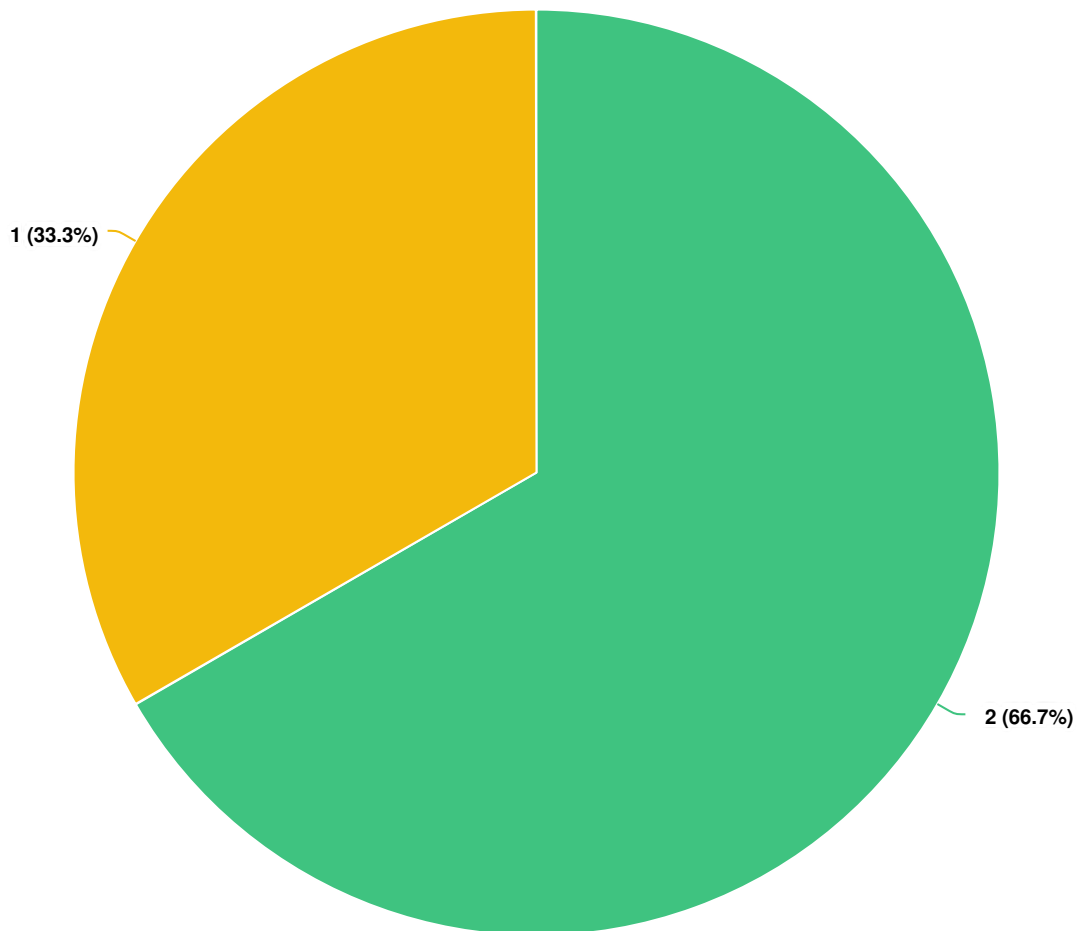
Question options

- Suburban Cook County

Optional question (1 response(s), 2 skipped)

Question type: Dropdown Question

Do you or your family member(s) work in the Red Line Extension community area?



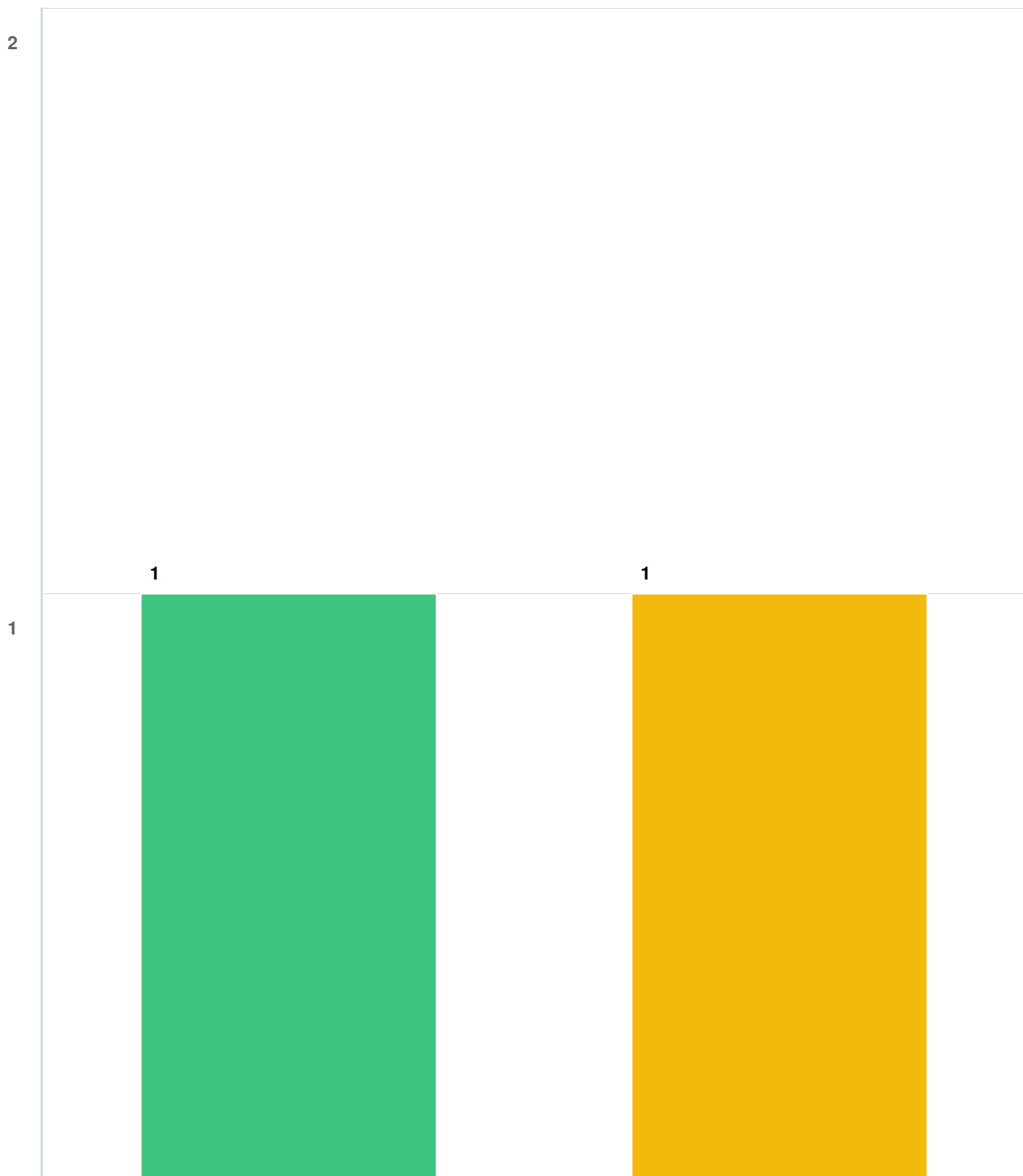
Question options

- Yes, I work in the area
- No

Mandatory Question (3 response(s))

Question type: Dropdown Question

Which RLE station do you or your family member(s) work closest to?



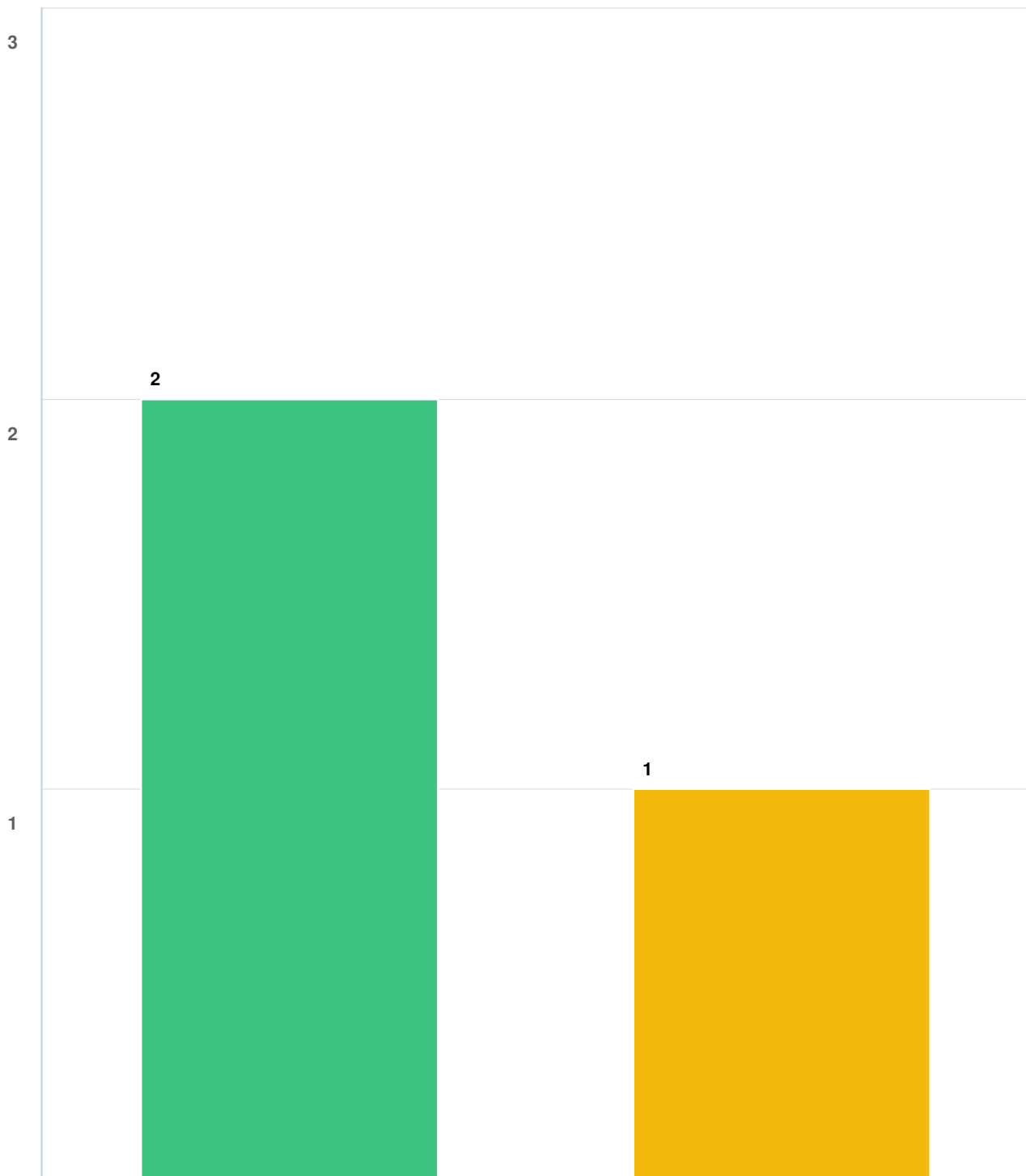
Question options

- 103rd Street station
- My family or I don't work near an RLE station

Mandatory Question (2 response(s))

Question type: Checkbox Question

How often do you use public transit (in non-pandemic times)? (optional - select all that apply)



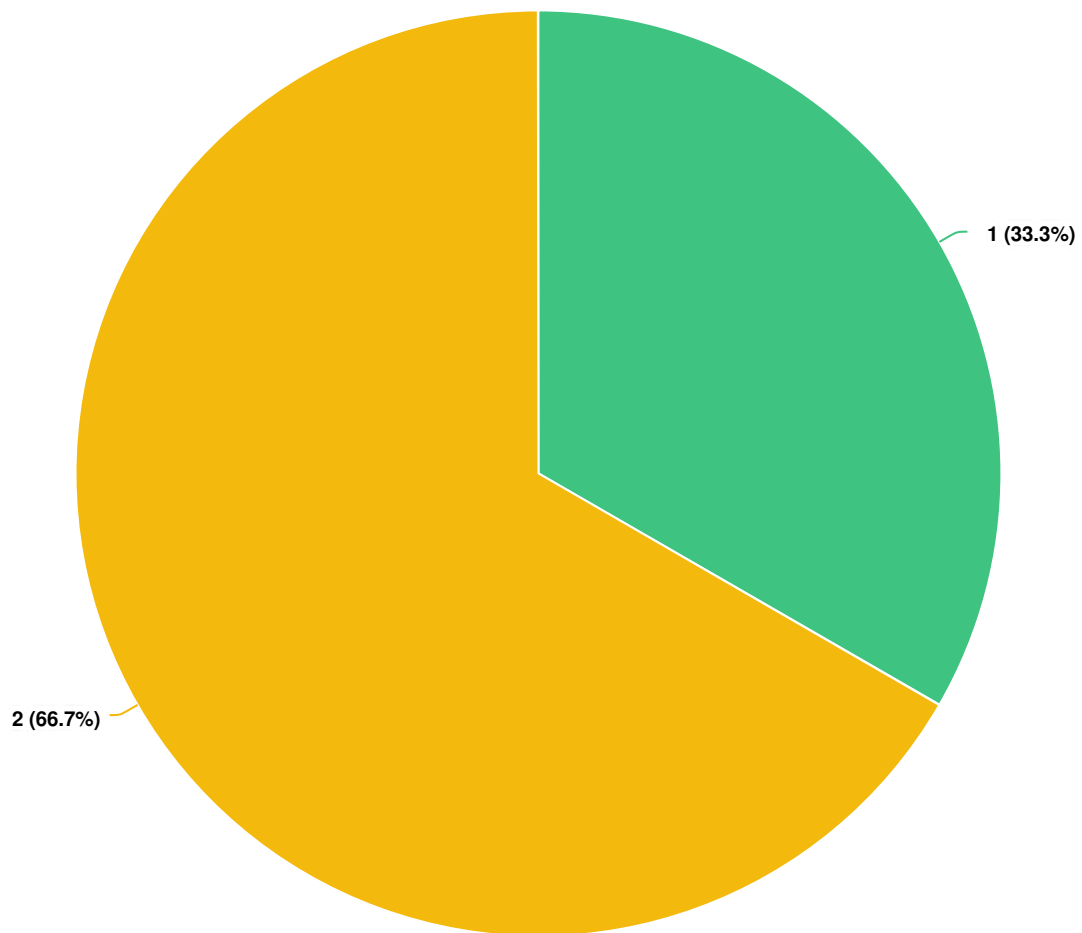
Question options

- Exclusively
- Occassionally for work

Optional question (3 response(s), 0 skipped)

Question type: Checkbox Question

Do you own a car, or is one available to your household? (optional)



Question options

- Yes
- No

Optional question (3 response(s), 0 skipped)

Question type: Radio Button Question

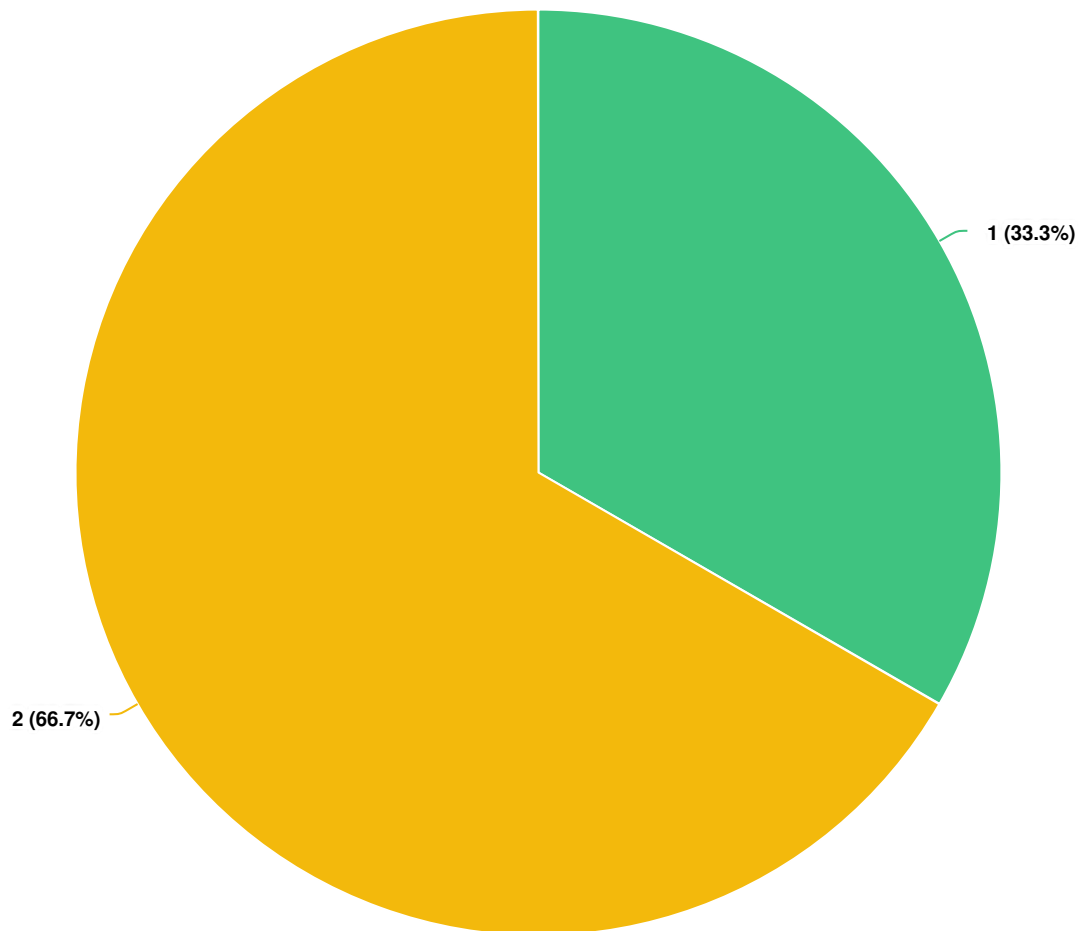
What modes of transportation do you use most frequently? (optional - rank your top 3)

OPTIONS	AVG. RANK
Ride-hail (Lyft, Uber) or taxi	1.00
Metra rail	2.00
CTA 'L' train	2.50
Bike/scooter/Divvy	3.00
Walk	5.00
CTA bus	5.50
Personal car	6.00
Pace bus	7.00
Carpool	8.00

Optional question (2 response(s), 1 skipped)

Question type: Ranking Question

Do you currently own or rent your home? (optional)



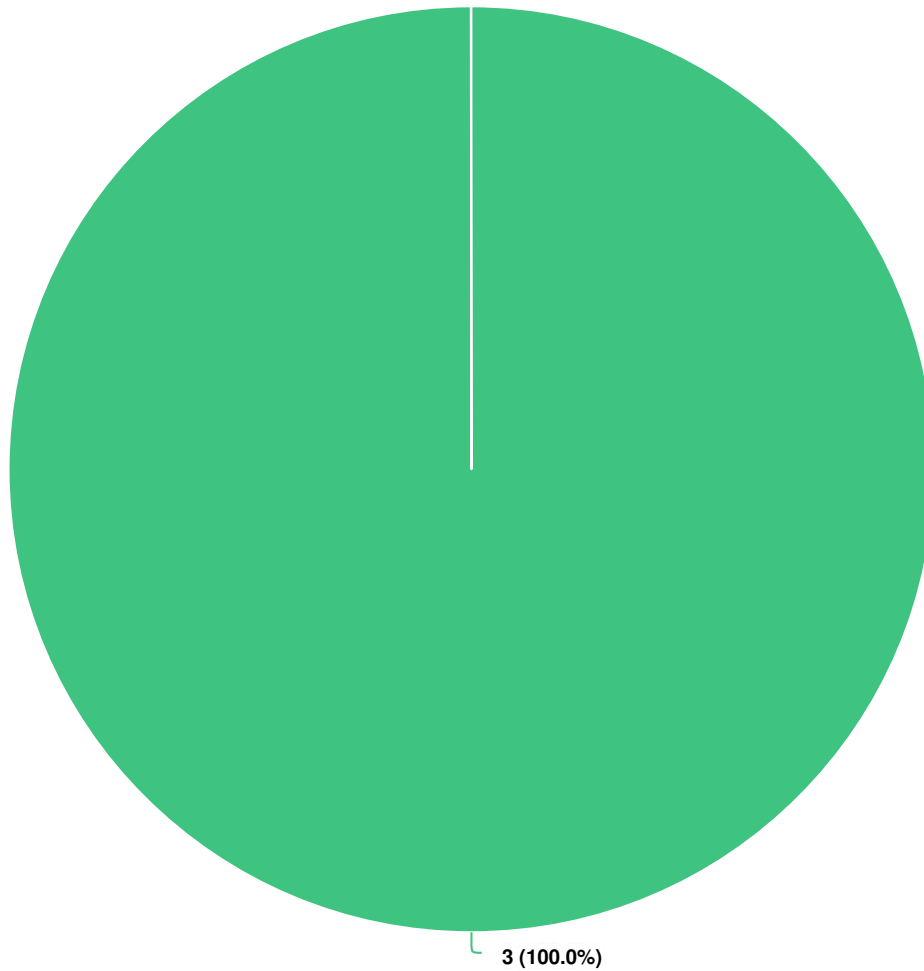
Question options

- Own
- Rent

Optional question (3 response(s), 0 skipped)

Question type: Dropdown Question

Have you ever participated in other past or present planning initiatives in the community? (optional)



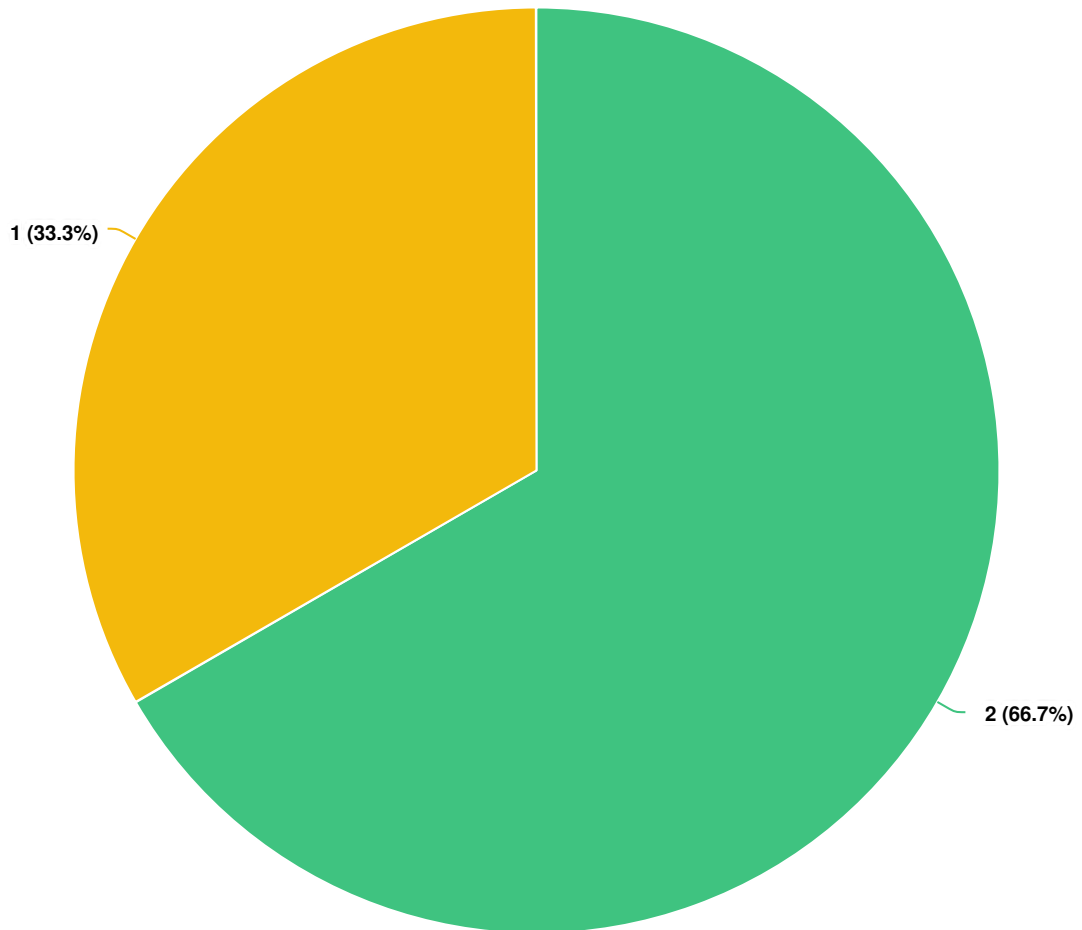
Question options

- No

Optional question (3 response(s), 0 skipped)

Question type: Dropdown Question

Age (optional)



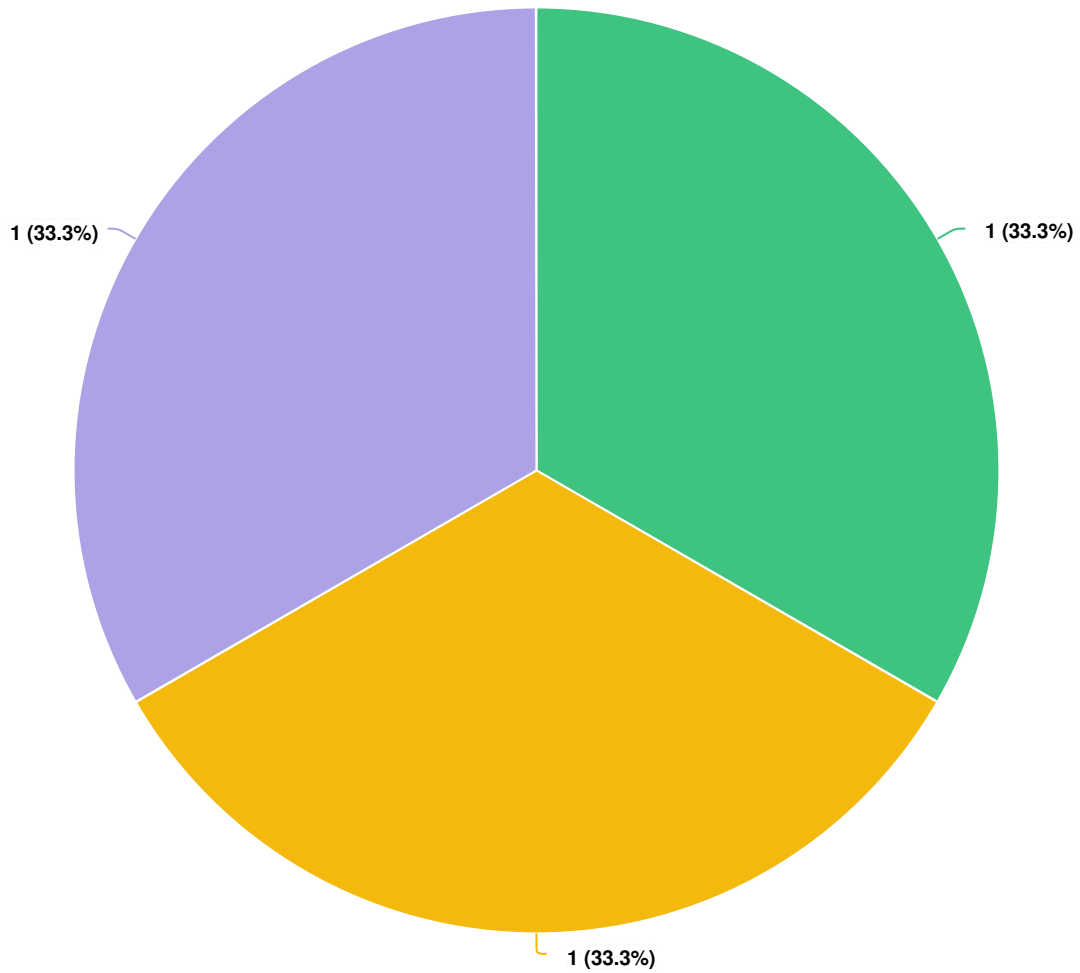
Question options

- 25-44
- 45-64

Optional question (3 response(s), 0 skipped)

Question type: Radio Button Question

Race (optional)



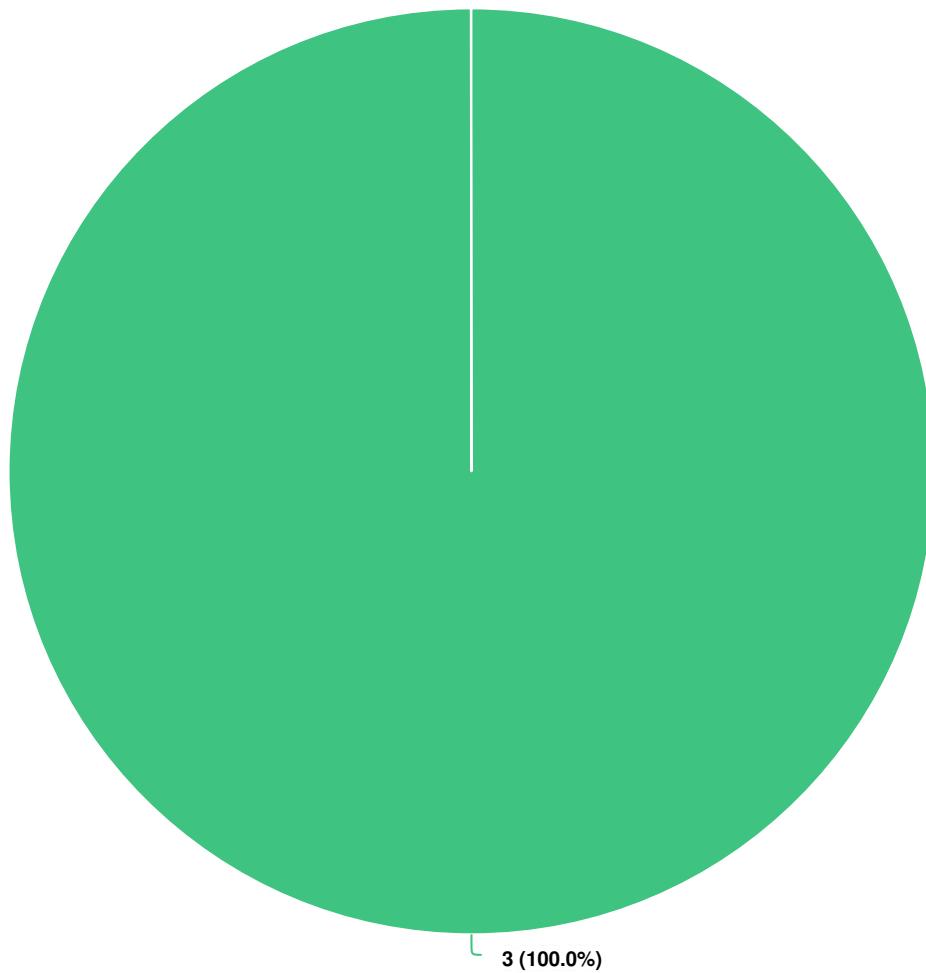
Question options

- Black or African American
- White
- Other

Optional question (3 response(s), 0 skipped)

Question type: Radio Button Question

Ethnicity (optional)



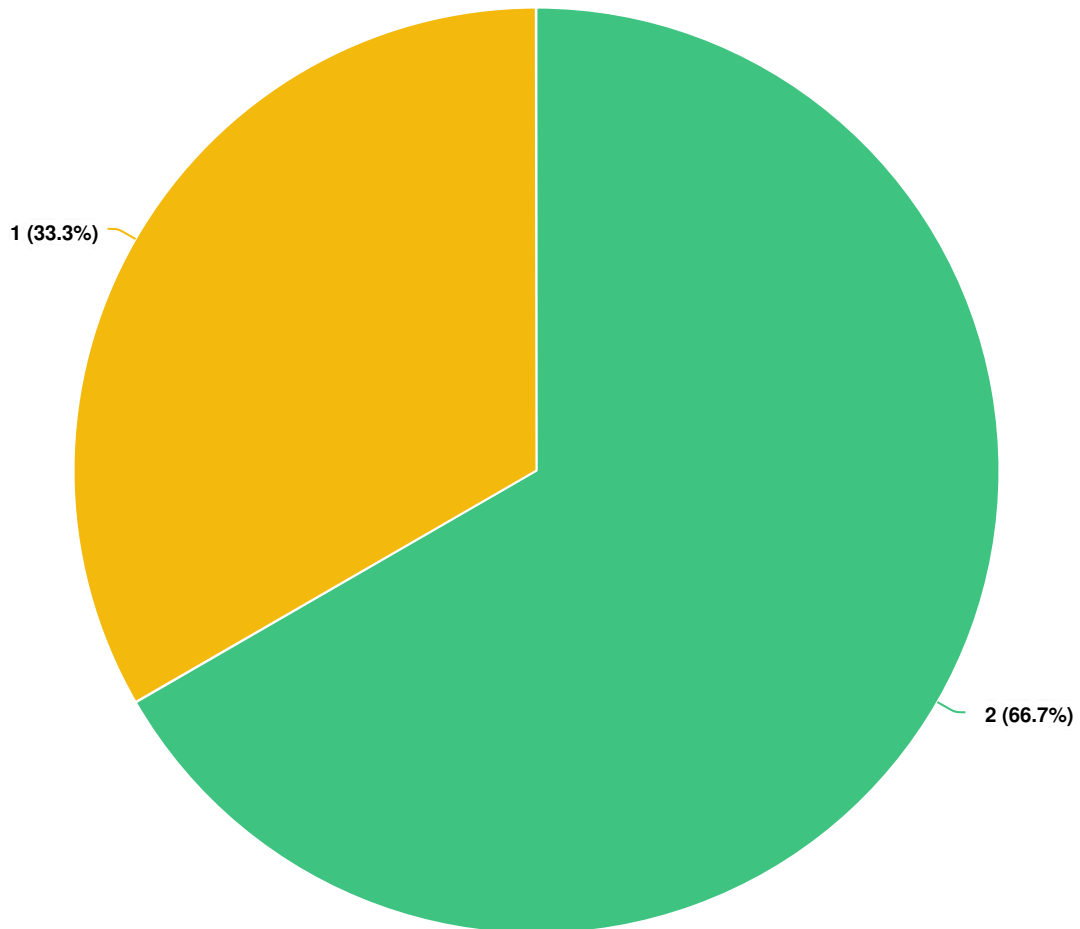
Question options

- Not Hispanic or Latino

Optional question (3 response(s), 0 skipped)

Question type: Radio Button Question

Would you like to be added to the RLE Project update email list?



Question options

- Yes
- No

Optional question (3 response(s), 0 skipped)

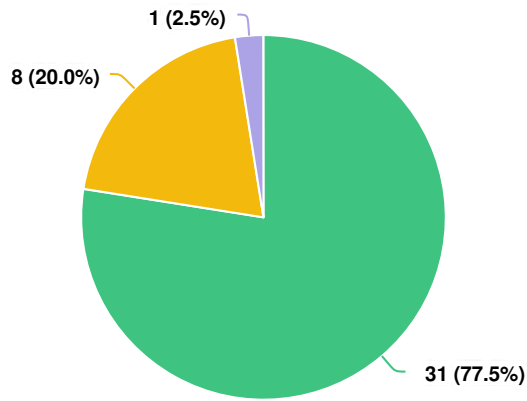
Question type: Radio Button Question

ENGAGEMENT TOOL: QUICK POLL

What do you think of this website?

Visitors 40	Contributors 40	CONTRIBUTIONS 40
--------------------	------------------------	-------------------------

What do you think of this website?



Question options

- I like it!
- It's okay, but it could use some work.
- It's not my favorite.

Mandatory Question (40 response(s))

Question type: Radio Button Question

Bang The Table Map Responses

ENGAGEMENT TOOL: PLACE

Red Line Extension Community Opportunities

Visitors 303	Contributors 26	CONTRIBUTIONS 39
<p>2020-12-08 13:04:18 -0800</p> <p>RLE Team</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>Example pin: Vacant former Jewel-Osco would be a great place for affordable housing redevelopment Address: 11435 South Halsted Street, Chicago, Illinois 60643, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-30660</p>	
<p>2020-12-08 13:05:18 -0800</p> <p>RLE Team</p> <p>CATEGORY</p> <p>Needs improvement</p>	<p>Example pin: This property has been vacant for a while - how could it be improved? Address: 340 West 103rd Street, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-30661</p>	
<p>2020-12-08 13:17:05 -0800</p> <p>RLE Team</p> <p>CATEGORY</p> <p>This is great!</p>	<p>Example pin: Old Fashioned Donuts is a great locally-owned business - we love their apple fritters! Address: Old Fashioned Donuts, 11248 S Michigan Ave, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-30662</p>	
<p>2020-12-10 07:38:11 -0800</p> <p>tomcat5050</p> <p>CATEGORY</p> <p>This is great!</p>	<p>Much needed development Address: 11555 South Michigan Avenue, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-30686</p>	
<p>2020-12-19 02:34:34 -0800</p> <p>wagner</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>Some fast food joints Address: 340 West 103rd Street, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-30967</p>	
<p>2021-01-14 01:25:29 -0800</p> <p>Sealsb7</p> <p>CATEGORY</p> <p>Needs improvement</p>	<p>. remodeling need Stores Address: 10555 South Wentworth Avenue, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-31698</p>	
<p>2021-01-14 09:47:00 -0800</p> <p>jiggyjams</p> <p>CATEGORY</p> <p>Needs improvement</p>	<p>Would rather see the station built off 130th, instead of 132nd. Address: 1144 East 132nd Street, Riverdale, Illinois 60827, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-31713</p>	

ENGAGEMENT TOOL: PLACE

Red Line Extension Community Opportunities

<p>2021-01-15 08:12:46 -0800</p> <p>tmei225</p> <p>CATEGORY</p> <p>This is great!</p>	<p>fast food Address: Wendy's, 7 E 111th St, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-31761</p>
<p>2021-01-15 13:09:52 -0800</p> <p>cycamps</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>Some sort of bike lane/sidewalk needs to be added to connect to infrastructure on the other side. Address: East 130th Street, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-31805</p>
<p>2021-01-15 15:03:31 -0800</p> <p>transitlover</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>Need a bus connection to Hegewisch from the station - possible extension of #30 route? Address: 1158 East 132nd Street, Riverdale, Illinois 60827, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-31807</p>
<p>2021-01-15 15:15:44 -0800</p> <p>tholmes1414</p> <p>CATEGORY</p> <p>Needs improvement</p>	<p>We need more transportation other than the Michigan bus Address: 13016 South Ellis Avenue, Riverdale, Illinois 60827, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-31810</p>
<p>2021-01-15 20:41:22 -0800</p> <p>wagner</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>How far is Hegewisch from Altgeld Gardens? Possibly have the #30 bus serve the new 130th Street Station (?) Address: 1158 East 132nd Street, Riverdale, Illinois 60827, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-31828</p>
<p>2021-01-15 21:07:35 -0800</p> <p>Raythena</p> <p>CATEGORY</p> <p>This is great!</p>	<p>This will be be awesome for the residents to have reliable transportation Address: 1158 East 132nd Street, Riverdale, Illinois 60827, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-31829</p>
<p>2021-01-15 22:53:19 -0800</p> <p>Raythena</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>How about a Aldi's, Save-A-Lot or some type of grocery store for the area Address: 525 East 130th Street, Riverdale, Illinois 60827, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-31831</p>

ENGAGEMENT TOOL: PLACE

Red Line Extension Community Opportunities

<p>2021-01-17 14:10:38 -0800</p> <p>Deloris Lucas, Livability Agent of Change <small>CATEGORY</small> Here's an idea</p>	<p>"Memorial Garden for Veterans" off the riverfront. Address: 431 East 134th Street, Riverdale, Illinois 60827, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-31841</p>
<p>2021-01-17 14:13:39 -0800</p> <p>Deloris Lucas, Livability Agent of Change <small>CATEGORY</small> Here's an idea</p>	<p>Safe Community Space. Work Table/Space for Farmers to harvest their crops. Address: 535 East 134th Place, Riverdale, Illinois 60827, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-31842</p>
<p>2021-01-17 14:20:25 -0800</p> <p>Deloris Lucas, Livability Agent of Change <small>CATEGORY</small> Here's an idea</p>	<p>Welcome Sign for the Jan Ton Farm site area, which is registered with the National Parks Service (NPS) as a Underground Railroad (UGRR) "Network to Freedom" Site. See Deloris Lucas for more info. Address: 561 East 134th Street, Riverdale, Illinois 60827, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-31843</p>
<p>2021-01-17 14:25:10 -0800</p> <p>Deloris Lucas, Livability Agent of Change <small>CATEGORY</small> Here's an idea</p>	<p>Name this Community Garden space. Residents have been gardening in this area for over 40 years, BUT the garden area does not have an official name. I've worked with NeighborSpace (Ben Helphand) & I identified the gardeners as "The 134th & St Lawrence Community Gardeners." Address: 565 East 134th Street, Riverdale, Illinois 60827, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-31844</p>
<p>2021-01-19 13:11:33 -0800</p> <p>chicago22 <small>CATEGORY</small> This is great!</p>	<p>great spot for a station/stop, very central point for easy access in all directions Address: 11552 South Michigan Avenue, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-31908</p>
<p>2021-01-19 13:12:39 -0800</p> <p>chicago22 <small>CATEGORY</small> Here's an idea</p>	<p>might want to add a stop here. i like the idea of less stops for travel times, but this seems like a good midway point for people who work/live between the two est. points Address: 400 West 107th Street, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-31909</p>
<p>2021-01-21 13:04:42 -0800</p> <p>AutoBumper <small>CATEGORY</small> Needs improvement</p>	<p>This is Auto Bumper House & Parts. Address: 10552 S Stewart Ave, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-32000</p>

ENGAGEMENT TOOL: PLACE

Red Line Extension Community Opportunities

<p>2021-01-21 17:22:45 -0800</p> <p>markjr</p> <p>CATEGORY</p> <p>This is great!</p>	<p>needs improvement Address: 232 West 105th Place, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-32018</p>
<p>2021-01-21 17:24:10 -0800</p> <p>markjr</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>here's an ideal Address: 344 West 111th Street, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-32020</p>
<p>2021-01-24 08:55:49 -0800</p> <p>CATEGORY</p> <p>Needs improvement</p>	<p>This area needs economic development. There's a Senior building nearby, but very few good quality stores. Residents must leave the area to shop for necessities. Family Dollar is not enough. Address: 11300 South Michigan Avenue, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-32107</p>
<p>2021-01-25 09:50:43 -0800</p> <p>Natashaperry001</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>Straight down 103rd and state Address: 754 West 103rd Street, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-32119</p>
<p>2021-02-01 14:58:33 -0800</p> <p>Cgl1983</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>It would be nice to have a hub station between CTA and Metra. Address: 375 East 118th Street, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-32314</p>
<p>2021-02-01 22:05:21 -0800</p> <p>Mr Bobbo B</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>facility use multi great a make would lot Jewels old This Address: 11435 South Halsted Street, Chicago, Illinois 60643, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-32321</p>
<p>2021-02-03 09:14:29 -0800</p> <p>jonw</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>Connection to blue island and univ pk local and express, please consider a dedicated short line bus between Address: Metra - Kensington / 115th Street, 115th St., Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-32352</p>

ENGAGEMENT TOOL: PLACE

Red Line Extension Community Opportunities

<p>2021-02-05 01:37:33 -0800</p> <p>DanielV</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>I concur with extending the 30 bus to connect the East Side and Hegewisch neighborhoods to this station. Perhaps also expanding the schedule to complement the 24/7 Red Line service.</p> <p>Address: 1158 East 132nd Street, Riverdale, Illinois 60827, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-32390</p>
<p>2021-02-05 01:53:01 -0800</p> <p>DanielV</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>Expand or create bus routes to have an easier connection between the station, Olive-Harvey College, 103rd St. Garage and the South Deering community area.</p> <p>Address: 401 West 103rd Street, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-32391</p>
<p>2021-02-05 07:57:33 -0800</p> <p>tfraud</p> <p>CATEGORY</p> <p>Needs improvement</p>	<p>We need to develop businesses along Michigan avenue between 111th and 116th Streets. This would involve demolition of existing old buildings and erecting newer attractive buildings and providing parking and rail service to the area.</p> <p>Address: 11546 South La Salle Street, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-32392</p>
<p>2021-02-05 16:41:34 -0800</p> <p>Cgl1983</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>It would be nice to have a connection with NICTD/SS somewhere around here, too.</p> <p>Address: 969 East 130th Street, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-32410</p>
<p>2021-02-08 17:27:03 -0800</p> <p>Kenneth Samuels</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>Working with the FSCAC (far South Community Action Council), develop the shuttered Songhai school at 11725 S. Perry into a multi-faceted center for business incubators, youth activities center, technology center,...etc (various activities or one activity can work). Kenneth Samuels (repurposing coord for FSCAC)</p> <p>Address: 11605 South Perry Avenue, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-32473</p>
<p>2021-02-09 07:09:38 -0800</p> <p>EvJohnson</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>Please make a bus route that goes all the way to Walmart, the Pullman Community Center, and Amazon.</p> <p>Address: 349 West 111th Street, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-32478</p>
<p>2021-02-10 08:33:32 -0800</p> <p>DanielV</p> <p>CATEGORY</p> <p>Here's an idea</p>	<p>Incorporate the history of any of the surrounding communities into the design of the stations, such as 111th or Michigan Ave. Pullman is highlighted here considering its importance to the history of transportation and trains, for example. This can be seen through artwork, signage or even overall design of the station, much like the Quinicy station in the Loop.</p> <p>Address: 11141 South Cottage Grove Avenue, Chicago, Illinois 60628, United States</p> <p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-32501</p>

ENGAGEMENT TOOL: PLACE

Red Line Extension Community Opportunities

<p>2021-04-25 17:27:06 -0700</p> <p>Jack Hurst</p>	<p>A 127th/130th bus that would run between Blue Island and Hegewisch Address: 250 West 127th Street, Chicago, Illinois 60628, United States</p>
<p>CATEGORY</p> <p>Here's an idea</p>	<p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-42776</p>
<p>2021-04-25 17:32:53 -0700</p> <p>Jack Hurst</p>	<p>A second Branch to the Red line, splitting after 87th that would use the west Morgan Park branch of the Rock Island Metra to Blue Island. All Rock Island Metra trains would use the eastern Branch along Vincennes. Address: 9909 South Charles Street, Chicago, Illinois 60643, United States</p>
<p>CATEGORY</p> <p>Here's an idea</p>	<p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-42777</p>
<p>2021-04-25 17:35:45 -0700</p> <p>Jack Hurst</p>	<p>A 107th Street bus that would run between Cottage Grove and California, and would connect to the 103rd or 111th Street Station. Address: 845 West 107th Street, Chicago, Illinois 60643, United States</p>
<p>CATEGORY</p> <p>Here's an idea</p>	<p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-42778</p>
<p>2021-04-30 07:13:51 -0700</p> <p>Sklein</p>	<p>We are in a food desert we need a grocery store in Altgeld Gardens. Can the CTA work with business leader to make this happen? Address: 13103 South Langley Avenue, Chicago, Illinois 60827, United States</p>
<p>CATEGORY</p> <p>Here's an idea</p>	<p>http://engagerle.transitchicago.com/map/maps/red-line-extension-community-opportunities-2?reporting=true#marker-42969</p>

RED AHEAD
Moving Ahead to a Better Red



**Red Line
Extension**

Red Line Extension Project

December 2020 Community Meetings Summary

January 2021

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



Table of Contents

Section 1 Introduction	2
Section 2 Virtual Community Meetings	3
2.1 Virtual Community Meetings Format	3
2.2 Virtual Community Meetings Materials	4
2.3 Input Received	4
2.4 Virtual Community Meeting Attendees	5
Section 3 Virtual Community Meeting Notifications	5
3.1 Informational Materials and Newsletter	6
3.2 Newspaper Ads.....	6
3.3 Project Website.....	7
3.4 Postcard Notifications	7
3.5 eBlast Notifications	7
3.6 Customer Alerts	7
3.7 Direct and Delivery Mailing.....	7
3.8 Social Media Announcements.....	7
3.9 Media Coverage.....	8

Section 1 Introduction

The CTA is proposing to extend the Red Line from the existing terminal at 95th/Dan Ryan to 130th Street, subject to the availability of funding. The proposed 5.6-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Each new station would include Park & Ride facilities and bus connections.

After announcing the project's Preferred Alignment, an opportunity presented itself to potentially relocate the proposed 130th station from the north side of the street – near the Metropolitan Water Reclamation District (MWRD) – to the south side of 130th Street adjacent to Altgeld Gardens. As a result, a Supplemental Environmental Assessment (EA) was needed to investigate the impacts of this potential change to the project. The CTA had discussed this change with several groups representing residents in the immediate area by early 2020 and had received positive feedback as the new station location would position Red Line riders closer to homes, schools, and recreational opportunities and farther away from the industrial land uses, truck traffic, and the MWRD treatment. The CTA sought additional feedback from communities as part of the Supplemental EA process.

CTA also received a grant through the Federal Transit Administration (FTA) pilot program to prepare a Transit-Supportive Development Comprehensive Plan. The grant is being used to incorporate the community's vision for future development along the RLE corridor. It will also identify methods and resources needed to enable mixed-use development and enhance economic vitality, multimodal connectivity and the pedestrian environment. Community engagement and ownership by residents and stakeholders from the surrounding neighborhoods were anticipated to be vital to the development of the plan.

In December 2020, the CTA hosted two identical virtual community meetings to share updates on the Red Line Extension (RLE) project, including the new opportunity for the site of 130th station, and to introduce the RLE Transit-Supportive Development (TSD) Plan. Additionally, the CTA introduced its new RLE engagement website (www.transitchicago.com/rle/engage) during these meetings.

Section 2

Virtual Community Meetings

CTA hosted two identical virtual community meetings to provide an update on project progress, including the proposed change in location of the 130th station, and to present the Transit-Supportive Development (TSD) Plan. The virtual community meetings provided the public with an opportunity to ask questions about the TSD Plan and other project details utilizing the Zoom webinar platform. The two meetings were also broadcasted on Facebook Live. The team solicited input and provided two-way communication through polling questions, a chat window, and a Question-and-Answer window. The virtual community meetings were held:

Date: Tuesday, December 8, 2020
Time: 6:00 p.m. – 7:30 p.m.
Location: Zoom & Facebook Live

Date: Wednesday, December 9, 2020
Time: 1:30 p.m. – 3:00 p.m.
Location: Zoom & Facebook Live

The community meetings were made accessible to people with disabilities by the use of American Sign Language interpretation and closed captioning. The community meetings were held online with a telephone dial-in option due to COVID-19 public health guidance. The virtual community meetings were publicized by flyer, postcard notice, eBlasts (mass emails), customer alerts, and on the project website (see Section 3 for more details about promotion). To provide the greatest opportunity for community participation, the virtual community meetings were scheduled on a weekday evening and an afternoon. Spanish interpretation was available for meeting attendees throughout the entirety of the meetings.

2.1 Virtual Community Meetings Format

The virtual community meetings provided attendees opportunities to learn about the overview and benefits of the Red Line Extension project, introduced the Transit-Supportive Development (TSD) Plan, reviewed potential environmental and property impacts as well as previous and upcoming community touchpoints. The community touchpoints discussed included outreach to potentially impacted tenants and property owners, newsletters, in-person outreach at events, the project's Facebook page, new informational video, workforce development planning efforts, and the engagement website. Near the end of each meeting, a project team member completed a demonstration of how to access the engagement website and use the tools to provide input. The virtual community meetings' format also included polling questions, chat, and Q&A allowing the public to provide feedback, ask questions, and discuss concerns directly with project staff. Digital methods for the public to ask questions included the RLE Facebook page and project team email. Non-digital methods included the CTA's customer service phone number.

2.2 Virtual Community Meetings Materials

The CTA prepared PowerPoints to supplement the project team's verbal presentation during the meetings. The virtual community meetings' presentation slides and recordings were made available via the project website after the meetings concluded. The recordings were available in both English and Spanish.

2.3 Input Received

CTA invited virtual community meeting attendees to submit comments to CTA during and after the meetings. CTA staff provided live responses to selected comments received through the Zoom meeting platform during the meeting and subsequently provided written responses on the CTA website to all comments received through the Zoom meeting platform as well as questions received as of December 10, 2020 in the comments section of the Facebook Live broadcasts. Comments could also be submitted via email or U.S. mail. Emailed comments could be sent to a project-specific email address (RedExtension@transitchicago.com). This email address was available on the project website, within the community meeting presentation, and on all meeting notification materials.

Main themes from the questions included:

- Project funding questions
- Alternate transit options for the area in substitution or in addition to the Red Line extension
- Frequency of bus service following project completion
- Requests for more information about displacement and property acquisition
- Concerns about parking lot locations, spaces and need
- Concerns about noise and vibration and other potential inconveniences to the community resulting from construction and revenue service
- Requests for the project to employ community members
- Incorporating community designs/artistic expression opportunities into the project
- Potential for transit-oriented development

Input was also solicited during virtual station meetings through Zoom polls and instruction by the speaker to answer specific questions in the Zoom chat. Additional input received was received through the engagement website.

2.4 Virtual Community Meeting Attendees

The public was offered a variety of methods to participate in the virtual station meetings. Each meeting had people listening by phone, joining online through the Zoom meeting platform, and others watching on Facebook Live (**Table 1**). The number of participants watching on Facebook Live fluctuated throughout each meeting and the number of unique participants for Facebook Live could not be determined. The December 8, 2020 community meeting garnered attendance of eighty-three, sixty-eight of whom were community members (who shared that they live in the community areas around the project) and other interested stakeholders (who indicated they lived outside of the project area). Of these eighty-three attendees, approximately fifteen participated in the meeting via Facebook Live. The December 9, 2020 community meeting garnered attendance of ninety community members and stakeholders, including approximately twenty-one via Facebook Live. Seventeen members of the project team led both virtual meetings and nine of these team members served as speakers sharing information about the project with the public. Six additional people comprised the external support team providing interpretation and captioning support. Project team members operated the meeting platform and polling, and assisted in preparing responses to questions. Several other project team members and CTA staff attended as observers.

Table 1: Meeting Attendance

Meeting	Community Member Attendance
December 8, 2020	68 (Zoom) 15 (Facebook Live)
December 9, 2020	69 (Zoom) 21 (Facebook Live)

Section 3 Virtual Community Meeting Notifications

CTA used a variety of outreach and notification methods to announce the RLE Transit-Supportive Development (TSD) Plan and invite interested parties to participate in the December 2020 public virtual community meetings.

CTA performed the following as part of the announcement of the RLE Transit-Supportive Development (TSD) Plan and public virtual community meetings:

- Released Fall 2020 newsletter

- Published advertisements in five regional and local newspapers, including two digital placements for online news publications
- Updated the project website’s main page and created a dedicated landing page to include TSD plan details
- Sent postcards to all mailing addresses for impacted properties
- Sent eBlasts to all email addresses on the project contact list
- Posted a customer alert at all Red Line stations
- Delivered hard copy flyers to community locations
- Utilized social media to send announcements
- Media briefing

3.1 Informational Materials and Newsletter

CTA produced a variety of materials to inform the public about the RLE Project announcement of the Transit-Supportive Development (TSD) Plan and public virtual community meetings. The Fall 2020 newsletter was published on November 30, 2020 with information regarding the TSD plan in relation to future development along the Red Line Extension. The newsletter also provided a brief overview of the December public virtual community meetings, dates and times and how to attend the meetings.

3.2 Newspaper Ads

CTA prepared newspaper ads announcing the Transit-Supportive Development (TSD) Plan and the public virtual community meetings. Newspaper ads were published in several local and regional publications (see **Table 2**). The publications include traditional and digital news outlets, local community publications, and a Spanish language publication.

Table 2: Newspaper Ads Announcing Virtual Community Meetings

Publication Date	Media Outlet
November 24, 2020	Chicago Sun-Times (print and digital)
November 28, 2020	Chicago Crusader (print)
December 1, 2020	Chicago Defender (digital only)
December 2, 2020	Citizen Chatham, Chicago Weekend, Hyde Park and South End (print)
December 3, 2020	Lawndale Bilingual News (print)

3.3 Project Website

CTA updated the RLE Project website in advance of the meetings. The website provides general information about the RLE Project, archived materials from public hearings, and updated information on the Transit-Supportive Development (TSD) Plan. A dedicated landing page for the TSD plan (www.transitchicago.com/redext/tsd/) was created and includes an overview and timeline. The website's Frequently Asked Questions were also updated along with images and documents with relevant plan information.

3.4 Postcard Notifications

CTA mailed postcards with information on the upcoming community meeting Transit-Supportive Development (TSD) Plan and invited community members to the public virtual community meetings. The postcards were mailed to approximately 201 addresses of property owners that CTA had contacted in the past in regard to land acquisition. The postcard provided details about the public virtual community meetings, including how to virtually attend meetings and contact information to request assistance at the virtual community meetings. The postcard also included an offer of additional interpretation services in Spanish or sign language with advance notice.

3.5 eBlast Notifications

CTA sent an email (eBlast) to the approximately 1,200 email addresses on the RLE Project contact list on November 23, 2020. The eBlast included information on the project, TSD Plan overview and information about the virtual community meetings with appropriate links to the project website. CTA sent a second eBlast was sent on December 1, 2020 reminding recipients of the upcoming virtual community meetings. CTA sent a third eblast on December 9, 2020 reminding recipients of the second virtual meeting occurrence.

3.6 Customer Alerts

CTA created customer alerts promoting the public virtual community meetings and included information regarding when the meetings would be held, the importance of community engagement and how to attend the meetings. The customer alerts were posted at all Red Line stations.

3.7 Direct and Delivery Mailing

CTA sent hard copies of the meeting announcement and newsletter to aldermen's offices and libraries. These locations were contacted in advance to confirm that they were open, receiving foot traffic, and would accept the handouts. Fifty newsletters as well as 150 meeting announcements were distributed in this manner. Spanish copies of the newsletter and meeting announcement were included in these deliveries.

3.8 Social Media Announcements

CTA utilized the Red Line Extension Facebook page to announce the December virtual community meetings in feed posts as well as through the creation of Facebook events for the two meeting occurrences. On November 23, 2020 CTA Red Line Extension Facebook page published a

save the date post with meeting information including dates, times and reasons the public should attend. On December 3, 2020 CTA Red Line Extension Facebook page published individual event pages for the December 8 and December 9, 2020 meetings. Both meetings were also hosted on Facebook Live and posts were published on each meeting date to announce that the meetings were live and available for public attendance.

Additionally, notice of the meetings were posted on CTA's main Facebook page (Facebook.com/thecta), Twitter page, and Instagram story.

3.9 Media Briefing

CTA held a media briefing on December 8, 2020 to answer media questions prior to the public virtual community meetings. WTTW attended the briefing; the article "CTA Awaiting Federal Approval for Next Phase of Red Line Extension" by Nick Blumberg was published to wttw.com on December 8, 2020 at 12:20 pm.

Guiding Future Development Along the Red Line Extension Through the Transit-Supportive Development Plan

The CTA is beginning development of a Transit-Supportive Development (TSD) Plan, in partnership with the Department of Planning & Development (DPD). The TSD Plan will incorporate the community's vision for future development along the RLE corridor. It will also identify methods and resources needed to enable mixed-use development and enhance economic vitality, multimodal connectivity and the pedestrian environment. The TSD plan will utilize an equitable Transit-Oriented Development (eTOD) planning approach. eTOD planning seeks to promote development without the displacement of existing residents and achieve community-focused affordable housing, local economic development, and environmental sustainability. It can be a driver for more vibrant, prosperous, and resilient neighborhoods that put people of color and lower- and moderate-income residents at the center. A vital part of this 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.

plan, and they have brought together a strong and diverse team, including experienced planning and

To learn more about the TSD plan, visit Transitchicago.com/RLE/TSD

RLE Progresses on Environmental Studies and Preliminary Engineering

The CTA continues to advance environmental studies and prepare preliminary engineering documents to complete the Final Environmental Impact Statement (EIS). Since announcing the project's Preferred Alignment, an opportunity has presented itself to potentially relocate the proposed 130th station from the north side of the street – near the Metropolitan Water Reclamation District (MWRD) – to the south side of 130th Street adjacent to Altgeld Gardens.

As a result, a Supplemental Environmental Assessment is underway that will focus on investigating the impacts

access, and other topics. The CTA has already discussed this change with several groups representing residents in the immediate area and has received positive feedback as the new station location would position Red Line riders closer to homes, schools and recreational opportunities and farther away from the industrial land uses,

A welcomes additional input on the 130th station location change in upcoming community meetings.



December Public Virtual Community Meetings

Join us for a virtual community meeting on
Tuesday, December 8 (6-7:30 p.m.) or
Wednesday, December 9 (1:30-3 p.m.)

We'll be sharing updates on the project and discussing ways you can get involved in 2021, including future community meetings that discuss the TSD Plan.

Find out more about this meeting and how to join by visiting Transitchicago.com/RLE/whats-new

The Red Line Extension will provide many benefits, including:



Equity



Connectivity and access



Economic opportunity



Frequent rail service



Sustainable transportation

About the Red Line Extension Project

The CTA is proposing to extend the Red Line from the existing terminal at 95th/Dan Ryan to 130th Street, subject to the availability of funding. The proposed 5.6-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street. Each new station would include Park & Ride facilities and bus connections. In 2018, CTA selected the Preferred Alignment as shown in the map.

Questions? Would you like to be added to our list for future Red Line Extension updates? Contact us at RedExtension@transitchicago.com or at

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



www.facebook.com/CTARedExt

Red Line Extension Video and Facebook Page!

Check out the CTA's video about the Red Line Extension Project and our commitment to improve mobility and access to transit by visiting tiny.cc/RLEvid! Remember to share your thoughts and follow the project's Facebook page at facebook.com/CTARedExt for timely updates and announcements. We are #RLEReady!



Red Line Extension Preferred Alignment



Transitchicago.com/RLE/



Guiando el desarrollo futuro por la expansión de la Línea Roja por medio del Plan de Desarrollo de Apoyo al Tránsito

CTA está comenzando el desarrollo de un Plan de Apoyo al Tránsito (TSD), en asociación con el Departamento de Planeamiento y Desarrollo (DPD). El propósito del Plan TSD es incorporar la visión de la comunidad de desarrollo futuro en el corredor RLE.

T

para permitir el desarrollo de uso mixto y aumentar la vitalidad económica, conectividad multimodal y el ambiente peatonal. El plan TSD utilizará una estrategia de planeamiento TOD equitativa (eTOD). Planeamiento eTOD busca promover el desarrollo sin desplazar a los residentes existentes y lograr

vivienda económica, desarrollo económico local y sostenibilidad ambiental. Puede ser un impulso para vecindarios más vibrantes, prósperos y resistentes que colocan a las personas de color y residentes de ingresos bajos y moderados en el centro. Una parte vital de este plan será un proceso de participación comunitaria que incorpora y aprecia la visión de los residentes y miembros de los vecindarios adyacentes durante el desarrollo del plan.

La empresa Solomon Cordwell Buenz está dirigiendo el plan y han formado un equipo fuerte y diverso, incluyendo empresas experimentadas de planeamiento y arquitectura y varias Empresas en Desventaja (DBEs).

Para aprender más acerca del plan TSD, visite: Transitchicago.com/RLE/TSD

RLE avanza en los estudios ambientales e ingeniería preliminar

CTA sigue avanzando en los estudios ambientales y preparando los documentos preliminares de ingeniería para completar la Última Declaración de Impacto Ambiental (EIS). Desde anunciar la Alineación Preferida del proyecto, se ha presentado una oportunidad para potencialmente mover la estación propuesta en 130th Street desde el lado norte de 130th Street – cerca de Metropolitan Water Reclamation District (MWRD) – al lado sur de 130th Street adyacente a Altgeld Gardens.

Como resultado, una Evaluación Ambiental Suplementaria está siendo realizada que se enfocará en investigar los impactos de este potencial cambio al proyecto. Estudios están siendo completados sobre el ruido y la

A ya ha discutido este cambio con varios grupos representando a los residentes en el área inmediata y han recibido comentarios positivos porque el nuevo sitio de la estación posicionaría a los viajeros de la Línea Roja más cerca de los hogares, escuelas y oportunidades

MWRD. CTA aprecia las opiniones adicionales sobre el cambio de la ubicación de la estación 130th durante las próximas reuniones comunitarias.



¡Reunión comunitaria pública virtual en diciembre!

¡Acompáñenos para una reunión comunitaria virtual el martes, 8 de diciembre (6-7:30 p.m.) y miércoles, 9 de diciembre (1:30-3 p.m.)! Estaremos compartiendo actualizaciones sobre el proyecto y discutiendo maneras en las que se puede involucrar en 2021, incluyendo futuras reuniones comunitarias que discutirán el Plan TSD.

Lea más acerca de esta reunión y cómo unirse visitando a Transitchicago.com/RLE/whats-new

Beneficios de la expansión de la Línea Roja



Equidad



Conectividad y acceso



Oportunidad económica



Servicio ferroviario frecuente



Transporte sostenible

Resumen del proyecto de expansión de la Línea Roja

CTA está proponiendo extender la Línea Roja desde la terminal existente en 95th/Dan Ryan a 130th Street, sujeto a la disponibilidad de fondos. La extensión propuesta de 5.6 millas incluiría cuatro estaciones nuevas cerca de 103rd Street, 111th Street, Michigan Avenue y 130th Street. Cada estación nueva incluiría instalaciones de estacionamiento y autobús. En 2018, CTA eligió la Alineación Preferida ilustrada en el mapa.

Información de contacto

¿Preguntas? Quisiera ser agregado/a a nuestra lista para futuras actualizaciones de la expansión de la Línea Roja? Contáctenos en: RedExtension@transitchicago.com o en

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



www.facebook.com/CTARedExt

¡Página de Facebook y video de la expansión de la Línea Roja!

¡Vea el video de CTA acerca del Proyecto de Expansión de la Línea Roja y nuestro compromiso a mejorar la movilidad y acceso al tránsito visitando

tiny.cc/RLEvid! Recuerde

de compartir sus opiniones y seguir la página de Facebook del proyecto en facebook.com/CTARedExt para actualizaciones del proyecto y anuncios. ¡Estamos listos para RLE!



Gráfica de alineación preferida de la expansión de la Línea Roja



Transitchicago.com/RLE/



Lowest COVID-19 positivity rate in weeks, but Pritzker and Ezike worry about holiday 'super-spreader events'

BY RACHEL HINTON, POLITICAL REPORTER
rhinton@suntimes.com | @rrhinton

State public health officials reported 8,322 new confirmed and probable cases of COVID-19 Monday as well as 47 additional deaths.

As of Sunday night, 6,171 people with the virus were reported to be in the hospital, 1,206 patients were in intensive care units, and 635 patients with COVID-19 were on ventilators.

The 8,322-daily caseload, while still higher than in previous months, was the lowest since Nov. 4 and only the seventh time this month that the daily figure was below 10,000.

And the latest cases were detected among almost 91,562 tests, lowering the statewide average testing positivity rate to 10.9%, the lowest it's been since Nov. 8.

As part of the state's tier three resurgence mitigations, Gov. J.B. Pritzker asked people who work in office settings to work from home if possible, and he followed his own

guidance Monday, allowing his employees to work from home and appearing virtually for his daily briefing on the virus.

Pritzker said he is "concerned" people aren't following the mitigations he put in place last week and worried that could lead to an uptick in coronavirus cases after the Thanksgiving holiday in Illinois, which is already seeing rising numbers of infections, people in intensive care units and on ventilators.

Dr. Ngozi Ezike said it wasn't too late for state residents to change their minds about their plans.

"Thanksgiving hasn't happened yet, people can still change their plans and change the outcome," Ezike, the head of the state's public health department, said. "We don't have to have super-spreader events at homes. ... Please reconsider your plans and see if we can be part of the solution to decrease infections, instead of part of the plan to increase them."

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Granderson and Mariano's Give Away One Thousand Bags of Food

By J. Coyden Palmer

If you were out shopping last Sunday at the Mariano's in Bronzeville, your eyes were not deceiving you. That was former Major League Baseball player and Chicago native Curtis Granderson handing out free food.

Granderson was at Mariano's as part of "Grand Giving," a partnership between the grocery store chain and Granderson's charity, "Grand Kids." Granderson said his organization and Mariano's handed out more than a thousand bags of food. He explained during these chaotic times, we must all remember those who are in the greatest need of basic necessities in life, like food.

"As everything continues to shut down, get closed, you still stay hungry," Granderson said. "That's something that doesn't go away."

According to Feeding America's Map the Meal Gap Study, one in seven people in Cook County will experience food insecurity this year. Food insecurity varies greatly across the county. In some communities, more than half of all residents are food insecure. Food insecurity is usually episodic and often cyclical.

Many food insecure households do not qualify for federal nutrition assistance programs. Making tradeoff decisions between paying for food and other basic needs such as medical bills and housing is also common, according to those who feed the hungry.

Granderson said we can all do something to help fight hunger in Chicago. He spoke of a program people can donate to that leads to actually putting

food on people's tables.

"Come to any Mariano's location when you're getting a chance to check-out. They say, 'Hey, would you like to donate a \$1, \$5, \$10, or any amount?' Those proceeds are going to Grand Giving which is then going to help the Chicago Greater Food Depository," Granderson said.

During the pandemic, officials say food requests from families are surging, just as the virus is in Chicago. Kelli O'Connell, CEO of the Lakeview Food Pantry, said there has been a 45 percent increase from this time last year on food requests. She noted that amounts to roughly 2,000 people a week her food pantry is feeding. She said there are a wide-range of people using the pantry but one demographic that is really concerning is that of those seeking her service for the first time.

"We have a lot of people who have lost their jobs and have never been in this situation before," O'Connell said. "They are understandably scared and uncertain about the future. Knowing they will have access to food helps to take away some of the anxiety."

And it's not just those who are unemployed who are struggling. Many people who are employed are also struggling, according to Lee Hodges Jr., who was at the event at Mariano's on Sunday.

"At my job they are cutting back hours big time," he began. "That is putting a dent in my wallet. And the reality is you have to keep a roof over your head, clothes on your back and food on your table. So, this giveaway for me is providing me with a lifeline."



CHICAGO NATIVE AND former MLB player Curtis Granderson teamed up with Mariano's on Nov. 15 to give away 1000 bags of food at the Mariano's store in Bronzeville. (photo courtesy of Mariano's)

DISTORTIONS, DISTRACTIONS AND ...

(Continued from page 6)

Joe Biden is about as moderate as they come. He has not yet said that he supports "Medicare for all," but he supports protections for those with pre-existing conditions, just like 70 percent of all Americans do.

VP-elect Harris has been so frequently mischaracterized that refuting baseless claims is futile. Here is what we know – she is a savvy attorney who has increasing responsibility in the Democratic Party. She brings enthusiasm and energy (not to mention diversity) to the ticket. The attempts to disparage her are at best mean-spirited and anti-Black (attack her on the issues, don't call her a "monster").


Warnock has described Loeffler's attacks on him as "division and distraction." I might add "delusional" to the alliteration. Extracting a passage from a sermon in which Warnock reminded us that God comes first, Loeffler attempted to spin his sermon into an attack on the military. The Bible verse Warnock was quoting, Matthew 6:24, reminds us that God comes first and should gain our allegiance above money or the military. This is basic Christian doctrine. Many of us believe in the omnipotence of God.


Warnock did not attack the military; he asserted that our primary obligation is to God.

But words like "socialist" and "left-wing radical" are inflammatory terms, even if those who use them don't know quite what they mean. If feeding the hungry is socialist, then so was Jesus. If clothing the naked is socialist, so is our Lord. If healing the ill is a socialist initiative, then, of course, Raphael Warnock seems like a socialist to the woman who is worth at least \$520 million and can afford all the health care she needs. Warnock advocates for expanding the Affordable Care Act, a move anathema to conservatives who want to maximize the profit they can extract from sick people.

Reverend Raphael Warnock, like Dr. Martin Luther King, Jr., is a Morehouse man. There is an adage – you can always tell a Morehouse man, but you can't tell him much. Warnock would like us to tell him that we have his back in a pivotal race that may determine how effective President-elect Biden can be. Ignore the racist rhetoric and check out this powerful preacher and civic leader.

Dr. Julianne Malveaux is an economist and author.





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NEWS



For K-12 educators who are designing instructional resources that align with the needs of today's remote- and hybrid-teaching realities, a new emergency fund can potentially aid their efforts.

Supporting Teachers on the Frontlines of COVID-19

StatePoint - Educators are among the many on the frontlines of COVID-19. During a time of immense disruption, they are quickly adapting their teaching methods, testing new skills, and discovering solutions to advance learning in profound new ways.

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“The role of teachers has never been more important as they work tirelessly to engage and inspire their students in a socially distant world,” says Vicki Phillips, chief education officer at the National Geographic Society. “Our goal is to equip educators with the resources and support they need to continue creating, innovating and pioneering new ways of teaching so their peers and their students can continue growing.”

The fund places particular emphasis on remote- and hybrid-learning resources, methodologies and practices that use the power of science, social studies and geography to help students understand the significance of current and complex challenges, such as a global pandemic. Other priorities include instructional resources that help students bridge their personal experiences to a more global perspective on critical issues such as sustainability and social justice.

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During an unusual school year, new avenues of support and funding are emerging. Leveraging these resources can help educators continue their mission of preparing young people to confront the challenges of a rapidly changing world.

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The fund places particular emphasis on remote- and hybrid-learning resources, methodologies and practices that use the power of science, social studies and geography to help students understand the significance of current and complex challenges, such as a global pandemic. Other priorities include instructional resources that help students bridge their personal experiences to a more global perspective on critical issues such as sustainability and social justice.

In an effort to identify, support and elevate a range of educator voices, perspectives and communities, priority will be given to those working in communities that have been particularly hard hit by the pandemic and who have not previously received National Geographic funding. Applicants can apply individually, in collaboration with other educators or with National Geographic Explorers. To learn more, visit NatGeoEd.org/covidgrants. To provide additional guidance during the application process, the Society is offering weekly virtual “Design Labs.” Educators can also ask questions by visiting [@NatGeoEducation](https://twitter.com/NatGeoEducation) on Twitter.

During an unusual school year, new avenues of support and funding are emerging. Leveraging these resources can help educators continue their mission of preparing young people to confront the challenges of a rapidly changing world.

RED AHEAD
Moving Ahead to a Better Red



Red Line Extension Virtual Community Meetings:
Tuesday, December 8 (6:00 p.m. - 7:30 p.m.) and
Wednesday, December 9 (1:30 p.m. - 3:00 p.m.)

The CTA is hosting virtual community meetings to share updates on the Red Line Extension (RLE) project and to introduce the RLE Transit-Supportive Development (TSD) Plan. The TSD Plan will incorporate the community's vision for future development along the RLE corridor. It will also identify methods and resources needed to enable mixed-use development and enhance economic vitality, multimodal connectivity and the pedestrian environment. For more information about the TSD Plan, please visit www.transitchicago.com/RLE/TSD.

A vital part of this 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.

Join us to learn more about the RLE project and the TSD Plan. Community members are invited to ask questions and provide their feedback to CTA, while also learning about ongoing opportunities to stay involved. Due to COVID-19 restrictions, this community meeting will be conducted virtually on Zoom.

To join online, visit: tiny.cc/CTARLEMeeting

To join by phone, dial: 1-312-626-6799; Webinar ID: 856 0888 2260

You can also watch live on Facebook at www.Facebook.com/CTARedExt.

****Presentation audio available in Spanish if joining through Zoom. Closed captioning and sign language interpretation also available for the hearing impaired. ****

The same information will be presented at both meetings, so please attend the meeting that works best for your schedule! Afterwards, the meeting will be recorded and posted online at www.transitchicago.com/RLE/whats-new.

For questions about the RLE project and/or the TSD Plan, please contact the project team at RedExtension@transitchicago.com.

Do you require assistance?

Sign language interpretation and captioning will be available during the virtual presentation. If you require other reasonable accommodations to participate, please contact Amy Serpe, ADA Compliance Programs Manager, by December 2 at 312-350-2301 or aserpe@transitchicago.com.

transitchicago.com/RLE





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HIV... *Continued from page 2*

new approaches that will address health disparities in priority populations – Black, Latinx, and low-income Chicagoans – including HIV and sexually transmitted infections (STI). Among all people in Chicago living with HIV in 2019, 66 percent accessed care and 42 percent were retained in medical care. Forty-nine percent of people living with HIV in Chicago achieved viral suppression in 2019, a slight decrease when compared to 2018 data (52%). HIV new diagnosis data has been calculated using a methodology that aligns with the National HIV/AIDS Strategy (NHAS).

This year proved quite a challenge under the COVID-19 pandemic, as such the CDPH increased funding to support the HIV Resource Coordination Hub, which is a one-of-a-kind program that is a single source of information, referrals, and linkages for

SIDA... *Viene de la página 3*

de Chicago que vivió con VIH en el 2019, 66 por ciento tuvieron acceso a cuidado y 42 por ciento fueron retenidos en cuidado médico. Cuarenta y nueve por ciento de la gente que vive con VIH en Chicago logró la supresión viral en el 2019, una ligera disminución comparada con los datos del 2018 (52%) Los datos de nuevos diagnósticos del VIH han sido calculados utilizando una metodología alineada con la Estrategia Nacional de VIH/SIDA (NHAS).

Este año resultó un verdadero reto bajo la pandemia del COVID-19 y como tal, el CDPH aumentó los fondos para apoyar el Centro de Coordinación de Recursos sobre el VIH, que es un programa único en su clase, y fuente única de información, referencias y enlaces para personas que viven con el VIH y son vulnerables a él y que lo necesitan; se amplió la asistencia financiera de emergencias, brindando más de \$600,000 a personas que viven y son vulnerables al VIH, lo que incluye fondos para apoyar las necesidades básicas/de alimentos, utilidades, internet/teléfonos celulares, gastos médicos y renta/hipoteca y lanzaron un nuevo proyecto de vivienda – Hotel to Home – para personas que viven con el VIH y experimentan desamparo.

persons living with HIV and vulnerable to HIV who are in need; expanded emergency financial assistance, providing more than \$600,000 to people living with and vulnerable to HIV, which included

funds to support food/basic needs, utilities, internet/cell phone, medical expenses, and rent/mortgage; launched a new housing project – Hotel to Home – for people living with HIV who are experiencing homelessness.

RED AHEAD
Moving Ahead to a Better Red



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A vital part of this 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.

Join us to learn more about the RLE project and the TSD Plan. Community members are invited to ask questions and provide their feedback to CTA, while also learning about ongoing opportunities to stay involved. Due to COVID-19 restrictions, this community meeting will be conducted virtually on Zoom.

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To join by phone, dial: 1-312-626-6799; Webinar ID: 856 0888 2260

You can also watch live on Facebook at www.Facebook.com/CTARedExt.

****Presentation audio available in Spanish if joining through Zoom. Closed captioning and sign language interpretation also available for the hearing impaired. ****

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transitchicago.com/RLE



Chicago Defender Digital Newspaper Ads

RED AHEAD
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Red Line Extension

**Red Line Extension Virtual Community Meetings:
Tuesday, December 8 (6:00 p.m. - 7:30 p.m.) and
Wednesday, December 9 (1:30 p.m. - 3:00 p.m.)**

transitchicago.com/RLE



Digital Leaderboard Ad

RED AHEAD
Moving Ahead to a Better Red



Red Line Extension

**Red Line Extension
Virtual Community Meetings:
Tuesday, December 8
(6:00 p.m. - 7:30 p.m.)
and Wednesday, December 9
(1:30 p.m. - 3:00 p.m.)**

transitchicago.com/RLE



Digital Sideboard Ad

The logo for 'Red Ahead' features the words 'RED' and 'AHEAD' in a bold, white, sans-serif font. 'RED' is positioned to the left of 'AHEAD', and a white arrow points from the 'A' in 'AHEAD' towards the right. The background is a dark red gradient.

Hello Stakeholder,

You are receiving this email because CTA has contacted you in the past about your property near the proposed Red Line Extension (RLE) project area. The CTA will be hosting a virtual community meeting to share general updates about the RLE project and to introduce the new RLE Transit-Supportive Development (TSD) plan. Community members are invited to ask questions and provide their feedback to CTA, while also learning about ongoing opportunities to stay involved.

The virtual community meeting will have limited time to address land acquisition topics and questions about individual properties will not be addressed at the community meeting for privacy reasons. If you have questions about your property, please email us (redextension@transitchicago.com) with your address, name and contact information and a property specialist will

. You may also contact CTA's Customer Service hotline at: 1-888-968-7282, Hearing Impaired/TTY 1-888-282-8891, or 711 (relay).

Thank you,

Red Line Extension Project Team

Hola Interesado,

Usted está recibiendo este correo electrónico porque CTA le ha contactado en el pasado acerca de su propiedad cerca de la Extensión propuesta de la Línea Roja (RLE). La CTA estará patrocinando una reunión comunitaria virtual para compartir actualizaciones generales acerca del proyecto RLE y presentar el plan de Desarrollo de Apoyo al Tránsito RLE (TSD). Los miembros de la comunidad son invitados a hacer preguntas y proporcionar sus opiniones a CTA, mientras también aprenden de oportunidades en curso para mantenerse involucrado.

La reunión comunitaria virtual tendrá tiempo limitado para discutir temas de adquisición de terreno y preguntas acerca de propiedades individuales no serán discutidas en la reunión comunitaria por razones de privacidad. Si tiene preguntas acerca de su propiedad, favor de mandar un correo electrónico a redextension@transitchicago.com con su dirección, nombre e información de contacto y un especialista de propiedad le contactará individualmente para hablar de

También puede llamar

Servicio a Clientes de la CTA: 1-888-YOUR-CTA (1-888-968-7282) TTY: 1-888-CTA-TTY1.

Gracias,

El Equipo del Proyecto de la Expansión de la Línea Roja

Find out more about this meeting by visiting transitchicago.com/RLE





December Public Virtual Community Meeting!

**Tuesday, December 8 (6 p.m. - 7:30 p.m.)
and Wednesday, December 9 (1:30 p.m. - 3 p.m.)**

**To join online, visit tiny.cc/CTARLEMeeting
To join by phone, dial: 1-312-626-6799;
Webinar ID: 856 0888 2260**

You may also contact CTA's customer Service hotline at:
1-888-968-7282, hearing Impaired/TTY 1-888-282-8891,
or 711 (relay)

*Presentation audio available in Spanish if joining online
through Zoom.*

¡Reunión comunitaria pública virtual en diciembre!

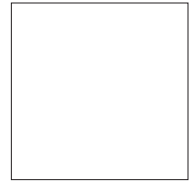
**El martes, 8 de diciembre (6 p.m. - 7:30 p.m.) y
el miércoles, 9 de diciembre (1:30 p.m. - 3 p.m.)**

**Para asistir en línea, visite: tiny.cc/CTARLEMeeting
Para asistir por teléfono, marque: 1-312-626-6799;
Webinar ID: 856 0888 2260**

*Audio de la presentación disponible en español
solamente con asistencia por Zoom.*



17 N. State St
Suite 850
Chicago, IL 60602



Red Line Extension Virtual Community Meetings

The CTA is hosting **virtual community meetings** to share updates **on the Red Line Extension (RLE)** project and to introduce the RLE Transit-Supportive Development (TSD) Plan on:

**Tuesday, December 8, 2020 (6pm - 7:30pm) and
Wednesday, December 9 (1:30 pm - 3pm).**

A vital part of the TSD Plan will be a community engagement and ownership process that incorporates and appreciates the vision of residents and stakeholders from the surrounding neighborhoods along the RLE corridor throughout the development of the plan. It will also identify methods and resources needed to enable mixed-use development and enhance economic vitality, multimodal connectivity and the pedestrian environment. For more information about the TSD Plan, please visit transitchicago.com/RLE/TSD.

Join us to learn more about the RLE project and the TSD Plan. Community members are invited to ask questions and provide their feedback to CTA, while also learning about ongoing opportunities to stay involved. Due to COVID-19 restrictions, this community meeting will be conducted virtually on Zoom.

- **TO JOIN ONLINE, VISIT: tiny.cc/CTARLEMeeting**

Note: *This will provide a direct link to the Zoom meetings. Presentation audio will be available in Spanish if joining through Zoom. Closed captioning and sign language interpretation will also be available for the hearing impaired.*

- **TO JOIN BY PHONE, DIAL:
1-312-626-6799; Webinar ID: 856 0888 2260**
- **TO WATCH ON FACEBOOK LIVE, VISIT:
Facebook.com/CTARedExt**

The same information will be presented at both meetings, so please attend the meeting that works best for your schedule! Afterwards, the meeting will be recorded and posted online at transitchicago.com/RLE/whats-new.

For questions about the RLE project and/or the TSD Plan, please contact the project team at RedExtension@transitchicago.com.

DO YOU REQUIRE ASSISTANCE?

Sign language interpretation and captioning will be available during the virtual presentation. If you require other reasonable accommodations to participate, please contact **Amy Serpe, ADA Compliance Programs Manager, by December 2 at 312-350-2301 or aserpe@transitchicago.com.**

transitchicago.com

Customer Information: 1-888-YOUR-CTA (1-888-968-7282); CTA TTY: 1-888-CTA-TTY1 (1-888-282-8891)
Transit Information: 312-836-7000



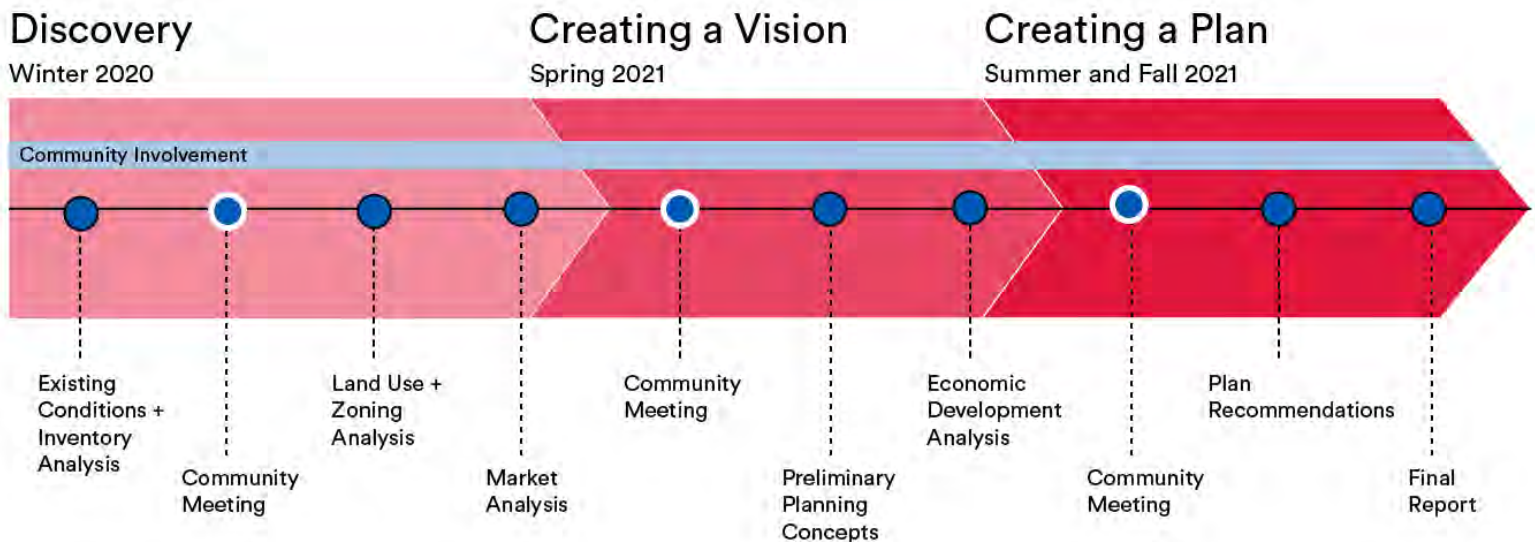
About the Transit-Supportive Development Plan



Overview

The RLE Transit-Supportive Development (TSD) Plan is a Chicago Transit Authority (CTA) led project in partnership with the City of Chicago's Department of Planning and Development and the Cook County Land Bank Authority. The Plan will act as a guide for future development in communities located near the RLE project area. Your participation and feedback as a community member are important to ensure that the voices of the community are heard and included in the plan.

We encourage you to **register for the community station-area meetings** in January & February 2021 and explore the website to provide feedback on the plan's development. The website will be updated throughout the plan's development over the next year, so be sure to visit again! Better yet, **create an account** to get updates about future engagement opportunities.



TSD Plan Timeline

At the heart of the TSD plan will be the community's vision for future development along the RLE corridor. The plan will identify the approach and resources needed to increase economic development and mobility in the project area. The project team is committed to a collaborative community engagement process that focuses on positive local development and does not result in displacement.

Information collected during the TSD plan will help the CTA secure funding for the RLE project through the federal New Starts program, which will help move the project forward into the next phase closer to implementation. More specifically, the plan will be used to provide information on future plans for the use of land and economic development

following the completion of project work to extend the Red Line.

Please visit www.transitchicago.com/RLE/TSD to learn more!



Create an account to stay involved!

REGISTER

Frequently Asked Questions

- Why is a Transit-Supportive Development (TSD) plan being created for the Red Line Extension Project?
- How is Transit-Supportive Development (TSD) different than Transit-Oriented Development (TOD)?
- Will the Red Line Extension Project include economic development near the stations?
- How can the community contribute to the Red Line Extension TSD plan?
- What is Equitable Transit Oriented Development (eTOD) planning?

Quick Poll

What do you think of this website?



- I like it!
- It's okay, but it could use some work.
- It's not my favorite.

View Results

Submit

Transit-Supportive Development Plan



Conceptual rendering of area redevelopment near 103rd Street station.

Transit-Supportive Development Plan Overview

The Red Line Extension is about much more than providing new access to transit – it's also about promoting opportunity and development for communities and residents along the extension.

The RLE Transit-Supportive Development (TSD) Plan is a proactive effort to create a guide for future development in communities located near the RLE project area. The TSD Plan is being led by the CTA and in partnership with the City of Chicago's Department of Planning and Development and the Cook County Land Bank Authority. Funding for this initiative comes from a grant the CTA received from the

Federal Transit Administration's (FTA) Pilot Program for Transit-Oriented Development (TOD) Planning. This program provides funding to FTA grantees to integrate land use and transportation planning with a new transit capital investment.

At the heart of the TSD Plan will be the community's vision for future development along the RLE corridor. This Plan will identify methods and resources needed to enable mixed-use development and enhance economic vitality, multimodal connectivity and the pedestrian environment.

Importantly, the TSD Plan will utilize an equitable Transit Oriented Development (eTOD) planning approach. In short, eTOD planning seeks to promote development without the displacement of existing residents and achieve community-focused benefits, such as affordable housing, local economic development and environmental sustainability. It can be a driver for more vibrant, prosperous, and resilient neighborhoods that put people of color and lower- and moderate-income residents at the center. In order to achieve this, a vital part of this 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.

Information collected during the TSD Plan will help the CTA secure funding for the RLE project through the federal New Starts program. More specifically, the plan will be used to provide information on future plans for the use of land and economic development criteria following the completion of project work to extend the Red Line.

What will the Transit-Supportive Development Plan entail?

Creation of the TSD Plan will be a one year project that includes the following components: an Existing Conditions Report; an Inventory, Market Analysis, Land Use and Zoning Analysis; an Economic Development Plan; and a Final Report. Community outreach will occur throughout the project.

Discovery

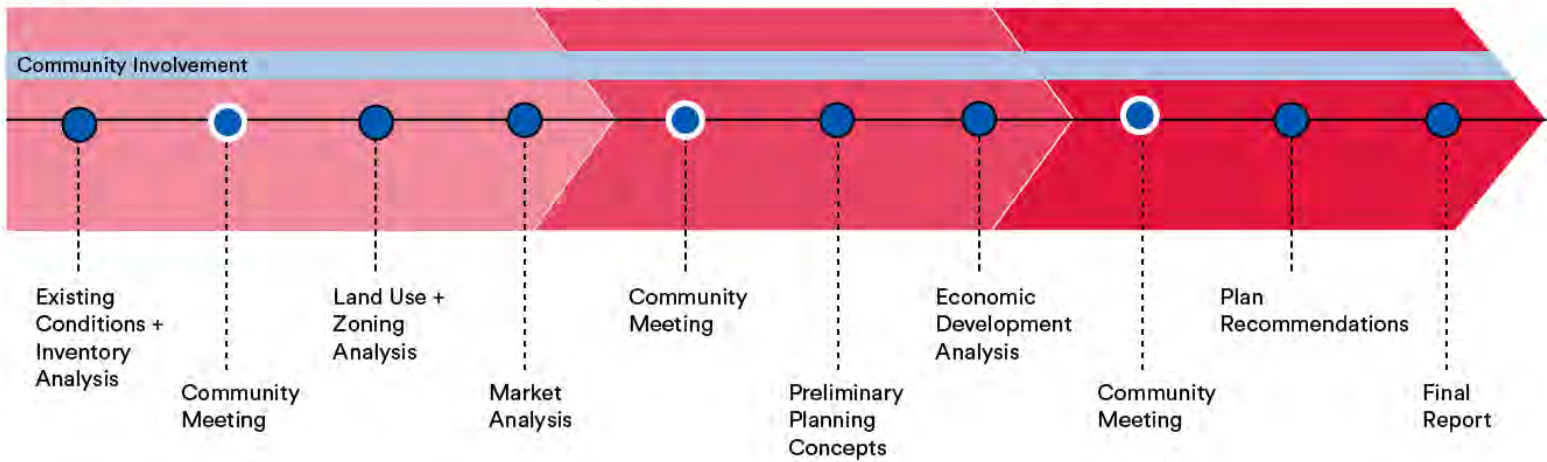
Winter 2020

Creating a Vision

Spring 2021

Creating a Plan

Summer and Fall 2021



Transit-Supportive Development Plan Frequently Asked Questions

For frequently asked questions about the TSD plan and RLE, visit our FAQ page [here](#).

Community Involvement

The CTA is involving local communities, elected officials and regional stakeholders to share information on the project and gather feedback and input for the plan. Visit this section in the future to learn more about past and upcoming meetings.

RLE Virtual Station Meetings

The CTA is hosting a series of virtual public meetings to discuss project progress and YOUR VISION for the area around the four proposed stations for the Red Line Extension (RLE) project. Your input as a community member will help determine the needs and priorities for future development around each station area.

130th Street | Wednesday, January 27 (6:00 p.m. – 7:30 p.m.)

111th Street | Tuesday, February 2 (6:00 p.m. – 7:30 p.m.)

103rd Street | Tuesday, February 9 (6:00 p.m. – 7:30 p.m.)

Michigan Avenue | Tuesday, February 16 (6:00 p.m. – 7:30 p.m.)

Due to COVID-19 restrictions, these meetings will be conducted virtually via Zoom and broadcasted on Facebook Live.

Registration is required to attend these meetings

Please register at: transitchicago.com/RLE/engage

Attendees will receive information to join via Zoom or telephone

If you require assistance to register, call us at 1-888-968-7282
at least three [3] days before the meeting you plan to attend

Each meeting will be broadcasted simultaneously on Facebook Live at [facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

*** Presentation audio in Spanish, American Sign Language interpretation and captioning
will be available at each meeting for those joining online through Zoom only ***

After each meeting, a recording and meeting materials will be posted on this page.

Meeting resources

- [View the announcement flyer](#) (.pdf)
- [Ver anuncio](#) (.pdf)
- [130th station meeting presentation slides](#) (.pdf)

Meeting 1: Goals, Objectives, and Vision - Winter 2020

The CTA hosted virtual community meetings on Tuesday, December 8, 2020, and Wednesday, December 9, 2020 for updates on the Red Line Extension (RLE) project and an introduction to the new TSD plan. Community members were able to participate in polling activities, provide comments, and ask questions.

New! RLE community engagement website

The CTA also announced its new RLE community engagement website, which can be accessed at transitchicago.com/RLE/engage. Using this new platform, community members can provide feedback, ask questions, and collaborate with others to help shape the TSD plan. A variety of interactive and easy to use activities are provided, such as the ideas wall, the mapping tool, and a short survey.

December 2020 meeting resources

- Meeting recordings
 - [12/8/2020 \(English\)](#)
 - [12/8/2020 \(Español\)](#)
 - [12/9/2020 \(English\)](#)
- [Presentation slides](#) (.pdf)

- [Announcement flyer](#) (.pdf)
- [Anuncio](#) (.pdf)

Who is leading the transit-supportive development plan effort?

The CTA is leading this effort in partnership with the City of Chicago's Department of Planning and Development and the Cook County Land Bank Authority. Solomon Cordwell Buenz was selected as the prime consultant for the TSD Plan. The TSD consultant team also includes six disadvantaged business enterprises (DBEs), comprising 40.11% of the overall contract value.


To receive updates on the Red Line Extension Project and the TSD Plan, please contact us at:


RedExtension@transitchicago.com

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

©2021 Chicago Transit Authority
Phone: 1-888-YOUR-CTA
TTY: 1-888-CTA-TTY1 or 711 (relay)
Email: feedback@transitchicago.com

CTA Red Line Extension Facebook Page Promotion

 **CTA Red Line Extension** added an event.
December 3, 2020 · 🌐



Red Line Extension Virtual Community Meeting:
Tuesday, December 8
(6:00 p.m. - 7:30 p.m.)

transitchicago.com/RLE

TUE, DEC 8, 2020

Red Line Extension Virtual Community Meeting (Evening) ☆ Interested

Other · 119 people

👍 7

👍 Like 💬 Comment ➦ Share

December 8, 2020 – Virtual Community Meeting Facebook Event



CTA Red Line Extension added an event.

December 3, 2020 · 🌐



WED, DEC 9, 2020

Red Line Extension Virtual Community Meeting (Afternoon)

☆ Interested

59 people interested

👍 3

👍 Like

💬 Comment

➦ Share



Write a comment...



December 9, 2020 – Virtual Community Meeting Facebook Event



CTA Red Line Extension was live.

December 8, 2020 · 🌐



The CTA is hosting virtual community meetings to share updates on the Red Line Extension (RLE) project and to introduce the RLE Transit Supportive Development (TSD) Plan. A vital part of this 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.

Join us to learn more about the RLE project and the TSD Plan!

12

4 Comments 3 Shares

Like

Comment

Share

December 8, 2020 – Facebook Live Virtual Community Meeting



CTA Red Line Extension was live.

December 9, 2020 · 🌐



The CTA is hosting virtual community meetings to share updates on the Red Line Extension (RLE) project and to introduce the RLE Transit Supportive Development (TSD) Plan. A vital part of this 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. Join us to learn more about the RLE project and the TSD Plan!

RED AHEAD Red Line Extension

**Red Line Extension Virtual Community Meeting
December 2020**

Thank you for joining us! The meeting will begin promptly at 1:30 pm.

This meeting will be recorded and available online after the meeting at www.transitchicago.com/RLE and www.Facebook.com/CTARedExt

To switch to Spanish Audio, you must join the webinar through Zoom. Look for the interpretation icon in the toolbar.



Audio de la presentación disponible en español solamente con asistencia por Zoom. Busque el icono de interpretación.




👍❤️ 6

1 Comment 5 Shares

👍 Like

💬 Comment

➦ Share

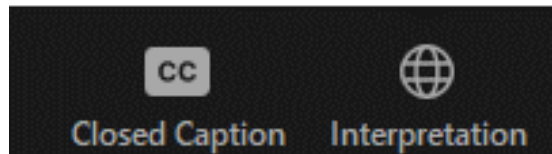
December 9, 2020 – Facebook Live Virtual Community Meeting

Red Line Extension Virtual Community Meeting December 2020

Thank you for joining us! The meeting will begin promptly at 6 pm.

This meeting will be recorded and available online after the meeting at www.transitchicago.com/RLE and www.Facebook.com/CTARedExt

To switch to Spanish Audio, you must join the webinar through Zoom. Look for the interpretation icon in the toolbar.



Audio de la presentación disponible en español solamente con asistencia por Zoom. Busque el icono de interpretación.

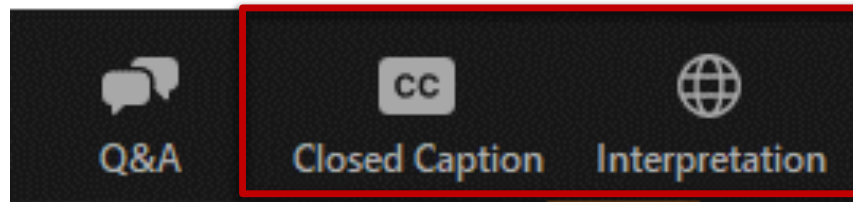


Red Line Extension

Community Meeting
December 2020



To turn on captioning, click the icon in the Zoom toolbar



Audio de la presentación disponible en español

1. Busque el icono de interpretación en la barra de webinar de Zoom. Le mostramos el icono en esta diapositiva para ayudar a reconocerlo.
2. Haga clic en el icono y seleccione “Spanish” para escuchar al intérprete en la reunión.

Para escuchar al intérprete en español usted debe ingresar a la reunión a través del webinar de Zoom, no a través de Facebook o por teléfono.

Our Presenters



Barbara Stubblefield
Red Line Outreach



Lilliane Webb
Red Line Outreach



Marlise Fratinardo
CTA Planning



Sonali Tandon
CTA Planning



Melody Carvajal
Red Line Outreach



Ammar Elmajdoub
CTA Planning



Jasmine Gunn
Department of Planning and Development



Teresa Fourcher
Transit Supportive Development Plan



Mark Payne
Transit Supportive Development Plan



- **Virtual Meeting Format** ←
- Project Overview and Benefits
- Recent Progress
- Federal Environmental Process
- Community Touchpoints
- Transit Supportive Development (TSD) Plan
- Engagement Website
- Questions & Answers

This meeting will be recorded and available online after the meeting at www.transitchicago.com/RLE and www.Facebook.com/CTARedExt



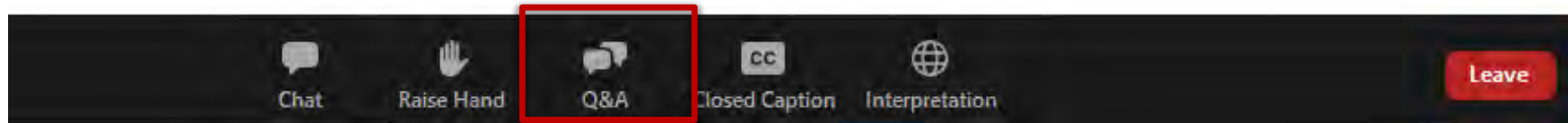
Michigan & 116th Station Conceptual Rendering

Over Email:

- RedExtension@transitchicago.com

If Joining by Zoom, use Q&A:

- At the bottom of the window, click **Q&A**.
- When you click on Q&A, a window will appear where you can type a question and see others' questions. A response will also be provided in the Q&A.



Questions left on Facebook or in the Zoom chat will **NOT** be responded to directly. CTA will view them but if you want an official response, **please use the project email or Q&A function.**

Answers will be posted to www.transitchicago.com/RLE/whats-new by the end of next week.



- Virtual Meeting Format
- **Project Overview and Benefits** ←
- Recent Progress
- Federal Environmental Process
- Community Touchpoints
- Transit Supportive Development (TSD) Plan
- Engagement Website
- Questions & Answers

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Michigan & 116th Station Conceptual Rendering

Red Line Extension

- 5.6-mile extension
- Four new stations :
 - 103rd Street (near Eggleston)
 - 111th Street (near Eggleston)
 - Michigan Avenue (near 116th Street), and
 - 130th Street
- Park & Ride and bus connections at each new station
- Elevated tracks from 95th Street to 119th Street, then tracks run along the ground from 119th Street to 130th Street



Red Line Extension Preferred Alignment

Equity by providing affordable rapid transit to historically underserved communities and improving mobility for transit-dependent residents and people with disabilities.

Connectivity and access to the entire city via the CTA network.



Conceptual rendering of what a Red Line Extension elevated station could look like.



Graphic of CTA's existing rail network along with four new proposed stations



Conceptual renderings of what the new elevated station could look like.

Economic opportunity through connections to jobs, educational opportunities, housing and other services, as well as economic development on the City's Far South Side.

Frequent rail service will reduce commute times.

Sustainable transportation that helps contribute to improved air quality, reduces greenhouse gas emissions, and saves energy.

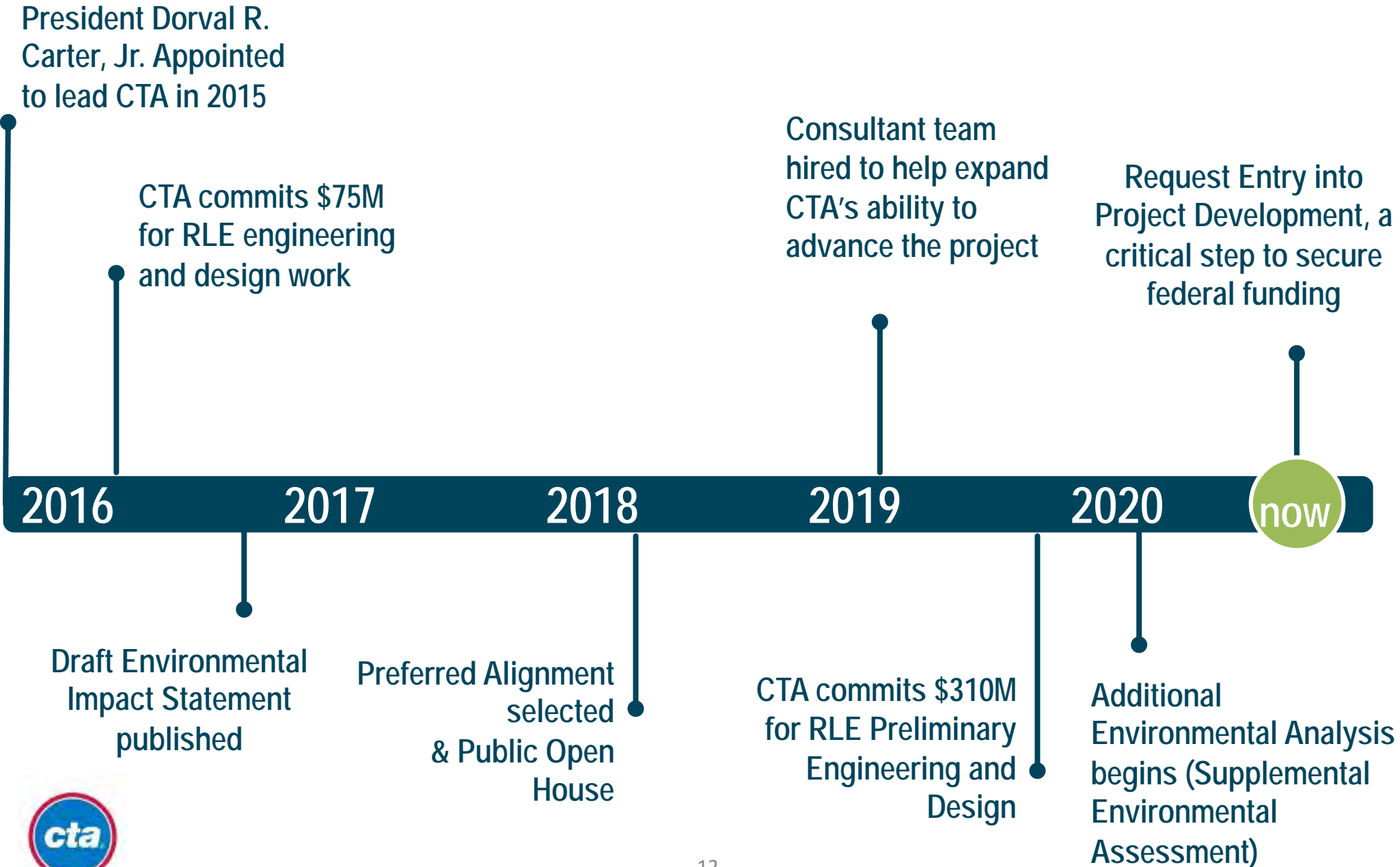
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Michigan & 116th Station Conceptual Rendering

Recent Progress



- Initiated project design and continued inter-agency and railroad coordination.
- Field survey work began along the proposed alignment in the fall of 2019 and will continue through late fall of 2020.
- Includes traffic counts, boundary surveys, noise/vibration measurements, archeological and historical surveying, and traffic observations.



Pictured: Field survey work near the Historic Roseland Pumping Station.

- Virtual Meeting Format
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Michigan & 116th Station Conceptual Rendering

130th Station Update

RED AHEAD



- 130th station proposed for north of 130th Street in 2016
- In 2017, a Chicago Housing Authority (CHA) demolition resulted in a new opportunity to locate the station south of 130th Street



130th Station Feedback

- Prior to pursuing the south location, CTA met with several partner agencies and community and resident stakeholder groups for input
- All were supportive of studying the location south of 130th Street



Forest Preserves of Cook County Beaubien Woods



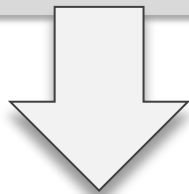
Altgeld Gardens



Carver Military Academy

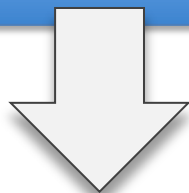
Supplemental Environmental Assessment (EA)

- Began in April 2020 to study new south location of the 130th station
- Completing additional data collection and environmental analysis
- Designing concepts and preliminary plans
- Assessing potential impacts and required mitigation measures



Public Hearing to present Supplemental EA

- Anticipated Fall 2021
- 30-day comment period



Final Environmental Impact Statement (EIS) and Record of Decision (ROD)

130th Station South Location



Traffic and Access Analysis

- 130th Street and Ellis Avenue intersection study
- Internal Altgeld Gardens roadways



Historic and Cultural Resources

- Altgeld Gardens Historic District
- Archaeological Reconnaissance Survey



Public Parks and Recreational Areas

- Beaubien Woods (Forest Preserves of Cook County)



Noise and Vibration

- Detailed analysis with field measurements

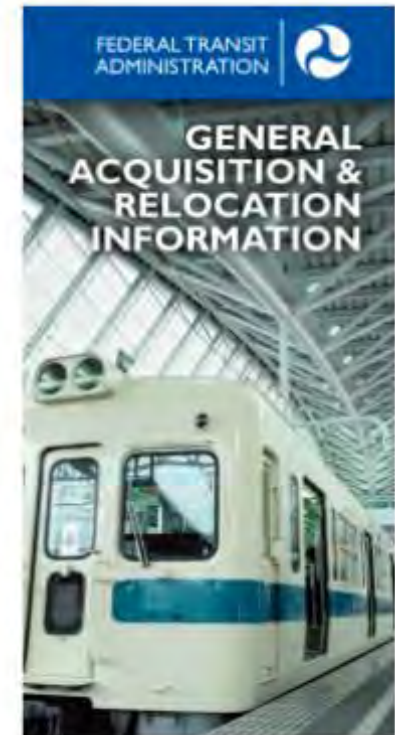
Environmental studies will determine the potential impacts and facilitate consideration of measures to mitigate those impacts

- Virtual Meeting Format
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- Transit Supportive Development (TSD) Plan
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Michigan & 116th Station Conceptual Rendering

- Potentially impacted renters and property owners have already been contacted
 - Impacted people can email RedExtension@transitchicago.com with name, address and phone number for individual follow up
 - 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
 - Information and resources at www.transitchicago.com/RLE/potential-property-displacements/
 - Customer service hotline: 1-888-YOUR-CTA
Hearing Impaired/TTY: 1-888-CTATTY1 or 711 (relay)



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

Brochure for General Acquisition and Relocation Information

Sharing Project Updates



CTA staff sharing information at INVEST South/West kickoff event



An image from the Red Line Extension Project video released in August



An RLE Newsletter



The Red Line Extension Project Facebook page





RLE will bring **access, equity, and economic opportunity** to the Far South Side by **connecting** people to direct and **sustainable** rail transit.



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Now through summer 2021, we're developing a Comprehensive Plan to help guide future development around the four new RLE rail stations. The Plan's development will rely on **YOUR** input as a community member to help determine the needs and priorities of the project area.

Not familiar with the plan? [Click here](#) to learn more. Share your thoughts and ideas on the TSD Plan using any of the feedback options listed below.

Environmental Analysis

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Your voice is important, and we look forward to hearing from you!

[REGISTER](#)

Create an account to stay involved!

Sign up for upcoming meetings!

Jan 27 [130th Station Meeting](#)

Feb xx [111th Station Meeting](#)

Feb xx [103rd Station Meeting](#)

Feb xx [Michigan Station Meeting](#)

TSD Plan Timeline

Winter 2020 CURRENT

Discovery

- 1st Community Meeting



- CTA is proactively engaging in how the project will support training and career opportunities
- Currently reviewing a comprehensive written workforce plan
- Planning future workforce outreach events:
 - career readiness
 - trades workshops
 - career information

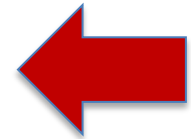


Pictured: Workers in hard hats



Pictured: Workers preparing drawings

- Virtual Meeting Format
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Michigan & 116th Station Conceptual Rendering

- CTA working collaboratively with:



- With funding from the Federal Transit Administration (FTA)





Transit-Oriented Development

- TOD places housing, businesses, and amenities, close to transit to create walkable communities and reduce reliance on cars.

What is *equitable* Transit-Oriented Development

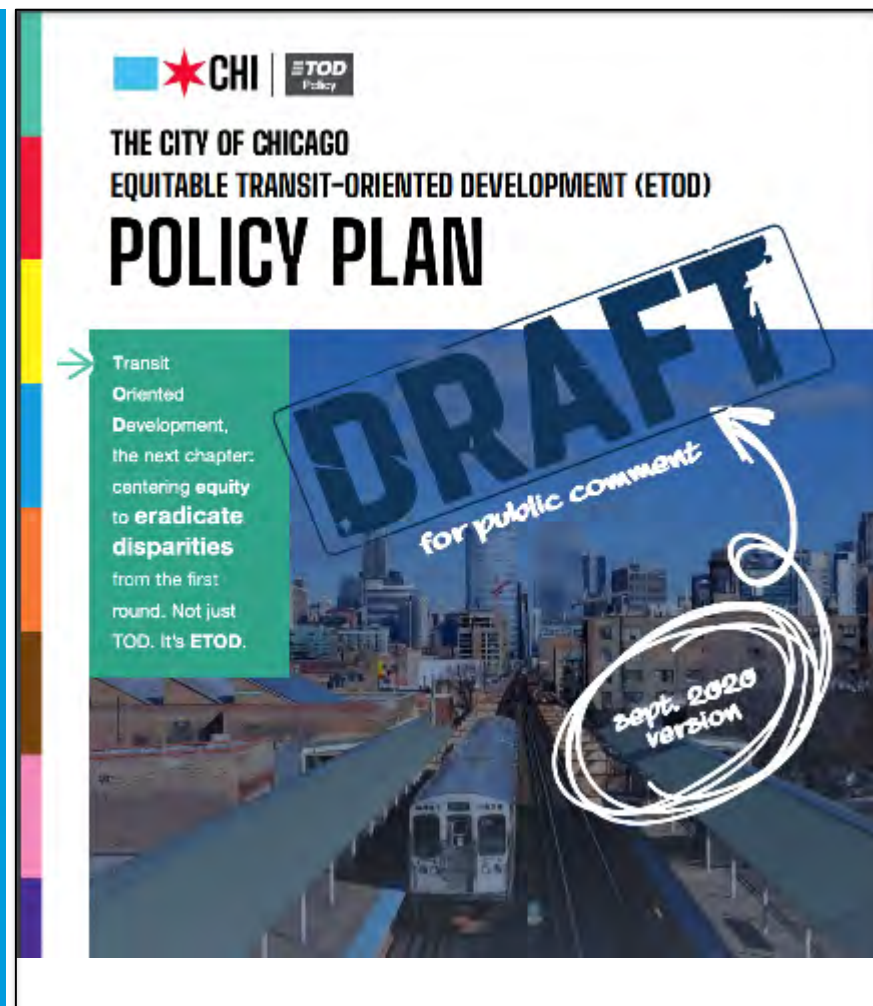
- Ensures that a more vibrant, prosperous, healthy, and resilient community may be enjoyed by all residents, and in particular, those in disinvested communities.

Transit-Supportive Development

- Broader in scope and geographic area than TOD. Includes developing a vision for the whole project area to encourage development as part of a transit investment.

“Every Chicagoan, no matter what side of the City they reside on, should have access to both our world-class transportation system and the recreational, housing, and environmental benefits that come with it. ...”

—Mayor Lori E. Lightfoot, City of Chicago

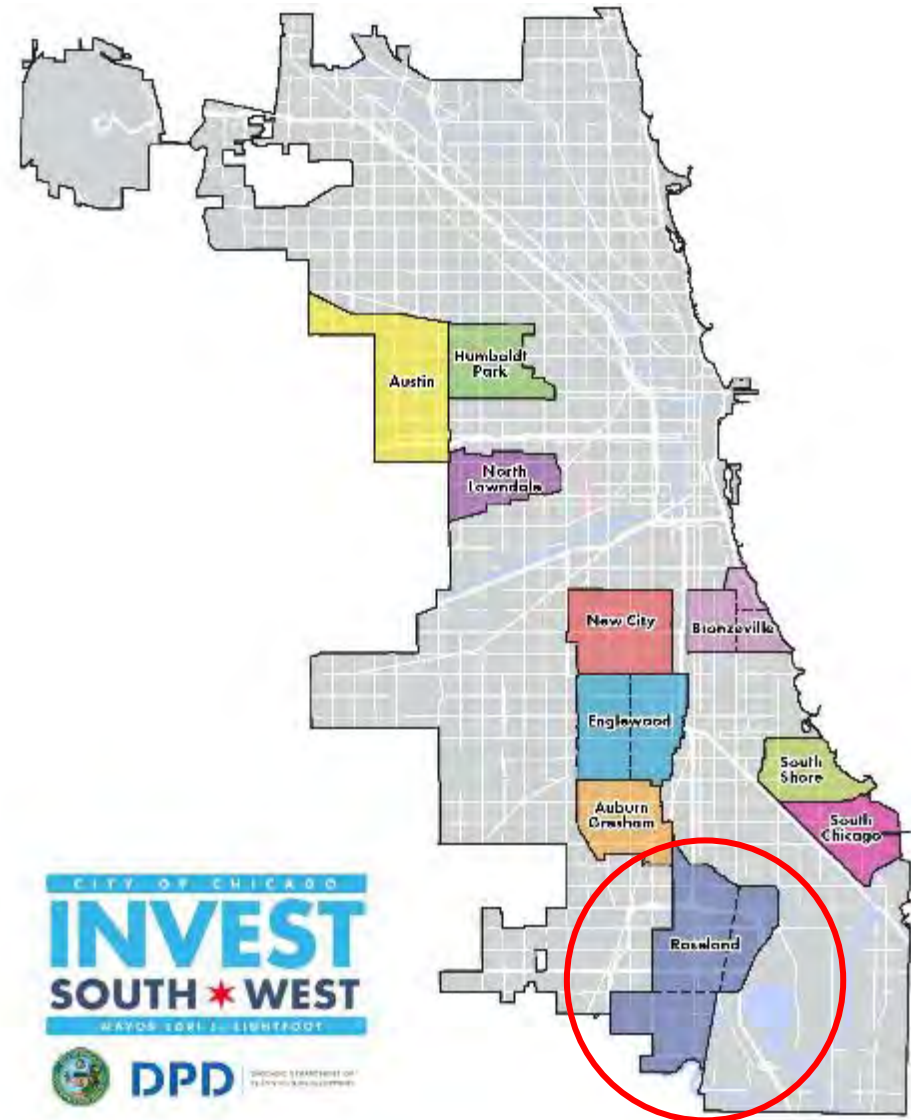


Plan can be found at:
chi.gov/etod.

\$750 million in public funding over three years, seeking to leverage funding for new investment

Focus on **12 key commercial corridors** in 10 communities on the South and West Sides including the Greater Roseland and Pullman Neighborhoods

ISW supports infrastructure development, improved programming for residents and businesses, and policies that impact each of the community areas surrounding these corridors to create **lasting impact.**



RLE Transit-Supportive Development Plan**

INVEST South/West **

Riverdale CA Multimodal Transportation

Roseland LISC Quality-of-Life Planning

Roseland Medical District Planning**

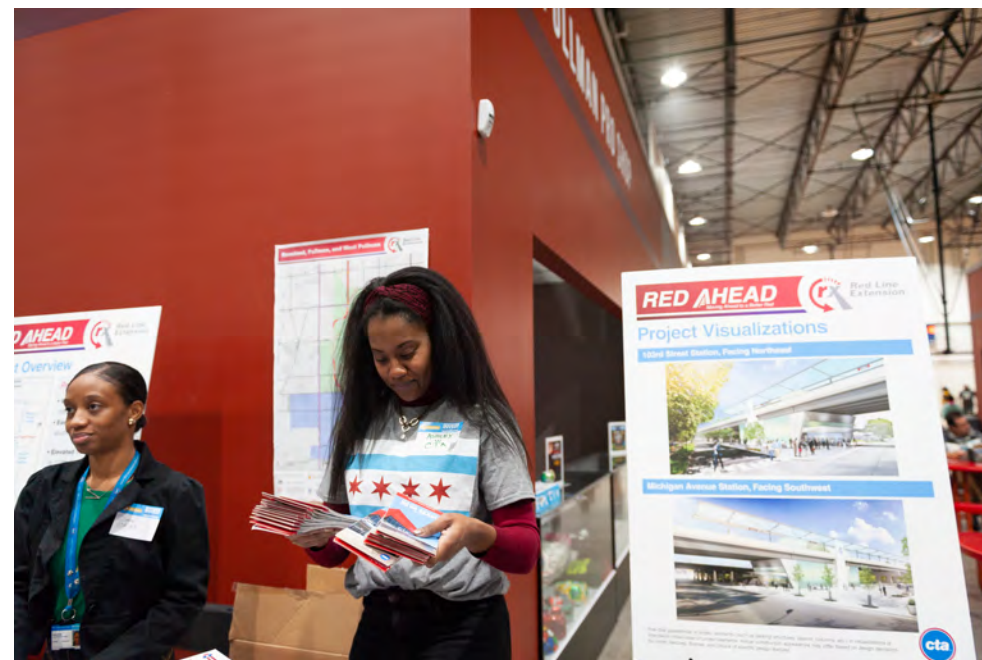
Historic Preservation Study (Michigan Ave)**

Illinois Port District Master Plan

Metra Electric Station Upgrades

South Halsted Bus Corridor Enhancement Project

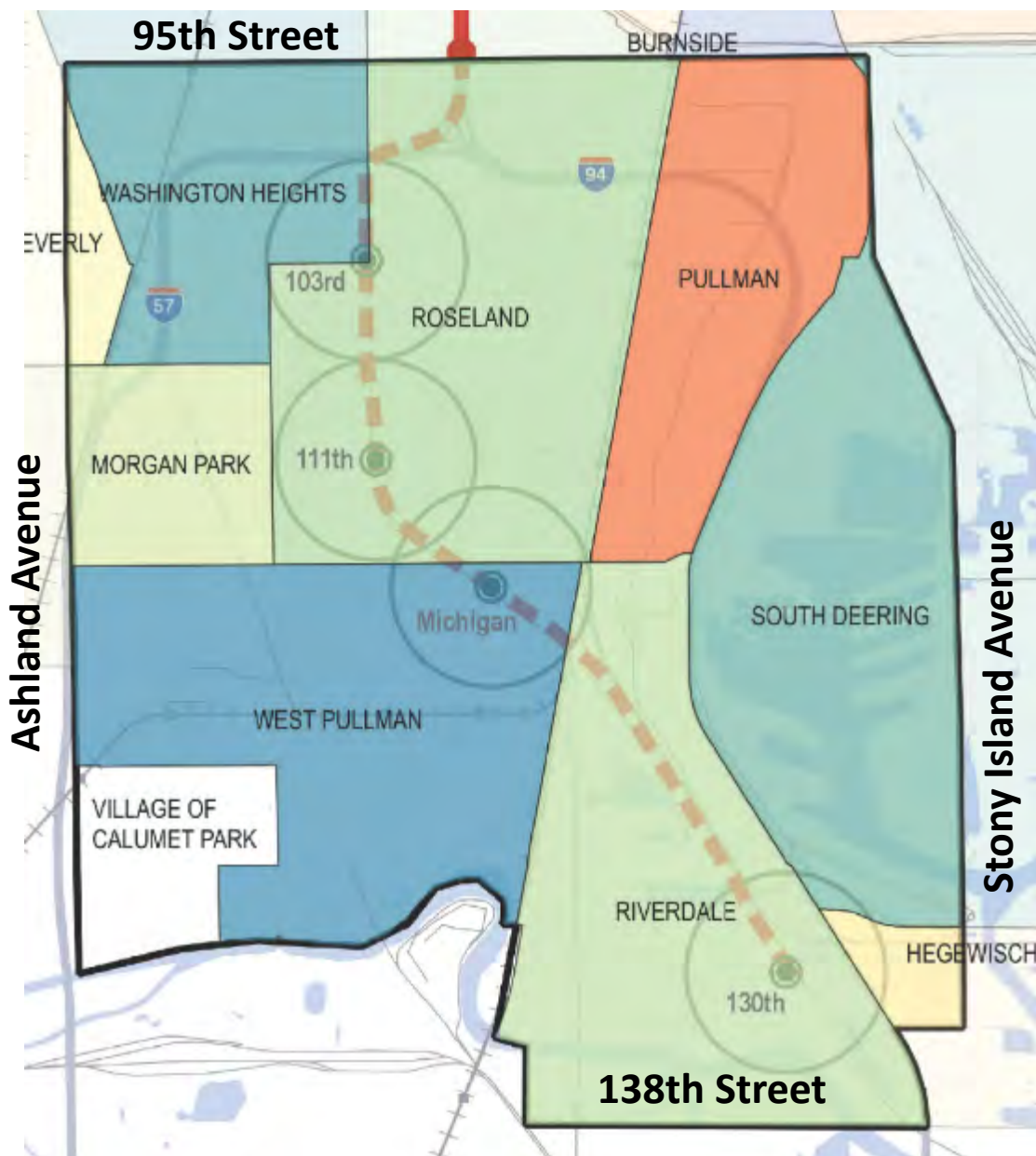
**** Department of Planning & Development Involvement**





Transit-Supportive Development Plan Mini-Agenda

- Plan's goals and objectives
- Interactive polling questions.
- Four question on strengths, weakness, opportunities and constraints.
- Four questions on housing, commercial, retail, and jobs.
- Introduce the four “station areas”



The Plan will identify opportunities to:

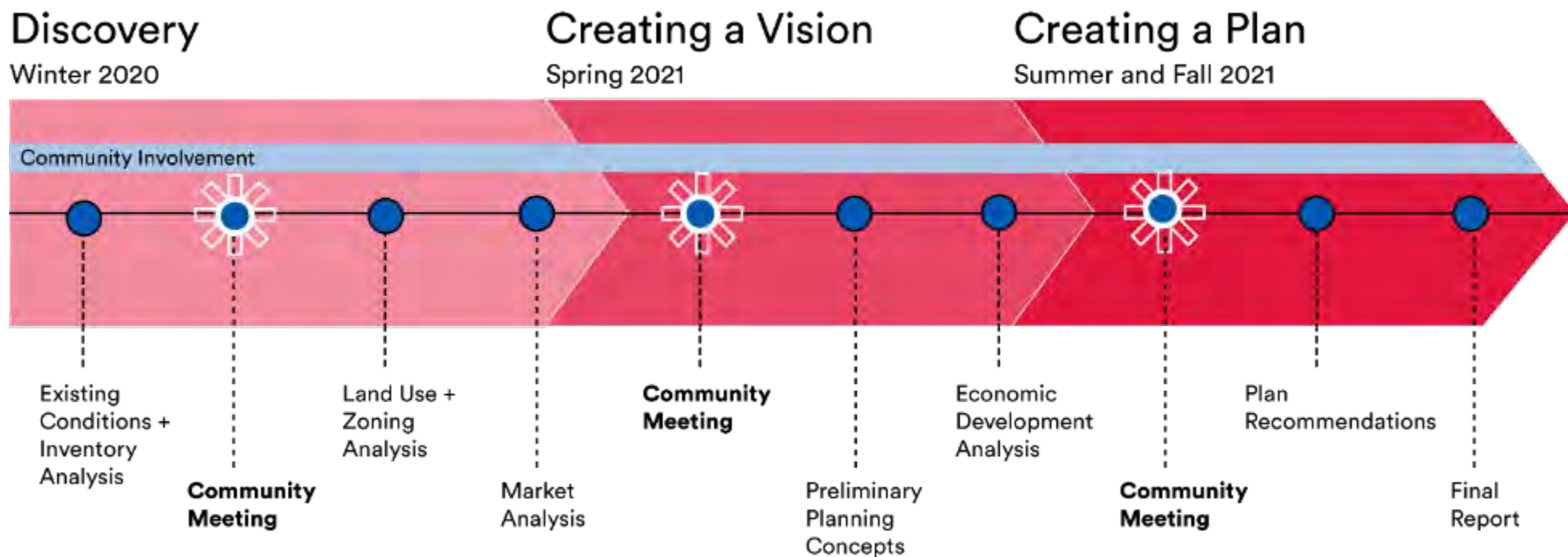
- Encourage economic development
- Ensure continued affordability
- Engage private sector investment
- Foster multimodal connectivity and bike/pedestrian access



Outcomes of the Plan

- Create a community vision for redevelopment
- Identify potential funding sources and tools for future development
- Develop policy recommendations in collaboration with City of Chicago agencies (Planning and Development, Housing, Transportation, and others)
- Support a stronger ask for federal funding for the transit project

The planning process will include significant and continuous stakeholder engagement and public outreach in partnership with Department of Planning and Development



NOW: We want to hear from **you**.



What are the community's
greatest strengths / mayores fortalezas
from a development perspective?

Pick up to 3.



Altgeld Family Resource Center and Public Library

What are the community's
greatest needs / mayores necesidades
from a development perspective?

Pick up to 3.



What discourages development/ desanima el desarrollo in your community?

Pick up to 3.



What can **help attract new investment /
atraer nuevas inversiones**
and encourage development?

Pick up to 3.



Storefronts on South Michigan Avenue.



Tell us more!

The next four questions will ask about the types of housing, commercial, retail, jobs, you would like to see in your community?



Housing

43,700 housing units

- **89%** Single family homes and small multi-family buildings (up to 4 units)
- **11%** Buildings with 5+ units

Ownership

- **48%** Owner Occupied
- **35%** Renter Occupied
- **17%** Vacant

What type of **housing / vivienda** is most needed?

Pick up to 3.



Roseland Place Senior Living

What **scale of housing /**
tamaño de la vivienda is desired?

Pick up to 3.





Commercial Corridors

- 95th Street
- 103rd Street
- 111th Street
- 119th Street
- Michigan Avenue
- Halsted Street

Job Centers

- Manufacturing/Pullman Park
- Illinois International Port District

What types of **businesses / negocios** would you like to see?

Pick up to 3.



What types of **jobs / tabajos** are needed?

Pick up to 3.





Station Areas

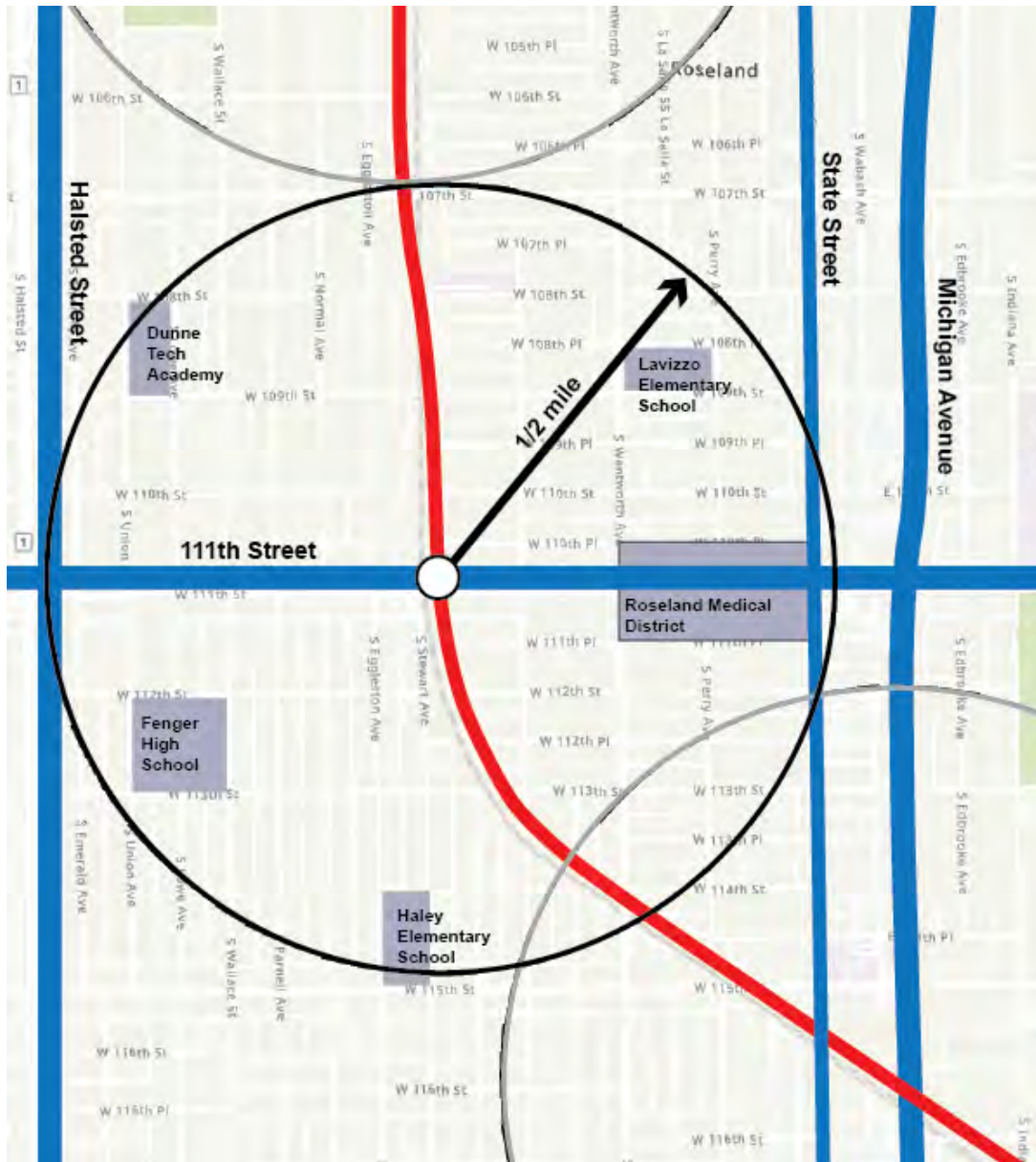
In mid to late January the CTA will host individual public meetings for each station area. These meetings will be open to the public. Individuals with vested interest in the areas will be strongly encouraged to attend and agenda for each meeting will be clear, that topics will focus on the specific station area.



103rd Street Station Area

- Commercial Corridors
 - Halsted Avenue
 - Michigan Avenue
 - 103rd Street
- Land Uses
 - Mostly Single-Family Homes
- Amenities
 - Langston Hughes Elementary School
 - Fernwood Park





111th Street Station Area

- Commercial Corridors
 - Halsted Avenue
 - Michigan Avenue
 - 111th Street
 - Connections to Pullman Park and Pullman National Monument
- Land Uses
 - Mostly Single-Family Homes with a mix of light industrial and institutional
- Amenities
 - Roseland Medical District
 - Fenger High School
 - Several elementary schools





Michigan Avenue Station Area

- Commercial Corridors
 - Michigan Avenue
 - 115th Street
 - 119th Street
- Land Uses
 - Commercial and civic corridors and nodes
- Amenities
 - Palmer Park
 - Roseland Health Center
 - Curtis Elementary School
 - Senior Housing



Michigan Avenue





130th Street Station Area

- Land Uses
 - Multi-family Housing
 - Forest Preserve
 - Industrial and Metropolitan Water Reclamation District
- Amenities
 - Beaubien Woods
 - Washington Carver Park
 - Carver Military Academy
 - Altgeld Gardens and new Family Resource Center
 - TCA Health Clinic

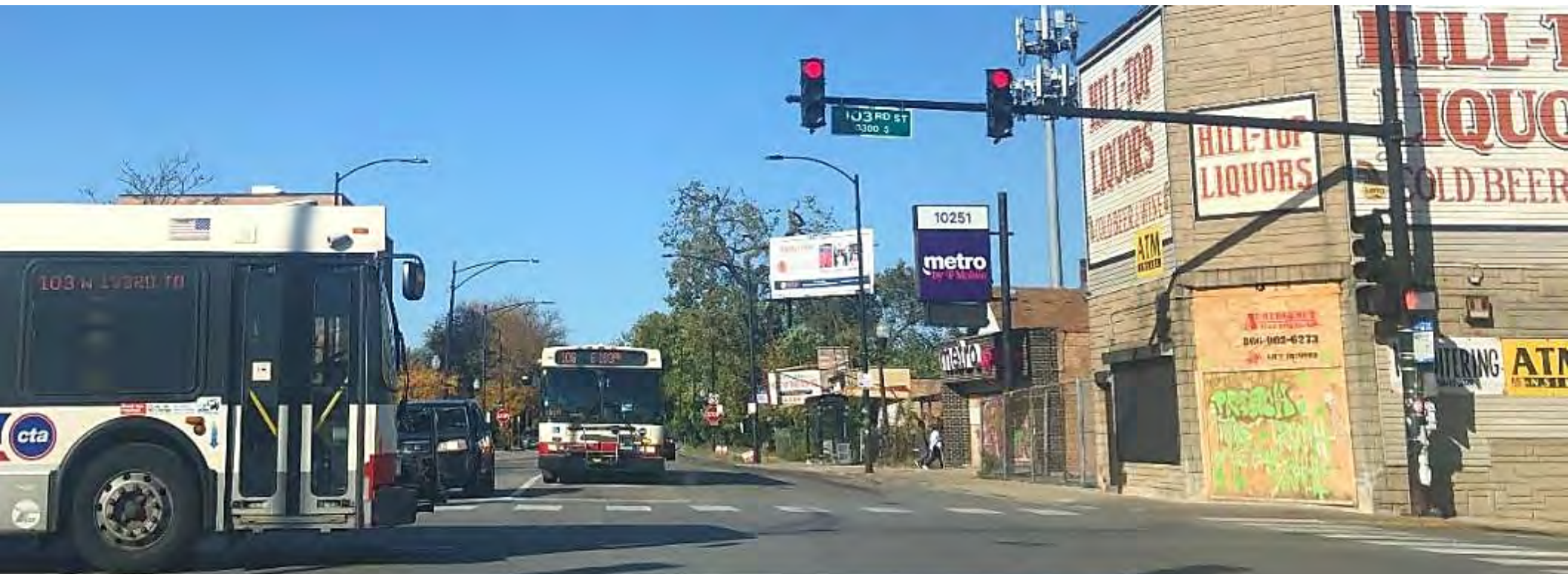


What is your **vision** for Transit-Supportive Development in your community?

Please type your response in the chat box.

*¿Cuál es su **visión** para el desarrollo de apoyo al tránsito en su comunidad?*

Escriba su respuesta en la sección de comentarios.



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Michigan & 116th Station Conceptual Rendering



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Jan 27 130th Station Meeting

Feb xx 111th Station Meeting

Feb xx 103rd Station Meeting

Feb xx Michigan Station Meeting

TSD Plan Timeline

● **Winter 2020** **CURRENT**

Discovery

- 1st Community Meeting





 Search the Web

 **You're in a Private Window**

Firefox clears your search and browsing history when you quit the app or close all Private Browsing tabs and windows. While this doesn't make you anonymous to websites or your internet service provider, it makes it easier to keep what you do online private from anyone else who uses this computer.

[Common myths about private browsing](#)

[Need more privacy?](#)

[Try Mozilla VPN](#)



New Engagement Site

RED AHEAD



New Engagement Site

How to access:

- RLE webpage on CTA website:
transitchicago.com/RLE
- Directly:
transitchicago.com/RLE/engage

Contact us:

RedExtension@transitchicago.com



- 130th Station: January 27, 2021
- 111th Station: February 2, 2021
- 103rd Station: February 8, 2021
- Michigan Avenue Station: February 16, 2021

*All meetings will be held from 6:00 pm – 7:30 pm

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Michigan & 116th Station Conceptual Rendering



Thank you!

#RLEReady

[Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

transitchicago.com/RLE/engage

RedExtension@transitchicago.com

Customer service hotline: 1-888-YOUR-CTA

Hearing Impaired/TTY: 1-888-CTATTY1 or 711 (relay)



(<https://www.wttw.com/>)

BUSINESS (/BUSINESS)

CTA Awaiting Federal Approval for Next Phase of Red Line Extension

Nick Blumberg (/stories-by-author/Nick Blumberg) | December 8, 2020 12:20 pm



(WTTW News)

The Chicago Transit Authority hopes to learn in the coming weeks whether it's received federal approval to move into the next phase of its massive Red Line Extension project (<https://www.transitchicago.com/rle/>), which would extend the city's busiest train line to Chicago's southern border.

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The \$2.3 billion project would be the largest in the agency's history (<https://news.wttw.com/2020/11/09/cta-hopes-start-next-phase-red-line-extension-planning-very-soon>). The CTA hopes to secure about 50% of the funding from a Federal Transit Administration grant program (<https://www.transit.dot.gov/CIG>). In order to get that money, transit agencies must go through a two-year project development phase as part of the grant process. CTA requested entry into that phase in November, and anticipates learning this month or next whether it can move forward.

By the end of the two-year project development phase, the CTA has to identify the local funding sources that will make up the other half of the cost. Project development is followed by an engineering process the CTA says could take one to two years, meaning the Red Line Extension is still several years from federal funding approval and construction. But CTA leaders and staff say the project is one of the agency's top priorities and are excited about the significant progress made to date.

The CTA is hosting virtual community meetings Tuesday evening and Wednesday afternoon (<https://www.transitchicago.com/rle/whats-new/>) to give an update on the project and to kick off community engagement for its Transit-Supportive Development (<https://www.transitchicago.com/redext/tsd/>) (TSD) plan tied to the extension. It's a broader effort than Transit-Oriented Development, which encourages homes and businesses near transit. The CTA says its TSD plan will cover a broad swath of the Far South Side rather than just the immediate area around the four proposed stations that make up the Red Line Extension – from 95th Street to 138th Street, and from Ashland Avenue to Stony Island Avenue.

The effort is meant to boost economic development, keep the area affordable, attract private sector money, and make it easier for people to get around using many forms of transportation, including walking and biking.

Community engagement is critical to the plan, the CTA says. In addition to this week’s meetings, the agency is planning to hold a series of public meetings early next year focused on the areas near each of the four proposed stations. And it’s launching a new engagement website for people to stay up to date on the project and offer their feedback.

The development plan is being created with the help of a \$1.48 million federal grant. The goal is to have a final report on the Transit-Supportive Development plan by late 2021. In addition to benefiting the Far South Side, the CTA also hopes the development plan will boost its odds of securing federal money.

Find out how you can join the virtual public meetings here.
(<https://www.transitchicago.com/rle/whats-new/>)

Thanks to our sponsors:



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Thanks to our sponsors:



Altgeld Temporary Advisory Committee

Meeting Minutes

Monday, January 25, 2021

10:00 AM – 11:30 AM

via Teams Meeting

Summary

The Chicago Housing Authority (CHA) convened its Altgeld Temporary Advisory Committee (TAC), which typically meets on a monthly basis, to discuss a variety of topics on January 25, 2021. Following introductions and a short CHA update, the Chicago Transit Authority’s (CTA) presented information to the TAC relative to the 130th Street station and solicited their input.

Ms. Stubblefield started off the presentation by covering the agenda and presenters. Ms. Fratinardo led the group through the project overview, benefits, progress in 2020, and recent public outreach efforts, including the availability of the interactive project website transitchicago.com/RLE/engage, specifically for engaging the community. Ms. Tandon presented Environmental Review process updates and shared details regarding the Supplemental Environmental Assessment (EA). Ms. Tandon described some of the resource analyses underway for the Supplemental EA (traffic and access, historic and cultural resources, noise and vibration, visual and aesthetics, and public parks and recreation area) for which impacts may be of particular interest in relation to the 130th Street station.

Next, Ms. Fourcher presented on the Red Line Extension (RLE) Transit-Supportive Development (TSD) Plan, covering the definition of the TSD Plan, timeline, and recent planning efforts. Ms. Fourcher led a series of interactive polling questions to gauge participants’ ideas and recommendations for future development along the RLE corridor (polling questions and results are documented on pages 3-5 of this summary). Finally, Ms. Stubblefield concluded the presentation by opening up the meeting for discussion; discussion talking points are documented on pages 5-6. Ms. Mooney and Ms. Littrell addressed participants’ comments and questions to wrap up the meeting.

TAC Attendance

- | | |
|--|--|
| 1. Kevin Hall, CHA | 12. Elizabeth Silas, CHA |
| 2. Carlos Campos, CHA | 13. Veronica Clarke, CEO TCA Health Center |
| 3. Julie Brown, BPI | 14. Samantha Mitchell, TCA |
| 4. Bryan Bradley, Chicago Park District | 15. Crystal Palmer, CHA |
| 5. Synetta Brown, Altgeld Gardens | 16. Bernadette Williams, LAC for CHA |
| 6. Carrie Pullie, Metropolitan Family Services | 17. Eric Garrett, CHA |
| 7. Cheryl Johnson, People for Community Recovery | 18. Betty Laws |
| 8. Nichelle Glover, CHA | 19. Brenda Gibson, CHA |
| 9. Lakisha Hanson, Altgeld Gardens | 20. Denise Saunders, LAC for CHA |
| 10. Ryan Ross, CHA | 21. Nekisha Battie, CHA |
| 11. Tracy Sanchez, CHA | 22. Deloris Lucas, Golden Gate |

Project Team Attendance

- | | |
|--|---|
| <ol style="list-style-type: none"> 1. Marlise Fratinardo, CTA 2. Ammar Elmajdoub, CTA 3. Sonali Tandon, CTA 4. Leah Mooney, CTA 5. Jasmine Gunn, <i>Department of Planning and Development</i> 6. Teresa Fourcher, <i>TSD Plan</i> 7. Jenn Pisano, <i>TSD Plan</i> 8. Mark Payne, <i>TSD Plan</i> 9. Christine Carlyle, <i>TSD Plan</i> 10. Grace Dysico, <i>NEPA/PEC</i> 11. Barbara Frost, <i>NEPA/PEC</i> 12. John Wolf, <i>NEPA/PEC</i> 13. Jay Peters, <i>TSD Plan</i> | <ol style="list-style-type: none"> 14. Barbara Stubblefield, <i>RLE Program Management Team</i> 15. Joanna Littrell, <i>RLE Program Management Team</i> 16. Patrick Dunn, <i>RLE Program Management Team</i> 17. Mandi Jennings, <i>RLE Program Management Team</i> 18. Keith Spencer, <i>RLE Program Management Team</i> 19. Lilliane Webb, <i>RLE Program Management Team</i> 20. Kristen Robinson, <i>RLE Program Management Team</i> |
|--|---|

TAC Members' Questions & Comments – Teams Chat Feedback

Unless otherwise noted, the following questions, comments, and responses reflect the meeting chat transcription with minor grammatical and spelling corrections. Verbal responses are paraphrased by the meeting note taker. Responses were provided in the chat by the RLE Project team for all attendees who joined the meeting via Zoom to see. Attendees who joined via phone did not have visibility of the Teams chat questions, comments, and responses.

Development Near 130th Station

- Cheryl Johnson: We are a completely deserted area on 130th. What transit-supportive development outside the new station construction, will be developed in this area? Is CTA creating space within this development area for sustainable business opportunities?
 - Leah Mooney (verbal response): From a high-level perspective, the TSD Plan is that analysis – really to gauge public temperature on initiatives and begin to incorporate them into plan. Putting the station in this area does create development for new markets which is part of the thinking here.

Environmental Review Process

- Cheryl Johnson: How much construction costs were reduced from the 1st development and now what is the new costs for the 2nd development in Altgeld?
 - Leah Mooney: Ms. Johnson, can you please clarify what you mean by the question above, "How much construction costs were reduced from the 1st development and now what is the new costs for the 2nd development in Altgeld Gardens. Which developments do you mean? Or are you talking about change in construction costs from the new station location?"
 - Leah Mooney: Regarding change in cost from moving station location, we are still analyzing. Additional track footage increases costs, but marginally. The scope is generally consistent with the earlier concept. The parking garage will be smaller than what was forecast in the Draft Environmental Impact Statement (EIS).
- Cheryl Johnson: Will buses be electrified and if not, how are you going to manage diesel fuels and emissions?

- Leah Mooney (verbal response): CTA is currently conducting an electric bus study. Both CTA and Pace buses are included, but we are not sure which routes will overlap and will require additional analysis. Newer fleets for CTA do have regenerative braking. Sustainable design concepts are on the table and we will address renewable options once further into the design process.
- Cheryl Johnson: If federal funds are supported for this project, is CTA required to conduct an Environmental Justice Impact Statement under USEPA policy?
 - Patrick Dunn (verbal response): The NEPA environmental umbrella will be included in that process.
- Cheryl Johnson: Is this report published? (*in reference to Environmental Review Process*)
- Cheryl Johnson: Has CTA taken into consideration the deep tunnel mining that is constant further east on 130th by the Metropolitan Water Reclamation District (MWRD)?

Description of Favorite CTA Station

- Ann McKenzie: Wilson. It is large and modern.
- Tracy Sanchez: State of IL Boulevard; underground and warm in the winter.
- Julie Brown: I like the indoor lobby at Western on the Brown Line that allows people to wait indoors for buses and trains in bad weather.

Polling Questions & Responses

Responses in italics are additional comments beyond the direct responses to the polling choices.

1. What kinds of open spaces or public spaces would you like more of?

Total Attendees Responding to Questions: 6

Top Results: Farmers market/local kiosk (6 votes), Walking/biking trails (3 votes), Plazas and other gathering spaces (2 votes)

- Synetta Brown: Farmers market/local food kiosk
- Bryan Bradley: Farmers market/local food kiosk and walking/biking trails
- Tracy Sanchez: Farmers market/local food kiosk
- Veronica Clarke: Farmers market/local food kiosk, plazas and other gathering spaces, walking/biking trails
- Carrie Pullie: Farmers market/local food kiosk, plazas and other gathering spaces, walking/biking trails
- Denise Saunders: Local food kiosk, performance/public art, fishing

2. What are the community's greatest strengths from a development perspective?

Total Attendees Responding to Questions: 4

Top Results: Affordable housing (3 votes), Schools (2 votes), Parks and open space (2 votes)

- Synetta Brown: Parks and open space, schools, affordable housing
- Cheryl Johnson: Affordable housing, shopping, transit
- Veronica Clarke: Schools – the rest are aspirational
- Denise Saunders: Affordable housing, parks and open space, historic buildings

3. What are the community's greatest needs from a development perspective?

Total Attendees Responding to Questions: 7

Top Results: Shopping (5 votes), Transit (3 votes), Affordable housing (2 votes)

- Synetta Brown: Shopping
- Ann McKenzie: Shopping
- Carrie Pullie: High school, shopping, transit
- Tracy Sanchez: Shopping, transit
- Denise Saunders: High school, shopping, senior housing
- Bryan Bradley: Affordable housing
- Cheryl Johnson: Affordable housing, shopping, transit
- Cheryl Johnson: *Having jobs on here should not be an item, any developments in this area are going to create jobs and access to jobs.*

4. What types of businesses would you like to see?

Total Attendees Responding to Questions: 8

Top Results: Grocery stores (6 votes), Locally owned boutique (3 votes), Locally owned café/professional services/ pharmacy (2 votes)

- Ann McKenzie: Grocery store
- Cheryl Johnson: Locally owned café, locally owned boutique, professional services
- Denise Saunders: Grocery store
- Tracy Sanchez: Grocery store, pharmacy
- Synetta Brown: National chain restaurants, grocery store, personal services
- Carrie Pullie: Grocery store, locally owned boutique, pharmacy
- Veronica Clarke: Locally owned café, locally owned boutique, professional services
- Nichelle Glover: Grocery store

5. What types of jobs are needed nearby?

Total Attendees Responding to Questions: 4

**Top Results: Office and administrative support/ Retail and restaurants (3 votes)
Healthcare works (2 votes)**

- Cheryl Johnson: Maintenance and utilities, office and administrative support, professional
- Tracy Sanchez: Retail and restaurants, transportation and warehousing
- Veronica Clarke: Healthcare workers, office and administrative support, retail and restaurants
- Carrie Pullie: Healthcare workers, office and administrative support, retail and restaurants
- Synetta Brown: *That's a tough one as I would like to see all the choices offered to the residents.*

6. What type of housing is most needed?

Total Attendees Responding to Questions: 7

Top Results: Senior housing (4 votes), All the above (3 votes), Home ownership (2 votes)

- Carrie Pullie: Senior housing
- Denise Saunders: All the above
- Tracy Sanchez: Home ownership, senior housing

- Veronica Clarke: All the above
- Synetta Brown: Home ownership, senior housing
- Julie Brown: Senior housing, mixed income
- Cheryl Johnson: *Affordable housing can be all the above.*

7. What scale of housing is desired?

Total Attendees Responding to Questions: 5

Top Results: Single-family (5 votes), Townhomes/Multi-family housing with ground floor commercial (3 votes)

- Cheryl Johnson: Single-family, townhomes, two-flats and three-flats
- Synetta Brown: Single-family, townhomes, multi-family housing with ground floor commercial
- Denise Saunders: Single-family, multi-housing with ground floor commercial
- Veronica Clarke: Single-family, townhomes, small four-to-six-unit buildings
- Carrie Pullie: Single-family, multi-housing with ground floor commercial
- Julie Brown: *Why are these housing questions part of this, given the context?*

Additional Discussion

The following documents a combination of attendees' responses verbatim and paraphrased responses provided by the meeting note taker.

- Cheryl Johnson: It would be great if CTA can use Jamboard as it is interactive.
- Cheryl Johnson: We need to do presentations with the schools. They need some sort of buy in.
 - Leah Mooney: We agree and are looking into initiatives for youth engagement.
- Tracy Sanchez: Can you put up a site plan during the discussion?
 - *The project team returned the presentation to slide 34, the draft station concept for the duration of the discussion following this request.*
- Veronica Clarke: I agree with Cheryl about having more community residents participate in these discussions.
- Julie Brown: Will Pace stop at the terminal? Will there be bicycle parking at the terminal?
 - Sonali Tandon: We are looking at an updated bus service plan for RLE so proposed stations feed into them. It is very likely that some of the Pace bus routes will be routed to the 130th terminal.
 - Sonali Tandon: Bicycle parking will likely be part of the station design; we are considering multi-modal options.
- Tracy Sanchez: Will the station be open 24 hours a day and will security be on site 24 hours a day?
 - Sonali Tandon: We are looking at safety and security measures for all stations which will be further defined as we move forward with preliminary engineering. Stations will be open 24 hours.

Presentation Chat Box Accessibility

Some participants had issues accessing the Zoom chat feature throughout the presentation – the project team included an email address for participants who could not access the feature to send questions directly to project team following the meeting. Barbara Stubblefield added comments



to the chat with the RLE email address, redextension@transitchicago.com, project Facebook page, [Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt), and project engagement website, transitchicago.com/RLE/engage.

Committee members were instructed to reach out to Ms. Stubblefield or Ms. Mooney if they had further inquiries. The CTA RLE Project team left the meeting around 11:30 AM as the committee proceeded to other business on their agenda.



Red Line Extension 130th Street Station Virtual Meeting Minutes

Wednesday, January 27, 2021

6:00 PM – 7:30 PM

via Zoom & Facebook Live

Meeting Presenters

Marlise Fratinardo, *Chicago Transit Authority (CTA) Planning*

Ammar Elmajdoub, *Chicago Transit Authority (CTA) Planning*

Sonali Tandon, *Chicago Transit Authority (CTA) Planning*

Barbara Stubblefield, *Red Line Extension Program Management Team*

Teresa Fourcher, *Transit-Supportive Development (TSD) Plan*

Mark Payne, *Transit-Supportive Development (TSD) Plan*

Attendees

Public via Zoom: 68

CTA staff, support and consultants via Zoom: 52

Facebook Live: 12 (20 at peak viewing time)

Total public: ~80

Meeting Materials

Presentation is attached.

Summary

CTA hosted the 130th Street Station virtual community meeting on Wednesday, January 27, 2021. The 130th Street Station meeting was the first of a series of meetings for the four proposed station areas along the Red Line Extension corridor. The meeting was held through Zoom and also broadcast simultaneously on the project's Facebook page. Captioning as well as American Sign Language and Spanish interpretation were available for meeting attendees, including during breakout rooms. Attendees were asked to register in advance and were provided with the link and meeting ID to join via Zoom. Registration was available on the project's interactive engagement website, transitchicago.com/RLE/engage, which is hosted on the Bang the Table (BTT) platform. The engagement website provides general information about the RLE Project and Transit-Supportive Development (TSD) Plan plus interactive tools such as an Ideas Wall, project survey, and project map to engage the public and solicit their feedback regarding the project.

Ms. Stubblefield started off the presentation by covering the agenda and presenters. Ms. Stubblefield also covered how attendees can ask questions throughout the meeting. Questions and comments submitted during the meeting are documented on page 3. Ms. Fratinardo led the group through the RLE Project overview, benefits, and recent progress. Mr. Elmajdoub then presented engagement opportunities, including the engagement website transitchicago.com/RLE/engage and recent public outreach efforts. Ms. Tandon

presented Environmental Review process updates and shared details regarding the Supplemental Environmental Assessment (EA). Ms. Tandon explained that the project team is studying the implications of locating the station south of 130th Street and working through potential plan development for station layout, parking, and bus facilities. Ms. Tandon described some of the resource analyses underway for the Supplemental EA (traffic and access, historic and cultural resources, noise and vibration, visual and aesthetics, and public parks and recreation area) for which impacts may be of particular interest in relation to the 130th Street station. These presenters asked attendees to respond to two direct questions via chat; responses to these questions are documented on page 4.

Next, Ms. Fourcher presented on the TSD Plan, covering the overview, timeline, and current, as well as past aligned planning efforts. After, Mr. Payne led a series of interactive polling questions to gauge participants' ideas and recommendations for future development along the Red Line Extension corridor (questions and polling results are documented on pages 5-6 of this summary). Mr. Payne read the polling questions and answers out loud and they were also displayed on individual presentation slides for attendees who had joined online to see. Following the interactive polling questions, attendees were separated into small groups for a breakout session led by a moderator and one to two other project team members. On average, there were five to six attendees in each breakout group. A set of general questions were displayed on a presentation slide to solicit input and encourage discussions. Community members were offered the opportunity to share their ideas on the vision for the community to inform the TSD effort. Breakout summaries were compiled for each group and the compilations of comments received are documented on pages 7-13.

After approximately 25 minutes, the breakout session concluded and attendees were brought back from individual breakout groups into one large group to finish the meeting. Each breakout group moderator presented a brief summary of their group's discussion and common ideas that were shared among group participants. Mr. Elmajdoub then presented information regarding the RLE engagement website transitchicago.com/RLE/engage, opportunities to stay involved/receive project updates, ways to contact the project team and details regarding how to be entered into the engagement site Visa gift card sweepstakes. The sweepstakes was implemented to encourage community members to provide feedback and promoted by the project team separate from the station meetings. Ms. Stubblefield then concluded the meeting by thanking all attendees for their participation, providing dates for the upcoming three station virtual meetings and methods, both digital and non-digital, to contact the project team with questions.

Attendee Questions & Comments – Zoom Chat Feedback

Unless otherwise noted, the following questions, comments, and responses documents the direct meeting chat transcription. Responses were provided in the chat by the RLE

Project team for all attendees who joined the meeting via Zoom to see. Attendees who joined via Facebook Live or phone did not have visibility of the Zoom chat questions, comments, and responses.

- **Question 1: Did she say that 30 percent of the CTA riders board the system at 95th?**
 - **Response 1:** Hi Robert – Marlise [Fratinaro] pointed out that fewer than 30 percent of riders who board at the 95th/Dan Ryan station end their trips in the Loop. Most riders (more than 70 percent) are going other places throughout the city, including other South Side destinations.
- **Q2: This has been very engaging so far, thanks so much for the questions!**
 - **R2:** Thanks for your input, Louie!
- **Q3: In a short, timed survey, respondents might feel pressured and might be more inclined to select options in the order they appear. You might consider leaving the surveys for after the meeting to allow adequate time for consideration without the few second response time as a restraint.**
 - **R3:** Thank you for this suggestion, Mr. Garner! If anyone wants to provide this input with a little more time to think, they can go to transitchicago.com/RLE/engage. Click on, Take Our Survey and you'll find all of these questions (and more).
- **Q4: Got to check out for another meeting. I would love to be considered to join the team. afgarner@theblackinkgroup.com.**
- **Q5: How can the 19-year-olds to 30 of age join the landscape?**
 - **R5:** Hi Ms. Jacobs - We recognize the importance of youth and young adults from the RLE footprint. CTA will be looking at ways to engage and inform this population through targeted outreach such as hosting construction careers seminars, creating an internship program, and the possibility of creating a youth advisory committee. We are open to any suggestions you may have!
- **Q6: How is the feedback given in the survey?**
 - **R6:** Hi Ms. Deloris - The survey asks a variety of questions, including the ones you saw today. Most are multiple choice; some are open ended.
- **Q7: While this is going on, PLEASE let the community join the jobs.**
 - **R7:** Thanks Ms. Jacobs - 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. As always, we're open to your suggestions!
- **Q8: Do not forgot the Riverdale Multimodal Transportation Plan through CDOT & CMAP**

Presentation Engagement Questions – Zoom Chat Feedback

These questions were posed by the presenters during the large group presentation. The following documents the attendee responses that were typed in the Zoom chat.

- **Question 1: How will the Red Line Extension benefit you and your neighborhood?**
 - **Responses 1:**
 - Hopeful
 - Love the idea
 - Benefit Hegewisch more with a bus connection
 - Better transit options
 - Long overdue
 - Jobs
 - Number of Divvys increasing
 - Faster access to communities far south
 - Economic development opportunities
 - Economic/neighborhood vitality
 - TOD
 - Better chance for seating
 - Less travel time to train
 - Uplifting the community while redevelopment of the neighborhood
 - The road repairs

- **Q2: What is your favorite CTA Station and what about that station do you like most?**
 - **R2:**
 - A Pink Line stop near Pilsen. Plenty of artwork along the walls.
 - 95th Street
 - Windows/glass to make less dark (Morgan Street) OR the historic ones like Quincy
 - Vendor opportunities at all stops is good
 - 95th Street – is outside of neighborhood and therefore does not impact residents negatively
 - The Amazon boxes on 95th Street
 - Cameras
 - The electronic charging stations
 - The retail at Roosevelt (e.g., Dunkin Donuts)
 - High visibility, clean, art, landscape vegetation, lighting, seating, safety measures, some business life... in stations with a specific touch of creative design to the surrounding neighborhood

5. What are the community's greatest needs from a development perspective? (Pick up to 3)	
<i>Total Attendees Responding to Question: 28</i>	
Jobs	21
Shopping	18
Transit	15
Affordable housing	6
Historic preservation	6
Single-family housing	5
Parks	3
Schools	3
Senior housing	3
Civic and religious institutions	1
6. What types of businesses would you like to see? (Pick up to 3)	
<i>Total Attendees Responding to Question: 30</i>	
Grocery stores	24
Locally owned cafés	18
Medical, health & wellness services	10
Pharmacy	9
National chain restaurants	7
Locally owned boutiques	6
Professional services	5
Personal services	4
Home improvement stores	3
National brand clothing stores	2
7. What types of jobs are needed nearby? (Pick up to 3)	
<i>Total Attendees Responding to Question: 24</i>	
Healthcare workers	12
Retail and restaurants	11
Transportation or warehousing	10
Construction	8
Maintenance and utilities	7
Professional services	7
Manufacturing	6
Office and administrative support	5
Public Sector	5
8. What type of housing is most needed? (Pick up to 3)	
<i>Total Attendees Responding to Question: 27</i>	
Home ownership	20
Affordable housing	19
Senior housing	15
Mixed-income	14
Veterans housing	6
Rental	5
9. What scale of housing is desired? (Pick up to 3)	
<i>Total Attendees Responding to Question: 23</i>	
Single-family	19
Townhomes	14
Two-flats and three-flats	12
Multi-family housing with ground floor commercial	6
Small four-to-six-unit building	5
Mid-rise multi-family (up to 8 stories)	3

Breakout Session Groups

Group 1

Moderator: Erin Cabonargi (*TSD Plan*)

RLE Project Members: Marlise Fratinardo (*CTA Planning*) & Mandi Jennings (*RLE Program Management Team*)

Group 2

Moderator: Mark Payne (*TSD Plan*)

RLE Project Members: Sonali Tandon (*CTA Planning*) & Michael Schuch (*RLE Program Management Team*)

Group 3

Moderator: Teresa Fourcher (*TSD Plan*)

RLE Project Members: Ammar Elmajdoub (*CTA Planning*) & David Warren (*RLE Program Management Team*)

Group 4

Moderator: Christine Carlyle (*TSD Plan*)

RLE Project Members: Jasmine Gunn (*Chicago Department of Planning and Development*) & Lilliane Webb (*RLE Program Management Team*)

Group 5

Moderator: Sarah Ware (*TSD Plan*)

RLE Project Members: Barbara Stubblefield (*RLE Program Management Team*) & Kristen Robinson (*RLE Program Management Team*)

Group 6 – Non-RLE Consultants

Moderator: Cindy Fish (*TSD Plan*)

RLE Project Members: Keith Spencer (*RLE Program Management Team*) & Joanna Littrell (*CTA Planning*)

Breakout Session Questions & Group Responses

The following section documents a combination of attendees' verbatim and paraphrased responses provided by the breakout group moderators. Individual breakout groups may not have responses listed for each question due to groups spending more time discussing other questions or moderators not receiving any feedback from attendees on those prompts. Moderators for Group 6 had an alternate prompt for Question 3 because the participants in this group were mainly industry professionals rather than community stakeholders; the alternate question is noted as such.

Question 1: What do you imagine for the future of your neighborhood?

- **Group 1 Responses:**
 - Transportation will be a wonderful link for individuals by creating new and more accessible modes of travel to get to jobs and visit family using the CTA network
 - I admire the 95th station at the end of the line because it has its own energy. Things that work there that could be applied to 130th are art from Theater Gates and live music (pre-COVID-19).
 - More horticulture and lush greenery with a two-year maintenance plan for upkeep would help address all the psychological effects/air quality issues.
 - Continuing design efforts of stations' uniqueness to the neighborhood they are located in. Whether using a local artist or muralist to incorporate some of those touches into the design.
 - Transition from elderly population to retaining new young families for the future of Altgeld by having amenities that make Altgeld a desirable Chicago Housing Authority (CHA) destination despite distance from downtown.
 - Station as a garden to buffer from surrounding industrial uses to north and east
- **Group 2 Response:**
 - It's important for community to feel safe. Hopefully, this project does not turn back on the community. Hopeful for opportunities like boutique stores. Access to the Red Line and to other parts of community will be available. Really assessing true needs of the community. Would like to see everything coming into the community that is walkable (e.g., big box grocery stores, financial institutions like a bank or credit union).
- **Group 3 Response:**
 - Highly visible notification boards are key! Next train/bus departures and system updates/outages. Having these outside of the station would be great.
- **Group 4 Responses:**
 - One of the things I really want to see is the revitalization of the area. It has been so forgotten for so many decades that the only way that the community can go now is up. What I imagine the future to be is totally revitalized with a lot of new amenities and structures to sustain itself. I'd like to see new businesses created in the area. We have a lot of open space and land. I want to one day be able to dock my boat off of Beaubien Woods. That's what I look forward to.
 - The most important thing is transportation in this area and I want it to be safe. I don't want any new entity to come into the area and continue to pollute and degrade the area. I'd like to see green technology and development in this area because we've borne the burden for so long and we need to shift the paradigm when it comes to that now.

- I agree we don't need anything else toxic out here. Hopefully there will be better schools for the kids and a grocery store. We need a grocery store badly. We need transportation, as well.
- I'm as far from Altgeld Gardens as one can get, living in Evanston so, I will defer to other people to talk about this.
- In addition to new development that is needed, a grocery store is clearly a need. I'd like to see aesthetics, flowers, shrubbery, a nice environment to drive down and view. Will improve morale of neighborhood and new development would be a big plus.
- Not from the area but, if you ask everyone, needing a grocery store as number one is very telling. If you are going to develop the area and not provide that, that's unacceptable. Adding to what was previously said, landscaping and there are lots of spaces throughout that are open and there's an opportunity to bring nature in and improve the overall feel of the area.
- **Group 5 Responses:**
 - More than anything, transportation is a make or break for the opportunities available to people. From a personal experience I've been riding the CTA bus as a kid and my mom and grandma took the bus from Roseland to downtown. My vision around Altgeld is to provide access opportunities for Black Chicago – the same experiences that are available to the suburbs and other areas of the city should be extended the same to communities everywhere in the city.
 - I hope it's not a setback but an opportunity for our community. Will the people in Altgeld Gardens be in jeopardy of losing some of the housing?
- **Group 6 Responses:**
 - Accessibility for those in the community to the greater Chicagoland area through the CTA lines is monumental. To be able to extend the lines further south into the South Side communities is long overdue.
 - I am very interested in mega developments by CTA. For example, how these projects are looking at the overall impact on the community and the people that live there now and in the next decade to ensure they're accounting for their needs and making sure they can take advantage of the robust construction developments to hopefully improve their lives and attract others to allow the community to continue to thrive and thrive even more.

Q2: Based on what you heard today, what else do you think is important for CTA to understand this station location?

- **Group 1 Responses:**
 - The current issue at 130th Street with the smell of garbage from the water plant.

- It's great that along the Red Line there are educational institutions where people can actually go all the way from kindergarten to PhD, like I did. This will only help that.
- It needs more landscaping along the drive to provide views. This would help morale in the community.
- There are concerns about diesel bus fumes.
- I live by the 95th Street station and worked at Carver High School for some time in the past and I worked on projects throughout the city. So, this is a long time coming and an interesting and exciting opportunity.
- **Group 2 Response:**
 - The community has majority of seniors and those that are less able to get around. Make sure everything is easily accessible (for those with wheelchairs, etc.).
- **Group 3 Responses:**
 - Lots of concerns. One is that impact statement has very little commercial development in the plan.
- **Group 4 Responses:**
 - I'm not from Altgeld and live in the east side neighborhood. I know about a group member and the EJ movement. I agree with other group members that there should not be more pollution. Also like the question earlier in the meeting that noted better access to the river and ecological restoration. I would like to see more of that in this part of the city. We can't get enough of that.
 - I'm from the 9th ward service office and live in Pullman area, so I've spoken to a lot of people in this breakout room when answering the phones at the service office. I want to piggyback off what was said already of neighbors knowing each other. It's nice to come out and say hello, not being afraid of your neighbors. People come together, seniors, and youth. Most of the complaints I hear are referencing the grocery store, so this will help with that development coming to that area. As well as pride with the community, cleaning up, and other group efforts. Bring more access to that area.
 - It would be great to see a larger uptick of people from the area participating in these sessions but understand it's difficult due to COVID-19 restrictions.
- **Group 6 Response:**
 - Maintaining the integrity and strength of diversity within the community and having the project benefit the community as a whole. Bring in more opportunities like jobs, healthcare/wellness services to surrounding communities with the prospect of bringing 130th Street station to the area.
 - The project needs to be a "boots on the ground," approach and conducting more of these meetings would be helpful. I like the Visa gift card incentive for participating. Those things ultimately do help, in addition to painting the picture for the public. At the end of the day, you're trying to figure out

what's the best approach, what to incorporate in the design, and what's ultimately going to help members in the community by finding out exactly what the community needs.

Q3: What are your community's greatest assets? What is missing?

- **Group 1 Response:**
 - Envision 130th Street station as a new future hub along that corridor like the INVEST South/West project.
- **Group 2 Response:**
 - Assets are the community schools (elementary). What is missing is concentration to GED and special trainings. Opportunity for adult education is needed. Altgeld Gardens has a large population of children. Engaging the youth is key. What is also missing is service opportunities for teens in that area (as well as job opportunity for teens). Also, more job training and internships for teens.
- **Group 4 Response:**
 - Our greatest asset, and I think a lot of people don't talk about it, is the people in the community – to be comfortable and able to walk out the door and say, “how are you doing,” to my neighbor. I would like to see better housing and safer houses.

Alternate Q3: Are there any programs or initiatives that you are working on in the area that the TSD team should be aware of?

- **Group 6 Response:**
 - In relation to this station area, not so much. In the past, I've been involved with INVEST South/West. As the project comes together, it's important to consider how everything synergizes together. How are we looking at it holistically from quality-of-life perspective, from an education perspective, a health perspective? Black Chicago should be at the forefront like I mentioned earlier and promote job opportunities. Lakeside Alliance from the Obama Foundation is an initiative that should be considered for this project or initiatives to encourage people to get into the trades.

Q4: How do you see the new station being integrated into the community?

- **Group 2 Response:**
 - Integration of this station will be unique. To be part of this community is hard to grasp. How can CTA welcome the community? Does CTA have anything special for the community? How will the community feel a part of this project? Economic development will help to a certain extent. Good to know that community will be directly affected by this project. Having this station could act as a hub that will bring better access to busing, better roads for walking and biking. How do we make people from all walks of life

feel a part of this process? How do we get the neighborhoods to get to the station (i.e., those at Indiana Avenue)?

Q5: Do you have any specific thoughts or ideas about economic development in the area?

• **Group 1 Responses:**

- Food access is of the highest priority, higher than jobs once RLE is finished because the nearest Red Line adjacent grocery store is at 87th Street.
- A grocery store is the number one priority and agree that more nature should be brought in.
- There's a need for more trades jobs and career path opportunities.
- Desire for a local coffee shop and jobs incubator
- Incorporation of some amenities like coffee shops or restaurants or some type of life that can activate this space and give a sense of safety and security too. Also respite. Something people need to refresh themselves on the journey and now this being an end of the trip, if you will with the Red Line on that end.
- Connecting to the bike trails. One of my colleagues works with the Metropolitan Development Corporation and worked on that prong and others in the community too have done so. Those things will be nice and be able to be highlighted and look at healthy modes of transportation, even though that's still challenging in the city to stress bikes and cars together. I'm still adjusting to that.

• **Group 3 Responses:**

- Needs commercial development, especially for food. What plans are there for 130th?
- No Ventra machines in Altgeld Gardens and have to visit another stop for Ventra card. Maybe something at the library.
- Areas for green and sustainable development

• **Group 4 Responses:**

- I'm part of RLE Coalition Board (RLEC) and moved into the Roseland area in 1972. In terms of having investment in the community, I've seen the transition. When I moved here, it was the beginning of the integration of Roseland. So, I've seen the community transition and being a part of RLEC we are advocates for RLE Project and for TOD for the Greater Roseland community, which includes the 130th Street terminal. My position is for the entire project because I've seen the change and disinvestment that has occurred throughout the years. Whereas it once was thriving and now there is blight. Basically, neighborhood vitality, economic vitality and TOD around all the development.
- Everyone is not college bound. One concern is that I saw construction as an employment category but not trades. In the future, I plan to recruit and expose people in the community to trades and alternatives to college.

- **Group 5 Response:**
 - The food/grocery/medical desert is a top priority. I would love to see a shopping center or family center with amenities like food, medical services, and educational opportunities. For education opportunities, not necessarily a college but a trade school or offering trainings to community members such as home remodeling or how to start a business—things of that nature. The ‘triangle around the airport,’ for example, it would be great if some of that development came out to the South Side of Chicago.
- **Group 6 Responses:**
 - Integrate the historical aspects of the community into the station design
 - Incorporating nature, more trails, and promoting healthy lifestyles in the community whether it’s integrating some type of park or recreational space, in addition to enhancing the nature already in the area.
 - For the area to feel like a step away or escape from the city hub, more local businesses and open areas would draw me into the area. Not big chain businesses, similar to the polling answers, a lot of preference towards local entities and programs available to families.



Red Line Extension 111th Street Station Virtual Meeting Minutes

Tuesday, February 2, 2021
6:00 PM – 7:30 PM
via Zoom & Facebook Live

Meeting Presenters

Marlise Fratinardo, *Chicago Transit Authority (CTA) Planning*
Ammar Elmajdoub, *Chicago Transit Authority (CTA) Planning*
Sonali Tandon, *Chicago Transit Authority (CTA) Planning*
Barbara Stubblefield, *Red Line Extension Program Management Team*
Melody Carvajal, *Red Line Extension Program Management Team*
Teresa Fourcher, *Transit-Supportive Development (TSD) Plan*
Mark Payne, *Transit-Supportive Development (TSD) Plan*

Attendees

Public via Zoom: 65
CTA staff, support and consultants via Zoom: 48
Facebook Live: 14
Total public: ~78

Meeting Materials

Presentation is attached.

Summary

CTA hosted the 111th Street Station virtual community meeting on Tuesday, February 2, 2021. The 111th Street Station meeting was the second of a series of meetings for the four proposed station areas along the Red Line Extension corridor. The meeting was held through Zoom and also broadcast on the project’s Facebook page. Captioning as well as American Sign Language (ASL) and Spanish interpretation were available for meeting attendees, including during breakout rooms. A comment with the Zoom meeting information was also posted on the Facebook Live stream so individuals could join to participate in the interactive presentation portions and receive any required accommodations. Attendees were asked to register in advance and were provided with the link and meeting ID to join via Zoom. Registration was available on the project’s interactive engagement website, transitchicago.com/RLE/engage, which is hosted on the Bang the Table (BTT) platform. The engagement website provides general information about the RLE Project and Transit-Supportive Development (TSD) Plan plus interactive tools such as an Ideas Wall, project survey, and project map to engage the public and solicit their feedback regarding the project.

Ms. Stubblefield started off the presentation by covering the agenda and presenters. Ms. Stubblefield also covered how attendees can ask questions throughout the meeting. Questions and comments submitted during the meeting are documented on pages 3-6.

Ms. Fratinardo led the group through the RLE Project overview, benefits, and recent progress. Ms. Stubblefield and Ms. Fratinardo asked attendees to respond to three direct questions via chat; responses to these questions are documented on pages 6-7. Next, Ms. Carvajal shared information regarding potential property impacts and provided a variety of contact methods and resources for additional information and follow up. Mr. Elmajdoub then presented engagement opportunities, including the website transitchicago.com/RLE/engage and recent public outreach efforts. Ms. Tandon then presented Environmental Review process updates and described some of the resource analyses being undertaken (traffic and access, noise and vibration, visual and aesthetics, and community resources) for which impacts may be of particular interest in relation to the 111th Street station. Ms. Tandon also shared specific details regarding the Supplemental Environmental Assessment (EA), including the cross-over located at approximately 108th Place which was not disclosed in the Draft Environmental Impact Statement (EIS). The 108th Place cross-over is where the Preferred Alignment crosses-over from the west side to the east side of the Union Pacific Railroad (UPRR).

Next, Ms. Fourcher presented on the TSD Plan, covering the overview, timeline, and current as well as past aligned planning efforts. Ms. Fourcher also shared information regarding community assets/resources and the 111th Street station corridor existing land use in relation to the TSD Plan. After, Mr. Payne led a series of interactive polling questions to gauge participants' ideas and recommendations for future development along the Red Line Extension corridor (questions and polling results are documented on pages 7-9 of this summary). Mr. Payne read the polling questions and answers out loud and they were also displayed on individual presentation slides for attendees to see. Following the interactive polling questions, attendees were separated into small groups for a breakout session led by a moderator and one to two other project team members. On average, there were five to six attendees in each breakout group. A set of general questions were displayed on a presentation slide to solicit input and encourage discussions. Community members were offered the opportunity to share their ideas on the vision for the community to inform the TSD effort. Breakout summaries were compiled for each group and the compilations of comments received are documented on pages 10-16.

After approximately 25 minutes, the breakout session concluded and attendees were brought back from individual breakout groups into one large group to finish the meeting. Each breakout group moderator presented a brief summary of their group's discussion and common ideas that were shared among group participants. Next, Mr. Elmajdoub presented information regarding the RLE interactive engagement website, opportunities to stay involved, how to receive project updates, ways to contact the project team and details regarding entry for the engagement site Visa gift card sweepstakes. Ms. Stubblefield then concluded the meeting by thanking all attendees for their participation, providing dates for the two upcoming station virtual meetings and methods, both digital and non-digital, to contact the project team with questions.

Attendee Questions & Comments – Zoom Chat Feedback

Unless otherwise noted, the following questions, comments, and responses documents the direct meeting chat transcription. Responses were provided in the chat by the RLE project team for all attendees who joined the meeting via Zoom to see. Attendees who joined via Facebook Live or phone did not have visibility of the Zoom chat questions, comments, and responses.

- **Question 1: Elevated trains in our neighborhood is a horrible idea and it will hurt our property values.**
 - **Response 1:** Thanks for your question, Mosea. You may want to check out "*Transit Means Business*", a study by the Metropolitan Planning Council: chi.streetsblog.org/2018/11/12/mpc-study-highlights-importance-of-transit-for-attracting-businesses-employees/.
- **Q2: Why isn't the 111th Street station--named or called the Medical District station/stop? This would bring more value to the station & what the community can best recognize.**
 - **R2:** Thank you for your suggestion on the station name, Ms. Deloris! CTA has not selected names for the RLE stations, but we would love to hear your ideas! The best way to do that would be to head to our engagement website at transitchicago.com/RLE/engage.
- **Q3: Will there be space for parking at the stations?**
 - **R3:** Thanks for your question, Monique! 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.
- **Q4: I [am] happy to see it coming into being I hope very soon. What is the timeline?**
 - **R4:** Thank you for your question regarding the timeline, Pat. With the RLE Project's acceptance into the Federal Transit Administration's (FTA) Project Development phase in December 2020, 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.
- **Q5: Is it possible that the start of construction can start much earlier than 2025?**
 - Thanks for your question, Jocilyn. The anticipated construction date is dependent on a number of factors, including federal funding and approvals, further engineering and design, completion of environmental review, and

procurement of construction contracts. We believe that 2025 is a realistic timeline based on the steps involved with delivering a mega-project like the Red Line Extension. We know the community is anxious to see this project happen - we are too and we're working hard to make sure it does!

- **Q6: 2025? We have been waiting to make it happen for years.**
- **Q7: Closed deck structure works best.**
- **Q8: How will you maintain safety within the residential area and how can residents maintain parking near their homes? I.e., how will the traffic be controlled around our houses?**
 - **R8:** Thank you, Reverend Calloway. A 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 CTA. To learn more about these steps, please visit: transitchicago.com/security. 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. Rev. Calloway, we are also studying traffic impacts as part of the environmental analysis.
- **Q9: Regarding Workforce and Economic Development Potential – What are the opportunities for potential employment during the planning and construction phases? How can local candidates access training that will prepare them for potential employment in all phases of this project? Will there be a jobs pipeline for those from the impacted community to access employment?**
 - **R9:** Good questions, Dallas! 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.
- **Q10: Will a portion of the cost of RLE be absorbed by increasing property taxes?**
 - **R10:** Hi Cynthia - The CTA is pursuing a wide range of federal, state, and local funding sources, including the FTA's Capital Investment Grant (CIG) Program. A category of CIG funds known as, New Starts, is available for projects that expand rail service into an area that is not within the current transit footprint and therefore entail a relatively longer environmental and

planning process. The CTA must compete with other New Starts projects across the country that are also seeking funding from the program. Once the Project Development phase is complete, CTA will have a more precise understanding of the overall timeline of receiving federal New Starts funding. Local funds are also needed to “match” the federal New Starts funds and local funds demonstrate the commitment to the project. The CTA is considering a number of options at this time for this that include a special transit-only tax-increment financing district, authorized by the General Assembly in June 2016, which could provide a portion of the local funding needed for the RLE Project.

- **Q11: Stop blocking the terp**
 - *This comment was made with regard to ASL interpretation. Project team members checked that interpreters remained visible and no technical issues were found.*
- **Q12: The proposed station will eliminate all parking for the Agape Center.**
 - **R12:** Thank you for your comment, Brad. CTA would like to continue the conversations we have had with the Agape Center about how to minimize impacts to your organization.
 - **Brad** – We would appreciate that direct, intentional conversation from the RLE.
- **Q13: Roseland LISC is inclusive of the Far South Chicago Coalition. Please allow more input from the Coalition which has a Workforce Development Committee and Economic Development Committee.**
 - **R13:** Thank you for the suggestion, Rev. Calloway!
- **Q14: Had RLE work with various disabilities especially deaf and hard of hearing seeking feedback? organization?**
 - **Participant Response (R14):** Mr. Woodson, you can learn more about the Agape Center at chicago.cru.org/innercity.
- **Q15: The problem is most the single-family housing needs to be seriously remodeled or replaced.**
 - **R15:** Thanks for that point, Brad. We are also looking into the condition of housing stock as part of the TSD Plan.
- **Q16: No Little Calumet near 111th**
 - *Comment in reference to an error on one of the polling questions carried over from the 130th meeting.*
- **Q17: When we say shopping, more for daily necessities not leisure/grocery stores.**
 - *In reference to polling question 4.*
- **Q18: Speak for yourself... no one knows what one desires in terms of shopping...**

- In reference to above comment on polling question 4.
- **Q19: Keep in mind, Greater Roseland represents the Chicago city limits. It offers the opportunity to represent the City of Chicago as a city that works for every community from the Far South Side to the Far North Side; from I-57 on the west to Bishop Ford on the east!**
 - **Participant Response (R19):** Yes, it does Pat. It is also the area that the Far South Chicago Coalition (FSCC) is working in for the Quality-of-Life Plan with Local Initiatives Support Corporation (LISC)!
- **Q20: As president of Chicagoland Black Deaf Advocates, I would love to work with many people in community.**

Presentation Engagement Questions – Zoom Chat Feedback

These questions were posed by the presenters during the large group presentation. The following documents the attendee responses that were typed in the Zoom chat.

- **Question 1: What neighborhood do you reside in? (Responses listed in order of most common to least)**
 - **Responses 1:**
 - Roseland
 - Roseland Heights
 - Washington Heights
 - Cal City
 - Chatham
 - West Chesterfield
 - Riverdale/Golden Gate
 - West Pullman
 - Pullman
 - Hyde Park
 - Hazel Crest
- **Q2: What is your favorite CTA Station and what about that station do you like most?**
 - **R2:**
 - Art in the stations
 - Updated technology
 - Glad you mentioned medical district/111th Street
 - It will bring economic growth for small businesses
 - I like the 95th Street station. Also, art and info screens should be included.
 - 35th Street because the tunnel keeps the noise down. Also 95th because it does not impede the residents.
 - Safety when you get on and off

- Security, please
 - Access to elevators
 - Staffing plans to ensure quality station and grounds' cleanliness
 - Transit turnaround with shuttle to and from Roseland Hospital
- **Q3: How will the Red Line Extension benefit you and your neighborhood?**
 - **R3:**
 - Hoping it will give our neighbors access to downtown
 - Jobs
 - Hoping it will lead to economic development in our community
 - Benefits
 - Creates TOD, economic and neighborhood vitality
 - Access to employment opportunities in other areas
 - Potential opportunities immediately in the area for local community
 - Construction jobs for the same!
 - It definitely will put ease to mobility for those who rely solely on public (train) transportation.
 - Concerned about the extra unwanted traffic it will bring to my neighborhood
 - I agree with person that is happy to see the service coming to our area
 - Chicago's public transportation system is a benchmark. It is inevitable that routes will come to or near your neighborhood.

Presentation Polling Results

Attendees joining the meeting through Zoom could answer the poll in real time. Polling was not available to attendees who joined the meeting through Facebook Live or by phone. Those attendees were informed that polling questions were available on the RLE engagement website as an alternate way to participate and provide their responses. Polling questions were typically open for more than 45 seconds.

Response Options	Votes Received
1. What would be your mode of transportation to the 111th Street station?	
<i>Total Attendees Responding to Question: 30</i>	
Drive	12
Walk	8
Bus	7
Other	2
Bike	1
2. What kinds of open space or public places would you like more of? (Pick up to 3)	
<i>Total Attendees Responding to Question: 32</i>	
Farmers market or local food kiosk	19
Walking and biking trails	14
Plazas and other gathering spaces	13
Performance or public art spaces	12

Spaces dedicated to nature and ecological restoration	11
Places for exercise	7
Sports and active recreation	6
3. What are the community's greatest strengths from a development perspective? (Pick up to 3)	
<i>Total Attendees Responding to Question: 34</i>	
Single-family housing	17
Transit	12
Civic and religious institutions	11
Historic preservation	11
Schools	10
Affordable housing	9
Senior housing	8
Jobs	6
Parks	6
Shopping	6
4. What are the community's greatest needs from a development perspective? (Pick up to 3)	
<i>Total Attendees Responding to Question: 33</i>	
Shopping	23
Jobs	20
Transit	15
Affordable housing	12
Single-family housing	8
Schools	7
Senior housing	6
Historic preservation	3
Parks	3
Civic and religious institutions	2
5. What types of businesses would you like to see? (Pick up to 3)	
<i>Total Attendees Responding to Question: 33</i>	
Grocery stores	24
Locally owned cafés	21
Medical, health & wellness services	12
Professional services	11
Home improvement stores	10
National chain restaurants	9
National brand clothing stores	6
Pharmacy	6
Locally owned boutiques	4
Personal services	2
6. What types of jobs are needed nearby? (Pick up to 3)	
<i>Total Attendees Responding to Question: 30</i>	
Construction	14
Public sector	13
Manufacturing	13
Retail and restaurants	12
Healthcare workers	10
Transportation and warehousing	9
Maintenance and utilities	8
Professional services	8
Office and administrative support	3

7. What type of housing is most needed? (Pick up to 3) <i>Total Attendees Responding to Question: 30</i>	
Home ownership	23
Affordable housing	17
Mixed-income	17
Senior housing	15
Veterans housing	11
Rental	3
8. What scale of housing is desired? (Pick up to 3) <i>Total Attendees Responding to Question: 32</i>	
Single-family	30
Two-flats and three-flats	24
Townhomes	21
Small four-to-six-unit building	7
Multi-family housing with ground floor commercial	4

Breakout Session Groups

Group 1

Moderator: Erin Cabonargi (*TSD Plan*)

RLE Project Members: Marlise Fratinardo (*CTA Planning*), Leah Mooney (*CTA Planning*), & Mandi Jennings (*RLE Program Management Team*)

Group 2

Moderator: Mark Payne (*TSD Plan*)

RLE Project Members: Sonali Tandon (*CTA Planning*) & Michael Schuch (*RLE Program Management Team*)

Group 3

Moderator: Teresa Fourcher (*TSD Plan*)

RLE Project Members: Ammar Elmajdoub (*CTA Planning*) & Jenn Pisano (*TSD Plan*)

Group 4

Moderator: Christine Carlyle (*TSD Plan*)

RLE Project Members: Jasmine Gunn (*Chicago Department of Planning and Development*) & Jackie Davis (*TSD Plan*)

Group 5

Moderator: Barbara Stubblefield (*RLE Program Management Team*)

RLE Project Members: Drew Williams-Clark (*TSD Plan*) & Kristen Robinson (*RLE Program Management Team*)

Group 6

Moderator: Jacob Peters (*TSD Plan*)

RLE Project Members: Patrick Dunn (*RLE Program Management Team*) & Elbert Whitfield (*TSD Plan*)

Breakout Session Questions & Group Responses

The following documents a combination of attendees' verbatim and paraphrased responses provided by the breakout group moderators. Individual breakout groups may not have responses listed for each question due to groups spending more time discussing other questions or moderators not receiving any feedback from attendees on those prompts.

Question 1: What are three words you would use to describe your vision for the neighborhood?

- **Group 1 Responses:**
 - Access to jobs
 - Positive economic impact
 - Positive identity for the neighborhood
- **Group 2 Responses:**
 - Comparable to north side
 - Economic vitality
 - Revitalization of greater Roseland community
 - Vibrancy
 - Community feeling
 - Families
- **Group 4 Responses:**
 - Vibrant, community, family
 - Aesthetically pleasing and economically productive
 - Layered, hidden, connected
 - Safe, family-oriented, vibrant
- **Group 5 Responses:**
 - Food desert, greater access to quality food, grocery shopping, and safe/quality recreational activities for children
 - Quality education, bike trails, senior housing—we have a lot of seniors in the community
 - Lively, growth-oriented, diverse
 - Safe, vibrant, walkable
- **Group 6 Responses:**
 - Need employment opportunities
 - Growth, restoration, access
 - Healthy, safe, prosperous

Q2: What is important for us to understand about your community?

- **Group 1 Response:**
 - The new stop may bring safety and security concerns to the neighborhood. I would like to have more intentional conversations with CTA about Agape

parking concerns. Agape Center would be happy to be involved and to be a resource within the community.

- **Group 2 Responses:**

- Greater Roseland was once a thriving community. Hopefully, TSD will bring the community beyond where it was.
- A lot of seniors in this community
- A lot of younger people living here due to the lack of affordable rentals.

- **Group 3 Responses:**

- Safety is a major concern, especially around the medical district.
- Safety concerns, due to vacant buildings, is a deterrent.
- There are too many vacant lots and vacant houses which can be used as an opportunity for redevelopment.
- New development and renovations should not meet code minimums but should be developed to a higher standard.
- The community is supportive of development and there needs to be more community vision integrated into the plans. As a matter of fact, the 2001 TIF was a result of a community led initiative that started in 1997.
- The goal is to bring people back to the community and provide them with the amenities they need so they don't have to go outside of it to access basic services and shopping.
- Property lots are larger than average and provide an opportunity for developing larger homes.
- The community does not need any more standalone subsidized housing; however mixed-income development would be welcomed.
- 103rd and 111th Streets used to be strong commercial corridors

- **Group 4 Responses:**

- Lots of seniors in the neighborhood and young families with nothing for them to do
- They have good educational institutions that need to be promoted by the city to attract more students.
- 111th Street is a major corridor that can link to Pullman Monument.
- Has seen the deterioration of the neighborhood over time
- Lots of seniors – need outreach for programming given that they don't have all the technology and resources for information if they don't have young people in their lives to show them (especially since they are scared to come out of their houses).
- Nothing to do in the community
- Roseland had its own theater 20-30 years ago.

- **Group 5 Responses:**

- It's important for the team to understand we need jobs and economic development. There are businesses here, but only fast food and we need healthier food options, to that point. We have a lot of young people who

aren't working due to the lack of jobs. Safety is also a big concern; I don't feel safe walking in my community.

- A lot of the small businesses are owned by foreigners who don't have an investment in our community so there's no economic responsibility within our community.
- There has been historic disparity that's continuous and is common to other inner-city communities. There's also historic pride for those families who purchased their first homes in this community. Roseland means a community of hope for those to come back. People need to understand we've been overlooked and cast in a negative shadow.
- Safety is a concern, there are a lot of people who hang around the corners and it's not safe for seniors to walk alone or kids going to school. We're not able to enjoy the community because of this concern and need more protective services.
- **Group 6 Responses:**
 - A lot of returning citizens (formerly incarcerated individuals), single parents, homeless, and others that are looking for employment opportunities.
 - Residents are worried about not being able to park right outside their homes due to concerns about walking home at night.
 - This area has some of the highest rates of unemployment and returning citizens of any zip code. Workforce development and job growth have to go hand in hand.
 - Safety improvements have to precede the start of RLE service, otherwise ridership will be depressed by those who don't feel comfortable walking to the station. Safety improvements are tied to economic opportunities for young residents.

Q3: What are your community's greatest assets? What is missing?

- **Group 1 Responses:**
 - Missing workforce plans – the community could get training to qualify our residents for the jobs (Union training)
 - The neighborhood is unique and those raised in the area claim their elementary school not their high schools as their geography.
 - Generational ownership in the area (“lifers”) and the unique history of a formerly Dutch neighborhood.
 - CTA should consider making the stations more accessible for the deaf/hard of hearing. If there is a re-route or a train is delayed, they often do not hear the messages that are being broadcast over the intercom. CTA should consider having visuals available for re-route maps and any announcements.

- **Group 2 Responses:**
 - Missing is that young people do not know what resources to utilize to establish income or what resources are available to them. The opportunities are so spread out, and transportation costs have gone up so much it may be hard to access all of those opportunities.
 - The people are the greatest assets. Responsibility and sense of community is not translated to the next generation.
 - What is missing is the community's involvement. People hope that during this transition that there is a way to educate young people on how to participate economically in this transition. There may be a level of dissatisfaction without this.
- **Group 3 Responses:**
 - The medical district is an asset.
 - There is a desire for more commercial development on Michigan Avenue.
 - Small clinics could be moved off Michigan Avenue and into the medical district.
 - New restaurants and grocery stores are needed.
 - Schools need the newer technology and resources that are missing in Roseland but are in other communities.
 - New construction is welcome
 - Multi-unit building development and single-family homes are both needed.
 - There is enough senior housing
 - Pullman and Halsted have national retailers, Michigan Avenue retail development is different – desire to retain the existing small businesses and to bring more local business, such as men's clothing stores and restaurants.
- **Group 4 Responses:**
 - Need a Boys & Girls Club
 - Would love activities like arts & crafts and provide transit to those activities
 - Need a Department of Aging for the community
 - Need affordable activities for young people like the Kroc Center in Morgan Park on 115th Street which is hard to get to from Roseland.
 - Desire for mom-and-pop stores, grocery stores, affordable housing, and single-family homes
 - Only positive assets are the Major Taylor Bike Trail and Monument Park
 - Want walkable mom-and-pop stores
 - An asset is we have lots of riders
 - Missing reliable, efficient, and quick transportation to cut commute time
 - Assets are people and potential for growth
- **Group 5 Responses:**
 - Our individual homeowners take a lot of pride in the neighborhood. We're missing block clubs; some areas have them but not all. They act as a resource to be able to come together and help residents in need.

- We have lots of homes in the community as opposed to multi-residential buildings. We're missing recreational opportunities and walking trails. I see trails on the north side but not the south. There are a lot of health issues such as obesity due to the lack of resources. Economic development is also missing.
- Diversity of people within the neighborhood, ranging in ages. Different demographics of people allow for us to come together and develop great ideas. To echo other's thoughts, we need economic development and jobs that are sustainable for all class/community groups, with or without degrees, such as jobs in the trades because a lot of people aren't working.
- An asset is our civic and religious institutions. People should have institution options in the neighborhood where they live and serve. Concerned there's been trades missing for some time in our community. Not everyone is cut out to be behind a desk. There are a lot of businesses in the neighborhood that don't last long. People need plumbers, electricians, etc. and I shouldn't have to go outside of my community to hire those services.
- **Group 6 Responses:**
 - Need permit parking as part of station implementation
 - Safe street design and safety personnel on main streets for pedestrians traveling to/from transit
 - Jobs pipeline is needed for non-union jobs as well as integration into the US Employment Plan and existing regional workforce development initiatives. Like those that Rev. Calloway and Dallas Gordon are involved with for T.R.E.A.D., Washington Heights Workforce Center, and Members of Far South Chicago Coalition. As well as the asset of the Rock Enterprises Development Corporation.
 - Food, transit, and jobs desert. The other two deserts need to be addressed for this to be as successful as possible.
 - Greatest asset are the people in the community, especially unlocked potential of the youth.
 - Need the reduce commute times this project will bring but also need to start work before the service starts so that community is prepared for and engaged in change rather than displaced by it. Especially related to safety and employment.
 - Missing greater access to education and entertainment that exists in other communities, as well as increased spending within Roseland by visitors from other communities that could restore retail corridors.
 - Biggest assets are young people and young leaders in addition to the rich spiritual heritage and one of the highest concentrations of houses of worship in the city.
 - The Rock Enterprises and Development (T.R.E.A.D) Corporation is an asset.

Q4: How do you see the new station benefitting your community?

• **Group 1 Responses:**

- Bringing more positive identity for the neighborhood because today it is not all positive as there are issues like rioting and looting
- Having better access will help those without a car
- Would the 111th bus become a 24-hour bus?
 - *Project team response:* CTA is looking at bus service plans but not at that level of detail yet

• **Group 2 Responses:**

- It will give people better opportunities.
- Development. National brand developers will note this is a major transit spot and will likely open up a business here. Entire corridor can attest national brand stores again, which used to be on Michigan Avenue. The whole project (all 5.6 miles) will transform greater Roseland area and help revitalize other areas.
- It will get people back into the community via home ownership. This will also enable people to buy property and eventually increase property values.
- Would like to see the neighborhood voted dry and get rid of liquor stores and have landlords maintain quality of tenets.

• **Group 3 Responses:**

- New job development
- Increased safety
- Opportunity for access to jobs outside of the community to earn a living wage
- Access to transportation, the hospital, and shopping
- The community can look to the changes made in Bronzeville as an example for the Far South Side community – bringing new homes and education opportunities within their own neighborhoods.
- Goal to save this district because it is the only commercial/shopping district in the community from 111th to 115th Streets, as well as on 111th Street.

• **Group 4 Responses:**

- Ultimately want to walk in freedom
- Halsted (from 110th – 199th) is a major corridor with lots of economic resources and we need to connect it to the station.
- Adding this station will allow for other stops along people's commutes as well as shopping.
- Not sure, concerned about safety and believe adding more jobs and education could help with that.
- New station will bring new people to the neighborhood and more home ownership.
- Desire it to be a safe space, like a village

- **Group 5 Responses:**

- All analysis that has been said about transit station – I’ve lived in the neighborhood for 40 years and we’ve been waiting for this to happen. Eminent domain is going to affect people which scares me, and some people will miss out so to speak.
- Aesthetically. Allowing job training and opportunities for people to be trained and things that they’re going to be utilizing in the new station. I would love to see those jobs made available with priority to community residents.
- Young urban professionals will want to move out this way because it’s easy access to city jobs which would allow the community to become mixed-income and businesses would want to develop/be established in our community. Almost a Soho economic development if you will, because our area has been so overlooked (between Halsted and Michigan).
- Save money for peoples’ commutes, won’t have to take cars to 95th and then the subway. It would be more convenient.
- Strong emphasis on economic development. More diverse and options for economic development. That the project will produce what they’re saying it will.

- **Group 6 Responses:**

- Greater connection to jobs not just downtown but throughout the city.
- Each station can be the economic engine and cultural node expressing the soul of the neighborhood through jobs, as well as art.
- If the 111 & 111A buses were merged then 111th could be a healthcare node along a corridor between the Blue Cross Blue Shield locations at Pullman & Marshfield Plaza, as well as the Roseland Medical District.
- Provide greater access to the east/west bus routes on main streets in the area
- This project can create a healthier community if it means growth in food access, a safer neighborhood through more eyes on the street, and a more prosperous community not only through increased access to jobs but also jobs here that can be accessed from other neighborhoods.
- Greater access to educational services and entertainment amenities. It can also increase visitation to Roseland from other Chicago community areas that currently don’t have easy access. Improvements in crime mitigation will also hopefully precede the start of RLE service.



Red Line Extension 103rd Street Station Virtual Meeting Minutes

Tuesday, February 9, 2021

6:00 PM – 7:30 PM

via Zoom & Facebook Live

Meeting Presenters

Marlise Fratinardo, *Chicago Transit Authority (CTA) Planning*

Ammar Elmajdoub, *Chicago Transit Authority (CTA) Planning*

Sonali Tandon, *Chicago Transit Authority (CTA) Planning*

Barbara Stubblefield, *Red Line Extension Program Management Team*

Melody Carvajal, *Red Line Extension Program Management Team*

Teresa Fourcher, *Transit-Supportive Development (TSD) Plan*

Mark Payne, *Transit-Supportive Development (TSD) Plan*

Attendees

Public via Zoom: 68

CTA staff, support and consultants via Zoom: 44

Facebook Live: 8

Total public: ~76

Meeting Materials

Presentation is attached.

Summary

CTA hosted the 103rd Street Station virtual community meeting on Tuesday, February 9, 2021. The 103rd Street Station meeting was the third of a series of meetings for the four proposed station areas along the Red Line Extension corridor. The meeting was held through Zoom and also broadcast on the project's Facebook page. Captioning as well as American Sign Language and Spanish interpretation were available for meeting attendees, including during breakout rooms. A comment with the Zoom meeting information was also posted on the Facebook Live stream so individuals could join to participate in the interactive presentation portions and receive any required accommodations. Attendees were asked to register in advance and were provided with the link and meeting ID to join via Zoom. Registration was available on the project's interactive engagement website, transitchicago.com/RLE/engage, which is hosted on the Bang the Table (BTT) platform. The engagement website provides general information about the RLE Project and Transit-Supportive Development (TSD) Plan plus interactive tools such as an Ideas Wall, project survey, and project map to engage the public and solicit their feedback regarding the project.

Ms. Stubblefield started off the presentation by covering the agenda and presenters. Ms. Stubblefield also covered how attendees can ask questions throughout the meeting. Questions and comments submitted during the meeting are documented on pages 3-6.

Ms. Fratinardo led the group through the RLE Project overview, benefits, and recent progress. Ms. Stubblefield and Ms. Fratinardo asked attendees to respond to three direct questions via chat; responses to these questions are documented on pages 6-7. Next, Mr. Elmajdoub presented engagement opportunities, including the engagement website, transitchicago.com/RLE/engage and recent public outreach efforts. Ms. Carvajal then shared information regarding potential property impacts and provided a variety of contact methods and resources for additional information and follow up. Ms. Tandon explained that there have been no major changes to the 103rd Street station since the Draft Environmental Impact Statement (EIS). Ms. Tandon described some of the resource analyses underway for the Supplemental Environmental Assessment (EA) (traffic and access, historic and cultural resources, noise and vibration, visual and aesthetics, and public parks and recreation area) for which impacts may be of particular interest in relation to the 103rd Street station.

Next, Ms. Fourcher presented on the TSD Plan, covering the overview, timeline, and current as well as past aligned planning efforts. Ms. Fourcher also shared information regarding community assets/resources and the 103rd Street station corridor existing land use areas in relation to the TSD Plan. After, Mr. Payne led a series of interactive polling questions to gauge participants' ideas and recommendations for future development along the Red Line Extension corridor (questions and polling results are documented on pages 7-9 of this summary). Mr. Payne read the polling questions and answers out loud and they were also displayed on individual presentation slides for attendees to see. Following the interactive polling questions, attendees were separated into small groups for a breakout session led by one to two other project team members. On average, there were five to six attendees in each breakout group. A set of general questions were displayed on a presentation slide to solicit input and encourage discussions. Community members were offered the opportunity to share their ideas on the vision for the community to inform the TSD effort. Breakout summaries were compiled for each group and the compilations of comments received are documented on pages 10-17.

After approximately 20 minutes, the breakout session concluded and attendees were brought back from individual breakout groups into one large group to finish the meeting. Each breakout group moderator presented a brief summary of their group's discussion and common ideas that were shared among group participants. Next, Mr. Elmajdoub presented information regarding the RLE interactive engagement website, opportunities to stay involved, how to receive project updates, ways to contact the project team, and details regarding entry for the engagement site Visa gift card sweepstakes. Ms. Stubblefield then concluded the meeting by thanking all attendees for their participation, providing information for the final upcoming station virtual meeting and methods, both digital and non-digital, to contact the project team with questions.

Attendee Questions & Comments – Zoom Chat Feedback

Unless otherwise noted, the following questions, comments, and responses documents the direct meeting chat transcription. Responses were provided in the chat by the RLE Project team for all attendees who joined the meeting via Zoom to see. Attendees who joined via Facebook Live or phone did not have visibility of the Zoom chat questions, comments, and responses.

- **Question 1: Will all the new stations be able to handle 10 car trains?**
 - **Response 1:** Thank you for your question, Allan! Yes, all four proposed RLE stations will be designed to accommodate 10-car trains.
- **Q2: Will the 103rd Street bus still terminate at 95th Street after the new station opens?**
 - **R2:** Thanks for the question, Michael! Since the CTA is building stations and tracks that have never existed previously, CTA will need to determine how different bus routes and transportation details would be coordinated and enhanced to meet the needs that would arise with the new station locations. 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.
- **Q3: Related to Michael's question, it would be great if the 103rd Street bus was one continuous route after 103rd Street station is open.**
 - **R3:** Thanks for your suggestion, Anne! We will consider that when developing the service plan.
- **Q4: So, the track is going to cross above the Wentworth bridge at 99th? How high up is that?**
 - **R4:** Hi Hillary - Yes, the RLE track would cross over Wentworth Avenue north of 99th Street. The project is currently being designed and we do not have an exact structure height defined quite yet.
- **Q5: Will the project be built in phases?**
 - Thanks for the question, Allan. CTA is planning to build the RLE as one project.
- **Q6: What will happen to the trees and park area along Eggleston, between the road and the current freight tracks? Are you going to tear it all out?**
 - **R6:** Thanks for your question, Hillary! CTA does anticipate needing to remove some trees to make room for the RLE Project. A tree survey is being conducted that will give us a better idea of the impacts to trees along Eggleston Avenue, as well as other areas of the project.
 - **Follow up comment from same attendee:** But it will not be "some" trees, you will take out the entire historical avenue of trees.
- **Q7: Will construction of the extension begin on 95th? Are there any plans to improve conditions at the 95th station and its surroundings? (Question 7 and**

responses were communicated in Spanish during the meeting; this description is an English translation of that exchange)

- **R7a:** Thank you for your question, Roberto. Please accept our apologies but we are unable to answer questions in Spanish during this live meeting, however, please email us at RedExtension@transitchicago.com and we will respond to you as soon as possible.
 - **Follow up comment from same attendee:** Thanks for answering. I will use the email. I invite you to continue working so that Spanish speakers can fully participate and interact in real time.
- **R7b:** Roberto, thanks for the invitation! We continue to make efforts to better serve all communities. For the 95th station area, CTA is currently involved in several preliminary discussions about how to best support development in that area.
- **Q8: Will there be permit parking in the area?**
 - **R8:** Thank you for your question, Cheena. Per Chicago Municipal Code, 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.
- **Q9: How much will the project cost and what will be the federal share?**
 - **R9:** Hi Allan - CTA estimates that the RLE Project will cost approximately \$2.3 billion. We anticipate a Federal share of approximately 49 percent.
- **Q10: How does permit parking work for our family members? There are a lot of seniors whose children visit regularly to check on parents.**
 - **R10:** 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.
- **Q11: Awesome! Transportation should be affordable, accessible, equitable and seamless. Rapid transit provides an opportunity for people to get to work and return home in a timely fashion allowing families to have more time to spend with their children/family.**
- **Q12: Can this be done in tangent with the project or will we have to wait?**
 - *No response provided during the meeting.*
- **Q13: Will the extension lead to more frequent train service south of the loop? It was a common joke with my peers as we watched a ratio of almost 3:1 trains from the north to the loop in the morning and the reverse in the evenings at Lawrence and Wilson stations. In other words, we waited three times as long as commuters travelling in the opposite direction from us.**

The lack of equity was very apparent, especially when we looked at the racial demographic difference seen with the service.

- **R13:** Thanks for your comment, Dallas. The RLE service plan is still under development. CTA is committed to promoting equity and environmental justice throughout our service area and the RLE Project is a major component of CTA's efforts to improve transit service on the South Side of Chicago.
- **Q14: Will the trains be cleaner and safer than they are now? I am a shift worker, commuting at 5:30am, and I honestly cannot remember the last time I rode a train that was not dirty and full of people smoking. It has gotten a lot worse since the pandemic, nobody seems to care.**
 - **R14:** Thank you for your comment, Hillary. 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 CTA. To learn more about these steps, please visit: transitchicago.com/security.
- **Q15: I understand about direct property impact, what about surrounding area... within a one or two block radius?**
- **Q16: Agree with Cheena about the property impact. Instead of a park full of trees. Eggleston residents will have noise and vibration every 10 minutes or so, and the trees will be replaced by a metal structure.**
 - **R15 & 16:** Thanks for your questions and comments, Cheena and Hillary. You may want to check out "Transit Means Business", a study by the Metropolitan Planning Council about the impacts of transit on properties in the surrounding areas: chi.streetsblog.org/2018/11/12/mpc-study-highlights-importance-of-transit-for-attracting-businesses-employees.
- **Q17: What are the right now economic and employment opportunities for those that live in the impacted areas?**
 - **R17:** Hi Dallas - The RLE workforce development plan is under development and will be coordinated with CTA-wide plans to increase workforce and career opportunities. In the meantime, please check out CTA's Workforce Opportunities page to see what's available now: transitchicago.com/rpm/workforce-opportunities/.
 - **Follow up comment from same attendee:** Thank you for your response. I am pleased to see the Workforce Innovation and Opportunity Act (WIOA) reference. We are one of the local WIOA locations in the community. Even with all of our partners, there is a tremendous need to be able to provide our services. Hopefully, this will lead to increased capacity to serve.
- **Q18: Top was local food source (in reference to an accidental omission in reporting the top polling results for polling question 3)**

- **Q19: By a lot! Makes me think of possible food deserts in the area** (in reference to above correction regarding the top polling results for polling question 3)
- **Q20: Agreed, the food kiosk and farmers market were 82 percent. Why did they ignore that?**(in reference to an accidental omission in reporting the top polling results for polling question 3)
 - **R18-20:** Thank you for catching that, Rev. Calloway. We caught that as well! Mark [Payne] must have forgotten to scroll all the way through the options as he was reading. The actual response rates will be reflected in our summary of the meeting.
- **Q21: I did not see STEM or tech on that list** (in reference to response options for question polling question 7)
- **Q22: Re: Ask Sign Language Interpreter [to] remove label -- the interpreter's hands are blocked. I have sign language skills. Thank you. D. L. Truss. Red Line Extension Coalition.**
 - **R22:** Thanks, D.L.! We will work on that for our next meetings!
- **Q23: On 100th Street [where] is the train tracks? Will [it] be in the park?**
 - Question identified after the meeting (without question marks) upon review of the transcript. Question was asked and addressed verbally in a breakout group and commenter planned to send email to RedExtension@transitchicago.com to ensure it was received.

Presentation Engagement Questions – Zoom Chat Feedback

These questions were posed by the presenters during the large group presentation. The following documents the attendee responses that were typed in the Zoom chat.

- **Question 1: What neighborhood do you reside in?** (Responses listed in order of most common to least)
 - **Responses 1:**
 - Roseland
 - Rosemoor
 - Washington Heights
 - Fernwood
 - West Pullman
 - Beverly
 - West Chesterfield
- **Q2: What is your favorite CTA Station and what about that station do you like most?**
 - **R2:**
 - Cermak to 22nd Street is well lit
 - It is a tie between Morgan (Pink and Green lines) and Cermak (Green Line). I appreciate the accessibility and views.
 - No real favorite. The Wilson station redesign was done nicely.

- I am near 95th station, it is convenient
 - I like area by IIT, the covered dome
 - Easy accessibility, protection from the weather, good wayfinding at Washington/Wabash
 - Jackson Red Line because there are always musicians (*This comment is an English translation of a response that was communicated in Spanish*)
 - The new Belmont Blue Line, cool design
 - Lake, very airy and big
 - I do not have a favorite as I only use the Red Line from Roosevelt to 95th and they are not nice. I think there are some nicer stations on the other lines, but these are all dirty and lacking security.
- **Q3: How will the Red Line Extension benefit you and your neighborhood?**
 - **R3:**
 - Easier access for bike/train combo trips
 - More access to jobs
 - Equity and connection with the whole city (*This comment is an English translation of a response that was communicated in Spanish*)
 - Building a wonderful workforce from the communities
 - Jobs
 - Faster to get downtown and other connecting CTA services
 - Quicker access than going to 95th via bus
 - Honestly, not seeing it as a benefit. Property value and safety concerns
 - I live at 102nd, so it would be super easy to go north to south for baseball games and downtown using one train
 - Access to jobs and the loop. I used to work on the northside but live in the south suburbs. I had to take both Metra and CTA to get to work. Extending to 130th would change that commute.
 - I live right by the 103rd site, so it would reduce the need to get to 95th.

Presentation Polling Results

Attendees joining the meeting through Zoom could answer the poll in real time. Polling was not available to attendees who joined the meeting through Facebook Live or by phone. Those attendees were informed that polling questions were available on the RLE engagement website as an alternate way to participate and provide their responses. Polling questions were typically open for more than 45 seconds.

Response Options	Votes Received
1. How did you learn about tonight's meeting?	
<i>Total Attendees Responding to Question: 23</i>	
Email from CTA	14
Facebook, Twitter or Instagram	3
Postcard in the mail	3
Word of mouth	2
Flyer	1
2. What would be your mode of transportation to the 103rd Street station?	
<i>Total Attendees Responding to Question: 26</i>	
Drive	11
Walk	8
Bike	3
Bus	2
Other	2
3. What kinds of open space or public places would you like more of? (Pick up to 3)	
<i>Total Attendees Responding to Question: 28</i>	
Farmers market or local food kiosk	23
Walking and biking trails	13
Performance or public art spaces	11
Increased access and recreational opportunities	11
Plazas and other gathering spaces	10
Spaces dedicated to nature and ecological restoration	10
Places for exercise	5
Sports and active recreation	4
4. What are the community's greatest strengths from a development perspective? (Pick up to 3)	
<i>Total Attendees Responding to Question: 27</i>	
Single-family housing	17
Affordable housing	12
Parks	10
Schools	7
Shopping	7
Civic and religious institutions	6
Historic preservation	6
Senior housing	6
Jobs	4
Transit	2
5. What are the community's greatest needs from a development perspective? (Pick up to 3)	
<i>Total Attendees Responding to Question: 29</i>	
Jobs	22
Shopping	18
Affordable housing	13
Transit	11
Single-family housing	8
Senior housing	6
Historic preservation	3
Schools	3
Parks	2

Civic and religious institutions	1
6. What types of businesses would you like to see? (Pick up to 3)	
<i>Total Attendees Responding to Question: 28</i>	
Grocery stores	22
Locally owned cafés	16
Medical, health & wellness services	14
Pharmacy	8
Locally owned boutiques	7
National chain restaurants	6
Professional services	4
Clothing	2
Home improvement stores	2
Personal services	1
7. What types of jobs are needed nearby? (Pick up to 3)	
<i>Total Attendees Responding to Question: 28</i>	
Healthcare	14
Manufacturing	12
Construction	11
Office and administrative support	9
Professional services	9
Maintenance and utilities	9
Retail and restaurants	9
Public sector	7
Transportation and warehousing	4
8. What type of housing is most needed? (Pick up to 3)	
<i>Total Attendees Responding to Question: 29</i>	
Affordable housing	22
Home ownership	20
Mixed-Income	18
Senior housing	12
Rental	8
Veterans housing	7
9. What scale of housing is desired? (Pick up to 3)	
<i>Total Attendees Responding to Question: 28</i>	
Single-family	20
Two-flats and three-flats	20
Townhomes	17
Small four-to-six-unit building	11
Multi-family housing with ground floor commercial	11
Mid-rise multi-family (up to 8 stories)	4

Breakout Session Groups

Group 1

Moderator: Teresa Fourcher (*TSD Plan*)

RLE Project Members: Marlise Fratinardo (*CTA Planning*) & Sarah Wilson (*TSD Plan*)

Group 2

Moderator: Mark Payne (*TSD Plan*)

RLE Project Members: Sonali Tandon (*CTA Planning*) & Michael Schuch (*RLE Program Management Team*)

Group 3

Moderator: Erin Cabonargi (*TSD Plan*)

RLE Project Members: Ammar Elmajdoub (*CTA Planning*), Jenn Pisano (*TSD Plan*), & Leah Mooney (*CTA Planning*)

Group 4

Moderator: Christine Carlyle (*TSD Plan*)

RLE Project Members: Jasmine Gunn (*Chicago Department of Planning and Development*) & Christen Hayes (*TSD Plan*)

Group 5

Moderator: Sarah Ware (*TSD Plan*)

RLE Project Members: Barbara Stubblefield (*RLE Program Management Team*) & Kristen Robinson (*RLE Program Management Team*)

Group 6

Moderator: Jacob Peters (*TSD Plan*)

RLE Project Members: Patrick Dunn (*RLE Program Management Team*) & Elbert Whitfield (*TSD Plan*)

Breakout Session Questions & Group Responses

The following documents a combination of attendees' responses verbatim and paraphrased responses provided by the breakout group moderators. Individual breakout groups may not have responses listed for each question due to groups spending more time discussing other questions or moderators not receiving any feedback from attendees on those prompts.

Question 1: What are three words you would use to describe your vision for the neighborhood?

- **Group 1 Responses:**

- Robust, vibrant, transformed
- Transformed is a good word. Beauty. Excitement. Envision it with stores, jobs, right now everything looks ugly and closed. There's lots of vacant lots and want to see more development, more beautiful and aesthetically pleasing amenities.
- Roseland was considered a jewel at one time, everyone wanted to be in Roseland. It can be that again. Just need to clean up a little bit. A group member highlighted a new campaign/effort, Roses for Roseland. Conversations with an artist sparked an idea about transforming vacant lots and creating an environment that would

create positive loitering for the community. Imagine a rose garden where people could sit and have a smoothie, a pop-up kiosk, fresh produce, sip-and-savor type of environment. Just enjoy the ambiance of the rose garden.

- **Group 2 Responses:**

- Progressive
- Energized
- Engaging
- Maintained
- Growth
- Universal (development without displacement)
- Job opportunities
- Renewal of greatness of Greater Roseland area

- **Group 3 Responses:**

- Energetic, active, cohesive
- Placemaking by way of activities - having a central place, like a plaza for example that everyone knows exists and it fosters community interaction and connections.

- **Group 4 Responses:**

- Family-friendly community, used to have lots of activities for families and children, with decent schools and parent participation. I would like to see those things come back!
- 103rd Street corridor, especially in Eggleston area, is mostly private single-family homes. When envisioning what to go around 103rd Street, not sure what considered enhancements would include besides being more accessible to nearby residents to get around in the city.

- **Group 5 Responses:**

- Safe, beautiful, friendly
- Safety is a top concern. 103rd needs a lot of regeneration. Riots took out local businesses, many of which haven't recovered. The area needs confidence, investment, support, and jobs.

- **Group 6 Responses:**

- Developed, safe, nurturing
- Better transportation, easier access
- True community input (on development). It would be great if through the TSD Study engagement process we can reach an agreement between community stakeholders and their municipal representatives/aldermen.
- Economic development, new business (especially along 103rd Street).

Q2: What is important for us to understand about your community?

- **Group 1 Responses:**

- I do know that the center would be closer to 11th street and would be nice to have some jobs closer to the area. We need a lot to make 103rd and 11th Streets better.

- In relation to the density of the residential area, the preference is to keep it small, two to three flats. I don't want to see any real large buildings, unless they're more senior-oriented. I'm more comfortable with smaller size properties since it is already residential.
- **Group 2 Responses:**
 - A lot of strong hard-working people in this community. With new amenities coming into the area, would like to take advantage for those in this area (prop up the areas) with those already in the community (maintaining).
 - A lot of mixed generations in this area. Remember the economic development in the community will be something that keeps people engaged, but make sure seniors' lives are still relevant/engaging. Engage the entire community.
 - So much has been taken out of the community in regard to economic development. Instead, look to have locally owned business drive economy rather than outside (keep the flow of money in the community).
 - This project is a lot about the City of Chicago, not just the surrounding neighborhoods.
- **Group 3 Responses:**
 - COVID-19 has brought to light the disparities of the South Side neighborhoods. It has interrupted our lives forever. CTA stations can be used as leverage to help the South Side neighborhoods rebound from COVID-19.
 - Desires for growth and investments. This community has been denied resources to grow historically, such as economic and education resources. The community needs to see the changes coming so they can adapt properly and prepare for the development.
- **Group 4 Responses:**
 - Family-friendly! Long term residents now are older with children that have grown up and not returned. There are not many young families with children and would like to see more children and young families. Looking to bring the next generation of families to the area. Can raise a family here.
 - Roses for Roseland: I talked to an artist about a project which she put together a video for video to turn some of the vacant lots in Roseland into a rose and flower garden. The project aims to create community spaces with benches and pop-up kiosks with fresh food, produce and sip-and-savor amenities to enjoy the ambience of a rose garden in empty lot and strengthen the community.
 - Concerned about the location of the track and that parking space will be taken away and not be replaced.
 - Concerns about displacement from construction at the station

- **Group 5 Responses:**
 - Safety. I want to know the stations are safe. I'm a shift worker who regularly commutes at 5:30am and I wouldn't walk alone along that area right now (top end of 103rd Street). Will the stations be staffed? Will there be better lighting? It's a desert. There's a dollar store on one corner and a Hines on the other and then it's a desert.
 - I see the station bringing new jobs, but the area lacks guidance and a sense of security. We want to feel safe. The area has a lot of potential, but the lack of security and bad reputation scares people away.
- **Group 6 Responses:**
 - There is a lot of development needed on 103rd, particularly places for seniors, among others, to buy medical supplies along the corridor. There are very few lucrative businesses along the 103rd Street corridor.
 - Few communities of color have necessary and desired commercial establishments or cultural institutions within walking distance.
 - This is a food desert. There is no full-service grocery store in the area.

Q3: What are your community's greatest assets? What is missing?

- **Group 1 Responses:**
 - Greatest assets would be Gwendolyn Brooks [College Prep Academy] along 111th Street corridor and Palmer Park, which is a beautiful park. There are lots of historic buildings along Michigan Avenue. Preservation Chicago did a study and identified over 100 buildings that have historical significance. Placing historical markers that speak to the history of the properties. For example, even though Gately's department store is no longer there, a marker could be placed to detail its' story. We should draw tourists from Pullman who would find Michigan Avenue as a destination place.
 - We need more stores that you can go shopping at when you get off at the station. If you were to get off on 103rd right now, you'd have to go quite far to get to another store.
- **Group 2 Responses:**
 - The people are the greatest asset. There are a lot of skilled and talented individuals who are marginalized because of things that have happened in past.
 - What's missing is challenging employers to give these people a greater opportunity.
 - Faith-based churches are a great asset. Create comfort in community. I would like to see more economic development. Current options for businesses are not meeting people's needs. Establishments (like coffee shops) for people in the community to meet and converse.
- **Group 3 Responses:**
 - Public resources need to be deployed, such as INVEST South/West, to jumpstart the process of development. Overall, the community is not

prepared for growth due to lack of existing resources for the community and small business owners.

- Education system needs to be strengthened on the South Side.
- Job creation for working class people in this community is needed. Services and jobs for the CTA stations themselves are desired. This is an opportunity for business development and individuals re-entering to the workforce. Livable wages are necessary. Long term careers are desired.
- Spread the wealth and spread the risk within the community. RFP programs from CTA should break down the work into smaller workloads so that many community residents can participate in the work. For example, diverse prime consultants to help grow their businesses.
- Education needs to be brought up to par. Eliminate disparities that exist; community kids on the South Side do not have the same quality of education as there are in other communities.
- **Group 4 Responses:**
 - Many of the storefronts near 103rd are churches now, not much retail, shops, or cafés.
 - Main issue in Roseland is the vacant lots. The greatest asset is the people.
 - Strong block clubs in greater Roseland area and strong communities are an asset. Another asset is great educational opportunities, students can go from kindergarten to Ph.D. due to the good schools in the area.
 - Not as friendly to retail or shopping centers due to it being a mostly residential area. The parking at station is a great asset.
 - Gwendolyn Brooks [College Prep Academy] at 111th Street corridor and Palmer Park and many historic properties on Michigan Avenue corridor are assets.
- **Group 5 Responses:**
 - There's nothing here. No grocery store or retail. I have to go to 115th to get groceries. It comes down to confidence and investment in our community. If there was a grocery store or maybe a library for kids, entities like that would help bring people to the area.
 - Our community area lacks places for children to be kids. It's also missing something as simple as neighborly bonds and knowing who belongs where. An asset is quick access to the major highways going in all different directions.
- **Group 6 Responses:**
 - The people are the greatest asset. Also, Langston Hughes Elementary School and the accessible park/field that allows for special needs programming. There are lots of unused or underused buildings along the corridor like the CVS near Halsted Street that could be assets. Metropolitan Family Services is also a great community asset, though it is not within walking distance of the proposed station.

- There are a few good small businesses located east of Michigan Avenue that are assets, but there is almost nothing in the way of successful commercial development west of the Michigan Avenue corridor. Prior to the COVID-19 pandemic, there had been mention of some progress in the way of economic development at aldermanic meetings. That needs to continue and resume.

Q4: How do you see the new station benefitting your community?**• Group 1 Responses:**

- It'll be a faster commute with faster transit time and that's really important. Also, better connection to services. It takes such a long time to get to 95th Street.
- Right on 103rd Street is a great opportunity for more mixed-use buildings, retail on the bottom level with affordable dwellings on the top level. Something where people, especially families, can get off the bus or train and go right into their buildings. A group member discussed the importance of people having access to fresh produce. For example, to potentially stop in the lobby of their building and get fresh produce and meat without having to go to a large grocery store or even a coffee shop. To have that amenity in the building where residents could sit and read the paper or meet with members of the community would be invaluable. Right now, the older men in the community sit at McDonald's, "kicking the breeze." The community needs a place where you can engage in conversation with your neighbor.
- Importance of job readiness. People in the community need to know what types of jobs and skillsets CTA is going to require for this project. Programs that address this will transform the community.

• Group 2 Responses:

- People getting off the train and using local parking spaces. Will locals feel as safe as they do now with larger influx of people coming through the community?
- How will this affect local property value?
- How will this impact individuals in the community?

• Group 3 Responses:

- How can we leverage the real estate at these stations to educate and promote technology and learning? For example, at each new station, create a smaller scale 1871 type of space with technology training to promote STEM education. Younger community members can come to this staffed hub to learn programming and real skills. It could be a satellite of the City Colleges or Chicago State University. Virtual STEM learning could be used in parallel with this also.
- Similar to Amazon Future Engineers Program (referenced commercial).
- Ignite Technologies are doing a similar program.

- Google' has a similar program as well.
- Challenge to think differently about what the stations can be. These stations should not be a repeat of the 95th/Dan Ryan station. They need to be using their real estate differently so it can have an impact over the next 20 years.
- **Group 4 Responses:**
 - Close proximity to where I live and travel to Wrigley. Would love to cut travel time in half and take one train instead of a bus. The conduct of people at the station and on trains is concerning, sometimes I will walk home instead of riding the bus.
 - Too far west for frequent use but believe it will improve the neighborhood and provide options for folks living further out to get back and forth to the city.
 - The new station should feel like a safe haven. It needs good business neighbors that participate in the community by keeping properties and windows clean, sufficient lighting, community-oriented surveillance system (that keeps whole street safe), safety kiosks, and security guards.
 - Beautification or utilization of vacant lots would be beneficial.
 - Pushing for historic landmarking of the corridor and to put plaques on historic buildings. Preservation Chicago completed a study on Michigan Avenue corridor and over 106 buildings had historic presence.
 - More than 300,000 tourists come to the area to see Pullman and I want them to be able to find Michigan Avenue to enjoy the rich history there, as well.
 - One important thing for each new station is how would you “brand” each station, for example around the 95th Street people want to call it “University Village /95th.” It would be beneficial if perception was strengthened by each station based on their assets and decided by the community how they want them to be branded, for example: 103rd – not sure yet what this station area would be; 111th – Roseland Medical District; Michigan Avenue – Magnificent Mile South; 130th Street – Culturally rich area, underground railroad, Beaubien Woods, port.
- **Group 5 Responses:**
 - Hard to picture. If there's no jobs, no one will live here. It would be nice to have a basic Aldi. Somewhere to buy fruits and vegetables. We only have a Walgreens, which lacks variety of fresh produce. A grocery store would work in favor of attracting new people to the area.
 - With jobs and shorter commutes. A small local grocery store would be great as long as it offers reasonable prices and a variety.
- **Group 6 Responses:**

- Anything that would provide financial impact to the community, especially in the form of development. This would aid longtime homeowners. Creating a farmers market (as a regular recurring activity or getting a quality grocery store as a permanent fixture) would be helpful. You could use Block Park for this function or for cultural activities every weekend. Having this in proximity to the station could draw people from other parts of the city.
- A benefit would be providing the neighborhood with a “shot in the arm,” as far as economic development is concerned. We want to see the kind of development you see around stations in further north neighborhoods (e.g., grocery stores, pharmacies, restaurants).
- A farmers market would be a great start.



Red Line Extension Michigan Avenue Station Virtual Meeting Minutes

Tuesday, February 16, 2021

6:00 PM – 7:30 PM

via Zoom & Facebook Live

Meeting Presenters

Marlise Fratinardo, *Chicago Transit Authority (CTA) Planning*

Ammar Elmajdoub, *Chicago Transit Authority (CTA) Planning*

Sonali Tandon, *Chicago Transit Authority (CTA) Planning*

Barbara Stubblefield, *Red Line Extension Program Management Team*

Melody Carvajal, *Red Line Extension Program Management Team*

Teresa Fourcher, *Transit-Supportive Development (TSD) Plan*

Mark Payne, *Transit-Supportive Development (TSD) Plan*

Attendees

Public via Zoom: 69

CTA staff, support and consultants via Zoom: 46

Facebook Live: 12

Total: ~81

Meeting Materials

Presentation is attached.

Summary

CTA hosted the Michigan Avenue Station virtual community meeting on Tuesday, February 16, 2021. The Michigan Avenue Station meeting was the final of a series of meetings for the four proposed station areas along the Red Line Extension corridor. The meeting was held through Zoom and also broadcast on the project's Facebook page. Captioning as well as American Sign Language and Spanish interpretation were available for meeting attendees, including during breakout rooms. A comment with the Zoom meeting information was also posted on the Facebook Live stream so individuals could join to participate in the interactive presentation portions and receive any required accommodations. Attendees were asked to register in advance and were provided with the link and meeting ID to join via Zoom. Registration was available on the project's interactive engagement website, transitchicago.com/RLE/engage, which is hosted on the Bang the Table (BTT) platform. The engagement website provides general information about the RLE Project and Transit-Supportive Development (TSD) Plan plus interactive tools such as an Ideas Wall, project survey, and project map to engage the public and solicit their feedback regarding the project.

Ms. Stubblefield started off the presentation by covering the agenda and presenters. Ms. Stubblefield also covered how attendees can ask questions throughout the meeting. Questions and comments submitted during the meeting are documented on pages 3-5.

Ms. Fratinardo led the group through the RLE Project overview, benefits, and recent progress. Ms. Fratinardo described the Michigan Avenue station concept plan. She explained that the development project that was planned for the vacant site north of Union Pacific tracks and Michigan Avenue station had not moved forward. Therefore, CTA has an opportunity to potentially locate the parking and bus facilities needed for the station to this northern site, which could attract more development in the future. Ms. Fratinardo stressed that CTA has not yet determined the final station layout and the location of parking and bus facilities. Ms. Stubblefield and Ms. Fratinardo asked attendees to respond to three direct questions via chat; responses to these questions are documented on pages 5-7.

Mr. Elmajdoub then presented engagement opportunities, including the engagement website transitchicago.com/RLE/engage and recent public outreach efforts. Next, Ms. Carvajal shared information regarding potential property impacts and provided a variety of contact methods and resources for additional information and follow up. Ms. Tandon then presented Environmental Review process updates and described some of the resource analyses being undertaken (traffic and access, noise and vibration, visual and aesthetics, and historic and cultural resources) for which impacts may be of particular interest in relation to the Michigan Avenue station. Ms. Tandon also reiterated CTA has not finalized the location of the parking structure as options are being considered for the north and the south side of the station. She also stated that there had been no other major changes to the Michigan Avenue station since the Draft Environmental Impact Statement (EIS).

Next, Ms. Fourcher presented on the TSD Plan, covering the overview, timeline, and current as well as past aligned planning efforts. Ms. Fourcher also shared information regarding community assets/resources and the Michigan Avenue corridor existing land use in relation to the TSD Plan. After, Mr. Payne led a series of interactive polling questions to gauge participants' ideas and recommendations for future development along the Red Line Extension corridor (questions and polling results are documented on pages 7-9 of this summary). Mr. Payne read the polling questions and answers out loud and they were also displayed on individual presentation slides for attendees to see. Following the interactive polling questions, attendees were separated into small groups for a breakout out session led by a moderator and one to two other project team members. On average, there were five to six attendees in each breakout group. A set of general questions were displayed on a presentation slide to solicit input and encourage discussions. Community members were offered the opportunity to share their ideas on the vision for the community to inform the TSD effort. Breakout summaries were compiled for each group and the compilations of comments received are documented on pages 10-17.

After approximately 20 minutes, the breakout session concluded and attendees were brought back from individual breakout groups into one large group to finish the meeting.

Each breakout group moderator presented a brief summary of their group’s discussion and common ideas that were shared among group participants. Next, Mr. Elmajdoub presented information regarding the RLE interactive engagement website, opportunities to stay involved, including the upcoming INVEST South/West visioning meeting scheduled for February 23, 2021, how to receive project updates, and details regarding entry for the engagement website Visa gift card sweepstakes. Ms. Stubblefield then concluded the meeting by thanking all attendees for their participation and providing methods, both digital and non-digital, to contact the project team with questions.

Attendee Questions & Comments – Zoom Chat Feedback

Unless otherwise noted, the following questions, comments, and responses documents the direct meeting chat transcription. Responses were provided in the chat by the RLE Project team for all attendees who joined the meeting via Zoom to see. Attendees who joined via Facebook Live or phone did not have visibility of the Zoom chat questions, comments, and responses.

- **Question 1: What is the unemployment rate east and west?**
 - **Response 1:** Hi Robert - thank you for your question about unemployment rates in the project area. CTA is including demographic analysis, including employment, in our environmental review process. The unemployment rate in Roseland, for example, is 22.4 percent as of the most recent Chicago Metropolitan Agency for Planning (CMAP) Community Area Planning Data Snapshots. Other communities and community areas are available on their website: cmap.illinois.gov/data/community-snapshots.
- **Q2: Will there be a new TIF like the RPM project?**
 - **R2:** Thanks for your question, Allan. The CTA is pursuing a wide range of federal, state and local funding sources, including the Federal Transit Administration’s (FTA) New Starts Capital Investment Grant (CIG) program. Local funds are also needed to “match” the federal New Starts funds as local funds demonstrate the commitment to the project. The CTA is considering a number of options at this time for this that include a special transit-only tax-increment financing district, authorized by the General Assembly in June 2016, which could provide a portion of the local funding needed for the RLE Project.
- **Q3: Was the 4-story parking building on the north or south side of the station?**
 - **R3:** Hi Rev. Calloway, thank you for your question. CTA has not yet determined the final location of the parking and bus facilities, whether north or south of the station. The identification of the preferred location for parking and bus facilities at Michigan Avenue station will depend on results from the environmental review process, as well as the Department of Planning and Development’s (DPD) process of reacquiring property on the northern site.

- **Q4: How many properties will have to be purchased and demolished for the extension? Are there any properties of historical value that could be saved/relocated?**
 - **R4:** Hi Butler, thanks for the question! Property impacts are based on conceptual engineering and represent the maximum impacts. As of Summer 2020, there may be up to 61 residential building displacements, 11 of which are unoccupied, and six businesses may be affected. 158 private parcels of land and 226 total parcels of land may be affected. Property impacts will be confirmed in the Final Environmental Impact Statement (EIS) after more detailed conceptual design.
 - And as Sonali is mentioning now, the Historic and Cultural Resources analysis is ongoing as part of our environmental review.
- **Q5: Intergovernmental collaborations sound good and community sound like an add on. #TransitEquity**
 - *In reference to slide 10, Project Overview.*
- **Q6: First floor of parking garages should be retail**
 - *In reference to slide 12, Michigan Avenue Station Concept Plan.*
- **Q7: New stations should have a WOW factor and be a unique architecturally interesting station**
 - *In reference to chat question 3, Favorite CTA Station.*
- **Q8: What about fuel emissions?**
- **Q9: Also consider policing and parking permits for residents within a 3-4 block radius**
 - **R8 & R9:** Thanks for your question and comments, Rev. Calloway. Air Quality is one of the environmental resource categories being assessed as part of the Final EIS. Regarding policing and parking permits, CTA will be coordinating with the Chicago Department of Transportation (CDOT) on issues related to parking availability and with the Chicago Police Department on issues related to public safety.
- **Q10: Please consider a mall connected with grocery store, small business, medical facilities, dental and eye care. As for all stations, security should be a big part of the facilities. This would add to the business district that Roseland was famous for.**
 - *In reference to polling question 6.*
- **Q11: I want you to remember diversity when evaluating these institutions as social vendors. We need to eat off the beginning as well: ipce.uic.edu/wp-content/uploads/sites/Roseland-Civic-Engagement-Study.pdf**
 - **R11:** Thank you for providing your study, Robert!
 - **Participant Response:** Thanks, Mr. Douglas for that link to the study.
- **Q12: Plaza Hardware/True Value moved to 118th Street and Michigan Avenue.**
 - *In response to polling question 6.*

- **Q13: We also need the types of jobs that are far west of the city in our community. We transport to those other areas, because of the opportunity those communities have for us. Retail and restaurant jobs are great, but we also need more professional careers/jobs to be attracted to the area.**
 - **R13:** Thank you for your comment, Marcus. Are there any particular types of jobs you have in mind that you find in the far west side?
 - **Follow up comment from same attendee:** Professional services, medical (which the medical district will be able to help), hospitality careers
- **Q14: Live work and play and LEARN how to craft each and every one's future**
- **Q15: Happy to contribute years of commitment to communities focused on redevelopment**
 - **R14 & R15:** Thank you for your input, Diane!
- **Q16: These stations will become the hubs of the community just as schools were. This understanding needs to be incorporated... growth, community connectivity, in addition to education expansion.**
 - **R16:** Good point, Kenneth, thank you!
- **Q17: As we clean up and restore our business community with better choices, crime will decrease. People are a product of their environment, when you change the environment, the riff raff will leave because it will no longer be attractive to them.**
- **Q18: At some point we need a percentage probability that the RLE will occur.**
 - **R18:** Hi Kenneth - we understand the community wants assurance that the RLE Project will be built. While we can't put a percentage on it, the project entered the Project Development phase in December 2020. This commits CTA to completing 30 percent design and finalizing the environmental analysis within two years. This phase is a key step in securing federal funding, which is one of the major milestones needed to make the RLE Project a reality.
- **Q19: How do we get involved in some of the other initiatives that were presented?**
 - **R19:** Hi Marcus - check out tinyurl.com/RoselandRFP for the INVEST South/West Visioning Meeting. You can email us at redextension@transitchicago.com to ask about any specific initiatives!

Presentation Engagement Questions – Zoom Chat Feedback

These questions were posed by the presenters during the large group presentation. The following documents the attendee responses that were typed in the Zoom chat.

- **Question 1: What neighborhood do you reside in? (Responses listed in order of most common to least)**
 - **Responses 1:**

- Roseland
 - Golden Gate
 - Washington Heights
 - West Pullman
 - Pullman
 - Morgan Park
 - South Shore
 - West Chesterfield
 - Scottsdale
 - Roseland Heights
-
- **Q2: How will the Red Line Extension benefit you and your neighborhood?**
 - **R2:**
 - Opportunities
 - Collaborative economics
 - Currently on Kensington there are a couple of family stores, we really hope that it will bring in more economy so other families can open more stores and boost economies.
 - Transportation brings more people to purchase housing, schools and need for more stores.
 - Economic/neighborhood vitality
 - Equitable TOD
 - Economic development, time savings in travel access to Chicago
 - Accessibility for all
 - Benefits/opportunities/upgrading the neighborhood
 - Employment and transportation
 - Chances to explore areas of Chicago without driving
 - It would allow everyone access to transportation and an investment in the community.
 - It will help develop Michigan Avenue retail.
 - Accessible jobs and central business districts and opportunities for economic development.
 - Rapid transit to resources
 - Transit access to downtown
 - Revitalization of Roseland
 - TOD possibilities
 - Renewal of Michigan Avenue
 - Amen! Renewal of south Michigan Avenue in Roseland! Let us reinvest in the historic buildings as part of these concepts and development!
 - More development in the NEAR future

- **Q3: What is your favorite CTA Station and what about that station do you like most?**
 - **R3:**
 - IIT station - unimposing, noise reducing tunnel
 - Morgan station - colors, non-concrete style, very modern
 - IIT station and 22nd Street station
 - Harold Washington Library
 - Garfield Park station
 - Merchandise Mart
 - Central Park on Pink Line
 - O'Hare- safety, warmth, ease, proximity
 - Ashland/Lake because of architecture
 - IIT station - great design and sound control
 - Logan Square station - so much to do once you emerge from the underground station! Parks, housing, retail and people!
 - I agree Merchandise Mart
 - Quincy through Wells, for its scale and historic qualities. Could some of the historic buildings be integrated into these plans?
 - O'Hare Terminal
 - Harold Washington. What I appreciate most is the accessibility and its' central location.
 - 35th and State Street station with the stores connected
 - My favorite station has been Fullerton for the helpful staff as well as having tier offices and people available for any assistance.

Presentation Polling Results

Attendees joining the meeting through Zoom could answer the poll in real time. Polling was not available to attendees who joined the meeting through Facebook Live or by phone. Those attendees were informed that polling questions were available on the RLE engagement website as an alternate way to participate and provide their responses. Polling questions were typically open for more than 45 seconds.

Response Options

Votes Received

1. How did you learn about tonight's meeting?	
<i>Total Attendees Responding to Question: 36</i>	
Email from CTA	21
Other	5 (1 stated "St. Anthony's Church pamphlet" in the chat)
Word of mouth	3
INVEST South/West roundtable	2
Facebook, Twitter or Instagram	1
Postcard in the mail	1 (plus two mail responses via chat)

2. What would be your mode of transportation to the Michigan Avenue station? <i>Total Attendees Responding to Question: 32</i>	
Drive	15
Walk	8
Bus	4
Train	3
Bike	2
3. What kinds of open space or public places would you like more of? (Pick up to 3) <i>Total Attendees Responding to Question: 35</i>	
Farmers market or local food kiosk	26
Plazas and other gathering spaces	20
Walking and biking trails	17
Performance or public art spaces	15
Spaces dedicated to nature and ecological restoration	12
Sports and active recreation	7
Places for exercise	5
Increased access and recreational opportunities	4
4. What are the community's greatest strengths from a development perspective? (Pick up to 3) <i>Total Attendees Responding to Question: 38</i>	
Single-family housing	19
Historic preservation	14
Shopping	12
Civic and religious institutions	10
Parks	10
Affordable housing	9
Jobs	9
Senior housing	8
Schools	7
Transit	4
5. What are the community's greatest needs from a development perspective? (Pick up to 3) <i>Total Attendees Responding to Question: 38</i>	
Jobs	25
Shopping	23
Affordable housing	15
Transit	15
Single-family housing	10
Historic preservation	6
Parks	5
Schools	5
Senior housing	2
Civic and religious institutions	1
6. What types of businesses would you like to see? (Pick up to 3) <i>Total Attendees Responding to Question: 37</i>	
Grocery stores	30
Locally owned cafés	27
Medical, health & wellness services	12
Locally owned boutiques	9

Home improvement stores	7
National chain restaurants	6
National brand clothing stores	5
Pharmacy	5
Professional services	5
Personal services	4
7. What types of jobs are needed nearby? (Pick up to 3)	
<i>Total Attendees Responding to Question: 37</i>	
Construction	19
Manufacturing	16
Retail and restaurants	15
Professional	13
Healthcare workers	12
Office and administrative support	11
Transportation and warehousing	11
Public sector	10
Maintenance and utilities	8
8. What type of housing is most needed? (Pick up to 3)	
<i>Total Attendees Responding to Question: 34</i>	
Home ownership	29
Affordable housing	17
Mixed-income	17
Senior housing	17
Veterans housing	13
Rental	6
9. What scale of housing is desired? (Pick up to 3)	
<i>Total Attendees Responding to Question: 34</i>	
Single-family	26
Townhomes	24
Two-flats and three-flats	20
Multi-family housing with ground floor commercial	12
Small four-to-six-unit building	10
Mid-rise multi-family (up to 8 stories)	4

Breakout Session Groups

Group 1

Moderator: Erin Cabonargi (*TSD Plan*)

RLE Project Members: Marlise Fratinardo (*CTA Planning*), Leah Mooney (*CTA Planning*), & Sarah Wilson (*TSD Plan*)

Group 2

Moderator: Mark Payne (*TSD Plan*)

RLE Project Members: Sonali Tandon (*CTA Planning*) & Michael Schuch (*RLE Program Management Team*)

Group 3

Moderator: Christine Carlyle (*TSD Plan*)

RLE Project Members: Ammar Elmajdoub (*CTA Planning*) & Jenn Pisano (*TSD Plan*)

Group 4

Moderator: Teresa Fourcher (*TSD Plan*)

RLE Project Members: Jasmine Gunn (*Chicago Department of Planning and Development*) & Christen Hayes (*TSD Plan*)

Group 5

Moderator: Sarah Ware (*TSD Plan*)

RLE Project Members: Barbara Stubblefield (*RLE Program Management Team*) & Kristen Robinson (*RLE Program Management Team*)

Group 6

Moderator: Jacob Peters (*TSD Plan*)

RLE Project Members: Patrick Dunn (*RLE Program Management Team*) & Jackie Davis (*TSD Plan*)

Breakout Session Questions & Group Responses

The following documents a combination of attendees' verbatim and paraphrased responses provided by the breakout group moderators. Individual breakout groups may not have responses listed for each question due to groups spending more time discussing other questions or moderators not receiving any feedback from attendees on those prompts.

Question 1: What are three words you would use to describe your vision for the neighborhood?

- **Group 2 Responses:**
 - Scenic
 - Resourceful
 - Thriving
 - Economically friendly
 - Jobs
 - Educational
 - Food opportunities
 - Community help and hope for youth
 - Education
- **Group 3 Responses:**
 - Ambience, security, helpful businesses (e.g., grocery, eye doctor, dentist)
 - Investment, beauty
 - Community, safety, innovation
- **Group 4 Responses:**
 - Economic equity, diversity, jobs, opportunities for all community members
- **Group 5 Responses:**

- Quiet, peaceful, clean
- Safe, settled, upcoming
- Progressive, economically sound, peaceful
- **Group 6 Reponses:**
 - Access, empowerment, investment
 - “Point of destination,” rebranded as “Magnificent Mile – South,” safety
 - Multi-generational

Q2: What is important for us to understand about your community?

- **Group 1 Responses:**
 - The area east of the proposed station is primarily Hispanic/Spanish speaking with locally, family-owned grocery stores and restaurants but people are leaving the neighborhood. I’m worried that people wouldn’t want to explore around the side streets.
 - The Pullman area north of Kensington is primarily home ownership and we want to see more of that.
 - Michigan Avenue was listed as one of Chicago’s most endangered areas in 2020.
 - The importance of the current architecture of the Roseland Theater further down Michigan Avenue. “Historic buildings are fabulous and need a shot in the arm.”
 - It’s important to not forget about Kensington to St. Anthony’s.
 - Roseland was once called the “Jewel of the South Side.”
 - Language is a potential barrier to making inroads with the businesses in the Kensington area.
 - A lot of the businesses around are family owned.
- **Group 2 Responses:**
 - Knowing the needs of the members in the community
 - To remember or know the history of Pullman area
- **Group 3 Responses:**
 - In its current state, Roseland is overlooked and underserved.
 - Michigan Avenue was a booming shopping corridor for South Side Chicago; clothes and food were available in Roseland, but it has declined over the past 30 years and stores have been destroyed in Roseland.
 - As a resident of the neighborhood since the 1970s, I want to bring back the “old” Roseland that had shopping, community services and energy.
 - The area around 115th/State to 115th/Kensington to Michigan Avenue used to be a mall with a grocery store, dry cleaners, drug store, ACE Hardware, Family Dollar, Church’s Chicken, a restaurant (called the Coffee Pot), and it was a one-stop shop. People came there and did all their errands and socialization without having to leave Roseland.
 - There used to be a movie theater in Roseland, bringing this back could bring back people.

- There needs to be initiatives to ensure the sustainability of the neighborhood.
- **Group 4 Responses:**
 - CTA needs to assure that there will be equity in this process that the community is involved and that economic development will occur in an equitable way. Possibly with a community benefits agreement, if not already in place.
 - Community members have been a part of this project since 2002 and want to be a part of continued development actions. Like being able to advise on best practices for design, development, and engagement.
 - Safety issues arise from the high unemployment rates so, there's a need to focus on job creation near the stations. CTA needs to be a more inclusive community partner that focuses on economic development and job creation.
 - Development activities should start now to prepare for the new stations and to set the foundation for future transit amenities. Many opportunities in the area, for example, the vacant school at 117th and Perry. Is a large building, no one so far has been able to utilize it since its closing, but see it as an opportunity with the RLE Project. I envision a workforce development center with a child day care or community center.
 - I'm skeptical that this project will become a reality.
 - Perhaps CTA should consider the model of the INVEST South/West in bringing forward more equitable development scenario.
 - Have a lot of work to do! Kudos to CTA and neighborhood participants to tackle issues important to the community.
- **Group 5 Responses:**
 - We are a historical community and I'd like that to be highlighted for people to understand we value our history and want to protect it.
 - It's a tale of two cities. It's about time we have the platform to enhance it from an equitable lens, one of which is long overdue. The talk of the RLE extends my life. So, with all the positivity and our hopes – the Captain Obvious are the disadvantages that we're stuck with and yet still overcome. Hardworking folks that contribute to the pot have not been recipients. It's long overdue.
 - Opportunities such as this and leadership. People can speak best if we have platforms that enable us to not only tell our stories but to fight for things that we desperately want, especially direct recipients to direct the economic impacts.
 - Some people like myself have lived in this community for 50+ years and have kept it maintained. People have planted themselves here. We want to be heard and understood. I never thought that we'd have a transit system. I came out to Roseland because it was open, it was like my suburban area, and is peaceful/pretty and now I'm going to be listening to trains going by

my house every 20 minutes. Older people on my block are scared because all types of people are going to be walking in our community and I won't be able to allow my grandkids to play outside. It's frightening for those who have lived here a long time.

- I've lived in Roseland since 1972 so I have seen the transformation of Roseland from when it was a little past the integration of the community. Roseland was a segregated community and desegregated about 1968-1969. When I moved there, I had white neighbors. Palmer Park used to have flowers and as the community transformed, they stopped putting flowers. We hold services to a standard. My mother would call and ask where the flowers are. Over the years they eventually disappeared. The community as a whole was a thriving community. King Drive had a reputation and it still does, but I think this project with the INVEST South/West collaboration and CTA will help the community to not only be restored to where it was, but to pass where it was to a greater extent. Property values are underwater and will help to restore property values and will also attract people to not be absent homeowners or landlords but to be occupied owners and landlords again. They will also attract better tenants who can just breathe. This entire project, being with the RLE and our entire mission is surrounding all of these stations that are involved.

- **Group 6 Responses:**

- Used to be a historic corridor with a variety of retail (e.g., JC Penny, Gately's, suits, cigars, and hobbies)
- Great housing stock (and a variety of housing types) to be admired.
- Bring back character, filling in the voids left by anchors.
- Urban, historic, and neighborhood feel, like the rebirth of Milwaukee Avenue.
- It's important to be good business neighbors by hiring from within the community, keeping streets clean, bright visible storefronts, preventing loitering outside on streets, and living within and giving back or investing in the community.
- Current issues relating to the maintenance and cleanliness of stations inside, out/land nearby (ex: at 95th Street station), especially concerning Illinois Department of Transportation (IDOT)/Chicago Department of Transportation (CDOT)/CTA jurisdiction disagreements. Same potential concerns with the adjacent rail corridor.

Q3: What are your community's greatest assets? What is missing?

- **Group 1 Responses:**

- Something that's missing is support and incentives for those businesses and families that want to run their own business to get people to go beyond Michigan Avenue. A lot of the families in that area own their homes. More family ownership of the properties is a goal.

- More locally owned restaurants, convenience stores, family-type establishments that people could visit are needed.
- We need more bookstores and technology in the community.
- What's missing is the need to support legacy businesses so they can be passed down in the family. "Give them all the tools they need to make it happen, make a sustainable business."
- There should be support to help small family-owned businesses adapt when the new station comes. Like providing technical assistance to connect small family-owned businesses with someone to assist in business ownership transfers.
- **Group 2 Responses:**
 - Public transportation that is available (i.e., Metra Electric and bus line) is the greatest asset.
 - Sit down restaurants (i.e., café kind) are missing.
 - Amtrak transfer; this location is currently a transit desert.
- **Group 3 Responses:**
 - Job training is missing and desired in the community.
 - Access to healthy food or a farmers market is a big need.
 - Security is needed 24 hours a day. People are 'hanging out' and the community is afraid to walk down the street sometimes. A police presence is needed as well as cameras near the stores. People are even crawling on top of buildings and breaking into stores. The police need to gain control over the neighborhood again.
 - Job opportunities are missing, especially in the construction industry. Inclusion is an issue; we need to diversify jobs.
 - Roseland needs revitalization of the Michigan Avenue corridor with development of retail and restaurants.
 - Neighborhood used to be safer. There was a police station that is no longer there. Security is missing and needed desperately.
 - Safety is needed. There is no enforcement by police on Michigan Avenue. Ordinances are not being followed currently. For example, Michigan Avenue trash receptacles were taken away because businesses were using them as their dumpsters.
 - Community and local businesses need to clean up the corridor/street and bring back planters, benches, awnings, and facade updates through City programs.
- **Group 4 Responses:**
 - Missing measures that address extreme personal safety and security near the station, as well as cleanliness.
 - Safety is missing as a priority and needs to be made a priority near the station areas, especially near the Michigan Avenue station. It's very dark due to the Union Pacific rail line and needs implementable safety measures from street lighting to increased patrols.

- We need the types of jobs that are far west of the City in our community. We transport to those other areas, because of the opportunity those communities have for us.
- Retail and restaurant jobs are great, but we need more professional careers and jobs to be attracted to the area such as professional services, medical, and hospitality.
- The greatest benefit for the area is the Michigan Avenue corridor. This area should be given landmark status because it is such a great asset that can benefit the whole area, including neighboring Pullman.
- **Group 5 Response:**
 - The community's greatest asset is the retail district, which is also our worst asset if that makes sense. We have this huge, massive space that once used to have vegetable markets, stores, bakeries, mom-and-pop shops, and pharmacies and we no longer have any of that.
- **Group 6 Responses:**
 - The great highway access is an asset.
 - People and block clubs are great assets.
 - There's lots of people who need help and resources.
 - Missing safety and ability to feel safe enough for our grandmothers to shop alone.
 - Need things to develop young people at different levels like arts and music, as well as non-academic avenues for growth and exploration.
 - Missing engagement opportunities for youth, like dance and music programs.
 - Need to develop workforce and places to work
 - Need entrepreneurs to restart economic engine and fill vacant spaces

Q4: How do you see the new station benefitting your community?

- **Group 1 Responses:**
 - The ability to live and work in the community – “live, work, play,” idea.
 - Bringing more career opportunities to allow more professionals who live in the community to be able to work in the community.
 - Encouragement of reinvestment and a potential landmark district
 - The opportunity to really build on the connection to Pullman.
 - To increase the focus on local businesses and how to develop them. The Chamber is strengthening its workshops and increasing focus on improving financial literacy of business owners.
- **Group 2 Responses:**
 - The addition of accessibility
 - The newly built youth facility does not have good bus transportation and this project would help the problem.

- **Group 3 Responses:**
 - There is a lot of land near the station and it would be beneficial to the community if it was developed into grocery stores, shopping, and job development.
 - By offering jobs and transportation security
 - As more people use the new stations, this will bring more development to the area, but the development should be community-based businesses and locally owned.
 - A new development near 115th would be beneficial for senior citizens who live at 117th/State.
- **Group 4 Responses:**
 - Economic development will increase safety elements by adding jobs and these stations will become the hubs in each community just as schools were. This understanding needs to be incorporated ... growth, community, connectivity, in addition to education expansion.
 - To bring about historic revitalization on Michigan Avenue to rebuild the corridor.
 - Creating a “work, live, play,” community and learn how to craft each and everyone’s future within the community.
 - Upgrading Michigan Avenue to see more resources near the station and an elevated station design that is better than some of the other stations along the Red Line. Envision this to be a nice and safe place to get on and off the train.
 - Would like to see this area partner with the Pullman National Monument and bring more people towards Michigan Avenue to enjoy the history of Michigan Avenue, including events and community gathering stations.
- **Group 5 Responses:**
 - We can’t go onto Michigan Avenue and enjoy coffee with a friend. If we extend the Red Line, why not bring some of those amenities back to the community? Get rid of terrible store owners who don’t care about or live in the community and put back in business owners who live in the community. Give them loans to survive and thrive in the community. I saw a news report about the donut store today and it was terrible. Where’s the money going to rebuild what our community should look like or used to look like? Now, I don’t want to go anywhere near Michigan Avenue. If you’re going to extend the line, bring everything that should go with it like bookstores, coffee shops, etc. by people who live in the community, believe in the community and strive to build up the community.
 - How can we bring back businesses for community members who want to open business but are scared to open businesses in the area? What can be done to stop the crime that goes on in Roseland? Why can’t people who actually live in the community be given opportunities to open businesses on Michigan Avenue/ in the area as opposed to those who don’t? Why aren’t

we giving the opportunities and funding to those in the community as opposed to someone else?

- Residents from this area should have special preferential selection to INVEST South/West – I strongly encourage we pay into this SSA component that’s supposed to provide these services. In addition to everything that another group member mentioned, we want community members that are applying to have preferential selections. People from the outside should not get preference over our community members. Everyone falls victim to the crime but there are initiatives to work at that because there is money available and we pay into it. However, it only works if we actually invest into those that live here to become providers in our own community.
- Underline SSA and policing. We only see police when crime happens.
- **Group 6 Responses:**
 - The creation of an accelerator or incubator with a retail and food focus, but still a relation to distribution and logistics.
 - Transit access to get people to the Loop and to jobs.
 - Access from transit to “Magnificent Mile South”
 - Transit-oriented development
 - Reduced travel times
 - Opportunities for growth and empowerment
 - Historic, revitalized, and centralized corridors
 - Access to opportunities for all ages (safety for all ages is part of access)

RED AHEAD
Moving Ahead to a Better Red



**Red Line
Extension**

Red Line Extension Project

Virtual Station Meetings Summary

April 2021

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



Table of Contents

Section 1 Introduction.....	3
Section 2 Virtual Station Meetings.....	4
2.1 Virtual Station Meetings Format	4
2.2 Virtual Station Meetings Materials	5
2.3 Input Received.....	5
2.4 Virtual Station Meeting Attendees	6
Section 3 Virtual Station Meetings Notifications.....	7
3.1 Project Website.....	7
3.2 Postcard Notifications	7
3.3 eBlast Notifications	8
3.4 Customer Alert.....	8
3.5 Direct and Delivery Mailing	8
3.6 Social Media Announcements	9
3.7 Impacted Property Owners and Tenants	9
3.8 Visa Giveaway	10

Section 1 Introduction

The Chicago Transit Authority (CTA) is proposing to extend the Red Line from the existing terminal at 95th/Dan Ryan to 130th Street, subject to the availability of funding. The proposed 5.6-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Each new station would include park & ride facilities and bus connections.

Following two identical virtual community meetings held in early December 2020 to introduce the Supplemental Environmental Assessment (EA) and Transit-Supportive Development Comprehensive (TSD) Plan, the CTA received Federal Transit Administration (FTA) approval to enter the New Starts Project Development (PD) phase of the Capital Investment Grants (CIG) Program for the Red Line Extension (RLE) Project. The CIG Program requires the CTA to complete the RLE Project's Final Environmental Impact Statement (EIS) and preliminary engineering documents during the two-year PD phase to successfully meet the federal requirements. As a result, the project timeline was revised and now estimates the start of construction in 2025 and service beginning in 2029, all of which is dependent on securing project funding.

In January and February 2021, the CTA hosted a series of four virtual community meetings that focused on each of the proposed station areas to discuss details of the Supplemental EA, share the new project timeline, and gather input from community members on the needs and priorities for future development around each station for the TSD Plan. This Virtual Station Area Meetings Summary outlines the format, timing, attendance, topics covered, and outreach methods for all four meetings. Detailed summaries of topics and feedback from each individual meeting were also prepared.

Section 2

Virtual Station Meetings

The CTA hosted a series of four virtual community meetings specific to each proposed station area along the Red Line Extension corridor to discuss details in relation to each station, provide updates on RLE Project progress, and cover the TSD Plan overview, timeline, and planning efforts. The virtual station meetings provided the public with opportunities to ask questions about the station areas, provide input regarding the development they would like to see near the stations, and discuss other project details utilizing the Zoom meeting platform. The four meetings were also broadcasted simultaneously via Facebook Live on the RLE Project Facebook page. The project team solicited input and provided two-way communication opportunities through a series of polling and chat prompts, breakout sessions, and a message functionality via Zoom throughout the presentations' duration for questions and comments. Table 1 displays the subject, timing, and format for the virtual station meetings.

Table 1: Virtual Station Meetings Information

Station Meeting	Date and Time	Meeting Location
130th Street	January 27, 2021 6:00 - 7:30 PM	Zoom: online & telephone Facebook Live
111th Street	February 2, 2021 6:00 - 7:30 PM	Zoom: online & telephone Facebook Live
103rd Street	February 9, 2021 6:00 - 7:30 PM	Zoom: online & telephone Facebook Live
Michigan Avenue	February 16, 2021 6:00 - 7:30 PM	Zoom: online & telephone Facebook Live

The virtual community meetings were made accessible to people with disabilities by the use of American Sign Language interpretation and closed captioning. The virtual station meetings were held online with a telephone dial-in option due to COVID-19 public health guidelines. The virtual station meetings were publicized by flyer, postcard notices, eBlasts (mass emails), social media, and on the project website (see Section 3 for more details about promotion). Registration was promoted through the project engagement website, which is hosted on the Bang the Table platform. Community members who needed assistance registering were directed to contact the CTA's customer service phone number for help; four people were registered for the meeting by phone. The virtual station community meetings were scheduled on weekday evenings. Spanish interpretation was available for meeting attendees throughout the entirety of the meetings.

2.1 Virtual Station Meetings Format

The virtual station meetings provided attendees opportunities to learn about the RLE Project overview, benefits, and recent progress. The meeting presenters also reviewed station concept

plans and potential environmental and property impacts of particular interest in relation to each station area. In addition, the Transit-Supportive Development (TSD) Plan overview and timeline were covered.

The format included two to three engaging chat questions (the project team added an additional question during later meetings), interactive polling questions related to the station areas, and a message functionality via the Zoom platform during the entirety of meetings to receive questions. The breakout out sessions allowed the public to provide feedback, ask questions, and discuss concerns directly with project team members. Following the breakout out sessions, breakout out group moderators presented a brief summary of their group's discussion and common ideas shared among group participants. Each virtual station meeting was concluded with information presented regarding the RLE Project's interactive engagement website, transitchicago.com/RLE/engage, opportunities to stay involved, details on how to sign up for project updates, and digital and non-digital methods to contact the project team with questions. Digital methods for the public to ask questions included the RLE Facebook page and project team email. Non-digital methods included the CTA's customer service phone number.

2.2 Virtual Station Meetings Materials

The CTA prepared PowerPoints to supplement the project team's verbal presentation during the meetings. Each virtual station meeting presentation slides and recordings were made available via the project website and RLE Facebook page after the meetings concluded. The recordings were available in both English and Spanish. An online survey was added to the engagement website, hosted by the Bang the Table platform, that matched the polling questions asked during the meetings so that people who were not able to participate live could still provide their input.

2.3 Input Received

The CTA invited virtual station meeting attendees to submit comments to CTA during and after the meetings. CTA staff provided responses via the Zoom chat functionality to selected comments received through the Zoom meeting platform during the meeting and subsequently provided written responses on the CTA website to all comments received through the Zoom meeting platform as well as questions received as of February 16, 2021 in the comments section of the Facebook Live broadcasts. After the meetings, comments could also be submitted via email or U.S. mail. Emailed comments could be sent to a project-specific email address (RedExtension@transitchicago.com). This email address was available on the interactive project website, within the station meeting presentations, and on all meeting notification materials.

Main themes from the questions and comments included:

- Station design, features, and access
- Alternate transit options for the area in substitution or in addition to the Red Line Extension
- Frequency of bus service following project completion

- Requests for more information about displacement and property acquisition
- Concerns about parking lot locations, spaces, parking need, and impacts to surrounding residents
- Concerns about environmental impacts, safety/security, and other potential inconveniences to the community resulting from construction and revenue service
- Requests for the project to employ community members
- Opportunities to incorporate community attributes, designs, and artistic expression into the project design
- Potential for transit-oriented development

Input was also solicited during virtual station meetings through Zoom polls and instruction by the speaker to answer specific questions in the Zoom chat. Polling and chat responses from each individual meeting can be found in their respective summaries. Additional input was received through the engagement website.

2.4 Virtual Station Meeting Attendees

The public was offered a variety of methods to participate in the virtual station meetings. Each meeting had people listening by phone, joining online through the Zoom meeting platform, and others watching on Facebook Live. Phone participants' numbers and Zoom participants' emails were captured by the virtual meeting software and used to determine approximate attendance. The number of participants watching on Facebook Live fluctuated throughout each meeting and the number of unique participants for Facebook Live could not be determined. Table 2 displays meeting attendance by community members and stakeholders. The stakeholder counts include RLE and TSD Project consultants, CTA staff, and interpretation and captioning support staff for each meeting. Six to seven project team members served as presenters, sharing information about the project with the meetings' attendees. Additional project team members operated the meeting platform and polling, responded to questions in real time, and supported note taking during the breakout out rooms.

Table 2: Meeting Attendance

Station Meeting	Community Member Attendance	Other Project Team and Stakeholder Attendance
130th Street	80	52
111th Street	78	48
103rd Street	76	44
Michigan Avenue	81	46

Section 3

Virtual Station Meetings Notifications

The CTA used a variety of outreach and notification methods to announce and promote participation in RLE's virtual station meetings in January and February 2021 to interested parties. The CTA performed the following actions:

- Updated the project website's main page and engagement website to include meeting information and registration details
- Sent postcards to all mailing addresses within ½ mile radius around each station
- Sent eBlasts to all email addresses on the project contact list
- Posted a customer alert on selected South Side bus routes and at 95th Street/Dan Ryan station serving the project area
- Contracted a community organization to deliver hard copy flyers to surrounding homes
- Utilized CTA's social media platforms and the RLE Facebook page to send announcements
- Delivered leaflets to impacted property owners and tenants for Michigan Avenue station
- Offered entry to \$50 Visa gift card sweepstakes

3.1 Project Website

The CTA updated the RLE Project website and engagement website in advance of the meetings to include information on how to register and join. Additionally, the project website provides general information about the RLE Project, archived materials from public hearings, and information on the TSD Plan. Attendees were directed to register through a form on the engagement website. People could register for more than one meeting. The engagement website also included an opportunity to respond to the same polling questions as during the meeting. This enabled individuals who listened to the meeting by phone, those who wanted more time to respond, and people who listened to the recording to provide input to the project at a time that was convenient for them.

3.2 Postcard Notifications

The CTA mailed postcards in advance with information regarding the virtual station meetings to residential and business addresses within a 1/2 mile radius of each proposed station. The postcards were customized to highlight approximately 201 addresses. The postcards provided details about the public virtual community meetings, including how to virtually attend meetings, and contact information to request assistance at the virtual community meetings. The postcard

also included information regarding the availability of additional interpretation services in Spanish or sign language with advance notice.

Table 3: Postcard Mailing Recipients and Dates

Station	Approximate Residences	Approximate Businesses
130th Street	2,200	57
111th Street	3108	103
103rd Street	1931	106
Michigan Avenue	2476	132

3.3 eBlast Notifications

The CTA sent emails (eBlasts) to the approximately 1,200 email addresses on the RLE Project contact list to notify interested parties about the virtual station meetings. The eBlasts included information on the purpose of the virtual station meetings, dates, how to register, accessibility information, and details about the Visa gift card sweepstakes. Instructions in Spanish were provided for recipients to access the meeting information in Spanish.

Table 4: eBlast Notification Dates

Topic	eBlast Date
Station Meetings Announcement	January 14, 2021
130th Street Meeting Reminder	January 25, 2021
111th Street Meeting Reminder	February 1, 2021
103rd Street Meeting Reminder	February 8, 2021
Michigan Avenue Meeting Reminder	February 15, 2021

3.4 Customer Alert

The CTA created a customer alert promoting the four virtual station meetings and included information regarding when the meetings would be held, the importance of community engagement, and how to register for and attend the meetings. The customer alerts were posted at the 95th/Dan Ryan station and all buses out of 103rd garage to heighten awareness among local residents using transit within the project area.

3.5 Direct and Delivery Mailing

The CTA contracted a local community-based organization to pass out meeting announcements to community members within the project area. The community organization, Chicago CRED, was provided 1,000 flyers with meetings information to pass out to houses nearby 103rd, 111th, and

Michigan Avenue proposed station areas. The team canvassed up to four blocks, approximately 20 homes per block, in all directions around the three proposed station areas.

An additional 100 copies of the meetings announcement were mailed to TCA Health, a local healthcare provider, to handout at in-person events they hosted.

3.6 Social Media Announcements

The CTA used the Red Line Extension Facebook page to announce and promote the virtual station meetings. Facebook events were created for all four station meetings. All station meetings were also available to watch via Facebook Live and posts were published on each meeting date at the meetings’ start time to announce that the meetings were streaming for public viewing. People did not need to be logged in to watch the stream on Facebook. For the later three station meetings, a link to join the Zoom meeting was also added to the Facebook stream in order to facilitate access to interpretation, polling, and captioning for those who did not register for the meeting in advance. Part of the message posted on the stream was in Spanish.

Table 5: CTA RLE Facebook post dates

Topic	Date
Facebook events created for each meeting	January 8, 2021
Visa Sweepstakes Announcement	January 13, 2021
130th Station Meeting Reminder	January 15, 2021
111th Station Meeting Reminder	January 26, 2021
Live stream of 130th Station Meeting	January 27, 2021
Live stream of 111th Street Station Meeting	February 2, 2021
103rd Street Station Meeting Reminder	February 3, 2021
Michigan Avenue Meeting Reminder	February 9, 2021
Live stream of 103rd Street Station Meeting	February 9, 2021
Live stream of Michigan Avenue Station Meeting	February 16, 2021

Posts related to each virtual station meeting were also shared on the CTA’s main social media pages including Facebook, Twitter, and Instagram. These pages aren’t specific to the RLE Project and generally have a larger audience.

3.7 Impacted Property Owners and Tenants

In advance of the Michigan Avenue meeting, the CTA delivered notification leaflets to 30-35 properties (approximately 18-20 were thought to be inhabited) near the proposed Michigan Avenue station. In addition to information about how to participate in the Michigan Avenue virtual station meeting, this leaflet asked impacted property owners and tenants to get in touch with the CTA’s property relocation liaison in advance of the meeting. The CTA desired to share new information about potential property impacts with property owners and tenants in the south location prior to the meeting. The leaflet was provided in English and Spanish.

3.8 Visa Sweepstakes

In advance of the virtual station meetings, the CTA offered and advertised the opportunity to win a \$50 Visa gift card. To enter, community members were encouraged to share their project-related ideas on the Red Line Extension engagement website. Multiple prizes were available for those who participated. The sweepstakes was mentioned at each virtual station meeting, noted on the mailed postcards and meeting announcements, as well as advertised through dedicated Facebook posts. Up to three entries could be accrued after creating an account on transitchicago.com/RLE/engage, by filling out the survey (one entry), placing a pin on the map (one entry) and, adding a post to the ideas wall (one entry). 106 people participated by the deadline of February 19, 2021, and five winners were selected to each receive a \$50 Visa gift card.

JOIN US!

CTA Red Line Extension Virtual Station Meetings

The CTA is hosting a series of virtual public meetings to discuss project progress and YOUR VISION for the area around the four proposed stations for the Red Line Extension (RLE) project. Your input as a community member will help determine the needs and priorities for future development around each station area.

130th Street | Wednesday, January 27 (6:00 p.m. – 7:30 p.m.)

111th Street | Tuesday, February 2 (6:00 p.m. – 7:30 p.m.)

103rd Street | Tuesday, February 9 (6:00 p.m. – 7:30 p.m.)

Michigan Avenue | Tuesday, February 16 (6:00 p.m. – 7:30 p.m.)

Due to COVID-19 restrictions, these meetings will be conducted virtually via Zoom and broadcasted on Facebook Live.

Registration is required to attend these meetings.
Please register at: transitchicago.com/RLE/engage.

Attendees will receive information to join via Zoom or telephone.
If you require assistance to register, call us at 1-888-968-7282 at least three [3] days before the meeting you plan to attend.

Each meeting will be broadcasted simultaneously on Facebook Live at facebook.com/CTARedExt.

Presentation audio in Spanish, American Sign Language interpretation and captioning will be available at each meeting for those joining online through Zoom only.

A recording will be posted online after each meeting at transitchicago.com/RLE/whats-new.

For questions about the RLE project, please contact the project team at RedExtension@transitchicago.com.



Share your ideas to inform the Red Line Extension Transit-Supportive Development Plan for a chance to win a **\$50 Visa gift card!** Multiple prizes are available for those who participate by February 7, 2021. Visit transitchicago.com/RLE/engage to earn up to three entries in the sweepstakes by creating an account and completing any of the following activities:

1. Fill out the survey (+1 entry)
2. Place a pin on the map (+1 entry)
3. Add a post to the ideas wall (+1 entry)

Terms and conditions apply. Visit tiny.cc/RLE-promotion for more information.

¡ACOMPÁÑENOS!

Reuniones virtuales sobre las estaciones de la Expansión de la Línea Roja de CTA

CTA tendrá una serie de reuniones públicas virtuales para discutir el progreso del proyecto y LA VISIÓN DE USTED para el área alrededor de las cuatro estaciones propuestas para el proyecto de Expansión de la Línea Roja (RLE). Sus opiniones como miembro de la comunidad ayudarán a determinar las necesidades y prioridades para el futuro desarrollo alrededor de cada estación.

130th Street | miércoles, 27 de enero (6:00 p.m. – 7:30 p.m.)

111th Street | martes, 2 de febrero (6:00 p.m. – 7:30 p.m.)

103rd Street | martes, 9 de febrero (6:00 p.m. – 7:30 p.m.)

Michigan Avenue | martes, 16 de febrero (6:00 p.m. – 7:30 p.m.)

Debido a las restricciones de COVID-19, estas reuniones serán realizadas virtualmente por medio de Zoom y transmitida simultáneamente por Facebook Live.

Se requiere su inscripción para participar en estas reuniones.

Favor de inscribirse en: transitchicago.com/RLE/engage.

Los participantes recibirán información para unirse por medio de Zoom o teléfono.

Si requiere ayuda para inscribirse, llámenos al 1-888-968-7282 por lo menos tres [3] días antes de la reunión que planea atender.

Cada reunión será transmitida simultáneamente por Facebook Live en facebook.com/CTARedExt.

Audio de la presentación en español, interpretación en lengua de señas y subtítulos estarán disponibles en cada reunión solamente para los que participan en la reunión en línea por medio de Zoom.

Se publicará una grabación en línea después de cada reunión en transitchicago.com/RLE/whats-new.

Para preguntas acerca del proyecto RLE, favor de contactar el equipo del proyecto en RedExtension@transitchicago.com.

¡Comparta sus ideas para informar al Plan de Desarrollo de Apoyo al Tránsito de la Expansión de la Línea Roja para la oportunidad de ganar una **tarjeta de regalo Visa de \$50!** Varios premios están disponibles para los que participan antes del 7 de febrero, 2021. Visite transitchicago.com/RLE/engage para hasta tres oportunidades de ganar en la rifa creando una cuenta y realizando cualquiera de las siguientes actividades:

1. Llenar la encuesta (+1 oportunidad)
2. Colocar una chincheta en el mapa (+1 oportunidad)
3. Agregar una entrada a la pared de ideas (+1 oportunidad)

Se aplican términos y condiciones. Visite tiny.cc/RLE-promotion para más información.



¡CTA QUIERE
ESCUCHAR
DE USTED!

The logo for 'Red Ahead' features the words 'RED' and 'AHEAD' in a bold, white, sans-serif font. 'RED' is positioned to the left of 'AHEAD', and a stylized white arrow points from the 'A' in 'AHEAD' towards the right. The background is a dark red gradient.

Save the Date!

**CTA Red Line Extension Proposed
130th Street Station Virtual Meeting
Wednesday, January 27 (6 p.m. – 7:30 p.m.)**

The CTA will be hosting a virtual meeting to discuss your vision for the area around the proposed 130th Street station for the Red Line Extension. Your input as a community member will help determine the needs and priorities for the station area.

Registration is required to attend this meeting. Please register at: transitchicago.com/RLE/engage.

Attendees will receive information to join by Zoom or telephone.

The meeting will also be broadcasted simultaneously on Facebook Live at facebook.com/CTARedExt.

Presentation audio in Spanish, sign language interpretation and captioning will be available for those joining online through Zoom only. If you require assistance to register, call us at 1-888-968-7282.

¡Reserve la fecha!

**Reunión virtual sobre la estación propuesta de
130th Street como parte de la Expansión de la
Línea Roja de CTA
Miércoles, 27 de enero (6 p.m. – 7:30 p.m.)**

CTA tendrá una reunión virtual para discutir la visión de usted para el área alrededor de la estación propuesta de 130th Street como parte de la Expansión de la Línea Roja. Sus opiniones como miembro de la comunidad ayudarán a determinar las necesidades y prioridades para el área de la estación.

Se requiere inscripción para participar en esta reunión. Favor de inscribirse en: transitchicago.com/RLE/engage.

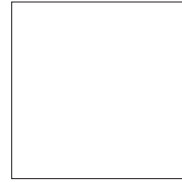
Los participantes recibirán la información necesaria para unirse por medio de Zoom o teléfono.

La reunión también será transmitida simultáneamente por Facebook Live en facebook.com/CTARedExt.

La presentación tendrá audio en Español, interpretación en lengua de señas y subtítulos estarán disponibles solamente para los que participen en la reunión en línea por medio de Zoom. Si necesita ayuda para registrarse, llámenos al 1-888-968-7282.

Share your ideas: transitchicago.com/RLE/engage





CTA wants to hear from you!

Share your ideas on the new Red Line Extension engagement website for a chance to win a **\$50 Visa gift card!** Multiple prizes are available for those who participate by January 31st, 2021.

Visit transitchicago.com/RLE/engage to earn up to three chances to win!

1. Create an account
2. Fill out the survey (+1 entry)
3. Place a pin on the map (+1 entry)
4. Add a post to the ideas wall (+1 entry)

Terms and conditions apply. Visit tiny.cc/RLE-promotion for more information.

17 N. State St
Suite 850
Chicago, IL 60602

¡CTA quiere saber de ti!

¡Comparta sus ideas en el nuevo sitio web de participación de la Expansión de la Línea Roja para la oportunidad de ganar una **tarjeta de regalo Visa de \$50!** Varios premios disponibles para los que participan antes del 31 de enero, 2021.

¡Visite transitchicago.com/RLE/engage para obtener hasta tres oportunidades de ganar!

1. Crear una cuenta
2. Llenar la encuesta (+1 oportunidad)
3. Colocar una chincheta en el mapa (+1 oportunidad)
4. Agregar una entrada a la pared de ideas (+1 oportunidad)

Se aplican términos y condiciones. Visitar tiny.cc/RLE-promotion para más información.

If you have questions about the project, please contact us /
Si tienes preguntas acerca del proyecto, favor de contactarnos:

- Email: redextension@transitchicago.com
- Web: transitchicago.com/RLE
- Facebook: facebook.com/CTARedExt



RED AHEAD



Save the Date!

**CTA Red Line Extension Proposed
111th Street Station Virtual Meeting
Tuesday, February 2 (6 p.m. – 7:30 p.m.)**

The CTA will be hosting a virtual meeting to discuss your vision for the area around the proposed 111th Street station for the Red Line Extension. Your input as a community member will help determine the needs and priorities for the station area.

Registration is required to attend this meeting. Please register at: transitchicago.com/RLE/engage.

Attendees will receive information to join by Zoom or telephone.

The meeting will also be broadcasted simultaneously on Facebook Live at facebook.com/CTARedExt.

Presentation audio in Spanish, sign language interpretation and captioning will be available for those joining online through Zoom only. If you require assistance to register, call us at 1-888-968-7282.

¡Reserve la fecha!

**Reunión virtual sobre la estación propuesta de
111th Street como parte de la Expansión de la
Línea Roja de CTA
Martes, 2 de febrero (6 p.m. – 7:30 p.m.)**

CTA tendrá una reunión virtual para discutir la visión de usted para el área alrededor de la estación propuesta de 111th Street como parte de la Expansión de la Línea Roja. Sus opiniones como miembro de la comunidad ayudarán a determinar las necesidades y prioridades para el área de la estación.

Se requiere inscripción para participar en esta reunión. Favor de inscribirse en: transitchicago.com/RLE/engage.

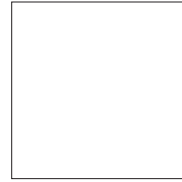
Los participantes recibirán la información necesaria para unirse por medio de Zoom o teléfono.

La reunión también será transmitida simultáneamente por Facebook Live en facebook.com/CTARedExt.

La presentación tendrá audio en Español, interpretación en lengua de señas y subtítulos estarán disponibles solamente para los que participen en la reunión en línea por medio de Zoom. Si necesita ayuda para registrarse, llámenos al 1-888-968-7282.

Share your ideas: transitchicago.com/RLE/engage





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Visit transitchicago.com/RLE/engage to earn up to three chances to win!

1. Create an account
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4. Add a post to the ideas wall (+1 entry)

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Suite 850
Chicago, IL 60602

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¡Visite transitchicago.com/RLE/engage para obtener hasta tres oportunidades de ganar!

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4. Agregar una entrada a la pared de ideas (+1 oportunidad)

Se aplican términos y condiciones. Visitar tiny.cc/RLE-promotion para más información.

If you have questions about the project, please contact us /
Si tienes preguntas acerca del proyecto, favor de contactarnos:

- Email: redextension@transitchicago.com
- Web: transitchicago.com/RLE
- Facebook: facebook.com/CTARedExt

The logo for 'Red Ahead' features the words 'RED' and 'AHEAD' in white, bold, sans-serif capital letters. 'RED' is on the left and 'AHEAD' is on the right, separated by a white triangle pointing to the right. The background is a red horizontal bar with a white and blue gradient at the bottom.

Save the Date!

**CTA Red Line Extension Proposed
103rd Street Station Virtual Meeting
Tuesday, February 9 (6 p.m. – 7:30 p.m.)**

The CTA will be hosting a virtual meeting to discuss your vision for the area around the proposed 103rd Street station for the Red Line Extension. Your input as a community member will help determine the needs and priorities for the station area.

Registration is required to attend this meeting. Please register at: transitchicago.com/RLE/engage.

Attendees will receive information to join by Zoom or telephone.

The meeting will also be broadcasted simultaneously on Facebook Live at facebook.com/CTARedExt.

Presentation audio in Spanish, sign language interpretation and captioning will be available for those joining online through Zoom only. If you require assistance to register, call us at 1-888-968-7282.

¡Reserve la fecha!

**Reunión virtual sobre la estación propuesta de
111th Street como parte de la Expansión de la
Línea Roja de CTA
Martes, 9 de febrero (6 p.m. – 7:30 p.m.)**

CTA tendrá una reunión virtual para discutir la visión de usted para el área alrededor de la estación propuesta de 103rd Street como parte de la Expansión de la Línea Roja. Sus opiniones como miembro de la comunidad ayudarán a determinar las necesidades y prioridades para el área de la estación.

Se requiere inscripción para participar en esta reunión. Favor de inscribirse en: transitchicago.com/RLE/engage.

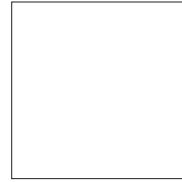
Los participantes recibirán la información necesaria para unirse por medio de Zoom o teléfono.

La reunión también será transmitida simultáneamente por Facebook Live en facebook.com/CTARedExt.

La presentación tendrá audio en Español, interpretación en lengua de señas y subtítulos estarán disponibles solamente para los que participen en la reunión en línea por medio de Zoom. Si necesita ayuda para registrarse, llámenos al 1-888-968-7282.

Share your ideas: transitchicago.com/RLE/engage





CTA wants to hear from you!

Share your ideas on the new Red Line Extension engagement website for a chance to win a **\$50 Visa gift card!** Multiple prizes are available for those who participate by January 31st, 2021.

Visit transitchicago.com/RLE/engage to earn up to three chances to win!

1. Create an account
2. Fill out the survey (+1 entry)
3. Place a pin on the map (+1 entry)
4. Add a post to the ideas wall (+1 entry)

Terms and conditions apply. Visit tiny.cc/RLE-promotion for more information.

17 N. State St
Suite 850
Chicago, IL 60602

¡CTA quiere saber de ti!

¡Comparta sus ideas en el nuevo sitio web de participación de la Expansión de la Línea Roja para la oportunidad de ganar una **tarjeta de regalo Visa de \$50!** Varios premios disponibles para los que participan antes del 31 de enero, 2021.

¡Visite transitchicago.com/RLE/engage para obtener hasta tres oportunidades de ganar!

1. Crear una cuenta
2. Llenar la encuesta (+1 oportunidad)
3. Colocar una chincheta en el mapa (+1 oportunidad)
4. Agregar una entrada a la pared de ideas (+1 oportunidad)

Se aplican términos y condiciones. Visitar tiny.cc/RLE-promotion para más información.

If you have questions about the project, please contact us /
Si tienes preguntas acerca del proyecto, favor de contactarnos:

- Email: redextension@transitchicago.com
- Web: transitchicago.com/RLE
- Facebook: facebook.com/CTARedExt



RED AHEAD



Save the Date!

**CTA Red Line Extension Proposed
Michigan Avenue Station Virtual Meeting
Tuesday, February 16 (6 p.m. – 7:30 p.m.)**

The CTA will be hosting a virtual meeting to discuss your vision for the area around the proposed Michigan Avenue station for the Red Line Extension. Your input as a community member will help determine the needs and priorities for the station area.

Registration is required to attend this meeting. Please register at: transitchicago.com/RLE/engage.

Attendees will receive information to join by Zoom or telephone.

The meeting will also be broadcasted simultaneously on Facebook Live at facebook.com/CTARedExt.

Presentation audio in Spanish, sign language interpretation and captioning will be available for those joining online through Zoom only. If you require assistance to register, call us at 1-888-968-7282.

¡Reserve la fecha!

**Reunión virtual sobre la estación propuesta de
Michigan Avenue como parte de la Expansión de
la Línea Roja de CTA
Martes, 16 de febrero (6 p.m. – 7:30 p.m.)**

CTA tendrá una reunión virtual para discutir la visión de usted para el área alrededor de la estación propuesta de Michigan Avenue como parte de la Expansión de la Línea Roja. Sus opiniones como miembro de la comunidad ayudarán a determinar las necesidades y prioridades para el área de la estación.

Se requiere inscripción para participar en esta reunión. Favor de inscribirse en: transitchicago.com/RLE/engage.

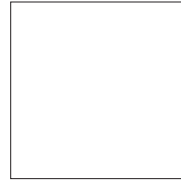
Los participantes recibirán la información necesaria para unirse por medio de Zoom o teléfono.

La reunión también será transmitida simultáneamente por Facebook Live en facebook.com/CTARedExt.

La presentación tendrá audio en Español, interpretación en lengua de señas y subtítulos estarán disponibles solamente para los que participen en la reunión en línea por medio de Zoom. Si necesita ayuda para registrarse, llámenos al 1-888-968-7282.

Share your ideas: transitchicago.com/RLE/engage





CTA wants to hear from you!

Share your ideas on the new Red Line Extension engagement website for a chance to win a **\$50 Visa gift card!** Multiple prizes are available for those who participate by January 31st, 2021.

Visit transitchicago.com/RLE/engage to earn up to three chances to win!

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2. Fill out the survey (+1 entry)
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4. Add a post to the ideas wall (+1 entry)

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17 N. State St
Suite 850
Chicago, IL 60602

¡CTA quiere saber de ti!

¡Comparta sus ideas en el nuevo sitio web de participación de la Expansión de la Línea Roja para la oportunidad de ganar una **tarjeta de regalo Visa de \$50!** Varios premios disponibles para los que participan antes del 31 de enero, 2021.

¡Visite transitchicago.com/RLE/engage para obtener hasta tres oportunidades de ganar!

1. Crear una cuenta
2. Llenar la encuesta (+1 oportunidad)
3. Colocar una chincheta en el mapa (+1 oportunidad)
4. Agregar una entrada a la pared de ideas (+1 oportunidad)

Se aplican términos y condiciones. Visitar tiny.cc/RLE-promotion para más información.

If you have questions about the project, please contact us /
Si tienes preguntas acerca del proyecto, favor de contactarnos:

- Email: redextension@transitchicago.com
- Web: transitchicago.com/RLE
- Facebook: facebook.com/CTARedExt

RED AHEAD



We'd like to speak with you!

The CTA will be hosting a virtual community meeting on Tuesday, February 16 to discuss your vision for the area around the proposed Michigan Avenue station for the Red Line Extension Project. **As a property owner or tenant in the Michigan Avenue station area, CTA would like to share new information with you about potential property impacts prior to the meeting.**

Please contact us at your earliest convenience:

- Call our property expert Melody at 847-322-8205, or
- Email us at redextension@transitchicago.com

We look forward to hearing from you!

Upcoming Community Meeting

CTA Red Line Extension Proposed Michigan Avenue Station Virtual Meeting Tuesday, February 16 (6 p.m. – 7:30 p.m.)

Registration is required to attend this meeting. Please register at: transitchicago.com/RLE/engage.

Attendees will receive information to join by Zoom or telephone.

The meeting will also be broadcasted simultaneously on Facebook Live at facebook.com/CTARedExt.

Presentation audio in Spanish, sign language interpretation and captioning will be available for those joining online through Zoom only. If you require assistance to register, call us at 1-888-968-7282.

Share your ideas: transitchicago.com/RLE/



RED AHEAD



¡Quisiéramos hablar con usted!

CTA estará presentando una reunión comunitaria virtual el martes, 16 de febrero para discutir su opinión acerca del Proyecto de Expansión de la Línea Roja para el área que se encuentra alrededor de la estación propuesta para Michigan Ave. **Antes de la reunión, CTA quisiera compartir algo de información nueva con usted, como propietario o inquilino en el área de la estación de Michigan Avenue, en relación a los impactos potenciales a la propiedad.**

Favor de contactarnos lo antes posible:

- **Llamar a nuestra experta de propiedad Melody al 847-322-8205, o**
- **Mandarnos un correo electrónico a redextension@transitchicago.com**

¡Esperamos escuchar de usted!

Reunión comunitaria

Reunión virtual sobre la estación propuesta de Michigan Avenue como parte de la Expansión de la Línea Roja de CTA

Martes, 16 de febrero (6 p.m. – 7:30 p.m.)

Se requiere inscripción para participar en esta reunión. Favor de inscribirse en: **transitchicago.com/RLE/engage.**

Los participantes recibirán la información necesaria para unirse por medio de Zoom o teléfono.

La reunión también será transmitida simultáneamente por Facebook Live en **facebook.com/CTARedExt.**

La presentación tendrá audio en Español, interpretación en lengua de señas y subtítulos estarán disponibles solamente para los que participen en la reunión en línea por medio de Zoom. Si necesita ayuda para registrarse, llámenos al 1-888-968-7282.

Share your ideas: transitchicago.com/RLE/



[View this email in your browser](#)



JOIN US!

CTA Red Line Extension Virtual Station Meetings

[Click here to view a PDF of this announcement in English](#) or
[Haga clic aquí para más información en español](#)

The CTA is hosting a series of virtual public meetings to discuss project progress and YOUR VISION for the area around the four proposed stations for the Red Line Extension (RLE) project. Your input as a community member will help determine the needs and priorities for future development around each station area.

130th Street | Wednesday, January 27 (6:00 p.m. – 7:30 p.m.)

111th Street | Tuesday, February 2 (6:00 p.m. – 7:30 p.m.)

103rd Street | Tuesday, February 9 (6:00 p.m. – 7:30 p.m.)

Michigan Avenue | Tuesday, February 16 (6:00 p.m. – 7:30 p.m.)

Due to COVID-19 restrictions, these meetings will be conducted virtually via Zoom and broadcasted on Facebook Live.

Registration is required to attend these meetings

Please register at: transitchicago.com/RLE/engage

Attendees will receive information to join via Zoom or telephone

If you require assistance to register, call us at 1-888-968-7282
at least three [3] days before the meeting you plan to attend

Each meeting will be broadcasted simultaneously on
Facebook Live at facebook.com/CTARedExt

**** Presentation audio in Spanish, American Sign Language interpretation
and captioning will be available at each meeting for those joining online
through Zoom only ****

A recording will be posted online after each meeting at
transitchicago.com/RLE/whats-new. You can view past meeting recordings and
materials at transitchicago.com/RLE/TSD/#meeting1.

For questions about the RLE project, please contact the project team at
RedExtension@transitchicago.com.

CTA wants to hear from you!

Share your ideas to inform the Red Line Extension Transit-Supportive Development Plan for a chance to win a **\$50 Visa gift card!** Multiple prizes are available for those who participate by February 7, 2021. Visit transitchicago.com/RLE/engage to earn up to three entries in the sweepstakes by creating an account and completing any of the following activities:

1. Fill out the survey (+1 entry)
2. Place a pin on the map (+1 entry)
3. Add a post to the ideas wall (+1 entry)

Terms and conditions apply. Visit tiny.cc/RLE-promotion for more information.

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Remember to Register!

Red Line Extension 130th Street Station Virtual Meeting
Wednesday, January 27 (6:00 p.m. – 7:30 p.m.)

Register at transitchicago.com/RLE/engage

The CTA is hosting the first of a series of virtual public meetings **this Wednesday** to discuss project progress and YOUR VISION for the area around the proposed 130th Street station for the Red Line Extension (RLE) project. Meeting dates for the remaining three station areas are shown below. Your input as a community member will help determine the needs and priorities for future development around each station area.

[Click here to view the meeting announcement in English](#) or
[Haga clic aquí para más información en español](#)

130th Street | Wednesday, January 27 (6:00 p.m. – 7:30 p.m.)
111th Street | Tuesday, February 2 (6:00 p.m. – 7:30 p.m.)
103rd Street | Tuesday, February 9 (6:00 p.m. – 7:30 p.m.)
Michigan Avenue | Tuesday, February 16 (6:00 p.m. – 7:30 p.m.)

Due to COVID-19 restrictions, these meetings will be conducted virtually via Zoom and broadcasted on Facebook Live.

Registration is required to attend these meetings
Please register at: transitchicago.com/RLE/engage
Attendees will receive information to join via Zoom or telephone

If you require assistance to register, call us at 1-888-968-7282

at least three [3] days before the meeting you plan to attend

Each meeting will be broadcasted simultaneously on
Facebook Live at [facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

**** Presentation audio in Spanish, American Sign Language interpretation and captioning will be available at each meeting for those joining online through Zoom only ****

A recording will be posted online after each meeting at transitchicago.com/RLE/whats-new. You can view past meeting recordings and materials at transitchicago.com/RLE/TSD/#meeting1.

For questions about the RLE project, please contact the project team at RedExtension@transitchicago.com.

CTA wants to hear from you!

Share your ideas to inform the Red Line Extension Transit-Supportive Development Plan for a chance to win a **\$50 Visa gift card!** Multiple prizes are available for those who participate by February 7, 2021. Visit transitchicago.com/RLE/engage to earn up to three entries in the sweepstakes by creating an account and completing any of the following activities:

1. Fill out the survey (+1 entry)
2. Place a pin on the map (+1 entry)
3. Add a post to the ideas wall (+1 entry)

Terms and conditions apply. Visit tiny.cc/RLE-promotion for more information.

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Remember to Register!

Red Line Extension 111th Street Station Virtual Meeting Tuesday, February 2 (6:00 p.m. – 7:30 p.m.)

Register at transitchicago.com/RLE/engage

The CTA is hosting the second of a series of virtual public meetings **this Tuesday** to discuss project progress and YOUR VISION for the area around the proposed 111th Street station for the Red Line Extension (RLE) project. Meeting dates for the remaining two station areas are shown below. Your input as a community member will help determine the needs and priorities for future development around each station area.

[Click here to view the meeting announcement in English](#) or
[Haga clic aquí para más información en español](#)

111th Street | Tuesday, February 2 (6:00 p.m. – 7:30 p.m.)
103rd Street | Tuesday, February 9 (6:00 p.m. – 7:30 p.m.)
Michigan Avenue | Tuesday, February 16 (6:00 p.m. – 7:30 p.m.)

Due to COVID-19 restrictions, these meetings will be conducted virtually via Zoom and broadcasted on Facebook Live.

Registration is required to attend these meetings
Please register at: transitchicago.com/RLE/engage
Attendees will receive information to join via Zoom or telephone

If you require assistance to register, call us at 1-888-968-7282
at least three [3] days before the meeting you plan to attend

Each meeting will be broadcasted simultaneously on
Facebook Live at [facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

**** Presentation audio in Spanish, American Sign Language interpretation
and captioning will be available at each meeting for those joining online
through Zoom only ****

A recording will be posted online after each meeting at
transitchicago.com/RLE/whats-new. You can view past meeting recordings and
materials at transitchicago.com/RLE/TSD/#meeting1.

For questions about the RLE project, please contact the project team at
RedExtension@transitchicago.com.

CTA wants to hear from you!

Share your ideas to inform the Red Line Extension Transit-Supportive Development Plan for a chance to win a **\$50 Visa gift card!** Multiple prizes are available for those who participate by February 7, 2021. Visit transitchicago.com/RLE/engage to earn up to three entries in the sweepstakes by creating an account and completing any of the following activities:

1. Fill out the survey (+1 entry)
2. Place a pin on the map (+1 entry)
3. Add a post to the ideas wall (+1 entry)

Terms and conditions apply. Visit tiny.cc/RLE-promotion for more information.

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Remember to Register!

***Red Line Extension 103rd Street Station Virtual Meeting
Tuesday, February 9 (6:00 p.m. – 7:30 p.m.)***

Register at transitchicago.com/RLE/engage

The CTA is hosting the third of a series of virtual public meetings **this Tuesday** to discuss project progress and YOUR VISION for the area around the proposed 103rd Street station for the Red Line Extension (RLE) Project. The meeting date for the final station area is shown below. Your input as a community member will help determine the needs and priorities for future development around each station area.

[Click here to view the meeting announcement in English](#) or
[Haga clic aquí para más información en español](#)

103rd Street | Tuesday, February 9 (6:00 p.m. – 7:30 p.m.)
Michigan Avenue | Tuesday, February 16 (6:00 p.m. – 7:30 p.m.)

Due to COVID-19 restrictions, these meetings will be conducted virtually via Zoom and broadcasted on Facebook Live.

Registration is required to attend these meetings
Please register at: transitchicago.com/RLE/engage
Attendees will receive information to join via Zoom or telephone

If you require assistance to register, call us at 1-888-968-7282

at least three [3] days before the meeting you plan to attend

Each meeting will be broadcasted simultaneously on
Facebook Live at [facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

**** Presentation audio in Spanish, American Sign Language interpretation and captioning will be available at each meeting for those joining online through Zoom only ****

A recording will be posted online after each meeting at transitchicago.com/RLE/whats-new. You can view past meeting recordings and materials at transitchicago.com/RLE/TSD/#meeting1.

For questions about the RLE project, please contact the project team at RedExtension@transitchicago.com.

CTA wants to hear from you!

Share your ideas to inform the Red Line Extension Transit-Supportive Development Plan for a chance to win a **\$50 Visa gift card!** Multiple prizes are available, and the participation deadline has been extended to February 19, 2021. Visit transitchicago.com/RLE/engage to earn up to three entries in the sweepstakes by creating an account and completing any of the following activities:

1. Fill out the survey (+1 entry)
2. Place a pin on the map (+1 entry)
3. Add a post to the ideas wall (+1 entry)

Terms and conditions apply. Visit tiny.cc/RLE-promotion for more information.

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Remember to Register!

***Red Line Extension Michigan Avenue Station Virtual Meeting
Tuesday, February 16 (6:00 p.m. – 7:30 p.m.)***

Register at transitchicago.com/RLE/engage

The CTA is hosting the fourth and final meeting in a series of virtual public meetings **this Tuesday** to discuss project progress and YOUR VISION for the area around the proposed Michigan Avenue station for the Red Line Extension (RLE) Project. Meetings for the other three proposed station areas have been held over the past few weeks. Your input as a community member will help determine the needs and priorities for future development around each station area.

[Click here to view the meeting announcement in English](#) or
[Haga clic aquí para más información en español](#)

Due to COVID-19 restrictions, these meetings will be conducted virtually via Zoom and broadcasted on Facebook Live.

Registration is required to attend these meetings
Please register at: transitchicago.com/RLE/engage
Attendees will receive information to join via Zoom or telephone

If you require assistance to register, call us at 1-888-968-7282 at
least three [3] days before the meeting you plan to attend

Each meeting will be broadcasted simultaneously on Facebook
Live at facebook.com/CTARedExt

**** Presentation audio in Spanish, American Sign Language interpretation and captioning will be available at each meeting for those joining online through Zoom only ****

A recording will be posted online after each meeting at transitchicago.com/RLE/whats-new. You can view past meeting recordings and materials at transitchicago.com/RLE/TSD/#meeting1.

For questions about the RLE project, please contact the project team at RedExtension@transitchicago.com.

CTA wants to hear from you!

Share your ideas to inform the Red Line Extension Transit-Supportive Development Plan for a chance to win a **\$50 Visa gift card!** Multiple prizes are available, and the participation deadline has been extended to February 19, 2021. Visit transitchicago.com/RLE/engage to earn up to three entries in the sweepstakes by creating an account and completing any of the following activities:

1. Fill out the survey (+1 entry)
2. Place a pin on the map (+1 entry)
3. Add a post to the ideas wall (+1 entry)

Terms and conditions apply. Visit tiny.cc/RLE-promotion for more information.

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[update your preferences](#) [unsubscribe from this list](#).



CTA Red Line Extension Facebook Page Station Meetings Promotion

Facebook Events

The image is a screenshot of a Facebook event post. At the top, it shows the CTA Red Line Extension profile picture and the text "CTA Red Line Extension added an event. January 8 · 🌐". The main content is a promotional graphic for the "RED AHEAD" campaign. It features a hand holding a tablet displaying a street scene with a train and people. To the right of the tablet, the text reads: "RED AHEAD" in a red banner, followed by the "Red Line Extension" logo. Below this, the event details are listed: "130th Street Station Meeting", "Wednesday, January 27", and "6:00 p.m. - 7:30 p.m.". A red banner at the bottom of the graphic contains the registration link "Register at: transitchicago.com/RLE/engage" and the CTA logo. Below the graphic, the event title "Red Line Extension 130th Street Station Meeting" is displayed, along with the date "WED, JAN 27" and the status "22 Went · 81 Interested". At the bottom, statistics show "151 People Reached" and "28 Engagements", with a "Boost Unavailable" button. The post also shows 17 likes and a heart icon.

CTA Red Line Extension added an event.
January 8 · 🌐

RED AHEAD  Red Line Extension

**130th Street
Station Meeting
Wednesday, January 27
6:00 p.m. - 7:30 p.m.**

Register at: transitchicago.com/RLE/engage 

WED, JAN 27
Red Line Extension 130th Street Station Meeting
22 Went · 81 Interested

151 People Reached 28 Engagements Boost Unavailable

  17

130th Street Station Meeting Facebook Event – January 8, 2021



CTA Red Line Extension added an event.

January 8 · 🌐



**111th Street
Station Meeting
Tuesday, February 2
6:00 p.m. - 7:30 p.m.**



Register at: transitchicago.com/RLE/engage



TUE, FEB 2

Red Line Extension 111th Street Station Meeting

19 Went · 42 Interested

181

People Reached

31

Engagements

Boost Unavailable

14

3 Comments

111th Street Station Meeting Facebook Event – January 8, 2021



CTA Red Line Extension added an event.

January 8 · 🌐



RED AHEAD



Red Line
Extension

**103rd Street
Station Meeting
Tuesday, February 9
6:00 p.m. - 7:30 p.m.**

Register at: transitchicago.com/RLE/engage



TUE, FEB 9

Red Line Extension 103rd Street Station Meeting

8 Went · 15 Interested

147

People Reached

17

Engagements

Boost Unavailable



12

103rd Street Station Meeting Facebook Event – January 8, 2021



CTA Red Line Extension added an event.

January 8 · 🌐



RED AHEAD



Red Line Extension

**Michigan Avenue
Station Meeting
Tuesday, February 16
6:00 p.m. - 7:30 p.m.**

Register at: transitchicago.com/RLE/engage



TUE, FEB 16

Red Line Extension Michigan Avenue Station Meeting

9 Went · 21 Interested

169

People Reached

15

Engagements

Boost Unavailable



12

Michigan Avenue Meeting Facebook Event – January 8, 2021


Facebook Posts

CTA Red Line Extension
Published by Lilliane Webb · January 13 ·

CTA is seeking Red Line Extension Project input! Earn up to three entries in the sweepstakes by creating an account and completing any of the following activities:


1. Fill out the survey (+1 entry)
2. Place a pin on the map (+1 entry)
3. Add a post to the ideas wall (+1 entry)

Terms and conditions apply. Visit tiny.cc/RLE-promotion for more information.



RED AHEAD  Red Line Extension

CTA WANTS TO HEAR FROM YOU!

Share your ideas at:
transitchicago.com/RLE/engage
for a chance to
win a **\$50 Visa gift card**
by **February 7, 2021.**
Details in the description.

Visit transitchicago.com/RLE/engage 

1,086 People Reached 50 Engagements **Boost Post**

  7 1 Comment 5 Shares

Sweepstakes Post (Promoted at Station Meetings) – January 13, 2021



CTA Red Line Extension

Published by Lilliane Webb · January 15 ·

Mark your calendars! The CTA is hosting a series of virtual public meetings to discuss project progress and YOUR VISION for the area around the four proposed stations for the Red Line Extension (RLE) project. The meeting for the proposed 130th Street station will be held on Wednesday, January 27th from 6:00 p.m. to 7:30 pm.

Haga clic aquí para más información en español:
https://www.transitchicago.com/.../RLE_station_mtg_flyer...

Your input as a community member will help determine the needs and priorities for future development around each station area.

Registration is required to attend. Please register at:
[transitchicago.com/RLE/engage](https://www.transitchicago.com/RLE/engage).

If you require assistance to register, call us at 1-888-968-7282 at least three [3] days before the meeting you plan to attend. Attendees will receive information to join via Zoom or telephone.

Each meeting will be broadcasted simultaneously on Facebook Live at [facebook.com/CTARedExt](https://www.facebook.com/CTARedExt).

** Presentation audio in Spanish, American Sign Language interpretation and captioning will be available at each meeting for those joining online through Zoom only.**

RED AHEAD 

**130th Street
Station Meeting
Wednesday, January 27
6:00 p.m. - 7:30 p.m.**

Register at: [transitchicago.com/RLE/engage](https://www.transitchicago.com/RLE/engage) 

401
People Reached

35
Engagements

Boost Post

 8

4 Shares

130th Street Station Meeting Reminder Facebook Post – January 15, 2021



CTA Red Line Extension

Published by Lilliane Webb · January 26 · ⚙️



Mark your calendars! The CTA is hosting a series of virtual public meetings to discuss project progress and YOUR VISION for the area around the four proposed stations for the Red Line Extension (RLE) project. The meeting for the proposed 111th Street station will be held on Tuesday, February 2nd from 6:00 p.m. to 7:30 pm.

Haga clic aquí para más información en español:

https://www.transitchicago.com/.../RLE_station_mtg_flyer...

Your input as a community member will help determine the needs and priorities for future development around each station area.

Registration is required to attend. Please register at:

www.transitchicago.com/RLE/engage.

If you require assistance to register, call us at 1-888-968-7282 at least three [3] days before the meeting you plan to attend.

Attendees will receive information to join via Zoom or telephone.

Each meeting will be broadcasted simultaneously on Facebook Live at www.facebook.com/CTARedExt.

** Presentation audio in Spanish, American Sign Language interpretation and captioning will be available at each meeting for those joining online through Zoom only.**



RED AHEAD



111th Street Station Meeting

**Wednesday, February 2
6:00 p.m. - 7:30 p.m.**



Register at: transitchicago.com/RLE/engage



509

People Reached

24

Engagements

Boost Post



6

4 Shares

*111th Street
Station Meeting
Reminder
Facebook Post-
January 26, 2021*



CTA Red Line Extension

Published by Lilliane Webb · February 3 · ⚙️



Mark your calendars! The CTA is hosting a series of virtual public meetings to discuss project progress and YOUR VISION for the area around the four proposed stations for the Red Line Extension (RLE) project. The meeting for the proposed 103rd Street station will be held on Tuesday, February 9th from 6:00 p.m. to 7:30 pm.

Haga clic aquí para más información en español:

https://www.transitchicago.com/.../RLE_station_mtg_flyer...

Your input as a community member will help determine the needs and priorities for future development around each station area.

Registration is required to attend. Please register at:

[transitchicago.com/RLE/engage](https://www.transitchicago.com/RLE/engage).

If you require assistance to register, call us at 1-888-968-7282 at least three [3] days before the meeting you plan to attend.

Attendees will receive information to join via Zoom or telephone.

Each meeting will be broadcasted simultaneously on Facebook Live at [facebook.com/CTARedExt](https://www.facebook.com/CTARedExt).

** Presentation audio in Spanish, American Sign Language interpretation and captioning will be available at each meeting for those joining online through Zoom only.**



**103rd Street
Station Meeting
Tuesday, February 9
6:00 p.m. - 7:30 p.m.**

Register at: [transitchicago.com/RLE/engage](https://www.transitchicago.com/RLE/engage) 

178
People Reached

18
Engagements

[Boost Post](#)

 7

2 Shares

103rd Street Station Meeting Reminder Facebook Post- February 3, 2021



CTA Red Line Extension

Published by Lilliane Webb · February 9 · ⚙️



Mark your calendars! The CTA is hosting a series of virtual public meetings to discuss project progress and YOUR VISION for the area around the four proposed stations for the Red Line Extension (RLE) project. The meeting for the proposed Michigan Avenue station will be held on Tuesday, February 16th from 6:00 p.m. to 7:30 pm.

Haga clic aquí para más información en español:

https://www.transitchicago.com/.../RLE_station_mtg_flyer...

Your input as a community member will help determine the needs and priorities for future development around each station area.

Registration is required to attend. Please register at:

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RED AHEAD



Red Line Extension

Michigan Avenue Station Meeting Tuesday, February 16 6:00 p.m. - 7:30 p.m.

Register at: [transitchicago.com/RLE/engage](https://www.transitchicago.com/RLE/engage)



667

People Reached

88

Engagements

Boost Post




6




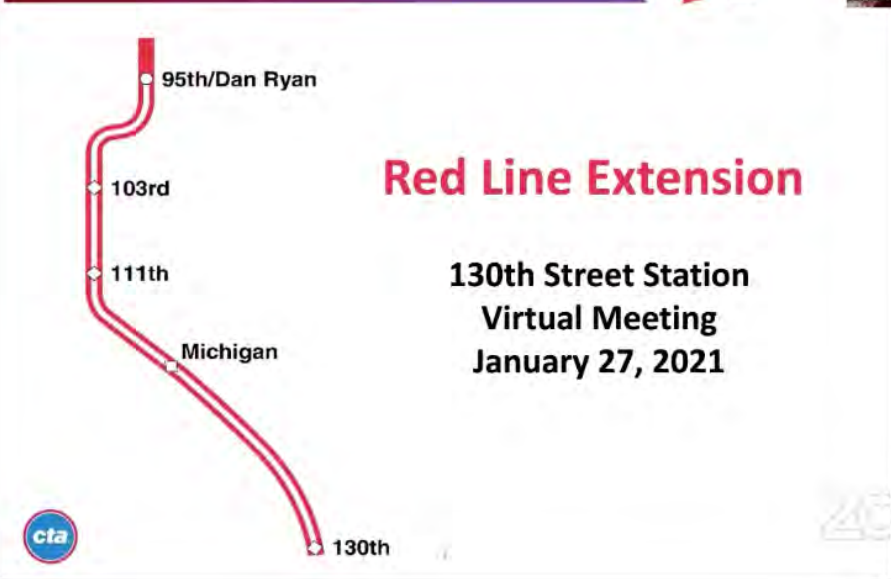

8 Comments 9 Shares

Michigan Avenue
Station Meeting
Reminder
Facebook Post-
February 9, 2021



Facebook Events - Live Stream Posts

 **CTA Red Line Extension** was live.
Published by Lilliane Webb · January 27 ·

We're excited to hear from you!



643 People Reached 193 Engagements [Boost Post](#)

  21 21 Comments 4 Shares

130th Street Station Meeting Event Live Stream Post – January 27, 2021



CTA Red Line Extension was live.

Published by Lilliane Webb · February 2 ·

We look forward to hearing from you!

RED AHEAD



**Red Line Extension 111th Street Station Meeting
February 2, 2021**

Thank you for joining us! The meeting will begin promptly at 6 pm.

This meeting will be recorded and available online after the meeting at transitchicago.com/RLE and Facebook.com/CTARedExt



To switch to Spanish Audio, you must join the meeting through Zoom. Look for the interpretation icon in the toolbar.

Audio de la presentación disponible en español solamente con asistencia por Zoom. Busque el icono de interpretación.



363

People Reached

110

Engagements

Boost Post

13

9 Comments 2 Shares

111th Street Station Meeting Event Live Stream Post – February 2, 2021



CTA Red Line Extension was live.

Published by Lilliane Webb · February 9 ·

We look forward to hearing from you!

RED AHEAD Red Line Extension

Red Line Extension 103rd Street Station Meeting February 9, 2021

Thank you for joining us! The meeting will begin shortly.

This meeting will be recorded and available online after the meeting at transitchicago.com/RLE and Facebook.com/CTARedExt

To switch to Spanish Audio, you must join the meeting through Zoom. Look for the interpretation icon in the toolbar.

Audio de la presentación disponible en español solamente con asistencia por Zoom. Busque el icono de interpretación.

360
People Reached

82
Engagements

Boost Post

5

7 Comments 5 Shares

Like

Comment

Share

103rd Street Station Meeting Event Live Stream Post – February 9, 2021



CTA Red Line Extension was live.

Published by Lilliane Webb · February 16

We are excited to hear from you!

RED AHEAD



**Red Line Extension
Michigan Avenue Station Meeting
February 16, 2021**

Thank you for joining us! The meeting will begin shortly.

This meeting will be recorded and available online after the meeting at transitchicago.com/RLE and Facebook.com/CTARedExt



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520

People Reached

83

Engagements

Boost Post

6

10 Comments 1 Share

Like

Comment

Share

Michigan Avenue Station Meeting Event Live Stream Post – February 16, 2021

Transit-Supportive Development Plan



Conceptual rendering of area redevelopment near 103rd Street station.

Transit-Supportive Development Plan Overview

The Red Line Extension is about much more than providing new access to transit – it's also about promoting opportunity and development for communities and residents along the extension.

The RLE Transit-Supportive Development (TSD) Plan is a proactive effort to create a guide for future development in communities located near the RLE project area. The TSD Plan is being led by the CTA and in partnership with the City of Chicago's Department of Planning and Development and the Cook County Land Bank Authority. Funding for this initiative comes from a grant the CTA received from the

Federal Transit Administration's (FTA) Pilot Program for Transit-Oriented Development (TOD) Planning. This program provides funding to FTA grantees to integrate land use and transportation planning with a new transit capital investment.

At the heart of the TSD Plan will be the community's vision for future development along the RLE corridor. This Plan will identify methods and resources needed to enable mixed-use development and enhance economic vitality, multimodal connectivity and the pedestrian environment.

Importantly, the TSD Plan will utilize an equitable Transit Oriented Development (eTOD) planning approach. In short, eTOD planning seeks to promote development without the displacement of existing residents and achieve community-focused benefits, such as affordable housing, local economic development and environmental sustainability. It can be a driver for more vibrant, prosperous, and resilient neighborhoods that put people of color and lower- and moderate-income residents at the center. In order to achieve this, a vital part of this 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.

Information collected during the TSD Plan will help the CTA secure funding for the RLE project through the federal New Starts program. More specifically, the plan will be used to provide information on future plans for the use of land and economic development criteria following the completion of project work to extend the Red Line.

What will the Transit-Supportive Development Plan entail?

Creation of the TSD Plan will be a one year project that includes the following components: an Existing Conditions Report; an Inventory, Market Analysis, Land Use and Zoning Analysis; an Economic Development Plan; and a Final Report. Community outreach will occur throughout the project.

Discovery

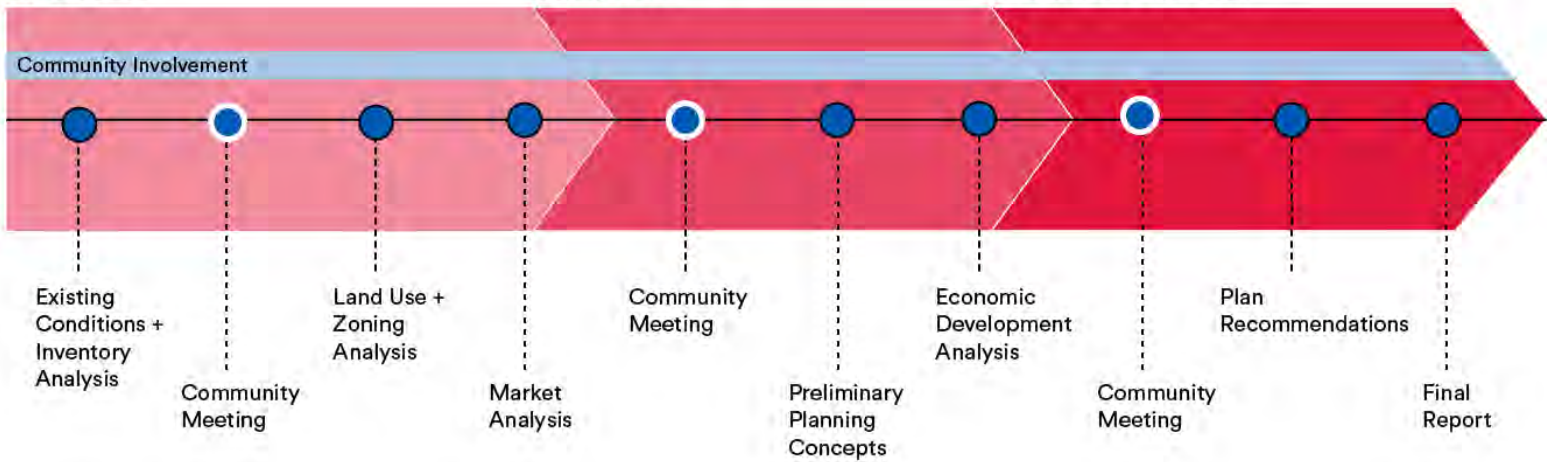
Winter 2020

Creating a Vision

Spring 2021

Creating a Plan

Summer and Fall 2021



Transit-Supportive Development Plan Frequently Asked Questions

For frequently asked questions about the TSD plan and RLE, visit our FAQ page [here](#).

Community Involvement

The CTA is involving local communities, elected officials and regional stakeholders to share information on the project and gather feedback and input for the plan. Visit this section in the future to learn more about past and upcoming meetings.

RLE Virtual Station Meetings

The CTA is hosting a series of virtual public meetings to discuss project progress and YOUR VISION for the area around the four proposed stations for the Red Line Extension (RLE) project. Your input as a community member will help determine the needs and priorities for future development around each station area.

130th Street | Wednesday, January 27 (6:00 p.m. – 7:30 p.m.)

111th Street | Tuesday, February 2 (6:00 p.m. – 7:30 p.m.)

103rd Street | Tuesday, February 9 (6:00 p.m. – 7:30 p.m.)

Michigan Avenue | Tuesday, February 16 (6:00 p.m. – 7:30 p.m.)

Due to COVID-19 restrictions, these meetings will be conducted virtually via Zoom and broadcasted on Facebook Live.

Registration is required to attend these meetings

Please register at: transitchicago.com/RLE/engage

Attendees will receive information to join via Zoom or telephone

If you require assistance to register, call us at 1-888-968-7282
at least three [3] days before the meeting you plan to attend

Each meeting will be broadcasted simultaneously on Facebook Live at [facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

*** Presentation audio in Spanish, American Sign Language interpretation and captioning
will be available at each meeting for those joining online through Zoom only ***

After each meeting, a recording and meeting materials will be posted on this page.

Meeting resources

- [View the announcement flyer](#) (.pdf)
- [Ver anuncio](#) (.pdf)
- [130th station meeting presentation slides](#) (.pdf)

Meeting 1: Goals, Objectives, and Vision - Winter 2020

The CTA hosted virtual community meetings on Tuesday, December 8, 2020, and Wednesday, December 9, 2020 for updates on the Red Line Extension (RLE) project and an introduction to the new TSD plan. Community members were able to participate in polling activities, provide comments, and ask questions.

New! RLE community engagement website

The CTA also announced its new RLE community engagement website, which can be accessed at transitchicago.com/RLE/engage. Using this new platform, community members can provide feedback, ask questions, and collaborate with others to help shape the TSD plan. A variety of interactive and easy to use activities are provided, such as the ideas wall, the mapping tool, and a short survey.

December 2020 meeting resources

- Meeting recordings
 - [12/8/2020 \(English\)](#)
 - [12/8/2020 \(Español\)](#)
 - [12/9/2020 \(English\)](#)
- [Presentation slides](#) (.pdf)

- [Announcement flyer](#) (.pdf)
- [Anuncio](#) (.pdf)

Who is leading the transit-supportive development plan effort?

The CTA is leading this effort in partnership with the City of Chicago's Department of Planning and Development and the Cook County Land Bank Authority. Solomon Cordwell Buenz was selected as the prime consultant for the TSD Plan. The TSD consultant team also includes six disadvantaged business enterprises (DBEs), comprising 40.11% of the overall contract value.

To receive updates on the Red Line Extension Project and the TSD Plan, please contact us at:

RedExtension@transitchicago.com

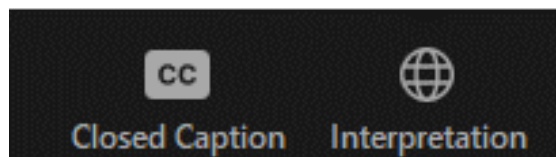
Chicago Transit Authority
Strategic Planning & Policy, 10th Floor
Attn: Red Line Extension Project
567 W. Lake Street
Chicago, Illinois 60661-1465

©2021 Chicago Transit Authority
Phone: 1-888-YOUR-CTA
TTY: 1-888-CTA-TTY1 or 711 (relay)
Email: feedback@transitchicago.com

Red Line Extension 130th Street Station Meeting January 27, 2021

Thank you for joining us! The meeting will begin promptly at 6 p.m.

This meeting will be recorded and available online after the meeting at transitchicago.com/RLE and Facebook.com/CTARedExt



To switch to Spanish Audio, you must join the webinar through Zoom. Look for the interpretation icon in the toolbar.


Audio de la presentación disponible en español solamente con asistencia por Zoom. Busque el icono de interpretación.



Red Line Extension

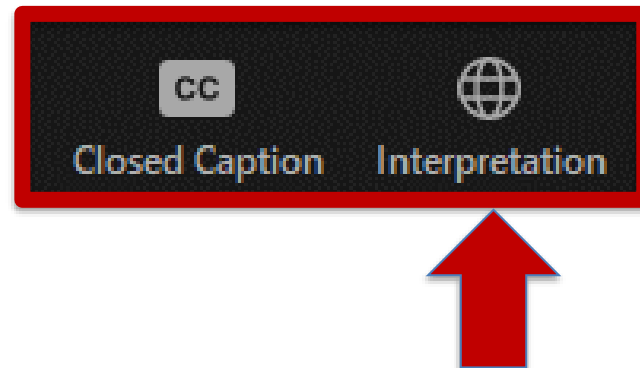
**130th Street Station
Virtual Meeting
January 27, 2021**



- **Virtual Meeting Format** 
- Project Overview and Benefits
- Recent Progress
- Environmental Review Process Updates
- Transit Supportive Development Plan
- Break Out Session
- Questions & Answers

This meeting will be recorded and available online after the series of meetings at transitchicago.com/RLE and [Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

To turn on captioning, click the icon in the Zoom toolbar:



Audio de la presentación disponible en español

1. Busque el icono de interpretación en la barra de webinar de Zoom. Le mostramos el icono en esta diapositiva para ayudar a reconocerlo.
2. Haga clic en el icono y seleccione “Spanish” para escuchar al intérprete en la reunión.

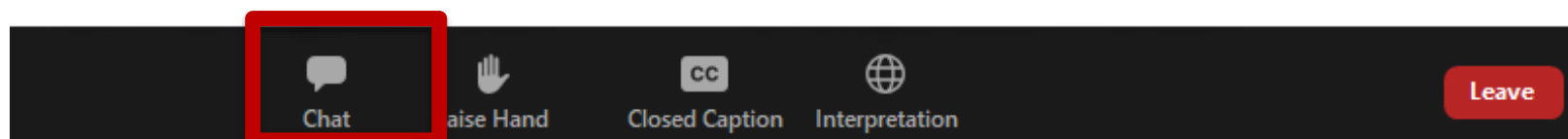
Para escuchar al intérprete en español usted debe ingresar a la reunión a través del webinar de Zoom, no a través de Facebook o por teléfono.

Over Email:

- RedExtension@transitchicago.com

If Joining by Zoom, use chat:

- At the bottom of the window, click chat.
- When you click on chat, a window will appear where you can type a comments and questions and see others' questions/comments. A project team member will be recording questions comments and questions in the chat.



Questions left on Facebook will NOT be responded to directly. CTA will view them but if you want an official response, please use the project email or chat function.

Answers will be posted to transitchicago.com/RLE/whats-new following the series of Station Meetings.





Barbara Stubblefield
Red Line Outreach



Marlise Fratinardo
CTA Planning



Sonali Tandon
CTA Planning



Ammar Elmajdoub
CTA Planning



Teresa Fourcher
Transit Supportive
Development Plan

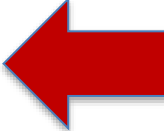


Mark Payne
Transit Supportive
Development Plan



What **neighborhood/barrio**
do you reside in?



- Virtual Meeting Format
- **Project Overview and Benefits** 
- Recent Progress
- Environmental Review Process Updates
- Transit Supportive Development Plan
- Break Out Session
- Questions & Answers

This meeting will be recorded and available online after the series of meetings at transitchicago.com/RLE and [Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

Red Line Extension

- 5.6-mile extension
- Four new stations:
 - 103rd Street (near Eggleston)
 - 111th Street (near Eggleston)
 - Michigan Avenue (near 116th Street), and
 - 130th Street
- Park & Ride and bus connections at each new station
- Elevated tracks from 95th Street to 119th Street, then tracks run along the ground from 119th Street to 130th Street



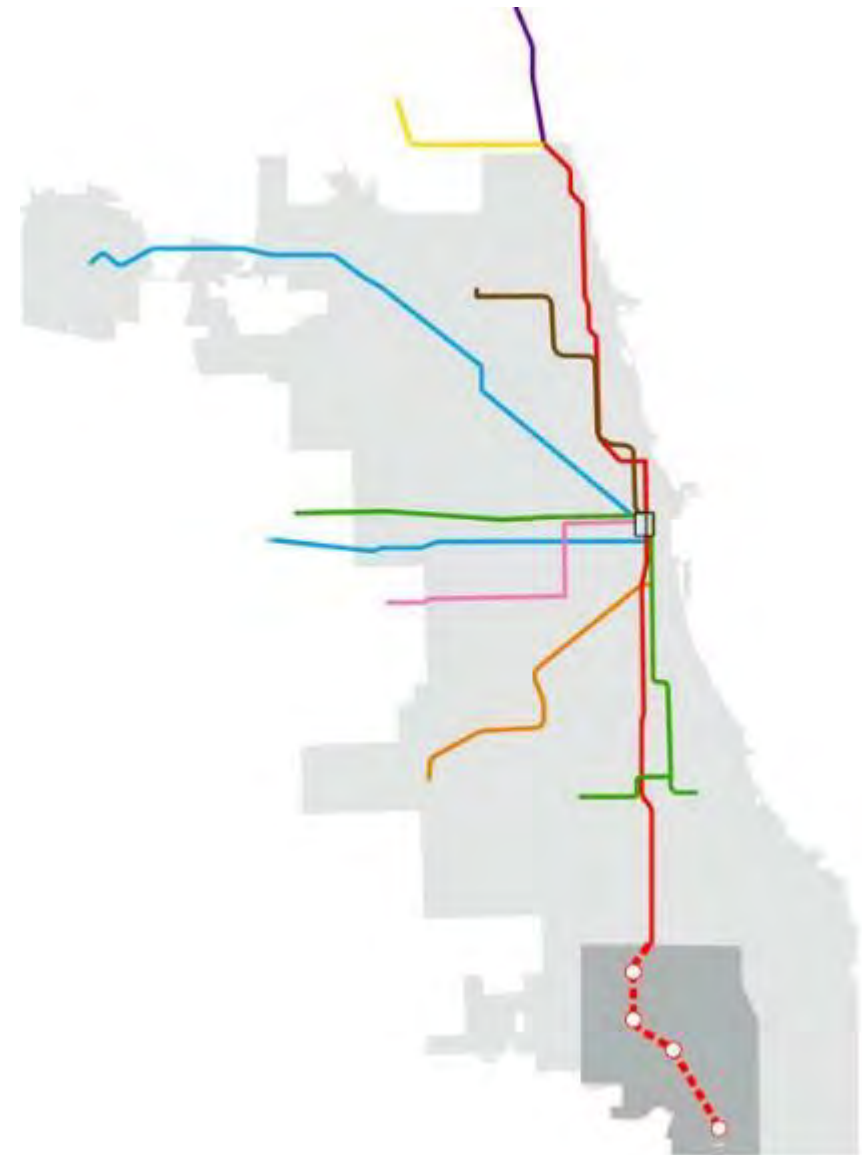
Red Line Extension Preferred Alignment

Equity by providing affordable rapid transit to historically underserved communities and improving mobility for transit-dependent residents and people with disabilities.

Connectivity and access to the entire city via the CTA network.



Conceptual rendering of what a Red Line Extension elevated station could look like



Graphic of CTA's existing rail network along with four new proposed stations

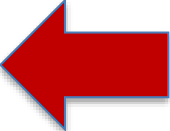


Conceptual renderings of what the new elevated station could look like

Economic opportunity through connections to jobs, educational opportunities, housing and other services, as well as economic development on the City's Far South Side.

Frequent rail service will reduce commute times.

Sustainable transportation that helps contribute to improved air quality, reduces greenhouse gas emissions, and saves energy.

- Virtual Meeting Format
- Project Overview and Benefits
- **Recent Progress** 
- Environmental Review Process Updates
- Transit Supportive Development Plan
- Break Out Session
- Questions & Answers

This meeting will be recorded and available online after the series of meetings at transitchicago.com/RLE and [Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

2020 Red Line Extension Project Timeline

CTA approves preliminary engineering and environmental analysis consulting team

Transit-Supportive Development Comprehensive Plan begins

Approval to enter Project Development phase

Preliminary engineering and environmental analysis begin

CTA launches project engagement website

December virtual community meetings



RLE will bring **access, equity, and economic opportunity** to the Far South Side by **connecting** people to direct and sustainable rail transit.

Welcome to CTA's Red Line Extension (RLE) community engagement site!

We're glad you're here. Please use this page to provide feedback, ask questions, and interact with your fellow community members about the ongoing RLE project initiatives!

If you're new to the RLE Project, we encourage you to [click here](#) to learn more.

At this time, we're currently seeking input on the following two RLE initiatives:

Transit-Supportive Development Plan

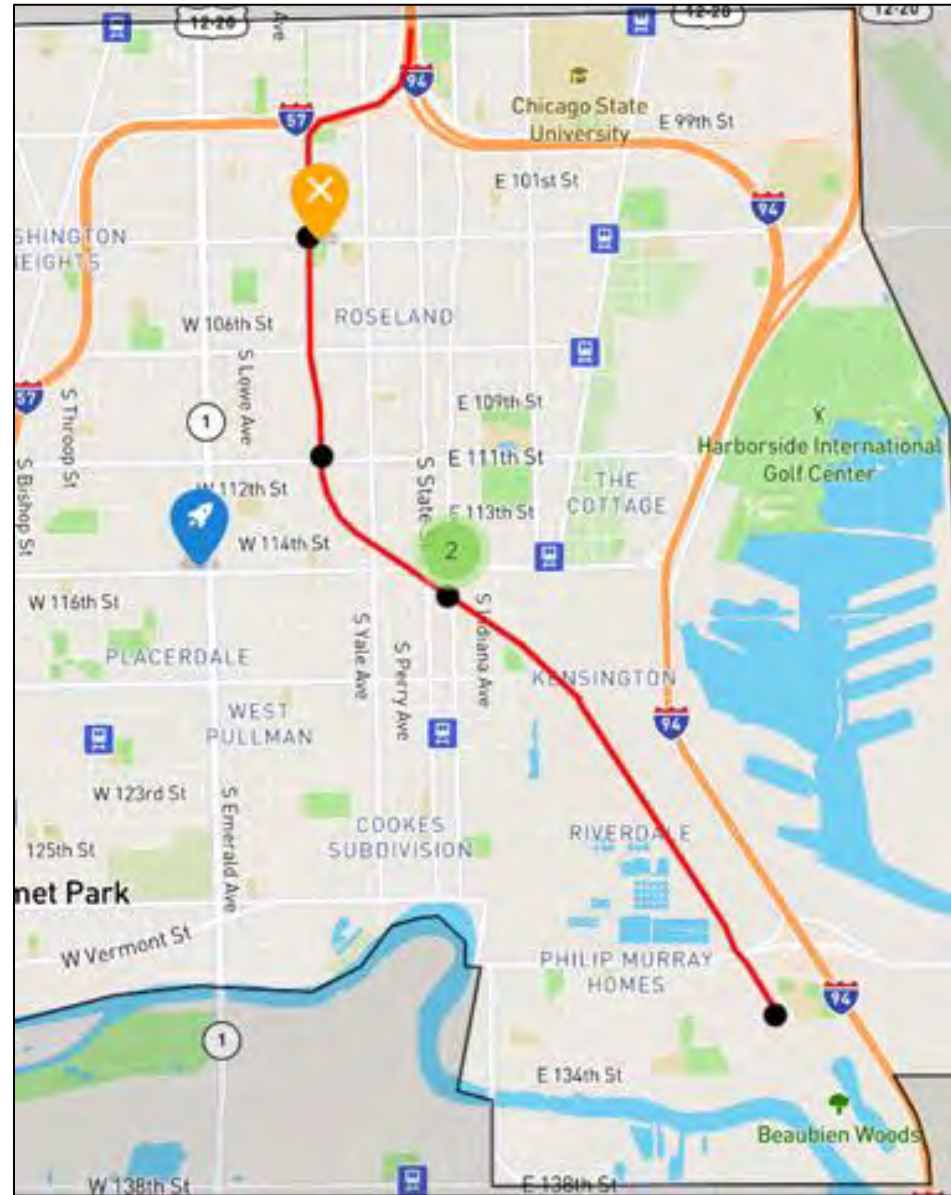
Now through summer 2021, we're developing a Comprehensive Plan to help guide future development around the four new RLE rail stations. The Plan's development will rely on **YOUR** input as a community member to help determine the needs and priorities of the project area.

Not familiar with the plan? [Click here](#) to learn more. Share your thoughts and ideas on the TSD Plan using any of the feedback options listed below.

REGISTER Create an account to stay involved!

Sign up for upcoming meetings!

Jan 27	130th Station Meeting
Feb 2	111th Station Meeting
Feb 9	103rd Station Meeting



Visit transitchicago.com/RLE/engage for a chance to win a **\$50 Visa gift card!**





The Red Line Extension Project Facebook page at facebook.com/CTARedExt



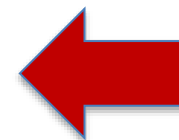
RLE Newsletters:
Spring and Fall 2020



An image from the Red Line Extension Project video released in August

Email us at RedExtension@transitchicago.com

- Virtual Meeting Format
- Project Overview and Benefits
- Recent Progress
- **Environmental Review Process Updates**
- Transit Supportive Development Plan
- Break Out Session
- Questions & Answers



This meeting will be recorded and available online after the series of meetings at transitchicago.com/RLE and Facebook.com/CTARedExt

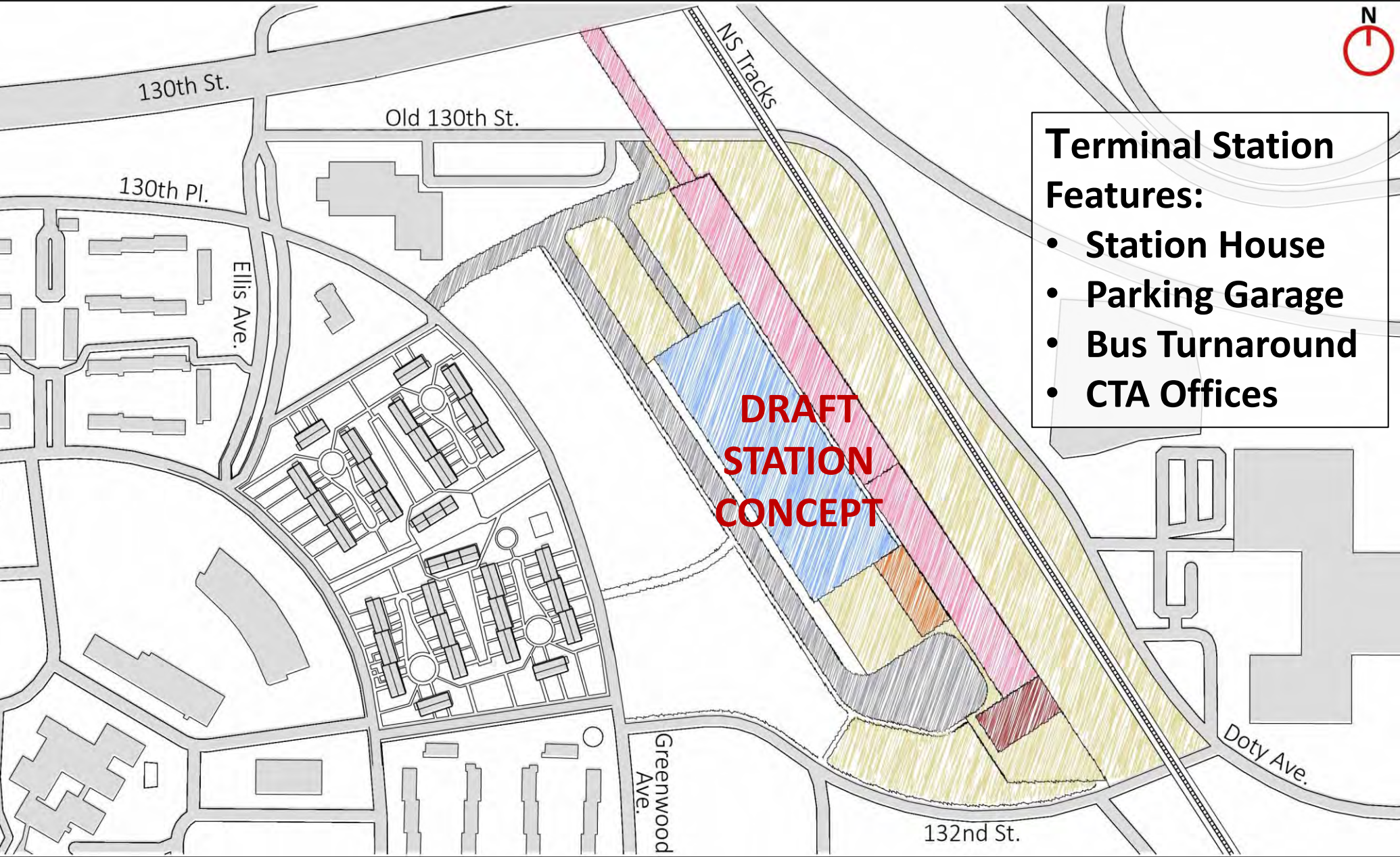
- 130th Station proposed for north of 130th Street in 2016
- In 2017, a Chicago Housing Authority (CHA) demolition resulted in a new opportunity to locate the station south of 130th Street





- Terminal Station Features:**
- Station House
 - Parking Garage
 - Bus Turnaround
 - CTA Offices

DRAFT STATION CONCEPT



Environmental Review Process

Draft Environmental Impact Statement (EIS)

- Completed in 2016

Supplemental Environmental Assessment (EA)

- Began in April 2020 to study new south location of the 130th station
- Completing additional data collection and environmental analysis
- Designing concepts and preliminary plans
- Assessing potential impacts and required mitigation measures

Public Hearing to present Supplemental EA

- Anticipated Fall 2021
- 30-day comment period

Final Environmental Impact Statement (EIS) and Record of Decision (ROD)

Supplemental Environmental Assessment



Traffic and Access Analysis



Historic and Cultural Resources



Visual and Aesthetics



Public Parks and Recreational Areas



Noise and Vibration

Environmental studies will determine the potential impacts and facilitate consideration of measures to mitigate those impacts

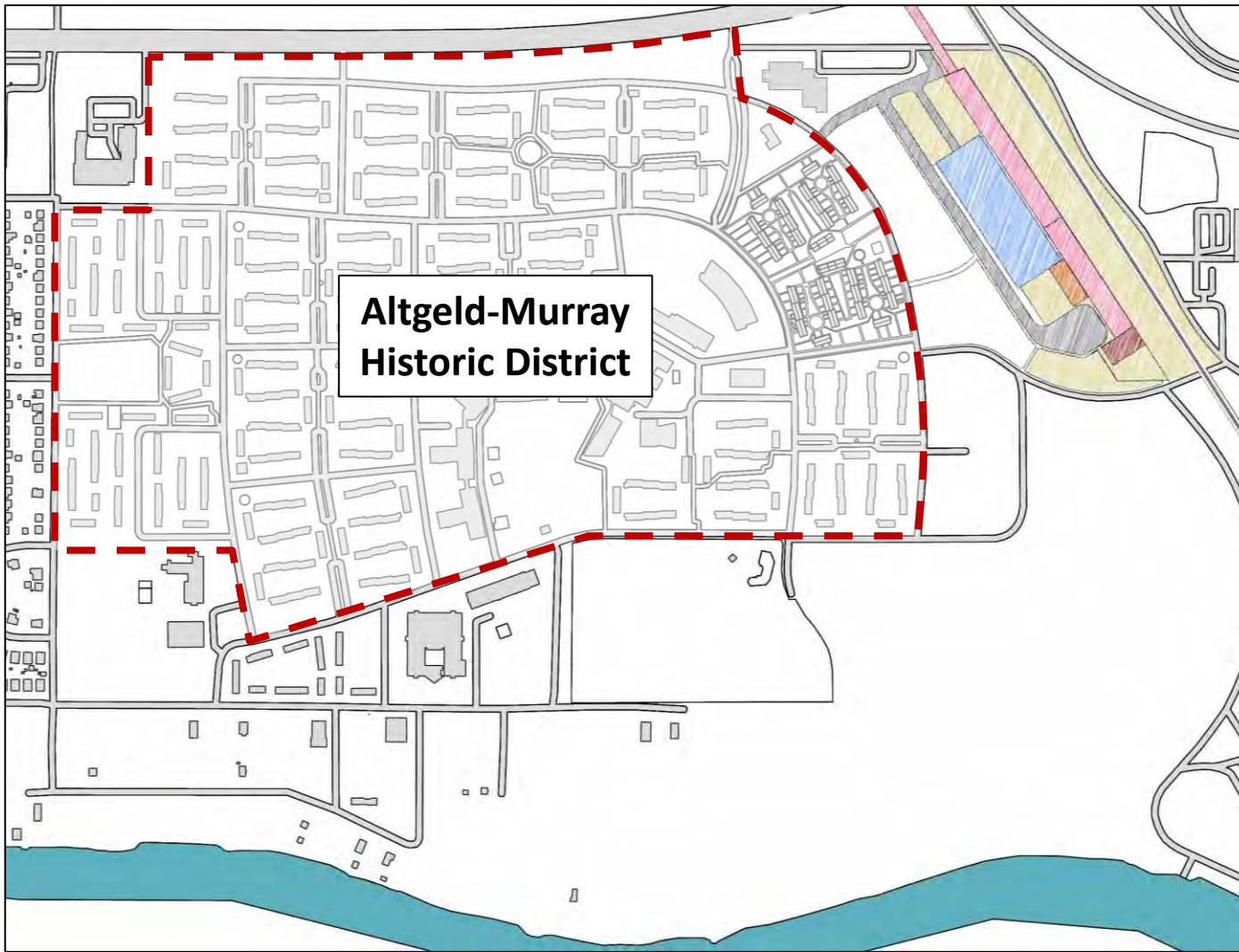


Traffic and Access Analysis

- A Traffic Study will be completed for the 130th Street Station area to assess traffic flow and station access
- RLE supports objectives of earlier, current, and future plans for improving transportation options and access to jobs, services, and retail
 - INVEST South/West Initiative
 - Riverdale Multimodal Transportation Plan
 - CDOT and IDOT Complete Streets plans and policies
- Opportunities will be investigated to enhance multi-modal connections to Altgeld Gardens and Beaubien Woods and its amenities



Historic & Cultural Resources



Archaeologist conducting a shovel test probe from within the study area

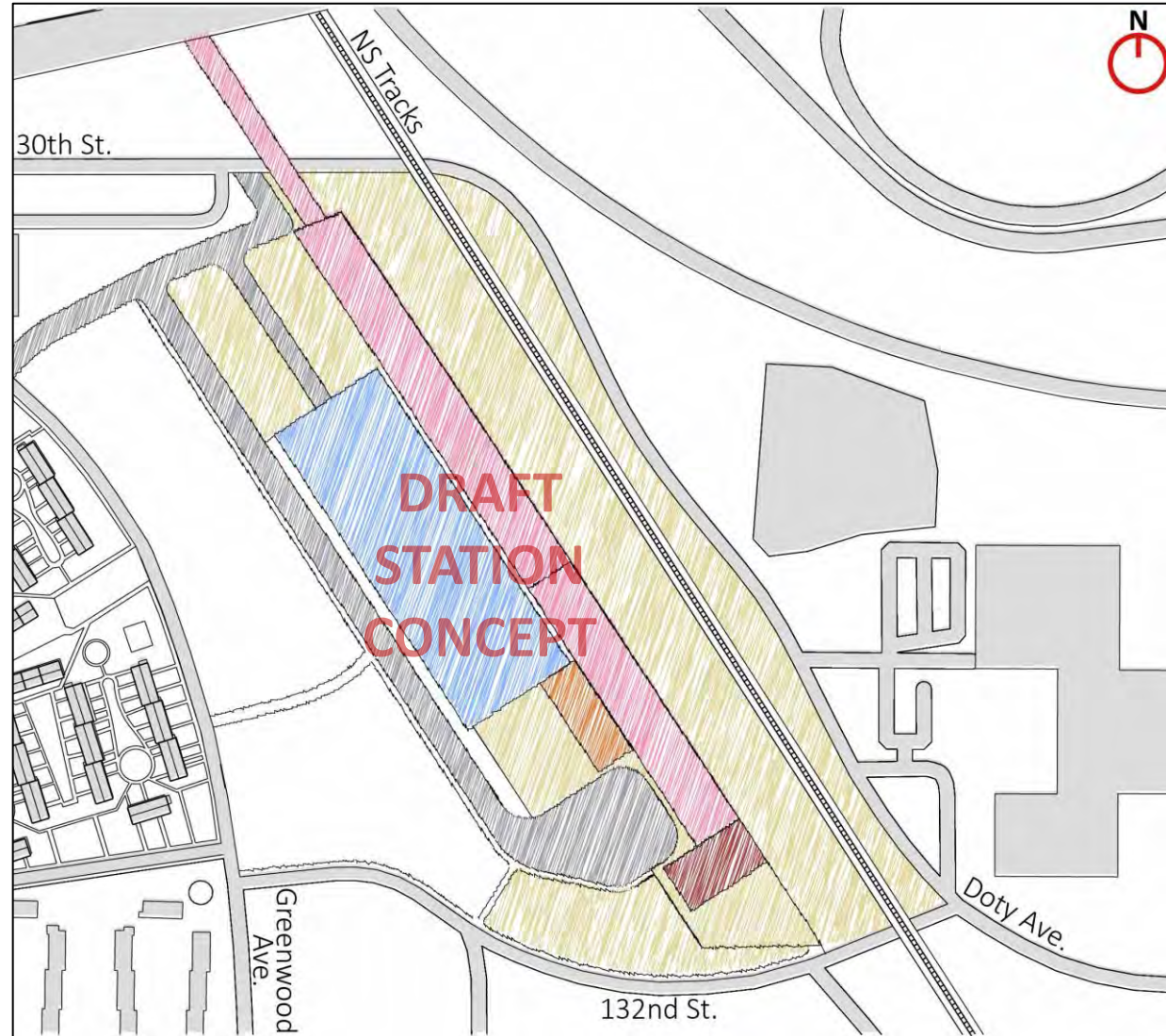


Excavated shovel test probe from within the study area



Visual and Aesthetics

- Sensitivity to Historic District
- Proximity to Beaubien Woods
- Station elements
 - Parking garage
 - Public Space / Plaza





Public Parks and Recreational Areas

- Beaubien Woods is part of the Forest Preserves of Cook County
- South station location would require the use of some Forest Preserve land
- Coordination with Forest Preserves of Cook County is ongoing



Parks and Recreational Areas, Including Beaubien Woods



Noise and Vibration

- Preliminary studies completed in the Draft Environmental Impact Statement (EIS)
- Detailed analysis and field measurements in the Supplemental Environmental Assessment (EA)

What is your favorite CTA Station,
and what about that station do you like the most?

Please type your response in the chat box.



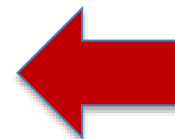
Jackson – Red Line



Morgan Station – Pink/Green Line



- Virtual Meeting Format
- Project Overview and Benefits
- Recent Progress
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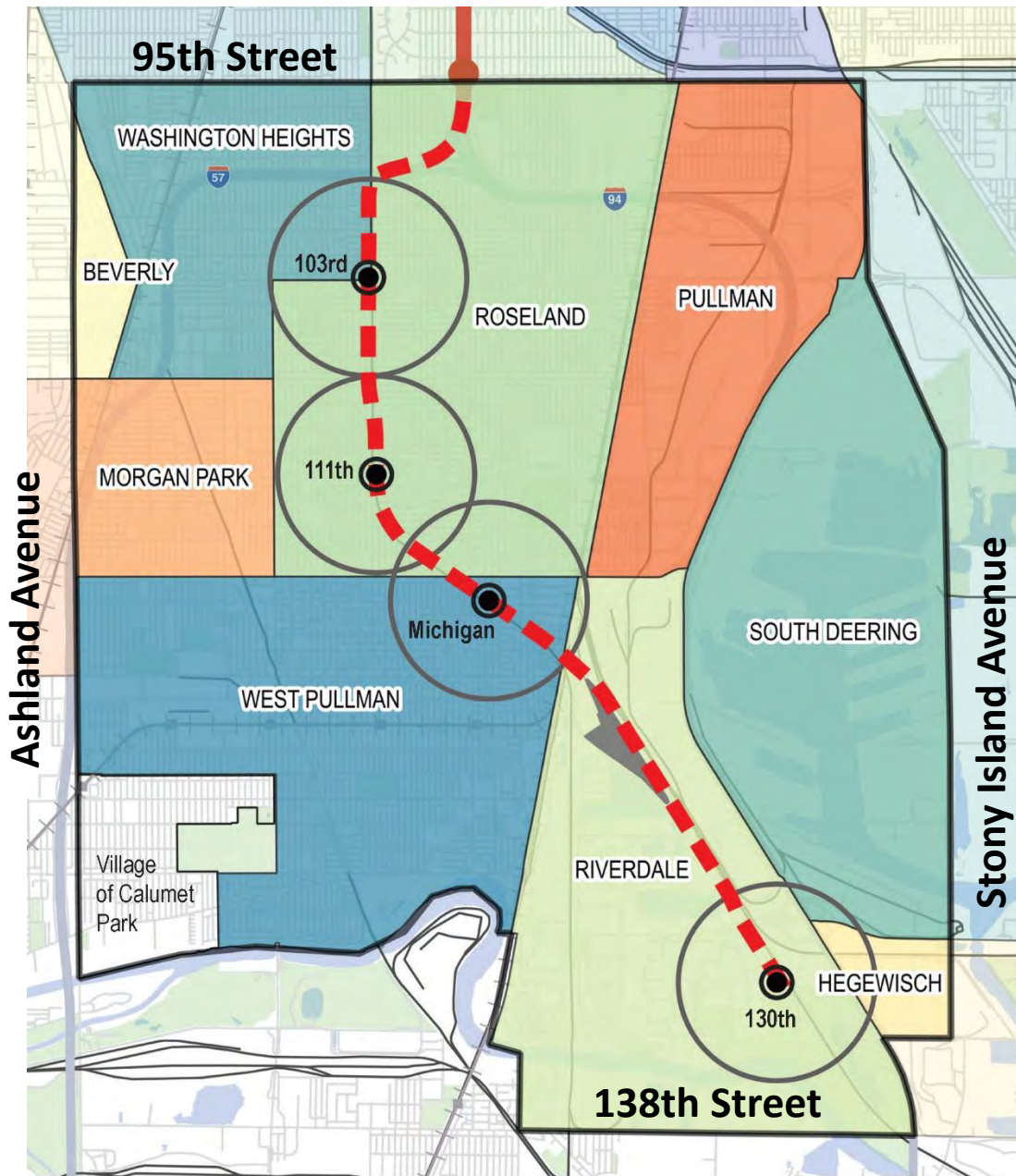


Transit-Supportive Development

- Transit-Supportive Development creates a vision for economic development as integral to the development of the new transit infrastructure.

What is *equitable* Transit-Oriented Development

- Ensures that vibrant, prosperous, healthy, and resilient community that result from access to high quality transit may be enjoyed by all residents including those in historically underinvested communities.

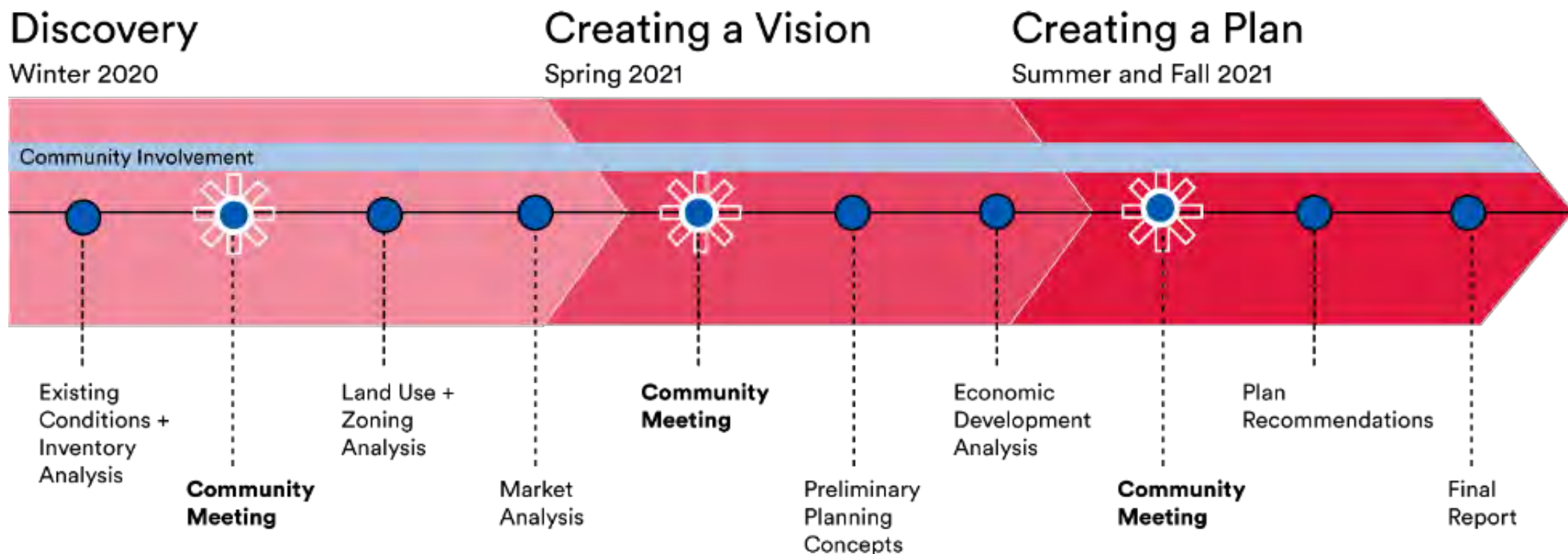


The Plan will identify opportunities to encourage:

- Economic development
- Continued affordability
- Private sector investment
- Multimodal connectivity and bicycle/pedestrian access
- Collaboration with City of Chicago agencies (Planning and Development, Housing, Transportation, and others)
- Support application for federal funding for the transit project

Transit Supportive Development Plan

The planning process will include significant and continuous stakeholder engagement and public outreach in partnership with Department of Planning and Development



130th Street Station Area



Cook County GIS Department

Past Planning Efforts



NOW: We want to hear from **you**.



What would be your **mode of transportation / modo de transporte** to the 130th Street Station?
Pick one.



What kinds of **open space or public places / espacios abiertos o públicos** would you like more?

Pick up to 3



What are the community's
greatest strengths / mayores fortalezas
from a development perspective?
Pick up to 3



What are the community's
greatest needs / mayores necesidades
from a development perspective?

Pick up to 3



What types of **businesses / negocios**
would you like to see?

Pick up to 3



What types of **jobs / trabajos**
are needed nearby?

Pick up to 3



What type of **housing / vivienda** is most needed?

Pick up to 3

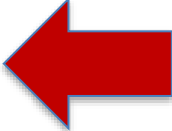


Roseland Place Senior Living

What **scale of housing /
tamaño de la vivienda** is desired?

Pick up to 3



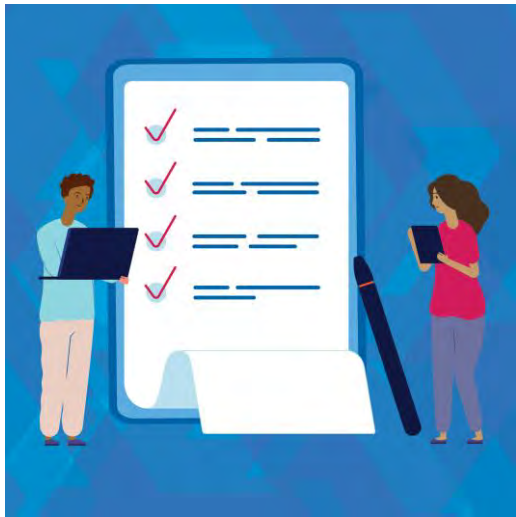
- Virtual Meeting Format
- Project Overview and Benefits
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- **Break Out Session** 
- Questions & Answers

This meeting will be recorded and available online after the series of meetings at transitchicago.com/RLE and [Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

Break Out Session

1. What do you imagine for the future of your neighborhood?
2. Based on what you heard today, what else do you think it's important for us to understand about your community?
3. What are your community's great assets? What's missing?
4. How do you see the new station being integrated into the community?

Break Out Session Wrap-Up




Visit the engagement site at transitchicago.com/RLE/engage to share your ideas.




SHARE YOUR IDEAS WITH US!


What's your big idea for the community?


about 2 months ago

 Add your idea


 Lisa
2 days ago


Bicycle Cafe for connection to Big Marsh, Community Center where all groups in the area could meet that includes music, art, and

0 Comment 0 

 BVF
about 1 month ago


Whole Foods ROSELAND


0 Comment 2 

 RLE Team
about 1 month ago


Example idea: Grocery store on 130th Street


A grocery store with locally-sourced, healthy food options is needed in the

1 Comment 2 


 Deloris Lucas
2 days ago





Community "Museum", Senior Wellness Center, Community Kitchen Wifi Cafe, Meeting Room Rental, Banquet Hall, Bicycle Repair Shop


0 Comment 0 

 Deloris Lucas
2 days ago

Community "Green" Hub on 130th to be a walkable meeting space (not located in Altgeld) for nearby neighborhoods like Golden

0 Comment 0 

- Virtual Meeting Format
- Project Overview and Benefits
- Recent Progress
- Environmental Review Process Updates
- Transit Supportive Development Plan
- Break Out Session
- **Questions & Answers** 

This meeting will be recorded and available online after the series of meetings at transitchicago.com/RLE and [Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

RED AHEAD
Moving Ahead to a Better Red



JOIN US!

CTA Red Line Extension Virtual Station Meetings

The CTA is hosting a series of virtual public meetings to discuss project progress and YOUR VISION for the area around the four proposed stations for the Red Line Extension (RLE) project. Your input as a community member will help determine the needs and priorities for future development around each station area.

130th Street | Wednesday, January 27 (6:00 p.m. – 7:30 p.m.)

111th Street | Tuesday, February 2 (6:00 p.m. – 7:30 p.m.)

103rd Street | Tuesday, February 9 (6:00 p.m. – 7:30 p.m.)

Michigan Avenue | Tuesday, February 16 (6:00 p.m. – 7:30 p.m.)

Due to COVID-19 restrictions, these meetings will be conducted virtually via Zoom and broadcasted on Facebook Live.

Registration is required to attend these meetings.
Please register at: transitchicago.com/RLE/engage.

Attendees will receive information to join via Zoom or telephone.
If you require assistance to register, call us at 1-888-968-7282 at least three [3] days before the meeting you plan to attend.

Each meeting will be broadcasted simultaneously on Facebook Live at facebook.com/CTARedExt.

Presentation audio in Spanish, American Sign Language interpretation and captioning will be available at each meeting for those joining online through Zoom only.

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For questions about the RLE project, please contact the project team at RedExtension@transitchicago.com.



Share your ideas to inform the Red Line Extension Transit-Supportive Development Plan for a chance to win a **\$50 Visa gift card!** Multiple prizes are available for those who participate by February 7, 2021. Visit transitchicago.com/RLE/engage to earn up to three entries in the sweepstakes by creating an account and completing any of the following activities:

1. Fill out the survey (+1 entry)
2. Place a pin on the map (+1 entry)
3. Add a post to the ideas wall (+1 entry)

Terms and conditions apply. Visit tiny.cc/RLE-promotion for more information.

transitchicago.com/RLE/engage



Upcoming CTA Red Line Extension Virtual Station Meetings

111th Street

Tuesday, February 2
6:00 p.m. – 7:30 p.m.

103rd Street

Tuesday, February 9
6:00 p.m. – 7:30 p.m.

Michigan Avenue

Tuesday, February 16
6:00 p.m. - 7:30 p.m.





Thank You!

#RLEReady

[Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

transitchicago.com/RLE/engage

RedExtension@transitchicago.com

Customer service hotline: 1-888-YOUR-CTA

Deaf and Hard of Hearing/TTY:

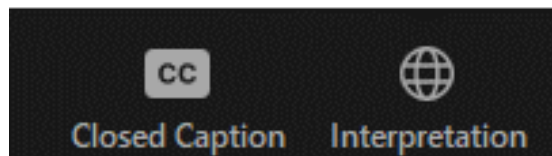
1-888-CTATTY1 or 711 (relay)

Red Line Extension 111th Street Station Meeting February 2, 2021

Thank you for joining us! The meeting will begin promptly at 6 pm.

This meeting will be recorded and available online after the meeting at transitchicago.com/RLE and Facebook.com/CTARedExt

To switch to Spanish Audio, you must join the meeting through Zoom. Look for the interpretation icon in the toolbar.




Audio de la presentación disponible en español solamente con asistencia por Zoom. Busque el icono de interpretación.



Red Line Extension

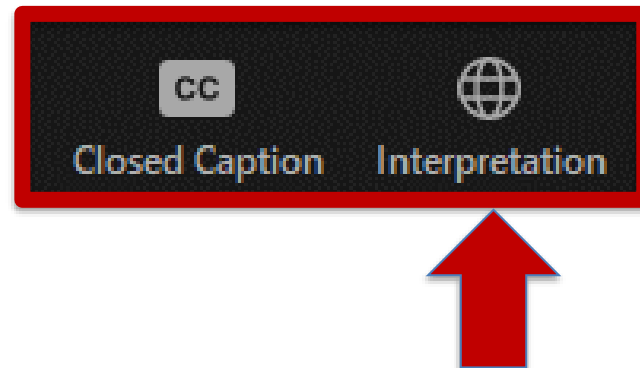
**111th Street Station
Virtual Meeting
February 2, 2021**



- **Virtual Meeting Format** 
- Project Overview and Benefits
- Recent Progress
- Environmental Review Process Updates
- Transit-Supportive Development Plan
- Break Out Session
- Questions & Answers

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To turn on captioning, click the icon in the Zoom toolbar:



Audio de la presentación disponible en español

1. Busque el icono de interpretación en la barra de webinar de Zoom. Le mostramos el icono en esta diapositiva para ayudar a reconocerlo.
2. Haga clic en el icono y seleccione “Spanish” para escuchar al intérprete en la reunión.

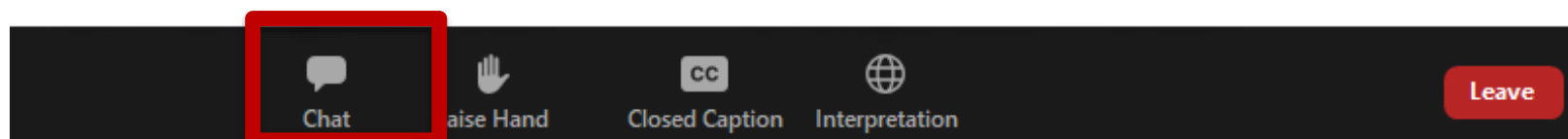
Para escuchar al intérprete en español usted debe ingresar a la reunión a través del webinar de Zoom, no a través de Facebook o por teléfono.

Over Email:

- RedExtension@transitchicago.com

If Joining by Zoom, use chat:

- At the bottom of the window, click chat.
- When you click on chat, a window will appear where you can type a comments and questions and see others' questions/comments. A project team member will be recording questions comments and questions in the chat.



Questions left on Facebook will NOT be responded to directly. CTA will view them but if you want an official response, please use the project email or chat function.

Answers will be posted to transitchicago.com/RLE/whats-new following the series of Station Meetings.



Our Presenters



Barbara Stubblefield
Red Line Outreach



Marlise Fratinardo
CTA Planning



Sonali Tandon
CTA Planning



Ammar Elmajdoub
CTA Planning



Teresa Fourcher
Transit-Supportive
Development Plan



Mark Payne
Transit-Supportive
Development Plan



Melody Carvajal
Red Line Outreach



What **neighborhood/barrio**
do you reside in?

West Chesterfield

Cottage Grove Heights

Roseland

Deering

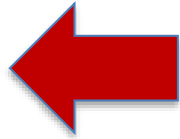
Washington Heights

South Deering

Trumbull Park

Fernwood

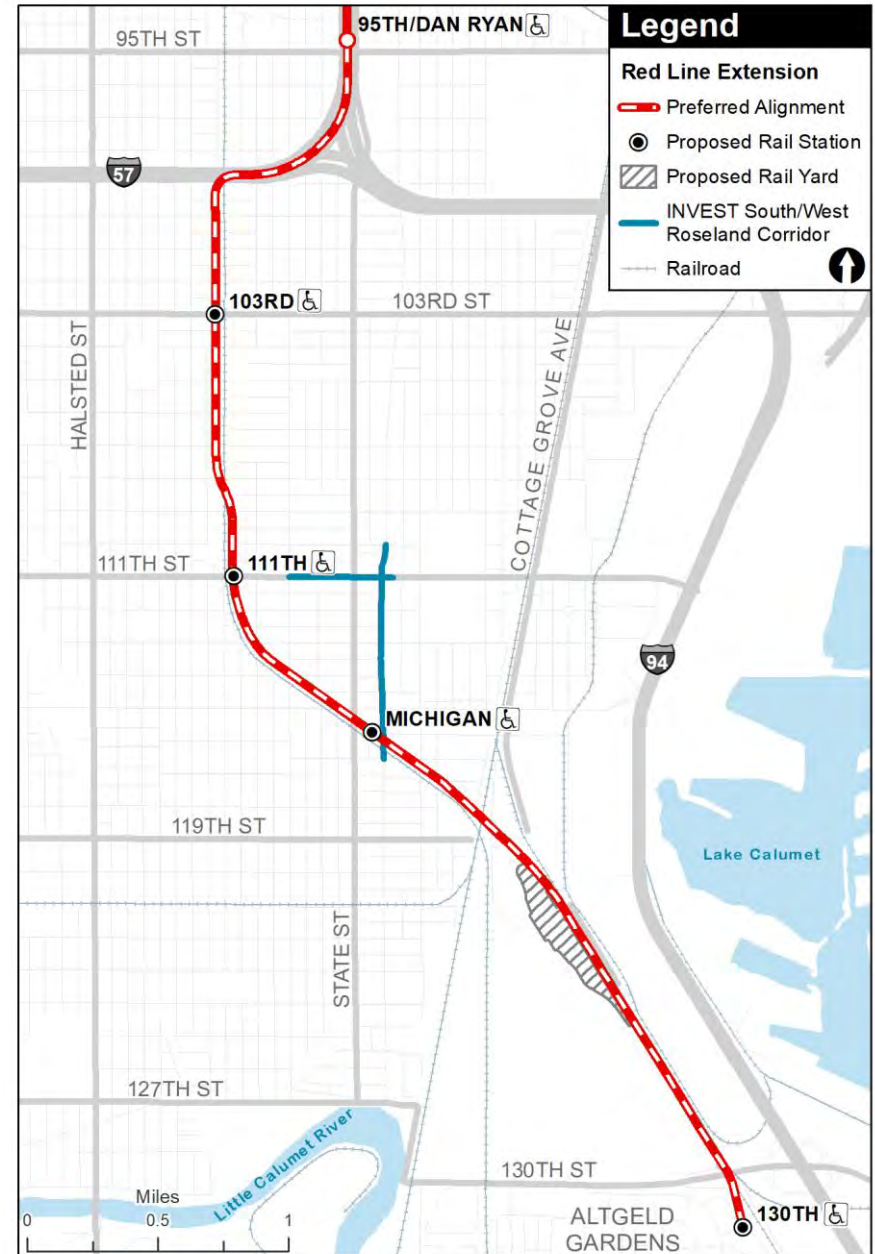
Morgan Park

- Virtual Meeting Format
- **Project Overview and Benefits** 
- Recent Progress
- Environmental Review Process Updates
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- Break Out Session
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Red Line Extension

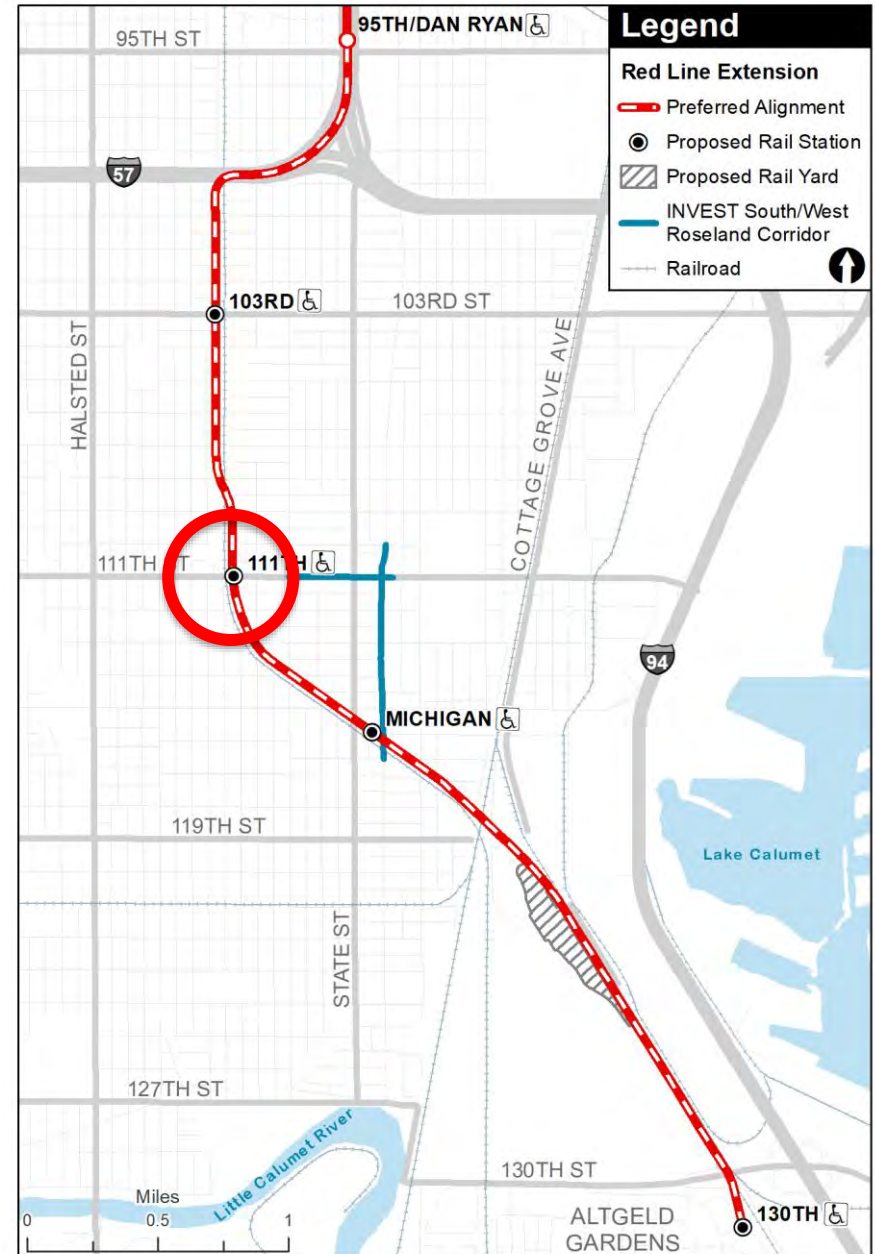
- 5.6-mile extension
- Four new stations:
 - 103rd Street (near Eggleston)
 - 111th Street (near Eggleston)
 - Michigan Avenue (near 116th Street), and
 - 130th Street
- Park & Ride and bus connections at each new station
- Elevated tracks from 95th Street to 119th Street, then tracks run along the ground from 119th Street to 130th Street



Red Line Extension Preferred Alignment

Red Line Extension

- 5.6-mile extension
- Four new stations:
 - 103rd Street (near Eggleston)
 - 111th Street (near Eggleston)
 - Michigan Avenue (near 116th Street), and
 - 130th Street
- Park & Ride and bus connections at each new station
- Elevated tracks from 95th Street to 119th Street, then tracks run along the ground from 119th Street to 130th Street

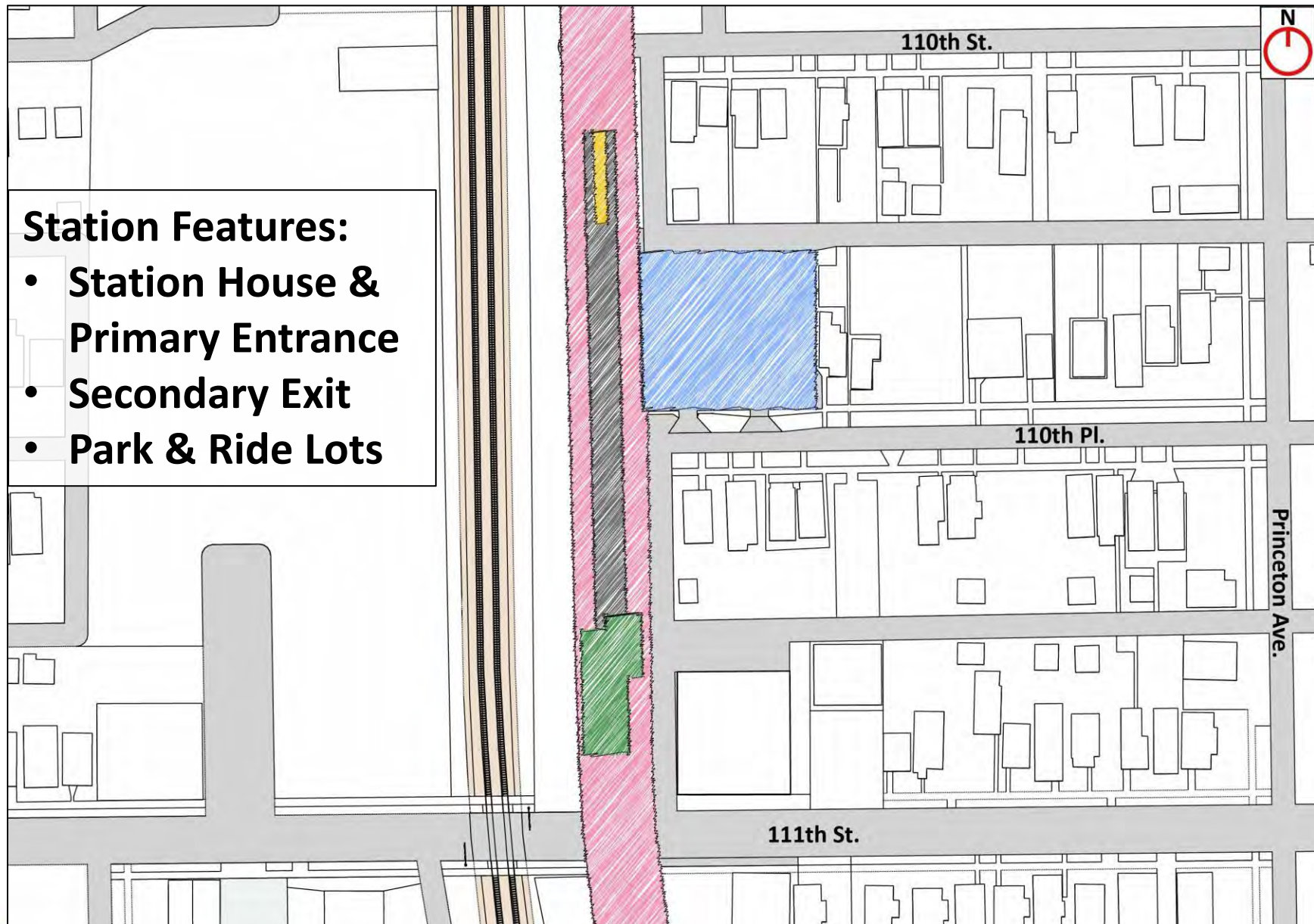


Red Line Extension Preferred Alignment

111th Street Station Context



111th Street Station Concept Plan



What is your favorite CTA Station,
and what about that station do you like the most?

Please type your response in the chat box.



Jackson – Red Line



Morgan Station – Pink/Green Line



Equity by providing affordable rapid transit to historically underserved communities and improving mobility for transit-dependent residents and people with disabilities.

Connectivity and access to the entire city via the CTA network.



Conceptual rendering of what a Red Line Extension elevated station could look like



Graphic of CTA's existing rail network along with four new proposed stations





Conceptual renderings of what the new elevated station could look like

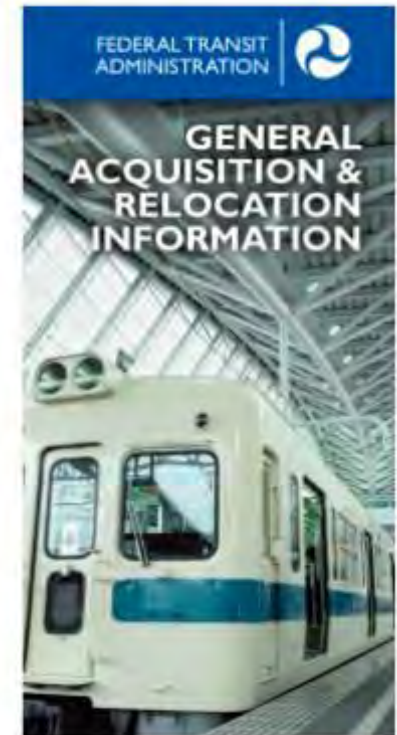
Economic opportunity through connections to jobs, educational opportunities, housing and other services, as well as economic development on the City's Far South Side.

Frequent rail service will reduce commute times.

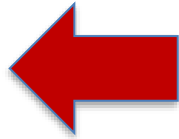
Sustainable transportation that helps contribute to improved air quality, reduces greenhouse gas emissions, and saves energy.

Potentially impacted renters and property owners have already been contacted

- Impacted people can email RedExtension@transitchicago.com with name, address and phone number for individual follow up
- 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
- Information and resources at www.transitchicago.com/RLE/potential-property-displacements/
- Customer service hotline: 1-888-YOUR-CTA
Hearing Impaired/TTY: 1-888-CTATTY1 or 711 (relay)



Brochure for General Acquisition and Relocation Information

- Virtual Meeting Format
- Project Overview and Benefits
- **Recent Progress** 
- Environmental Review Process Updates
- Transit-Supportive Development Plan
- Break Out Session
- Questions & Answers

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2020 Red Line Extension Project Timeline

CTA approves preliminary engineering and environmental analysis consulting team

Transit-Supportive Development Comprehensive Plan begins

Approval to enter Project Development phase

Preliminary engineering and environmental analysis begin

CTA launches project engagement website

December virtual community meetings



RLE will bring **access, equity, and economic opportunity** to the Far South Side by **connecting** people to direct and sustainable rail transit.

Welcome to CTA's Red Line Extension (RLE) community engagement site!

We're glad you're here. Please use this page to provide feedback, ask questions, and interact with your fellow community members about the ongoing RLE project initiatives!

If you're new to the RLE Project, we encourage you to [click here](#) to learn more.

At this time, we're currently seeking input on the following two RLE initiatives:

Transit-Supportive Development Plan

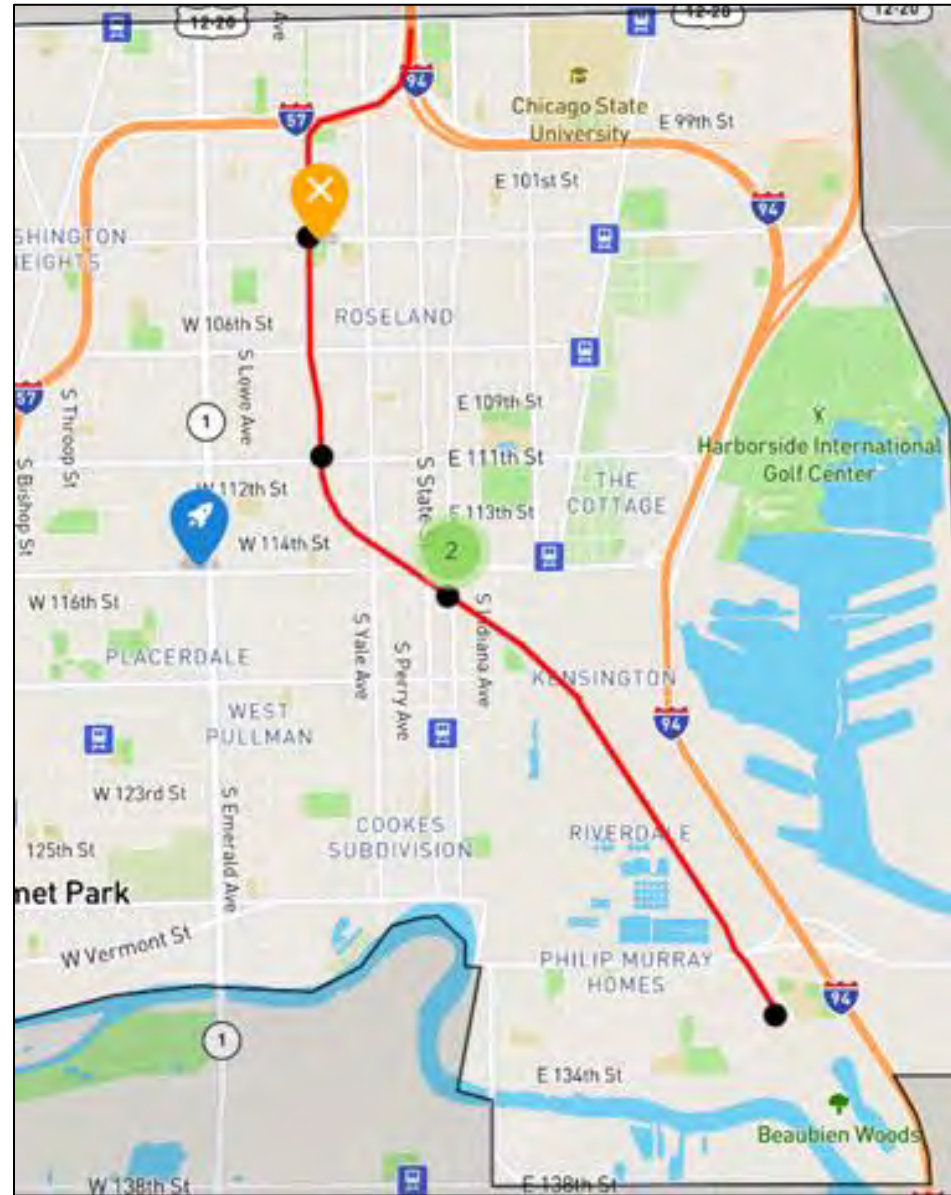
Now through summer 2021, we're developing a Comprehensive Plan to help guide future development around the four new RLE rail stations. The Plan's development will rely on **YOUR** input as a community member to help determine the needs and priorities of the project area.

Not familiar with the plan? [Click here](#) to learn more. Share your thoughts and ideas on the TSD Plan using any of the feedback options listed below.

REGISTER Create an account to stay involved!

Sign up for upcoming meetings!

Jan 27	130th Station Meeting
Feb 2	111th Station Meeting
Feb 9	103rd Station Meeting




Visit transitchicago.com/RLE/engage for a chance to win a **\$50 Visa gift card!**





The Red Line Extension Project Facebook page at facebook.com/CTARedExt

RED AHEAD  Red Line Extension
Moving Ahead to a Better Red

Fall 2020 Newsletter

Guiding Future Development Along the Red Line Extension Through the Transit-Supportive Development Plan

The CTA is beginning development of a Transit-Supportive Development (TSD) Plan, in partnership with the Department of Planning & Development (DPD). The TSD Plan will incorporate the community's vision for future development along the RLE corridor. It will also identify methods and resources needed to enable mixed-use development and enhance economic vitality, multimodal connectivity and the pedestrian environment. The TSD plan will utilize an equitable Transit-Oriented Development (eTOD) planning approach. eTOD planning seeks to promote development without the displacement of existing residents and achieve community-focused benefits such as affordable housing, local economic development, and environmental sustainability. It can be a driver for more vibrant, prosperous, and resilient neighborhoods that put people of color and lower- and moderate-income residents at the center. A vital part of this 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 firm Solomon Cordwell Buenz is leading the plan, and they have brought together a strong and diverse team, including experienced planning and architectural firms and multiple Disadvantaged Business Enterprises (DBEs).

To learn more about the TSD plan, visit Transitchicago.com/RLE/TSD

RLE Progresses on Environmental Studies and Preliminary Engineering

The CTA continues to advance environmental studies and prepare preliminary engineering documents to complete the Final Environmental Impact Statement (EIS). Since announcing the project's Preferred Alignment, an opportunity has presented itself to potentially relocate the proposed 130th station from the north side of the street – near the Metropolitan Water Reclamation District (MWRD) – to the south side of 130th Street adjacent to Allgeld Gardens.

As a result, a Supplemental Environmental Assessment is underway that will focus on investigating the impacts of this potential change to the project. Studies are now being completed on noise and vibration, traffic flow and access, and other topics. The CTA has already discussed this change with several groups representing residents in the immediate area and has received positive feedback as the new station location would position Red Line riders closer to homes, schools and recreational opportunities and farther away from the industrial land uses, truck traffic, and the MWRD treatment plant. CTA welcomes additional input on the 130th station location change in upcoming community meetings.

transitchicago.com/RLE 

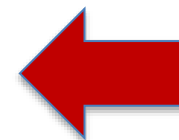
RLE Newsletters:
Spring and Fall 2020

Email us at
RedExtension@transitchicago.com



An image from the Red Line Extension Project video released in August

- Virtual Meeting Format
- Project Overview and Benefits
- Recent Progress
- **Environmental Review Process Updates**
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Environmental Review Process

Draft Environmental Impact Statement (EIS)

- Completed in 2016

Supplemental Environmental Assessment (EA)

- Began in April 2020 to study new south location of the 130th station
- Completing additional data collection and environmental analysis
- Designing concepts and preliminary plans
- Assessing potential impacts and required mitigation measures

Public Hearing to present Supplemental EA

- Anticipated Fall 2021
- 30-day comment period

Final Environmental Impact Statement (EIS) and Record of Decision (ROD)



Traffic and Access



Noise and Vibration



Visual and Aesthetics



Community Resources

Environmental studies will determine the potential impacts and facilitate consideration of measures to mitigate those impacts

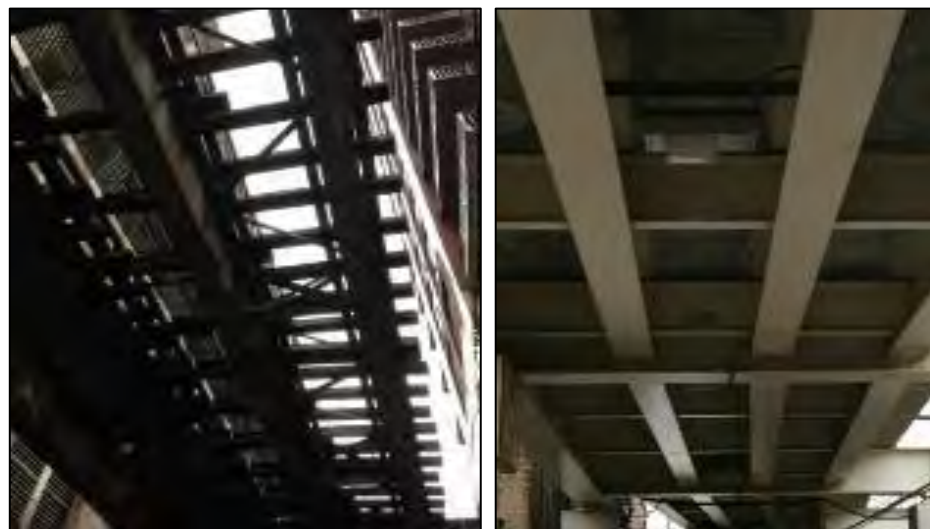


Noise and Vibration

- Preliminary studies in the Draft Environmental Impact Statement (EIS)
- Detailed analysis and field measurements in the Final EIS
- Designed to reduce and mitigate noise through:
 - Noise barriers
 - Closed deck structure
 - Continuously welded rail



Noise Barriers



Open versus Closed Deck



Visual and Aesthetics

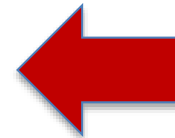




Community Resources

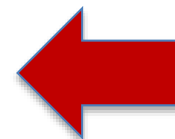


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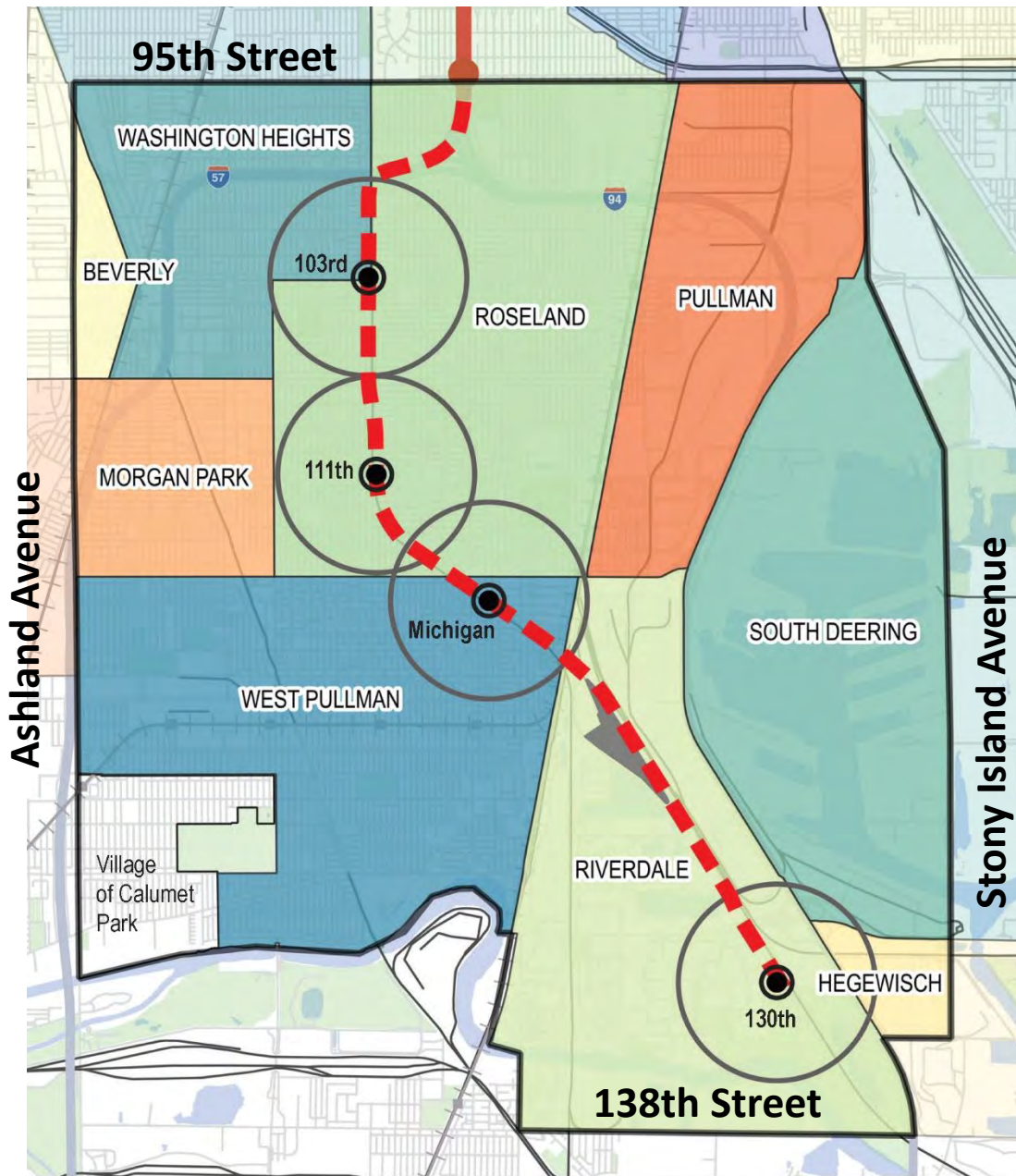


Transit-Supportive Development

- Transit-Supportive Development creates a vision for economic development as integral to the development of the new transit infrastructure.

What is *equitable* Transit-Oriented Development

- Ensures that vibrant, prosperous, healthy, and resilient community that result from access to high quality transit may be enjoyed by all residents including those in historically underinvested communities.



The Plan will identify opportunities to encourage:

- Economic development
- Continued affordability
- Private sector investment
- Multimodal connectivity and bicycle/pedestrian access
- Support application for federal funding for the transit project
- Collaboration with City of Chicago agencies (Planning and Development, Housing, Transportation, and others)

Transit-Supportive Development Plan

The planning process will include significant and continuous stakeholder engagement and public outreach in partnership with Department of Planning and Development

Discovery

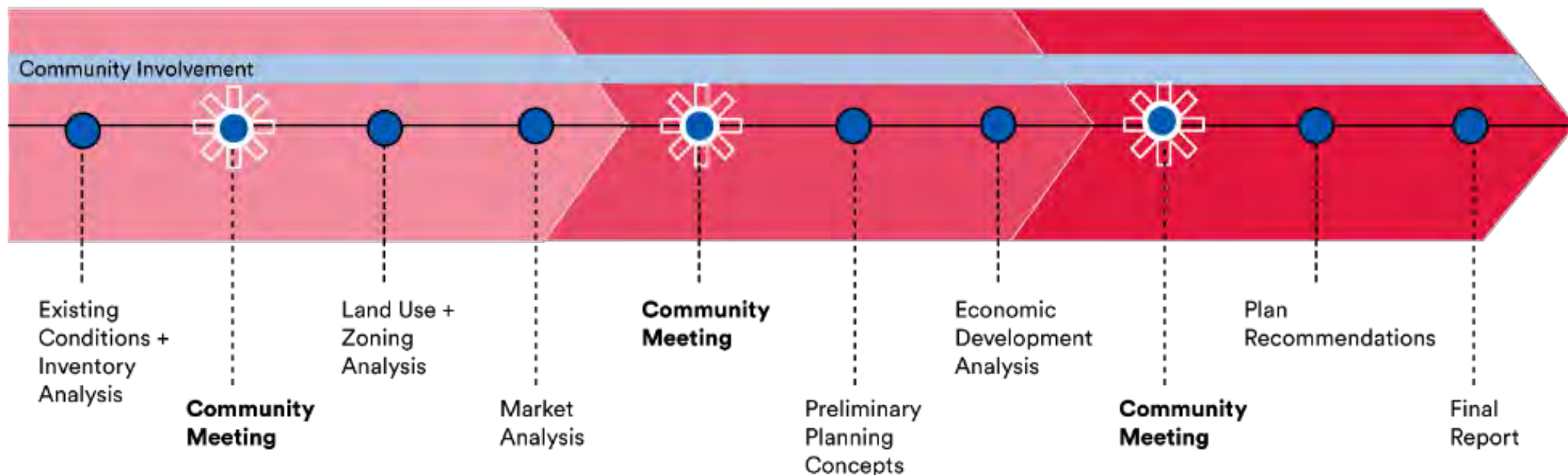
Winter 2020

Creating a Vision

Spring 2021

Creating a Plan

Summer and Fall 2021



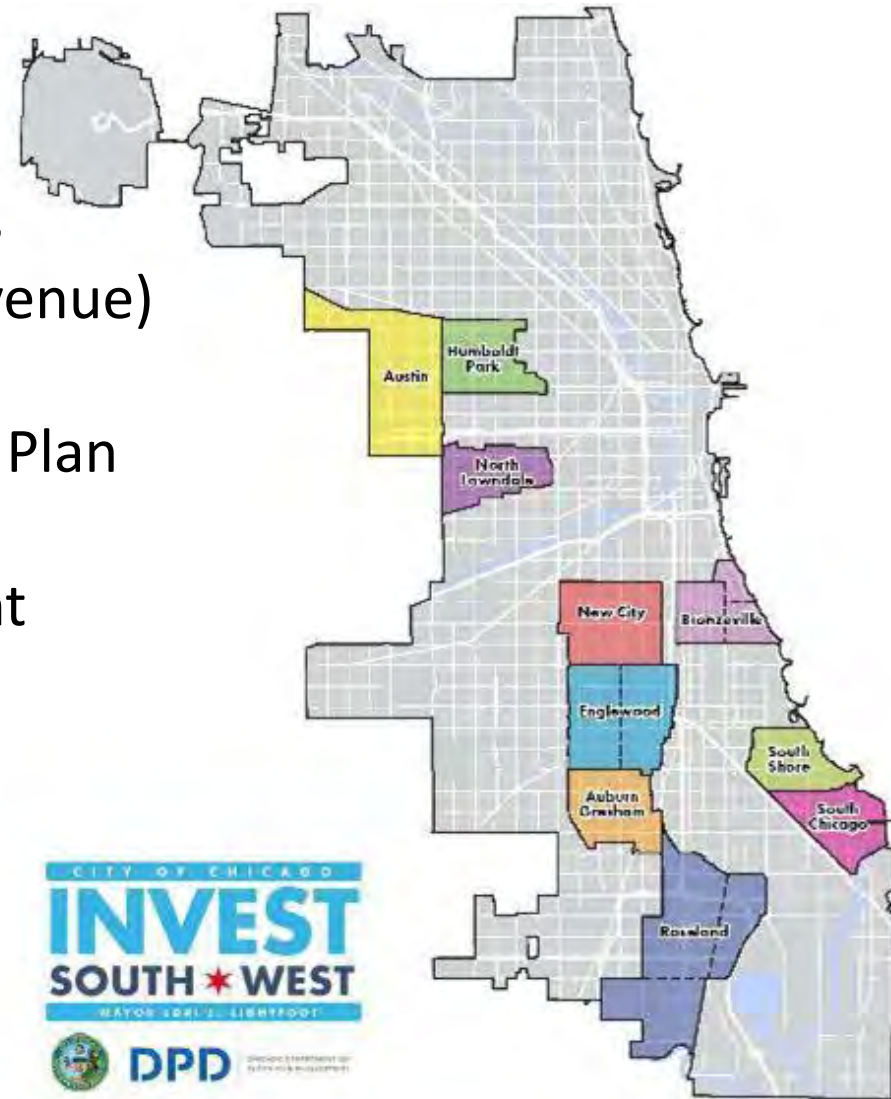
Aligned Plans

Current

- INVEST South/West and the Michigan Avenue/111th Street Corridors
- Historic Preservation Study (Michigan Avenue)
- Roseland Medical District Planning
- Illinois International Port District Master Plan
- Roseland LISC Quality-of-Life Planning
- South Halsted Bus Corridor Enhancement
- Metra Electric Station Upgrades

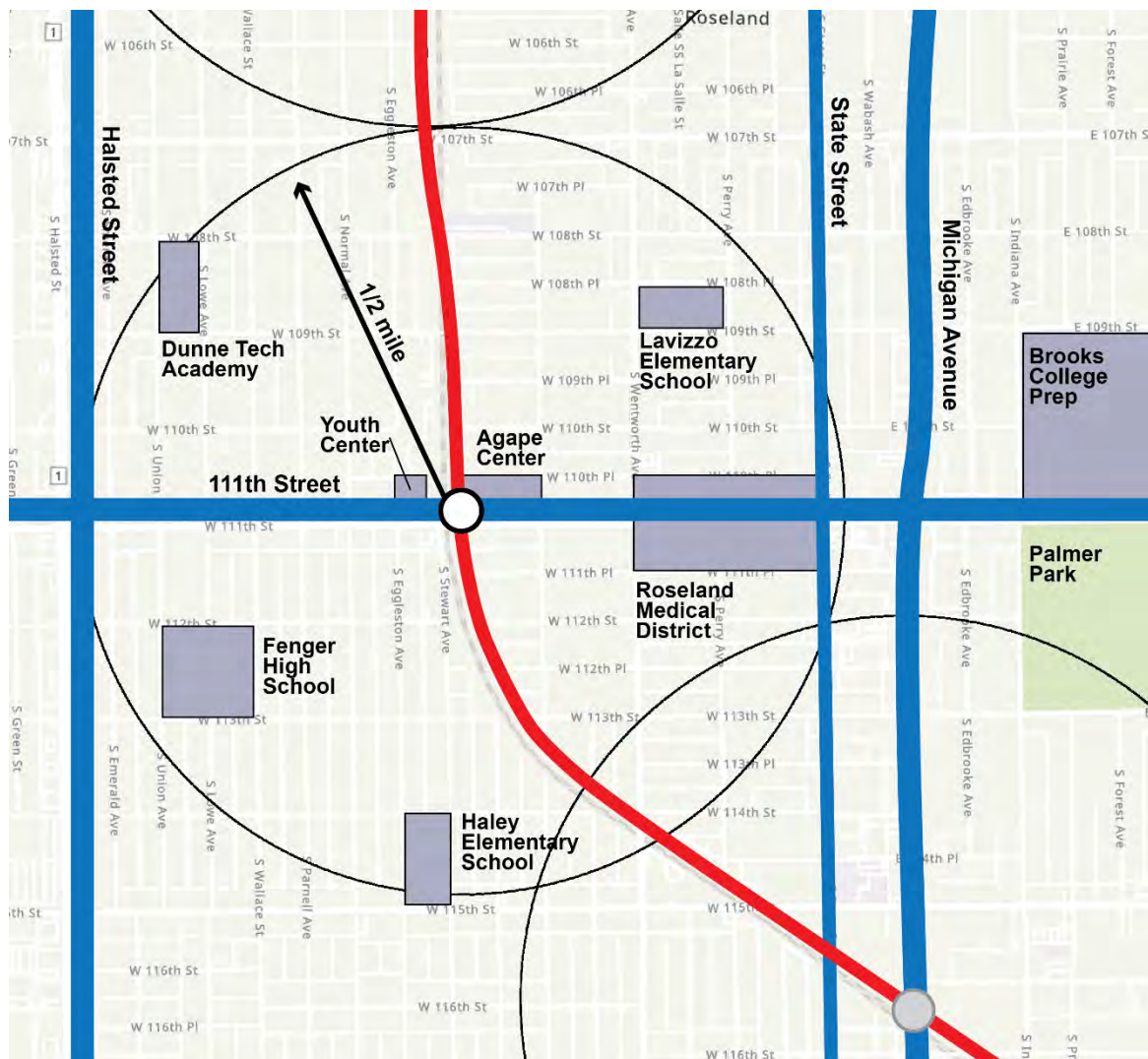
Recent Relevant Plans

- Positioning Pullman Master Plan
- Pullman Transportation Plan
- Riverdale Multimodal Transportation

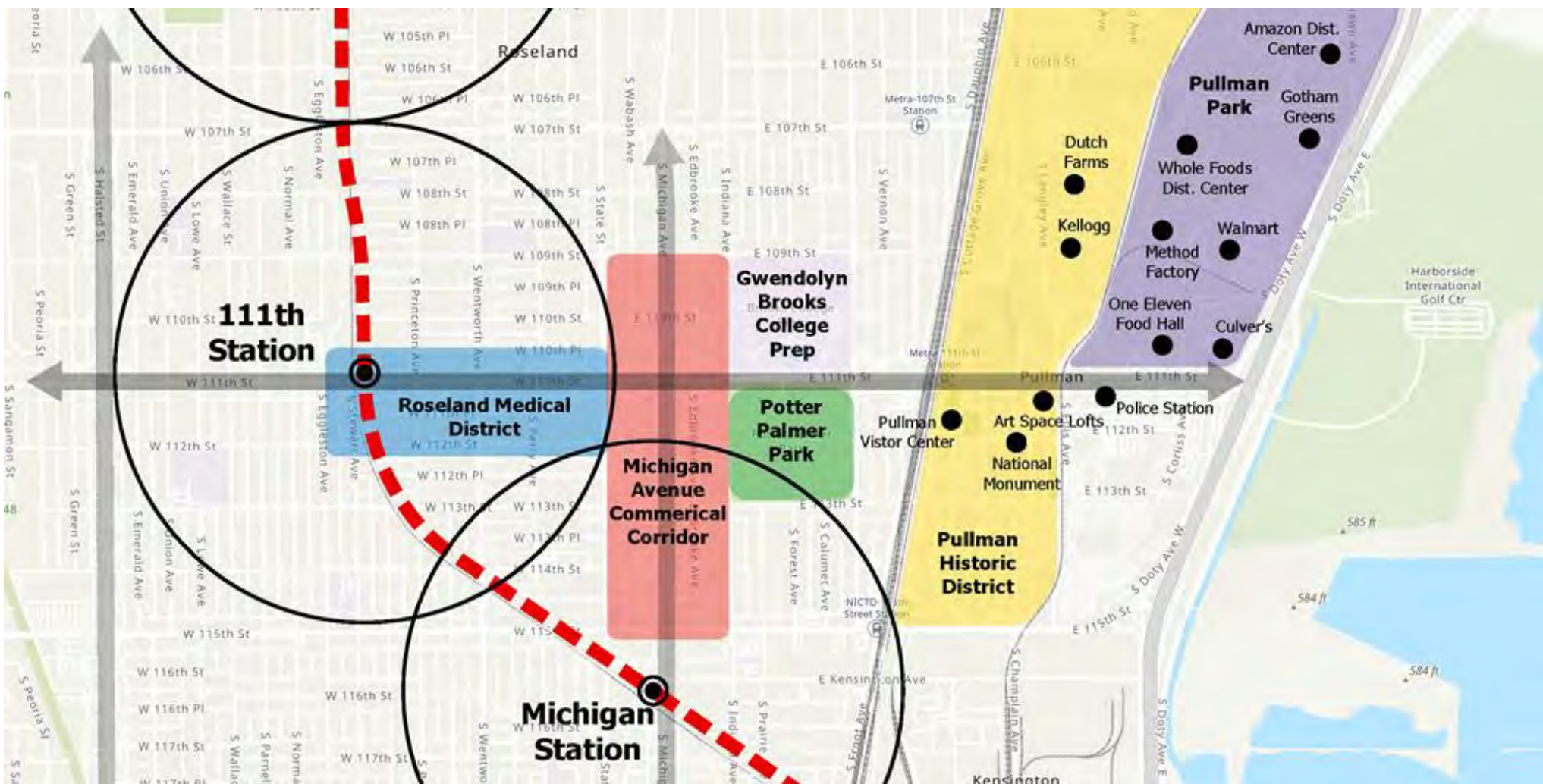


Community Assets and Resources

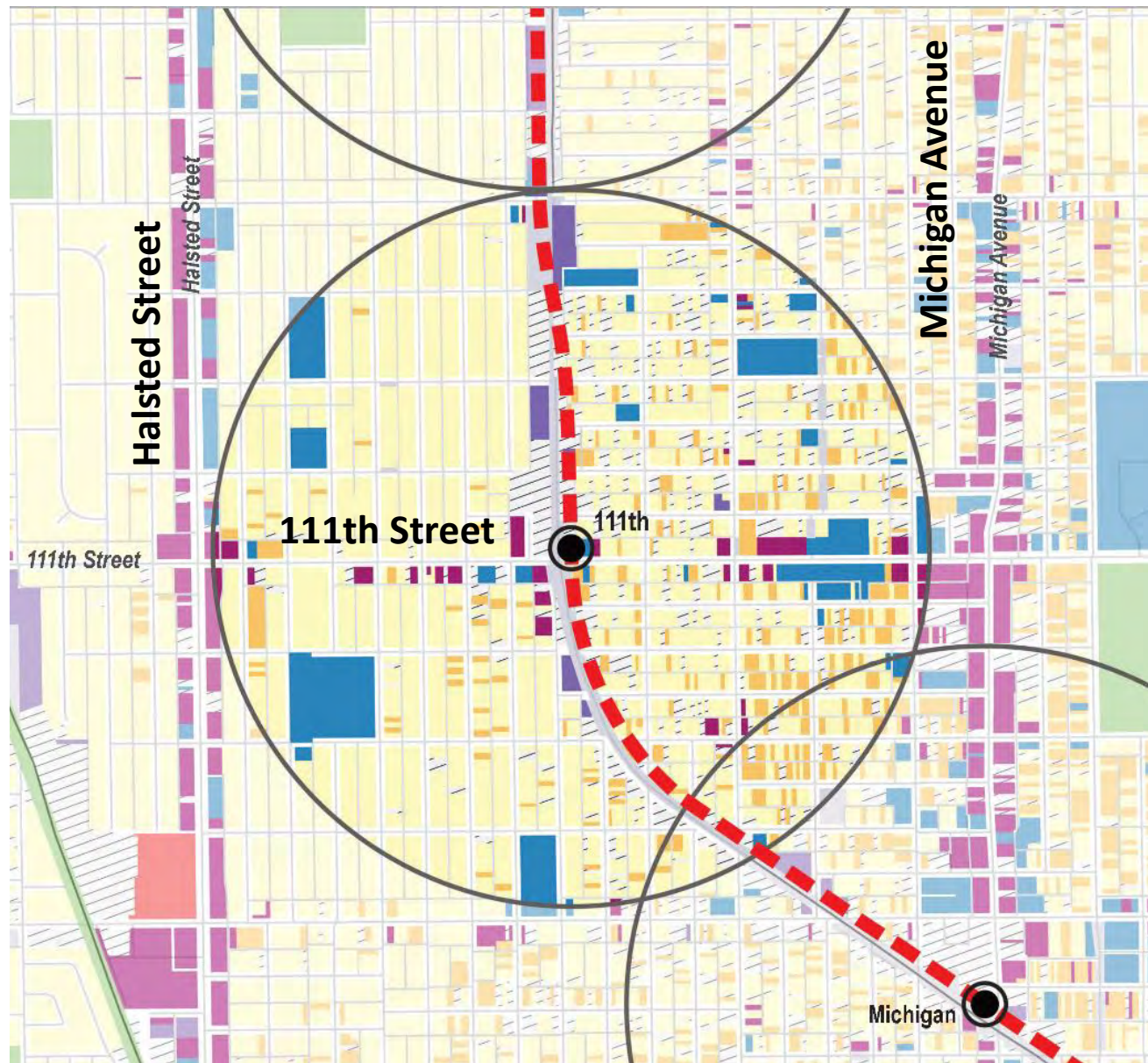
- Roseland Medical District
- Fenger Academy High School
- Agape Center
- Youth Center and many religious organizations
- Several elementary schools
- Commercial corridors of Halsted Street and Michigan Avenue
- Gwendolyn Brooks College Prep
- Palmer Park



111th Street Corridor



111TH Street Corridor Land Use



NOW: We want to hear from **you**.



What would be your **mode of transportation / modo de transporte** to the 111th Street Station?
Pick one.



What kinds of **open space or public places / espacios abiertos o públicos** would you like more?

Pick up to 3



What are the community's
greatest strengths / mayores fortalezas
from a development perspective?
Pick up to 3



What are the community's
greatest needs / mayores necesidades
from a development perspective?

Pick up to 3



What types of **businesses / negocios**
would you like to see?

Pick up to 3



What types of **jobs / trabajos**
are needed nearby?

Pick up to 3



What type of **housing / vivienda** is most needed?

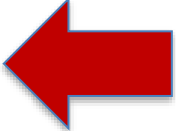
Pick up to 3



What **scale of housing /**
tamaño de la vivienda is desired?

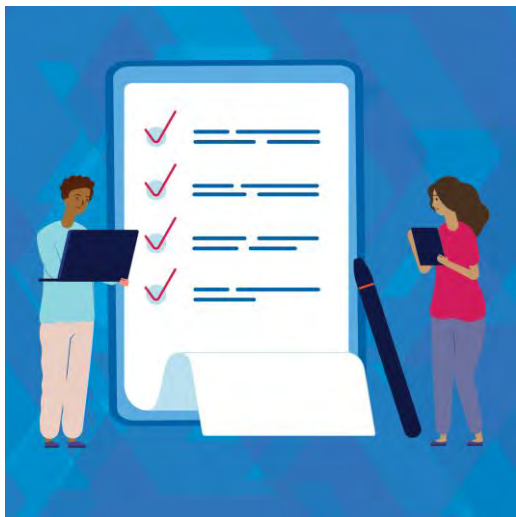
Pick up to 3



- Virtual Meeting Format
- Project Overview and Benefits
- Recent Progress
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Break Out Session Wrap-Up




Visit the engagement site at transitchicago.com/RLE/engage to share your ideas.




SHARE YOUR IDEAS WITH US!


What's your big idea for the community?


about 2 months ago

 Add your idea


 Lisa
2 days ago


Bicycle Cafe for connection to Big Marsh, Community Center where all groups in the area could meet that includes music, art, and

0 Comment 0 


 BVF
about 1 month ago


Whole Foods ROSELAND

0 Comment 2 


 RLE Team
about 1 month ago


Example idea: Grocery store on 130th Street
A grocery store with locally-sourced, healthy food options is needed in the

1 Comment 2 


 Deloris Lucas
2 days ago





Community "Museum", Senior Wellness Center, Community Kitchen Wifi Cafe, Meeting Room Rental, Banquet Hall, Bicycle Repair Shop


0 Comment 0 

 Deloris Lucas
2 days ago

Community "Green" Hub on 130th to be a walkable meeting space (not located in Altgeld) for nearby neighborhoods like Golden

0 Comment 0 

- Virtual Meeting Format
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Terms and conditions apply. Visit tiny.cc/RLE-promotion for more information.

transitchicago.com/RLE/engage



Upcoming CTA Red Line Extension Virtual Station Meetings

103rd Street

Tuesday, February 9
6:00 p.m. – 7:30 p.m.

Michigan Avenue

Tuesday, February 16
6:00 p.m. - 7:30 p.m.





Thank You!

#RLEReady

[Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

transitchicago.com/RLE/engage

RedExtension@transitchicago.com

Customer service hotline: 1-888-YOUR-CTA

Deaf and Hard of Hearing/TTY:

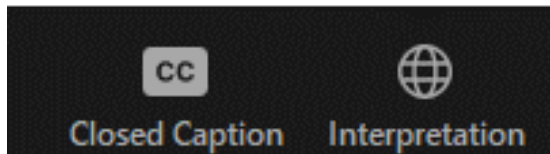
1-888-CTATTY1 or 711 (relay)

Red Line Extension 103rd Street Station Meeting February 9, 2021

Thank you for joining us! The meeting will begin shortly.

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Red Line Extension

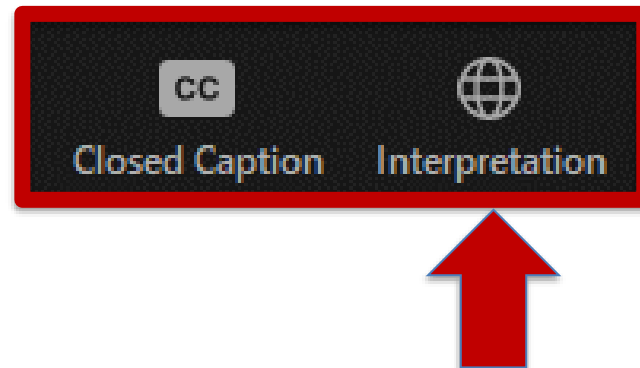
**103rd Street Station
Virtual Meeting
February 9, 2021**



- **Virtual Meeting Format** 
- Project Overview and Benefits
- Recent Progress
- Environmental Review Process Updates
- Transit-Supportive Development Plan
- Break Out Session
- Regroup and Next Steps

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To turn on captioning, click the icon in the Zoom toolbar:



Audio de la presentación disponible en español

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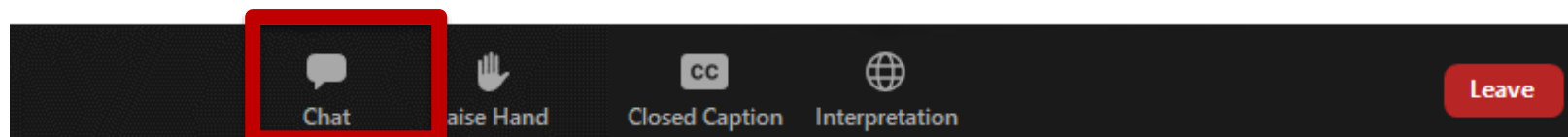
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Transit-Supportive
Development Plan



Mark Payne
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What **neighborhood/barrio**
do you reside in?

Fernwood Rosemoor

Roseland Morgan Park

Trumbull Park West Chesterfield

Washington Heights

South Deering Deering

Cottage Grove Heights

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JOIN US!

CTA Red Line Extension Virtual Station Meetings

The CTA is hosting a series of virtual public meetings to discuss project progress and YOUR VISION for the area around the four proposed stations for the Red Line Extension (RLE) project. Your input as a community member will help determine the needs and priorities for future development around each station area.

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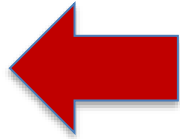
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transitchicago.com/RLE/engage



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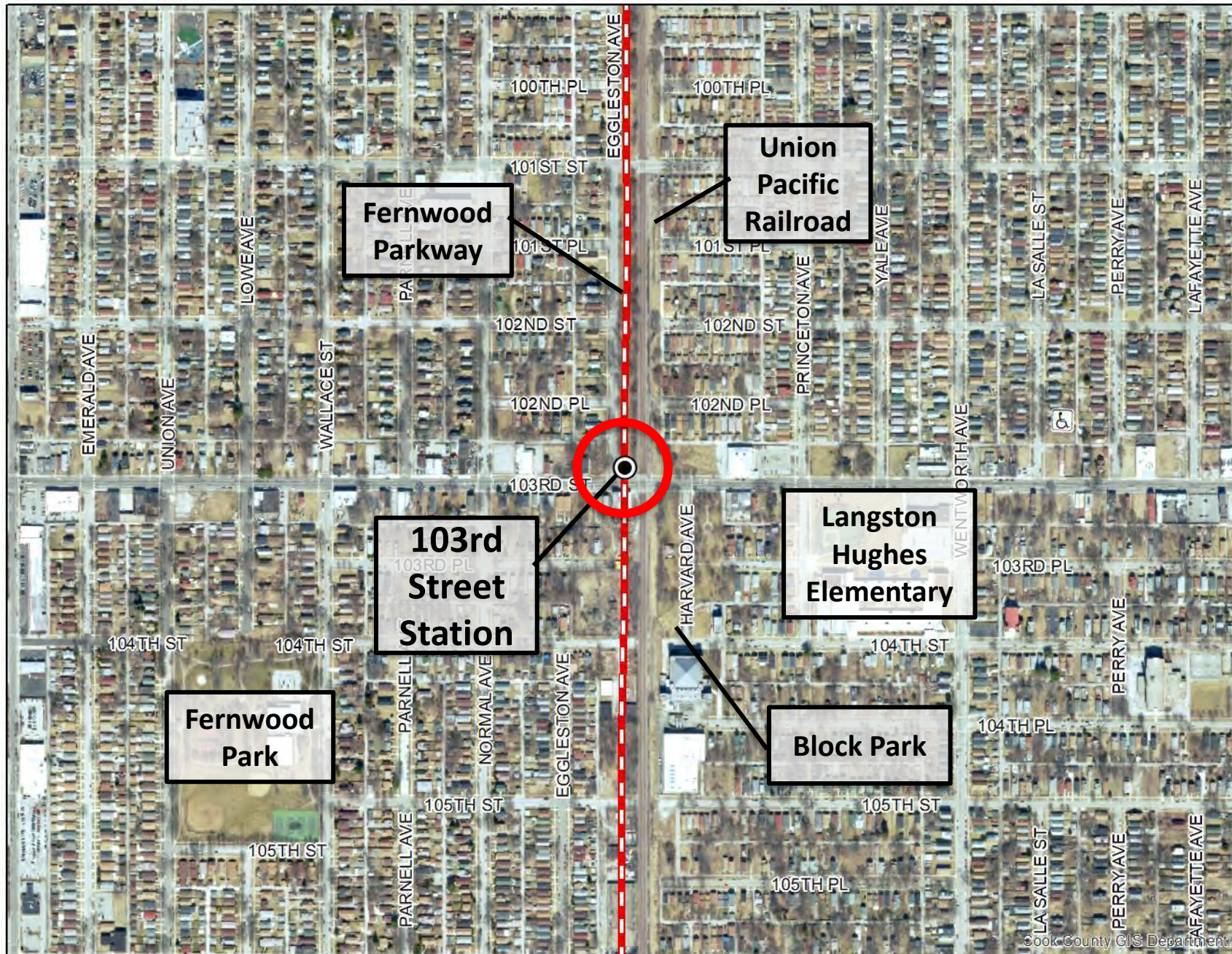
Red Line Extension

- 5.6-mile extension
- Four new stations:
 - 103rd Street (near Eggleston)
 - 111th Street (near Eggleston)
 - Michigan Avenue (near 116th Street), and
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- Park & Ride and bus connections at each new station
- Elevated tracks from 95th Street to 119th Street, then tracks run along the ground from 119th Street to 130th Street

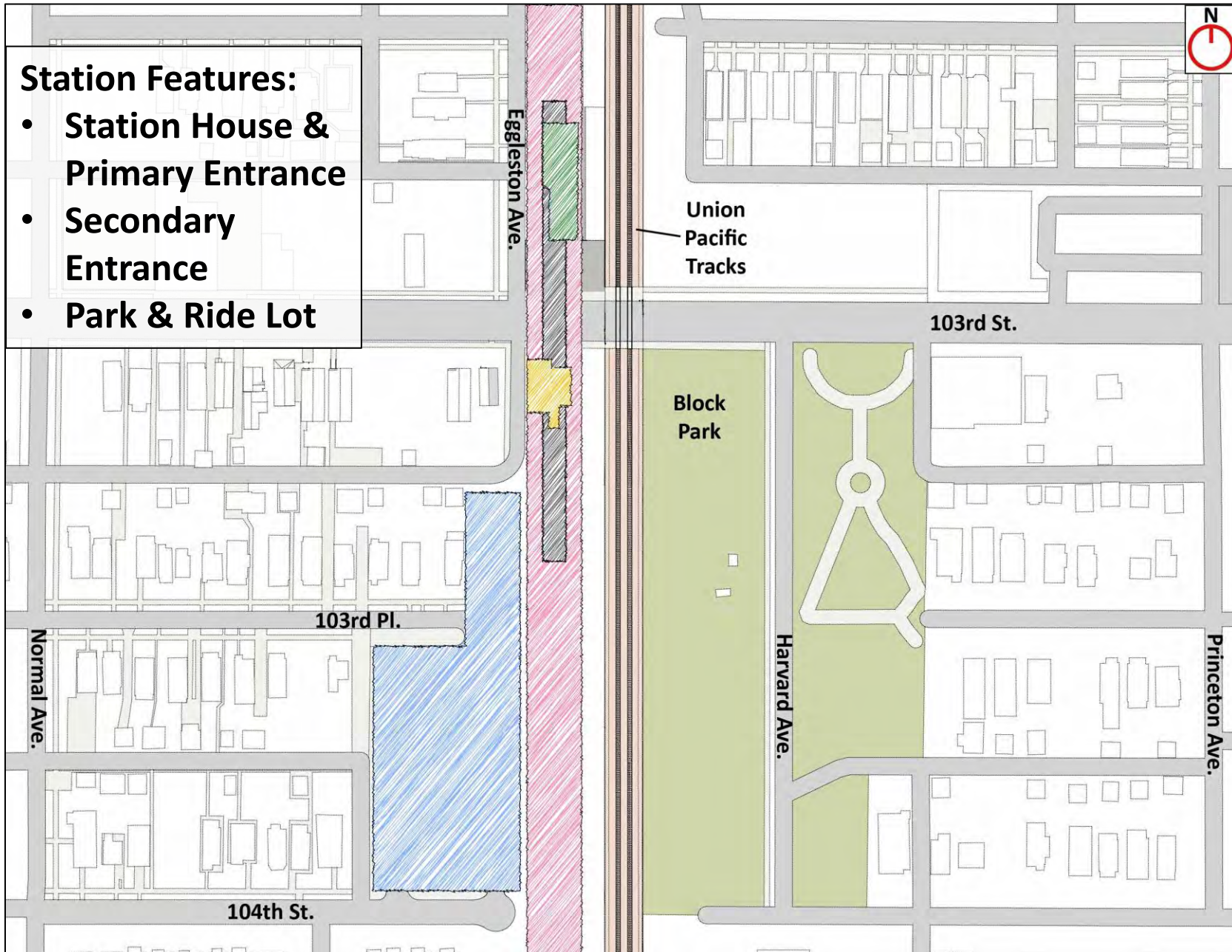


Red Line Extension Preferred Alignment

103rd Street Station Context



103rd Street Station Concept Plan



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and what about that station do you like the most?

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Jackson – Red Line



Morgan Station – Pink/Green Line



Equity by providing affordable rapid transit to historically underserved communities and improving mobility for transit-dependent residents and people with disabilities.

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Conceptual rendering of what a Red Line Extension elevated station could look like



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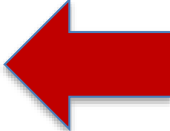


Conceptual renderings of what the new elevated station could look like

Economic opportunity through connections to jobs, educational opportunities, housing and other services, as well as economic development on the City's Far South Side.

Frequent rail service will reduce commute times.

Sustainable transportation that helps contribute to improved air quality, reduces greenhouse gas emissions, and saves energy.

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2020 Red Line Extension Project Timeline

CTA approves preliminary engineering and environmental analysis consulting team

Transit-Supportive Development Comprehensive Plan begins

Approval to enter Project Development phase

Preliminary engineering and environmental analysis begin

CTA launches project engagement website

December virtual community meetings



RLE will bring **access, equity, and economic opportunity** to the Far South Side by **connecting people to direct and sustainable rail transit.**

Welcome to CTA's Red Line Extension (RLE) community engagement site!
We're glad you're here. Please use this page to provide feedback, ask questions, and interact with your fellow community members about the ongoing RLE project initiatives!

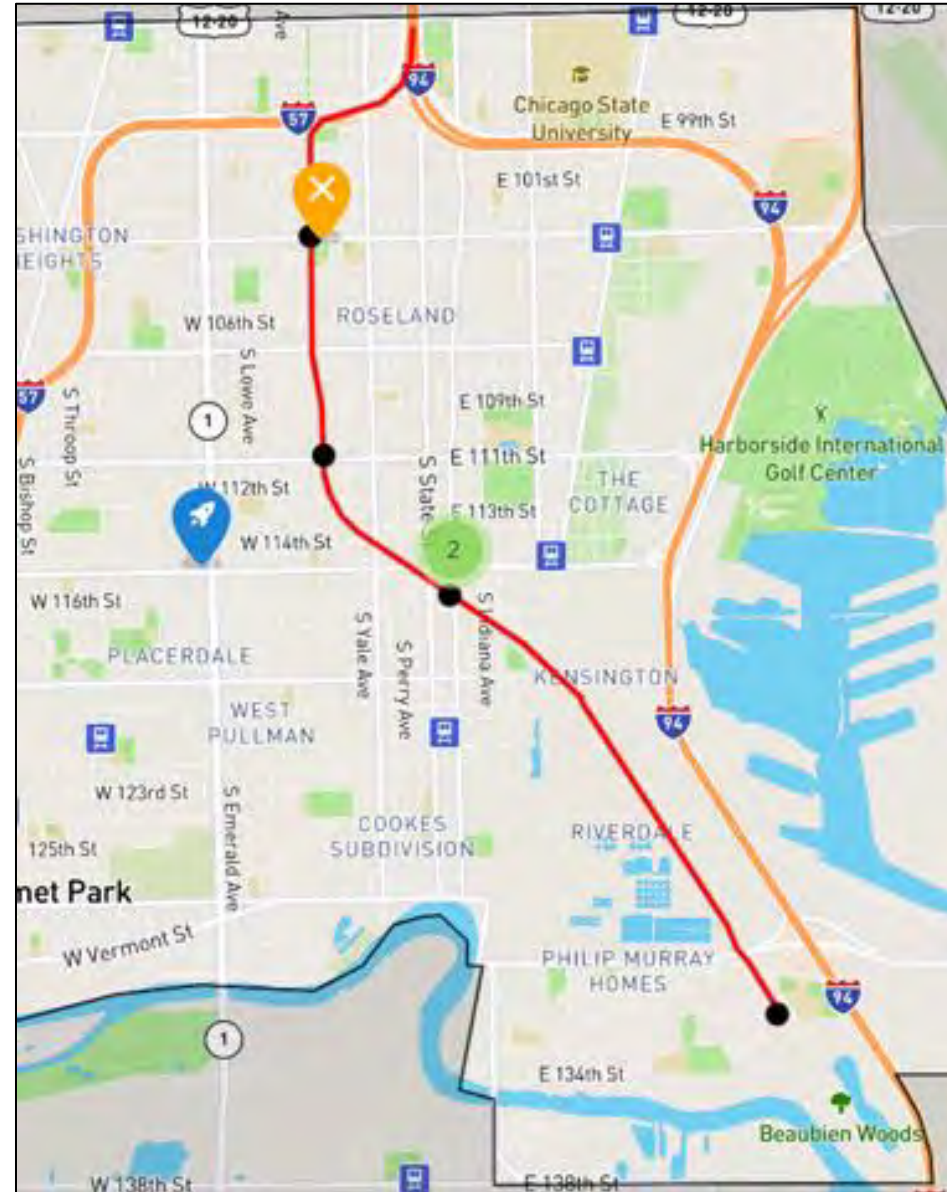
If you're new to the RLE Project, we encourage you to [click here](#) to learn more.
At this time, we're currently seeking input on the following two RLE initiatives:

Transit-Supportive Development Plan
Now through summer 2021, we're developing a Comprehensive Plan to help guide future development around the four new RLE rail stations. The Plan's development will rely on **YOUR** input as a community member to help determine the needs and priorities of the project area.
Not familiar with the plan? [Click here](#) to learn more. Share your thoughts and ideas on the TSD Plan using any of the feedback options listed below.

REGISTER Create an account to stay involved!

Sign up for upcoming meetings!

Jan 27	130th Station Meeting
Feb 2	111th Station Meeting
Feb 9	103rd Station Meeting

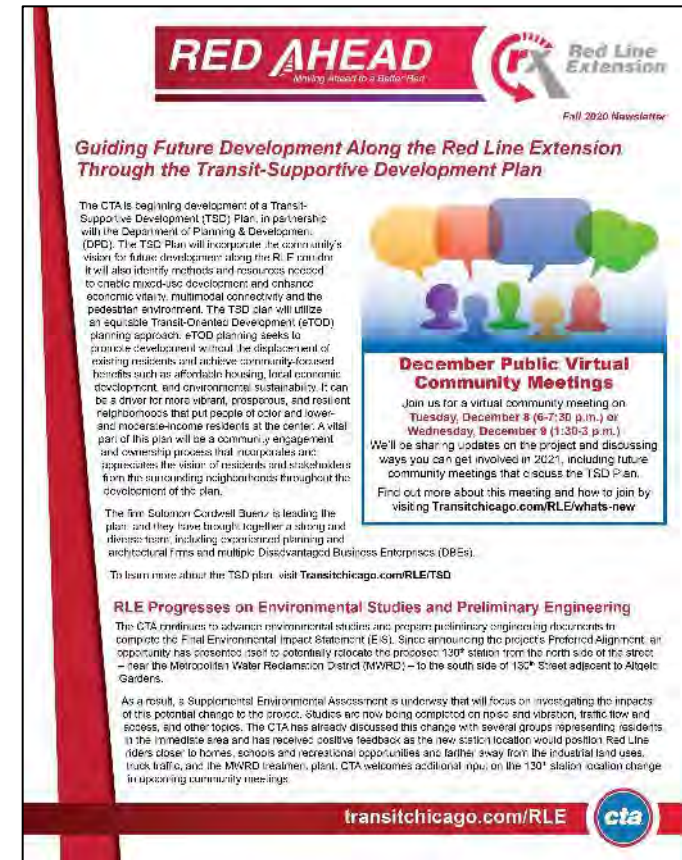


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The Red Line Extension Project Facebook page at facebook.com/CTARedExt



RLE Newsletters:
Spring and Fall 2020

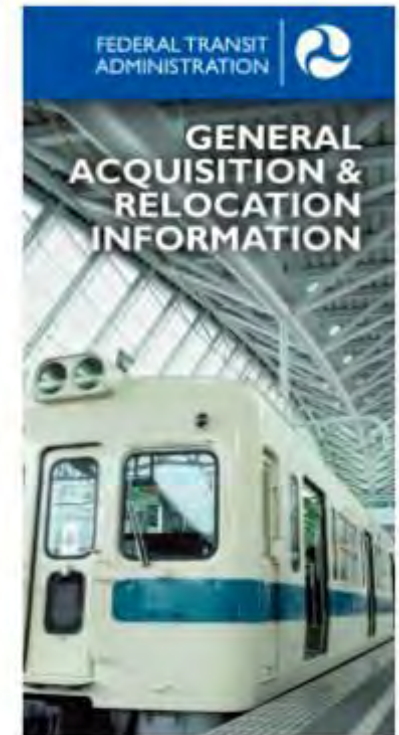
Email us at
RedExtension@transitchicago.com



An image from the Red Line Extension Project video released in August

Potentially impacted property owners and tenants have already been contacted by CTA

- If you have additional questions, you may contact CTA by email or phone at:
 - RedExtension@transitchicago.com with name, address and phone number
 - Phone 1-888-YOUR-CTA or Hearing Impaired/TTY: 1-888-CTATTY1 or 711 (relay)
- 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
- Additional information and resources at www.transitchicago.com/RLE/potential-property-displacements/

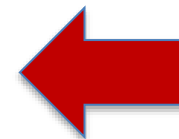


SEE THE BACK PANEL OF THIS BROCHURE FOR INFORMATION ON CONTACTING YOUR LOCAL AGENCY

Brochure for General Acquisition and Relocation Information



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Environmental Review Process

Draft Environmental Impact Statement (EIS)

- Completed in 2016

Supplemental Environmental Assessment (EA)

- Began in April 2020 to study new south location of the 130th station
- Completing additional data collection and environmental analysis
- Designing concepts and preliminary plans
- Assessing potential impacts and required mitigation measures

Public Hearing to present Supplemental EA

- Anticipated Fall 2021
- 30-day comment period

Final Environmental Impact Statement (EIS) and Record of Decision (ROD)



Traffic and Access



Noise and Vibration



Public Parks and Recreational Areas



Visual and Aesthetics

Environmental studies will determine the potential impacts and facilitate consideration of measures to mitigate those impacts

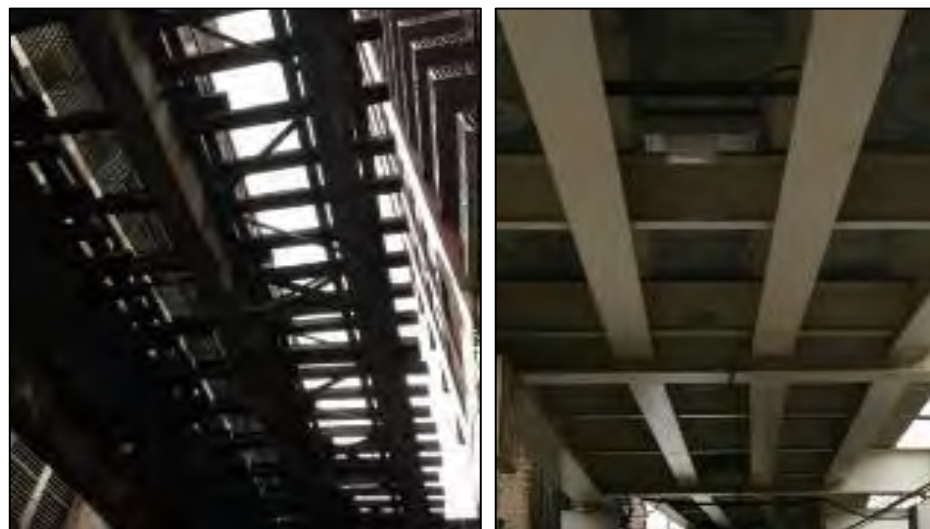


Noise and Vibration

- Preliminary studies in the Draft Environmental Impact Statement (EIS)
- Detailed analysis and field measurements in the Final EIS
- Designed to reduce and mitigate noise through:
 - Noise barriers
 - Closed deck structure
 - Continuously welded rail



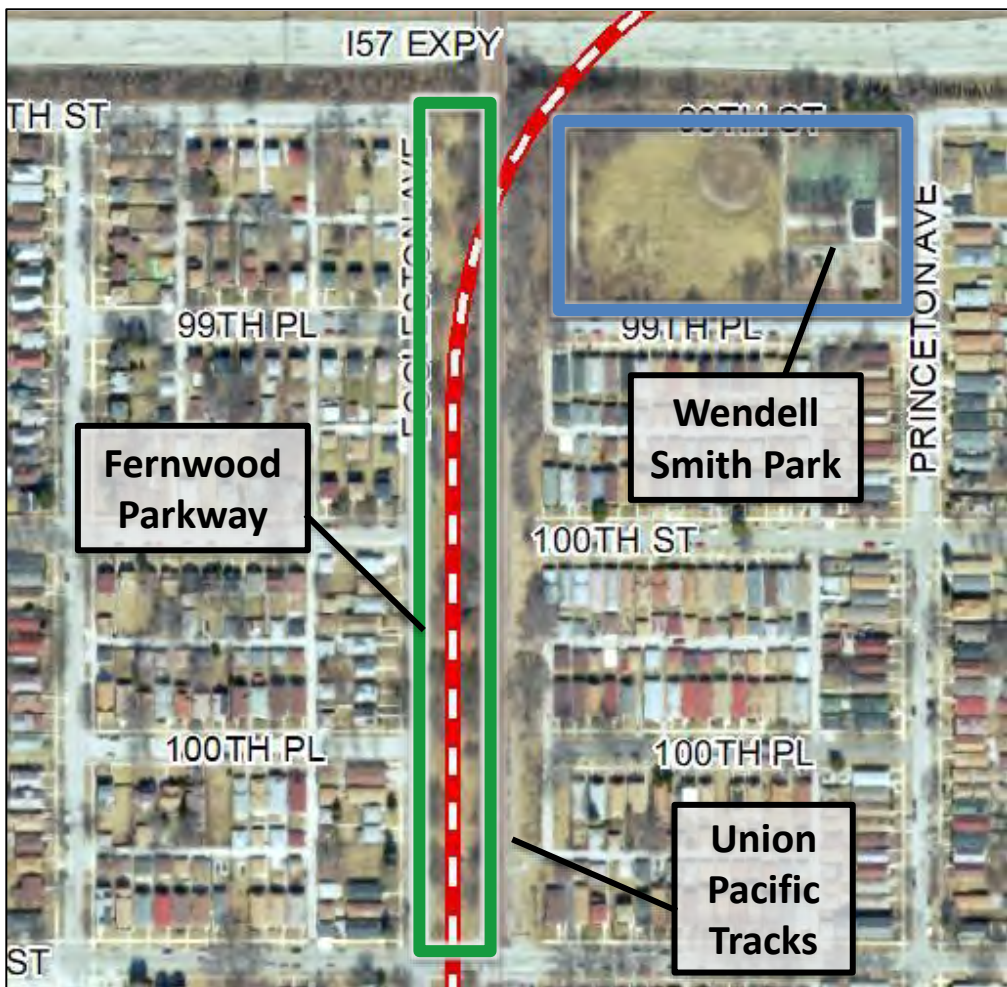
Noise Barriers



Open versus Closed Deck



Public Parks and Recreational Areas



99th Street to 101st Street



101st Street to 103rd Street

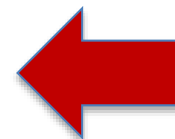


Visual and Aesthetics



Conceptual rendering of what the new elevated structure and station could look like from Eggleston Avenue, looking south

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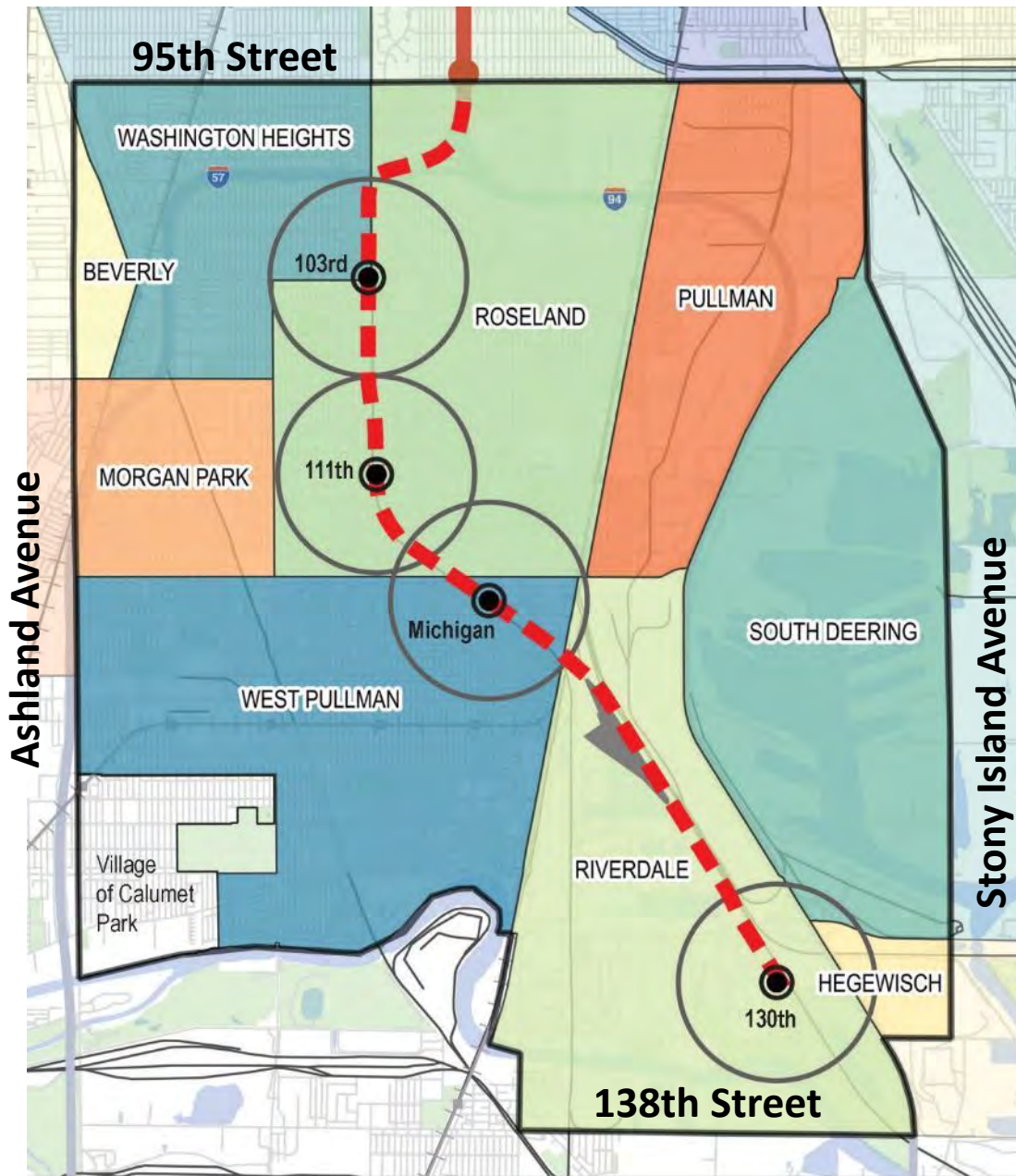


Transit-Supportive Development

- Transit-Supportive Development creates a vision for economic development as integral to the development of the new transit infrastructure.

What is *equitable* Transit-Oriented Development

- Ensures that vibrant, prosperous, healthy, and resilient community that result from access to high quality transit may be enjoyed by all residents including those in historically underinvested communities.



The Plan will identify opportunities to encourage:

- Economic development
- Continued affordability
- Private sector investment
- Multimodal connectivity and bicycle/pedestrian access
- Support application for federal funding for the transit project
- Collaboration with City of Chicago agencies (Planning and Development, Housing, Transportation, and others)

Transit-Supportive Development Plan

The planning process will include significant and continuous stakeholder engagement and public outreach in partnership with Department of Planning and Development

Discovery

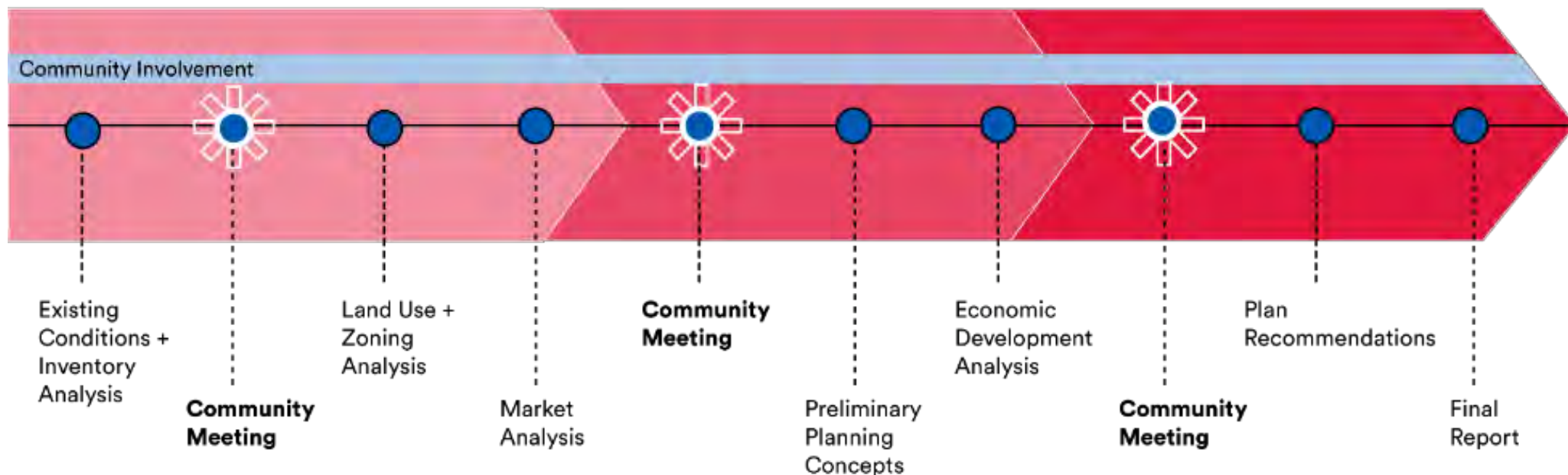
Winter 2020

Creating a Vision

Spring 2021

Creating a Plan

Summer and Fall 2021



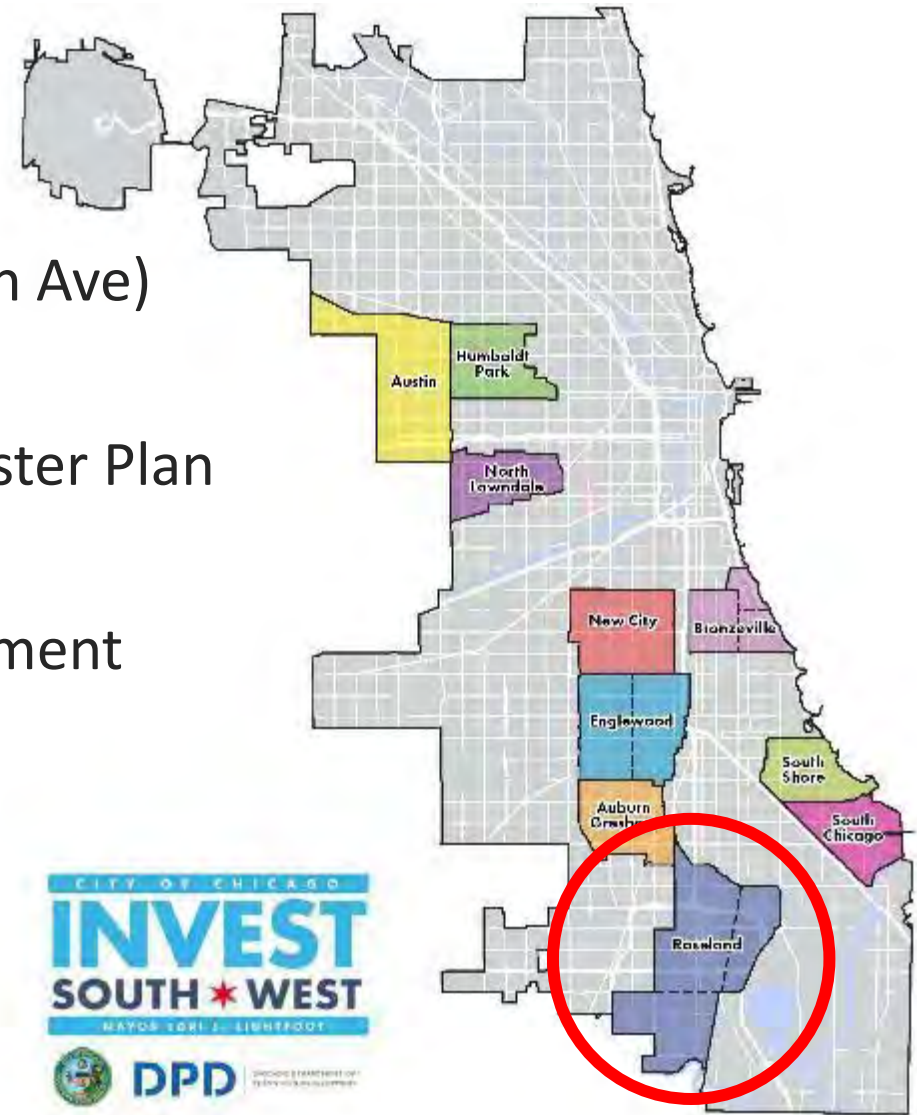
Aligned Planning Efforts

Current

- INVEST South/West and the Michigan Avenue Corridor
- Historic Preservation Study (Michigan Ave)
- Roseland Medical District Planning
- Illinois International Port District Master Plan
- Far South Quality of Life Plan
- South Halsted Bus Corridor Enhancement
- Metra Electric Station Upgrades

Recent Relevant Plans

- Positioning Pullman Master Plan
- Pullman Transportation Plan

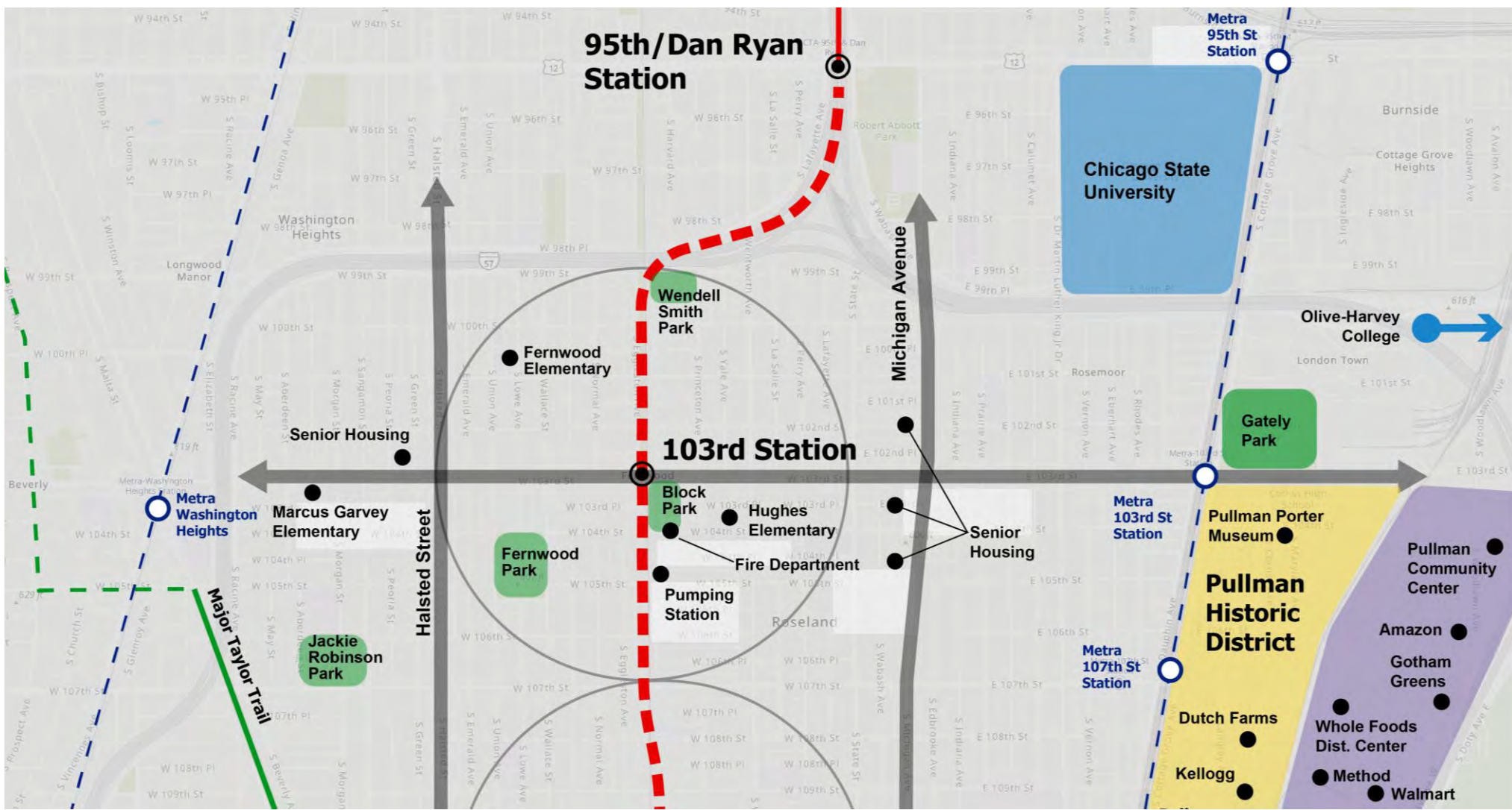


Community Assets and Resources

- Commercial Corridors
 - Halsted Avenue
 - Michigan Avenue
 - 103rd Street
- Amenities
 - Several Elementary Schools and Parks

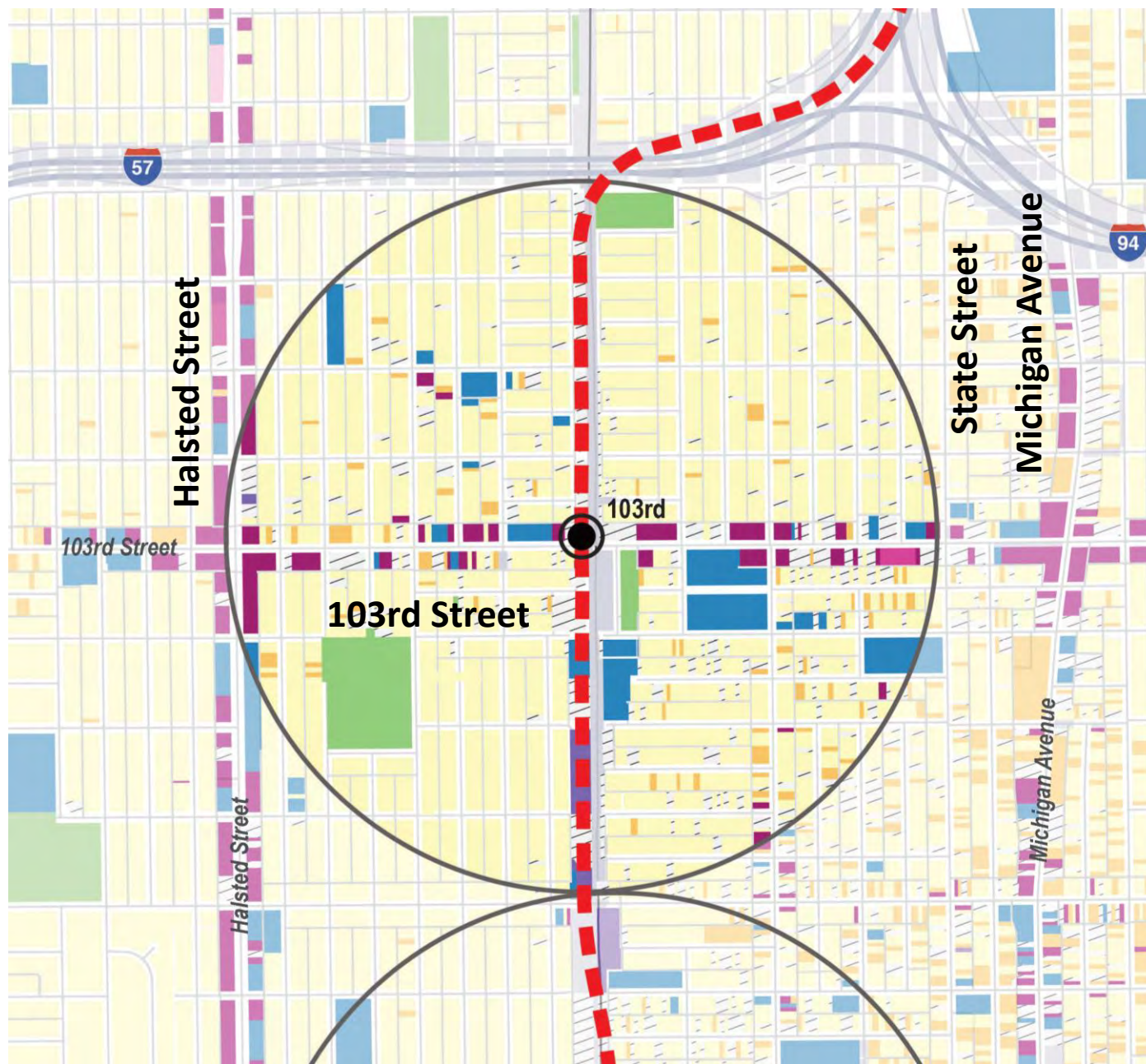


103rd Street Corridor



Land Use

- Single-Family Residential
- Multi-Family Residential
- Retail Commercial
- Urban Mixed Use
- Transportation, Communicati
- Institutional
- Industrial
- Parks & Open Space
- Vacant Land
- Water



NOW: We want to hear from **you**.



What would be your **mode of transportation / modo de transporte** to the 103rd Street Station?
Pick one.



What kinds of **open space or public places / espacios abiertos o públicos** would you like more?

Pick up to 3



What are the community's
greatest strengths / mayores fortalezas
from a development perspective?
Pick up to 3



What are the community's
greatest needs / mayores necesidades
from a development perspective?

Pick up to 3



What types of **businesses / negocios**
would you like to see?

Pick up to 3



What types of **jobs / trabajos**
are needed nearby?

Pick up to 3



What type of **housing / vivienda** is most needed?

Pick up to 3

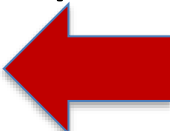


Roseland Place Senior Living

What **scale of housing / tamaño de la vivienda** is desired?

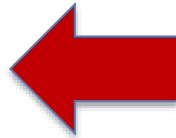
Pick up to 3



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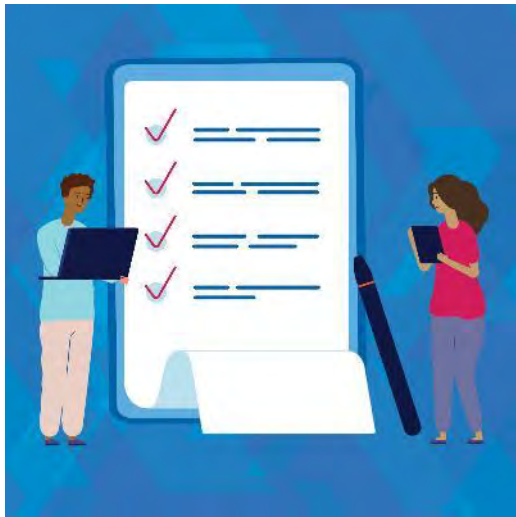
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Break Out Session Wrap-Up




Visit the engagement site at transitchicago.com/RLE/engage to share your ideas.




SHARE YOUR IDEAS WITH US!


What's your big idea for the community?


about 2 months ago

 Add your idea


 Lisa
2 days ago


Bicycle Cafe for connection to Big Marsh, Community Center where all groups in the area could meet that includes music, art, and

0 Comment 0 


 BVF
about 1 month ago


Whole Foods ROSELAND

0 Comment 2 


 RLE Team
about 1 month ago


Example idea: Grocery store on 130th Street
A grocery store with locally-sourced, healthy food options is needed in the

1 Comment 2 


 Deloris Lucas
2 days ago

Community "Museum", Senior Wellness Center, Community Kitchen Wifi Cafe, Meeting Room Rental, Banquet Hall, Bicycle Repair Shop

0 Comment 0 

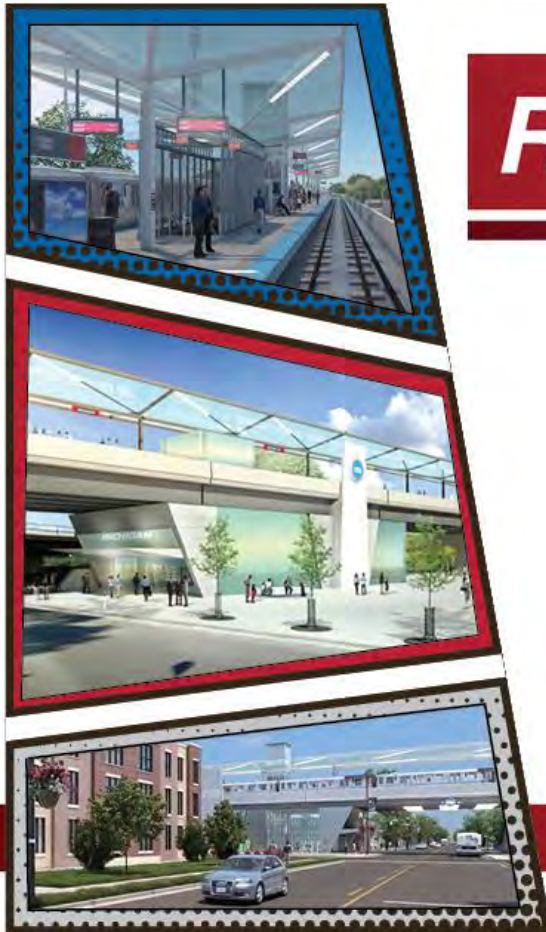
 Deloris Lucas
2 days ago

Community "Green" Hub on 130th to be a walkable meeting space (not located in Altgeld) for nearby neighborhoods like Golden

0 Comment 0 

Final CTA Red Line Extension Virtual Station Meeting

Tuesday, February 16
6:00 p.m. - 7:30 p.m.



RED AHEAD



**Michigan Avenue
Station Meeting
Tuesday, February 16
6:00 p.m. - 7:30 p.m.**

Register at: transitchicago.com/RLE/engage





Thank You!

#RLEReady

[Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

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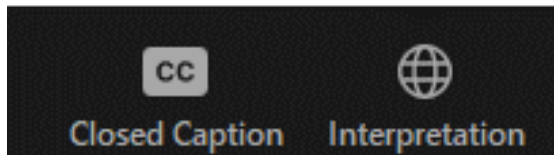
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Red Line Extension Michigan Avenue Station Meeting February 16, 2021

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Red Line Extension

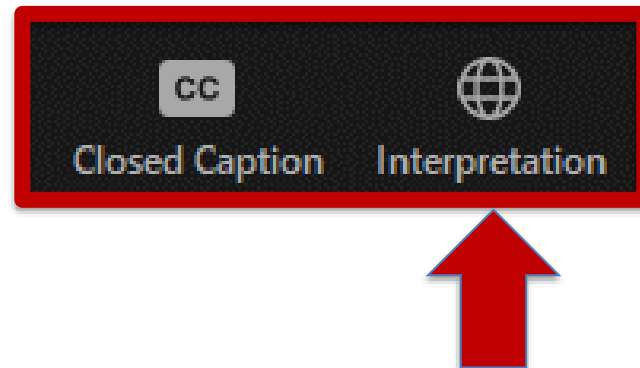
**Michigan Avenue Station
Virtual Meeting
February 16, 2021**



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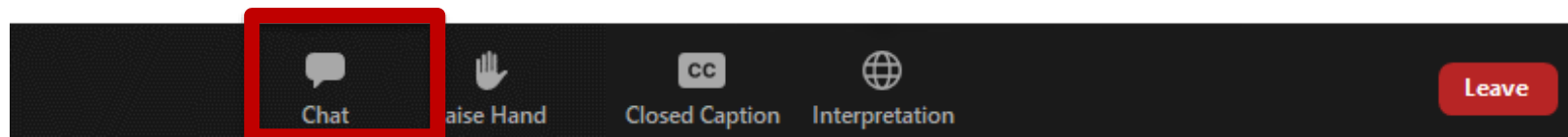
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What **neighborhood/barrio**
do you reside in?

Pullman **West Pullman**

Fernwood **Rosemoor**

Roseland **Morgan Park**

Trumbull Park **West Chesterfield**

Washington Heights **South Deering**

Deering **Cottage Grove Heights**

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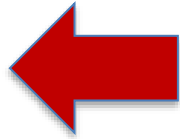
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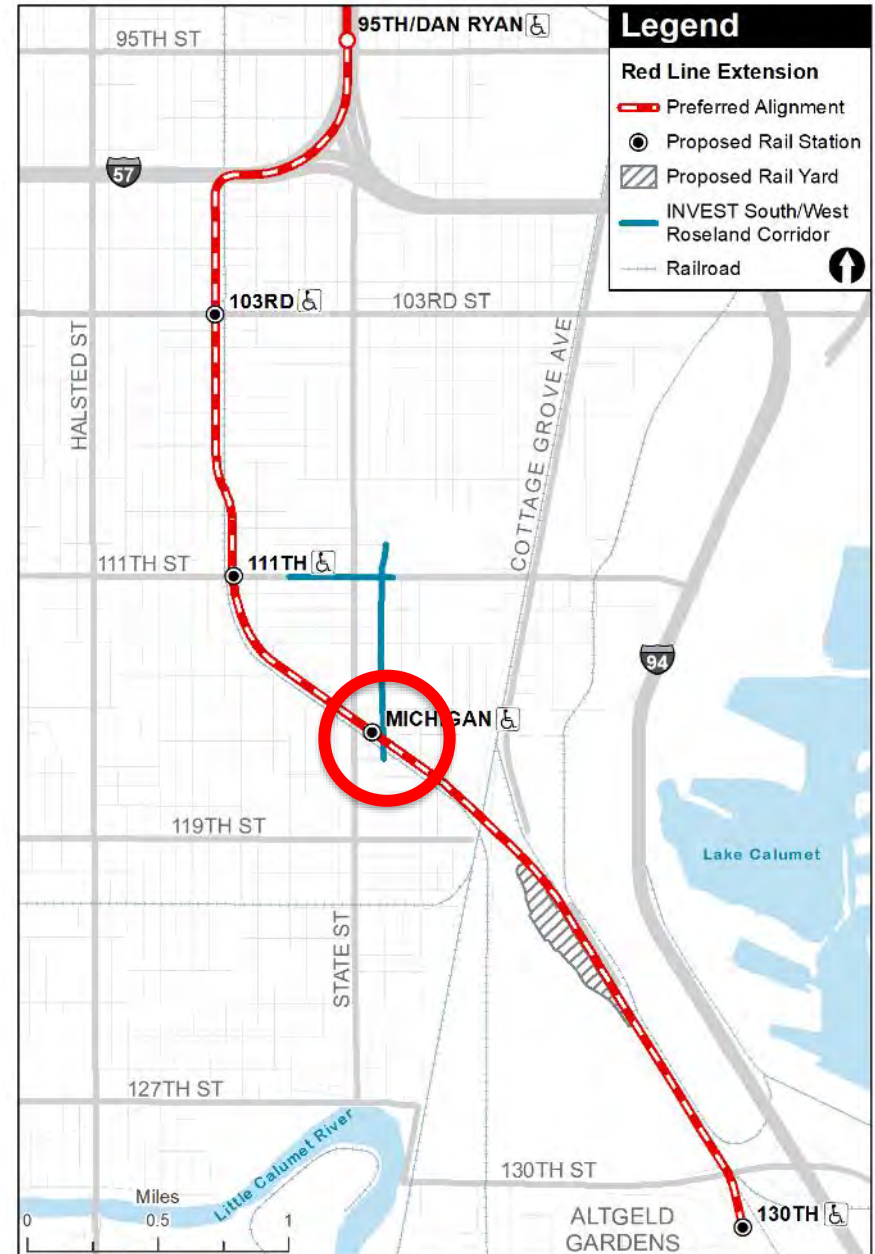


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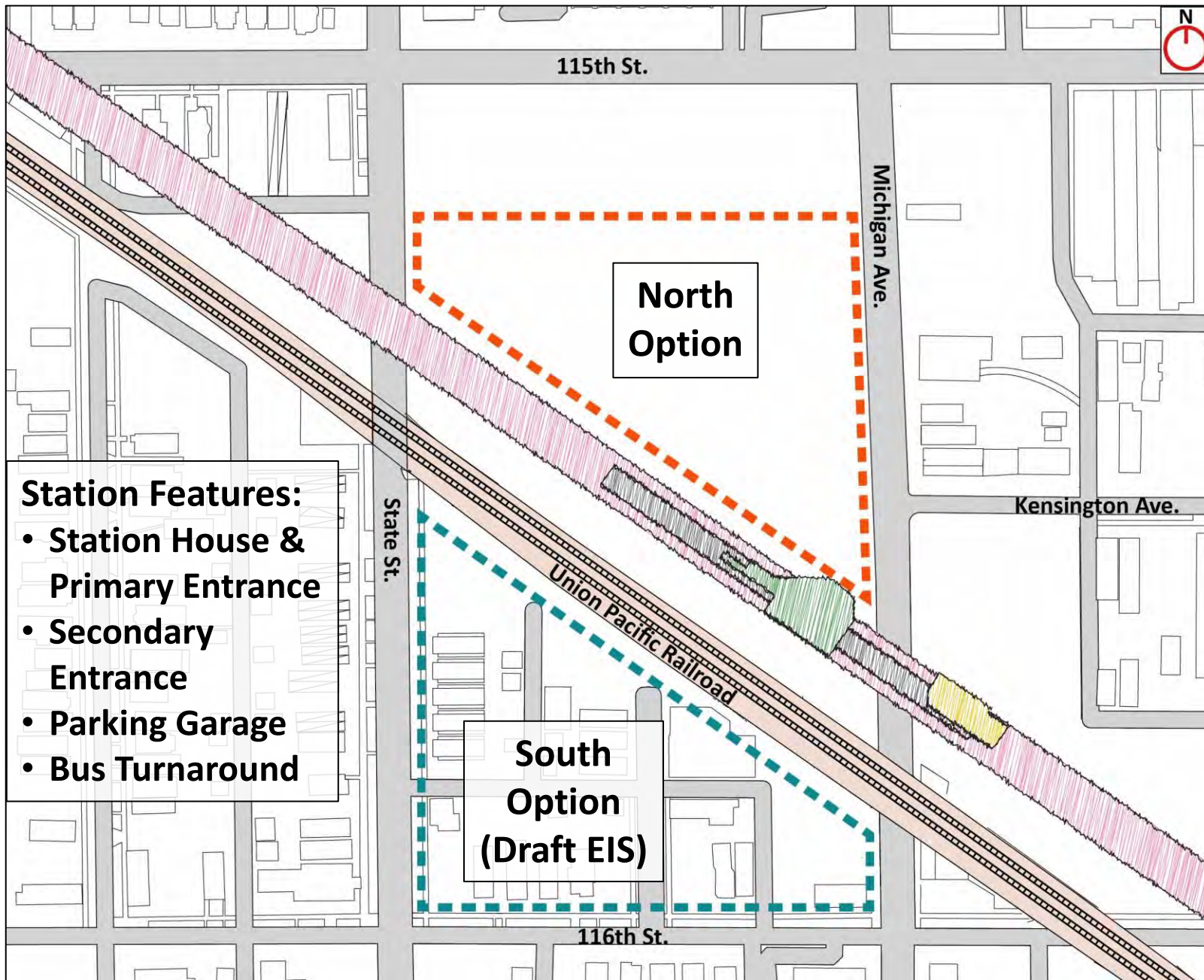


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Michigan Avenue Station Context



Michigan Avenue Station Concept Plan



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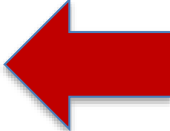


Conceptual renderings of what the new elevated station could look like

Economic opportunity through connections to jobs, educational opportunities, housing and other services, as well as economic development on the City's Far South Side.

Frequent rail service will reduce commute times.

Sustainable transportation that helps contribute to improved air quality, reduces greenhouse gas emissions, and saves energy.

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2020 Red Line Extension Project Timeline

CTA approves preliminary engineering and environmental analysis consulting team

Transit-Supportive Development Comprehensive Plan begins

Approval to enter Project Development phase

Preliminary engineering and environmental analysis begin

CTA launches project engagement website

December virtual community meetings



RLE will bring **access, equity, and economic opportunity** to the Far South Side by **connecting people to direct and sustainable rail transit.**

Welcome to CTA's Red Line Extension (RLE) community engagement site!
We're glad you're here. Please use this page to provide feedback, ask questions, and interact with your fellow community members about the ongoing RLE project initiatives!

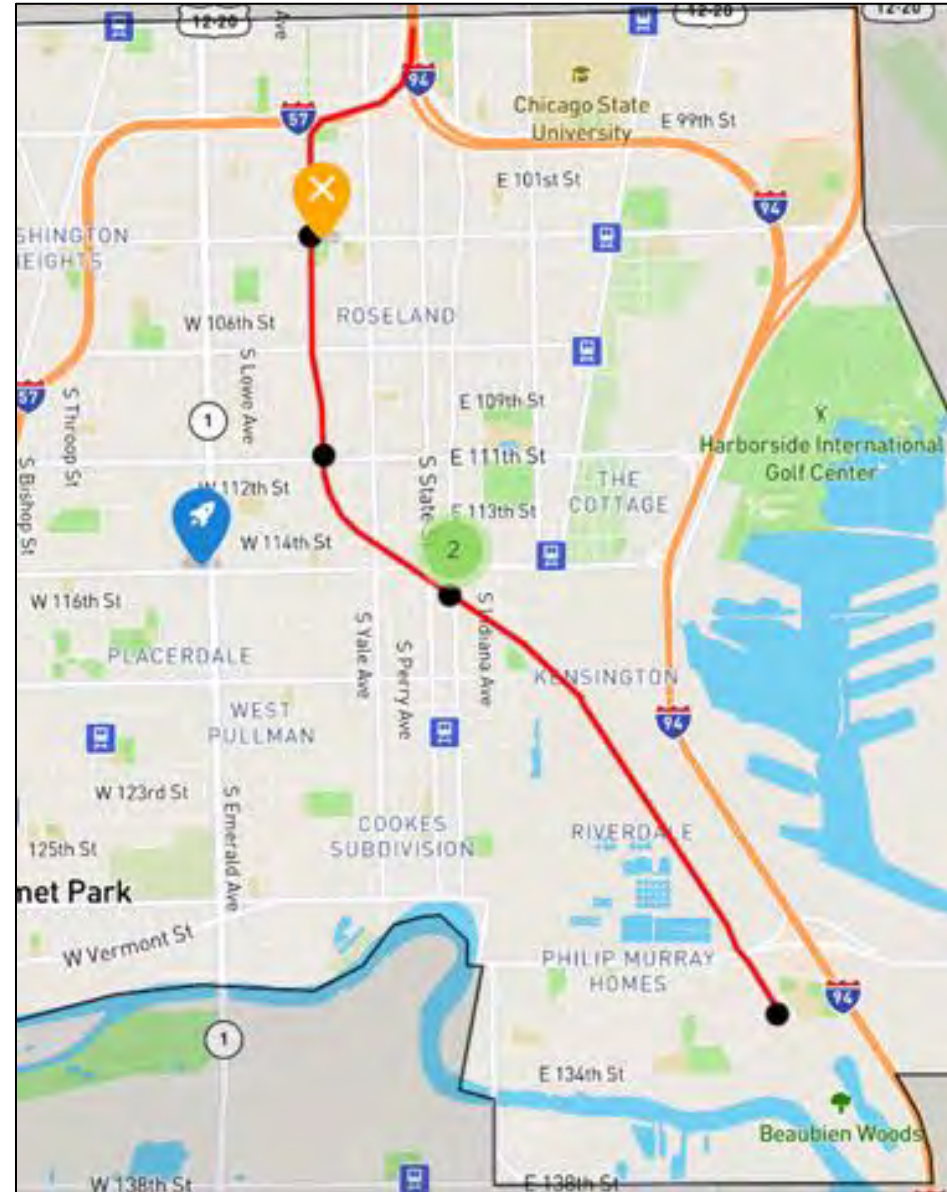
If you're new to the RLE Project, we encourage you to [click here](#) to learn more.
At this time, we're currently seeking input on the following two RLE initiatives:

Transit-Supportive Development Plan
Now through summer 2021, we're developing a Comprehensive Plan to help guide future development around the four new RLE rail stations. The Plan's development will rely on **YOUR** input as a community member to help determine the needs and priorities of the project area.
Not familiar with the plan? [Click here](#) to learn more. Share your thoughts and ideas on the TSD Plan using any of the feedback options listed below.

REGISTER Create an account to stay involved!

Sign up for upcoming meetings!

Jan 27	130th Station Meeting
Feb 2	111th Station Meeting
Feb 9	103rd Station Meeting

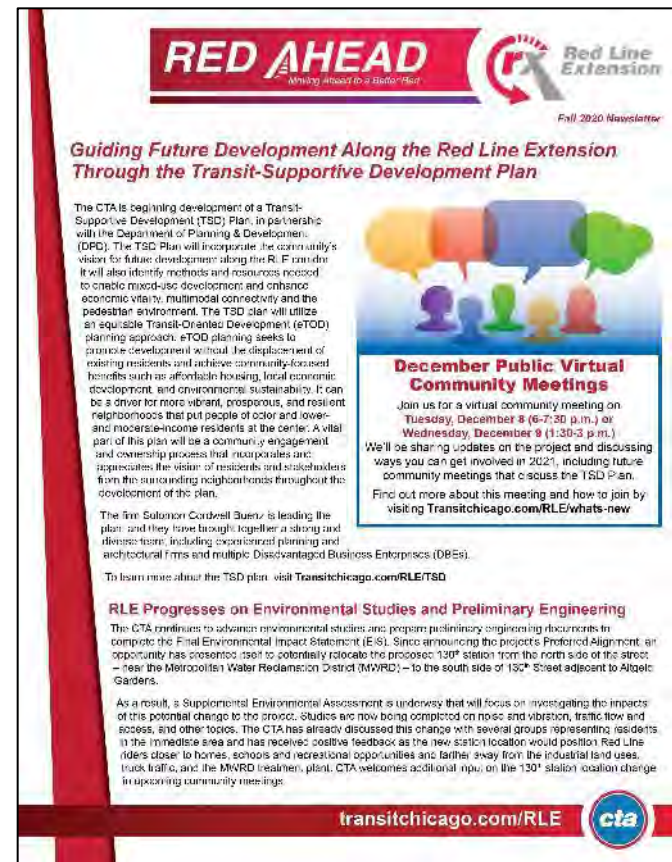


Visit transitchicago.com/RLE/engage for a chance to win a **\$50 Visa gift card!**





The Red Line Extension Project Facebook page at facebook.com/CTARedExt



RLE Newsletters:
Spring and Fall 2020

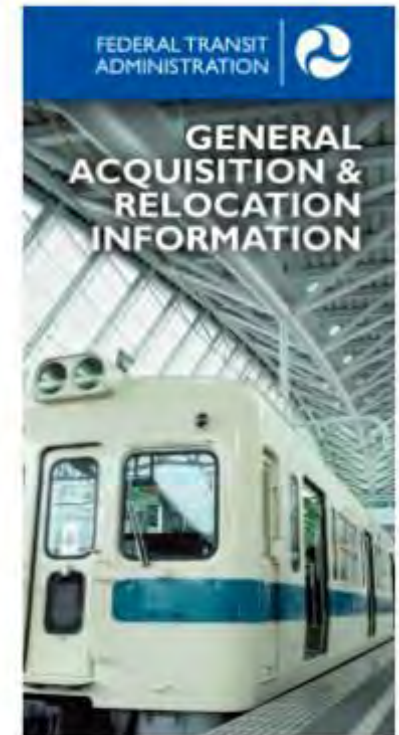
Email us at
RedExtension@transitchicago.com



An image from the Red Line Extension Project video released in August

Potentially impacted property owners and tenants have already been contacted by CTA

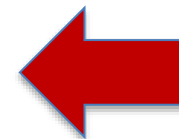
- If you have additional questions, you may contact CTA by email or phone at:
 - RedExtension@transitchicago.com with name, address and phone number
 - Phone 1-888-YOUR-CTA or Hearing Impaired/TTY: 1-888-CTATTY1 or 711 (relay)
- CTA does not plan to pursue acquisition of private property for the RLE Project until the environmental review is complete and project funding is secured
- Additional information and resources at www.transitchicago.com/RLE/potential-property-displacements/



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

Brochure for General Acquisition and Relocation Information

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Environmental Review Process

Draft Environmental Impact Statement (EIS)

- Completed in 2016

Supplemental Environmental Assessment (EA)

- Began in April 2020 to study new south location of the 130th station
- Completing additional data collection and environmental analysis
- Designing concepts and preliminary plans
- Assessing potential impacts and required mitigation measures

Public Hearing to present Supplemental EA

- Anticipated Fall 2021
- 30-day comment period

Final Environmental Impact Statement (EIS) and Record of Decision (ROD)



Traffic and Access



Noise and Vibration



Historic and Cultural Resources



Visual and Aesthetics

Environmental studies will determine the potential impacts and facilitate consideration of measures to mitigate those impacts

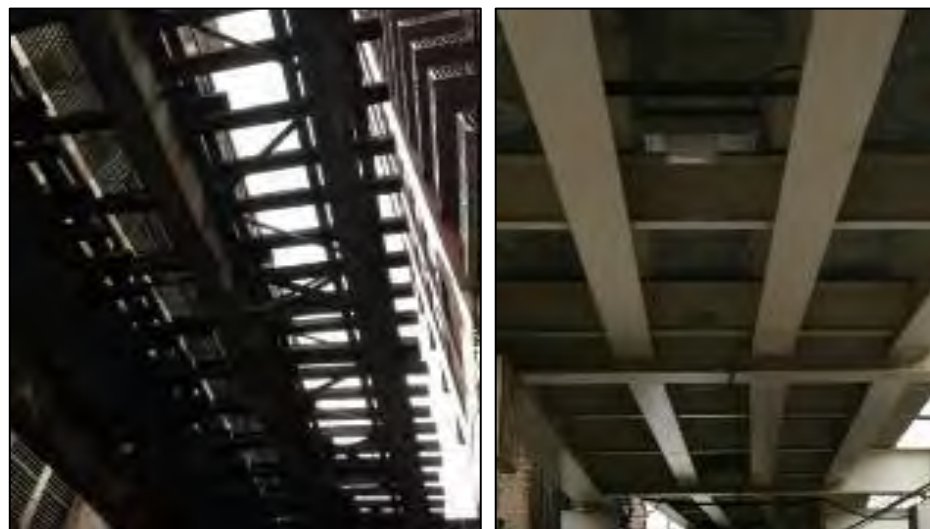


Noise and Vibration

- Preliminary studies in the Draft Environmental Impact Statement (EIS)
- Detailed analysis and field measurements in the Final EIS
- Designed to reduce and mitigate noise through:
 - Noise barriers
 - Closed deck structure
 - Continuously welded rail



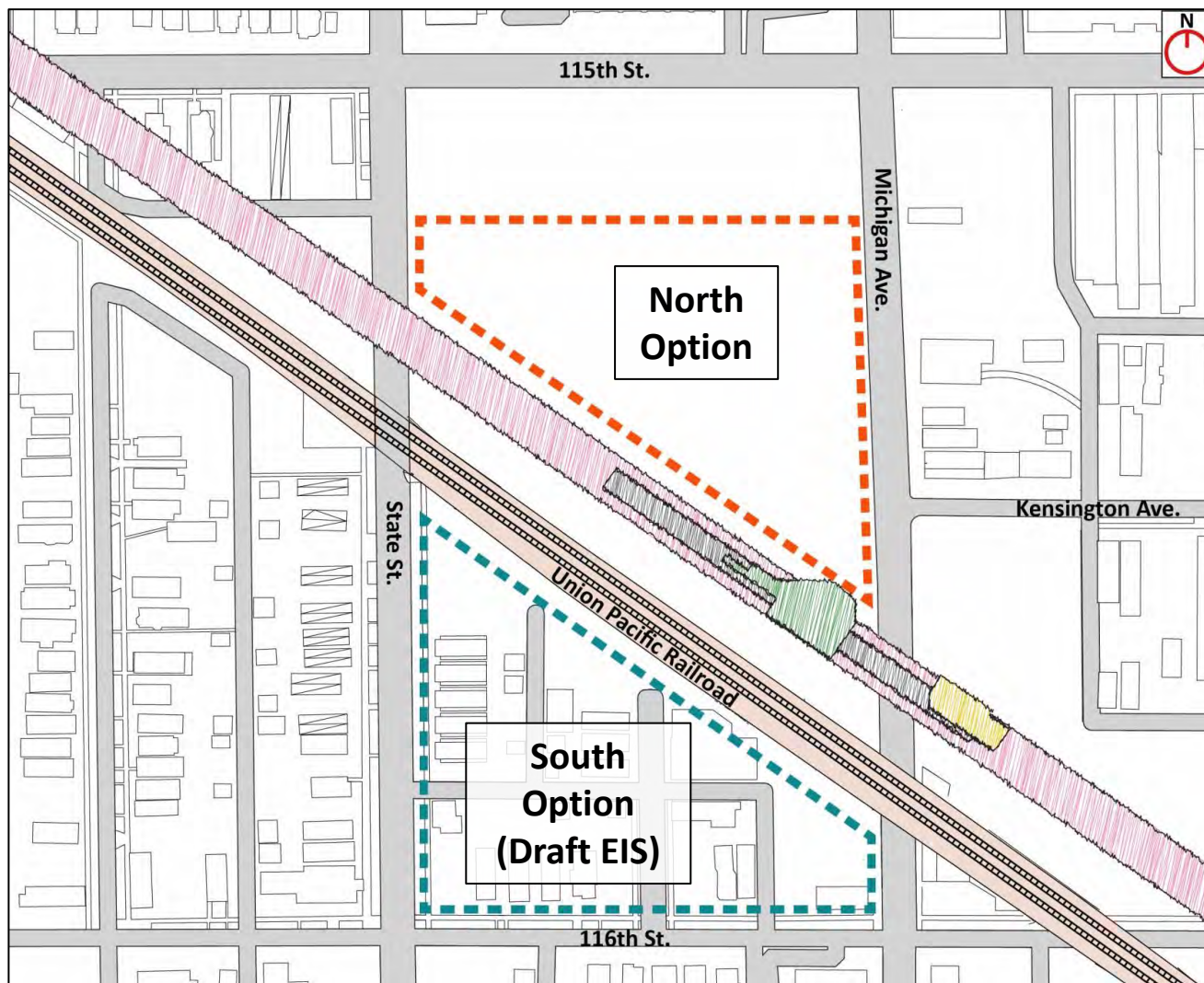
Noise Barriers



Open versus Closed Deck



Historic and Cultural Resources



Archaeologist conducting a shovel test probe from within the study area



Excavated shovel test probe from within the study area



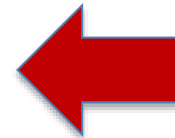
Visual and Aesthetics



Conceptual rendering of what the new elevated structure and station could look like



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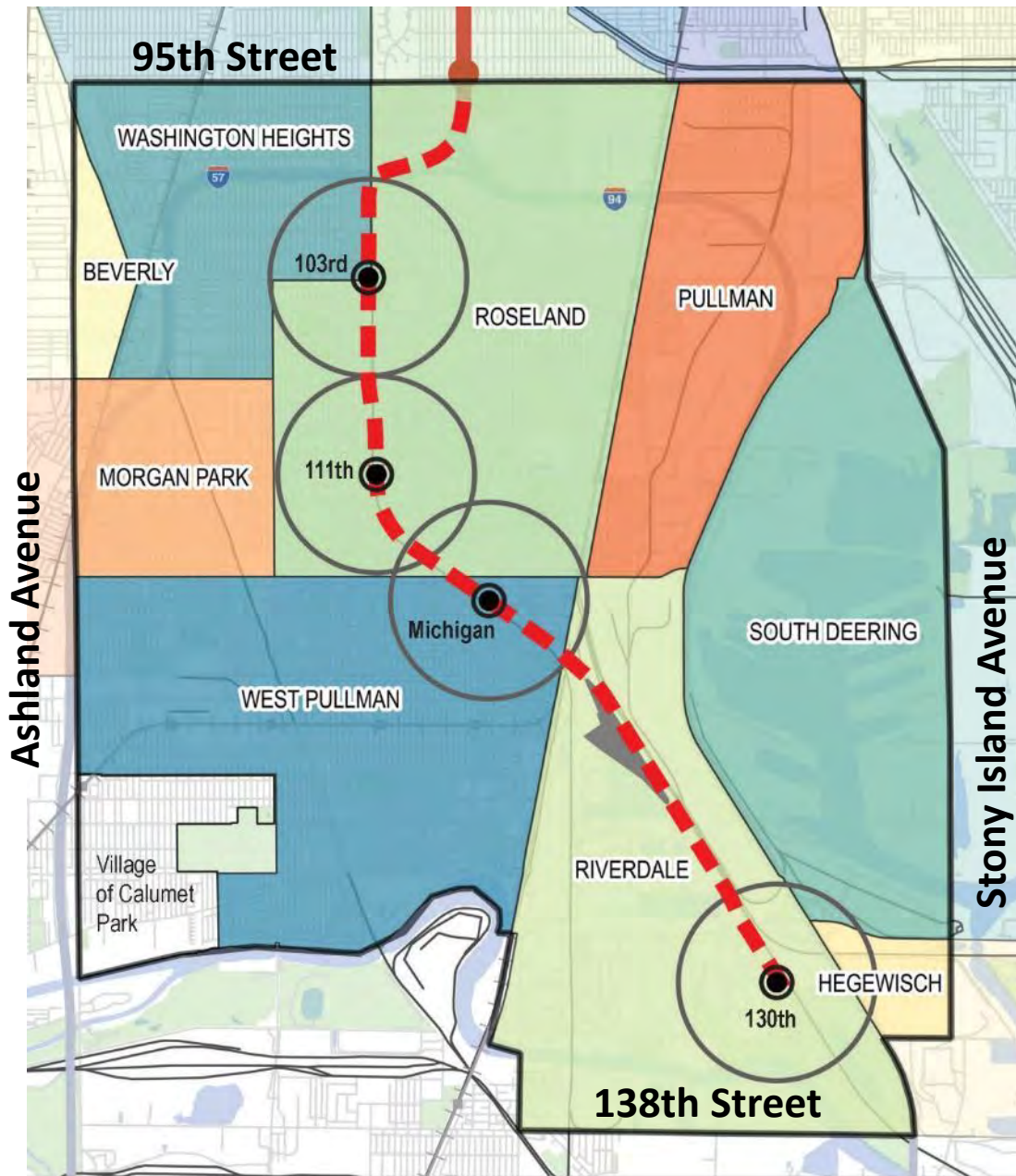


Transit-Supportive Development

- Transit-Supportive Development creates a vision for economic development as integral to the development of the new transit infrastructure.

What is *equitable* Transit-Oriented Development

- Ensures that vibrant, prosperous, healthy, and resilient community that result from access to high quality transit may be enjoyed by all residents including those in historically underinvested communities.



The Plan will identify opportunities to encourage:

- Economic development
- Continued affordability
- Private sector investment
- Multimodal connectivity and bicycle/pedestrian access
- Support application for federal funding for the transit project
- Collaboration with City of Chicago agencies (Planning and Development, Housing, Transportation, and others)

Transit-Supportive Development Plan

The planning process will include significant and continuous stakeholder engagement and public outreach in partnership with Department of Planning and Development

Discovery

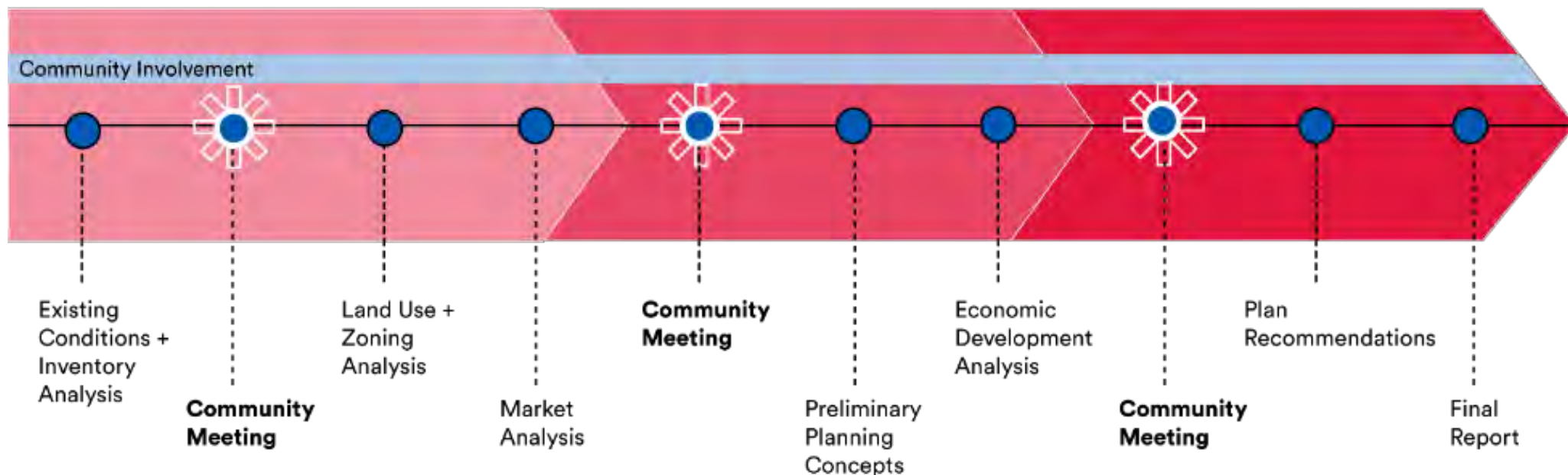
Winter 2020

Creating a Vision

Spring 2021

Creating a Plan

Summer and Fall 2021



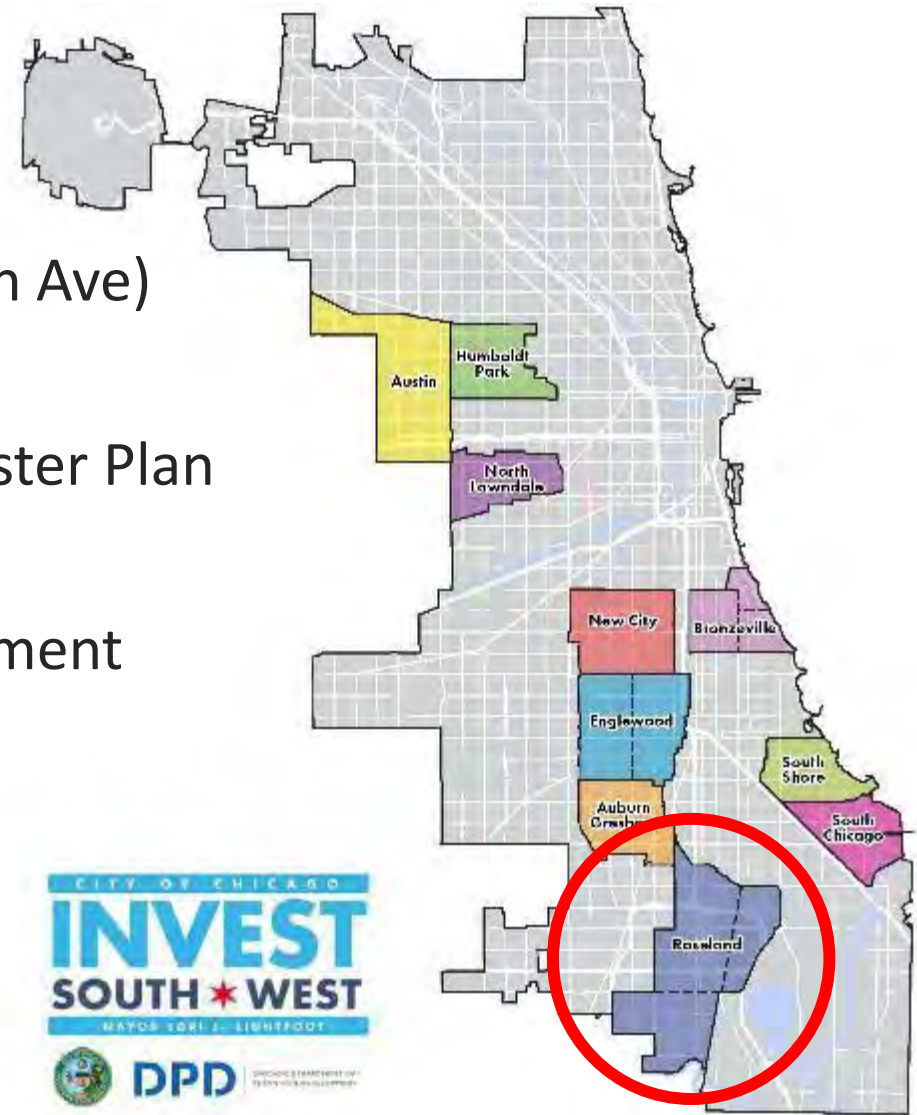
Aligned Planning Efforts

Current

- INVEST South/West and the Michigan Avenue Corridor
- Historic Preservation Study (Michigan Ave)
- Roseland Medical District Planning
- Illinois International Port District Master Plan
- Far South Quality of Life Plan
- South Halsted Bus Corridor Enhancement
- Metra Electric Station Upgrades

Recent Relevant Plans

- Positioning Pullman Master Plan
- Pullman Transportation Plan



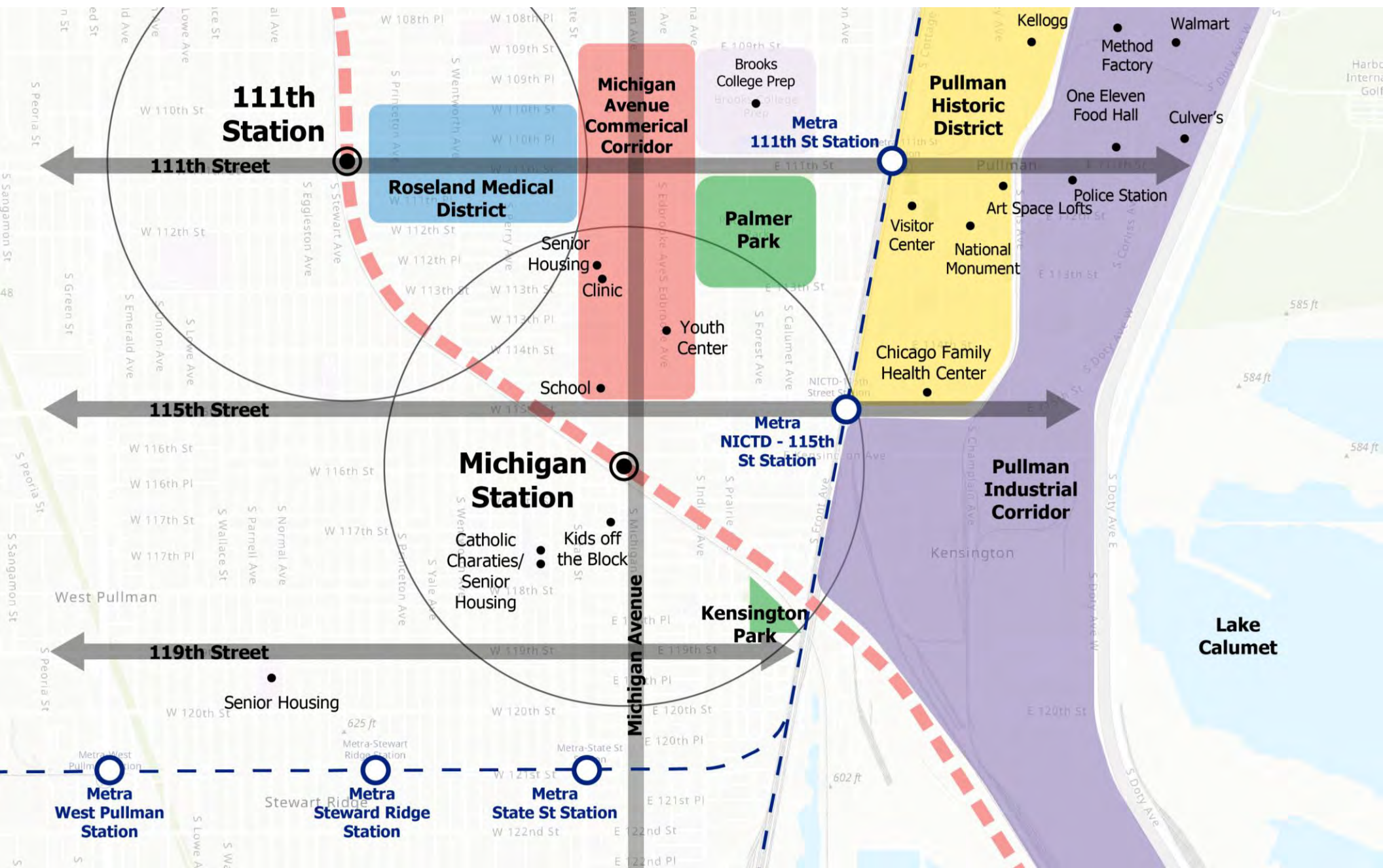
Community Assets and Resources

Michigan Avenue Station Area

- Commercial Corridors
 - Michigan Avenue
 - 115th Street
 - 119th Street
- Amenities
 - Palmer Park
 - Curtis Elementary School
 - Senior Housing

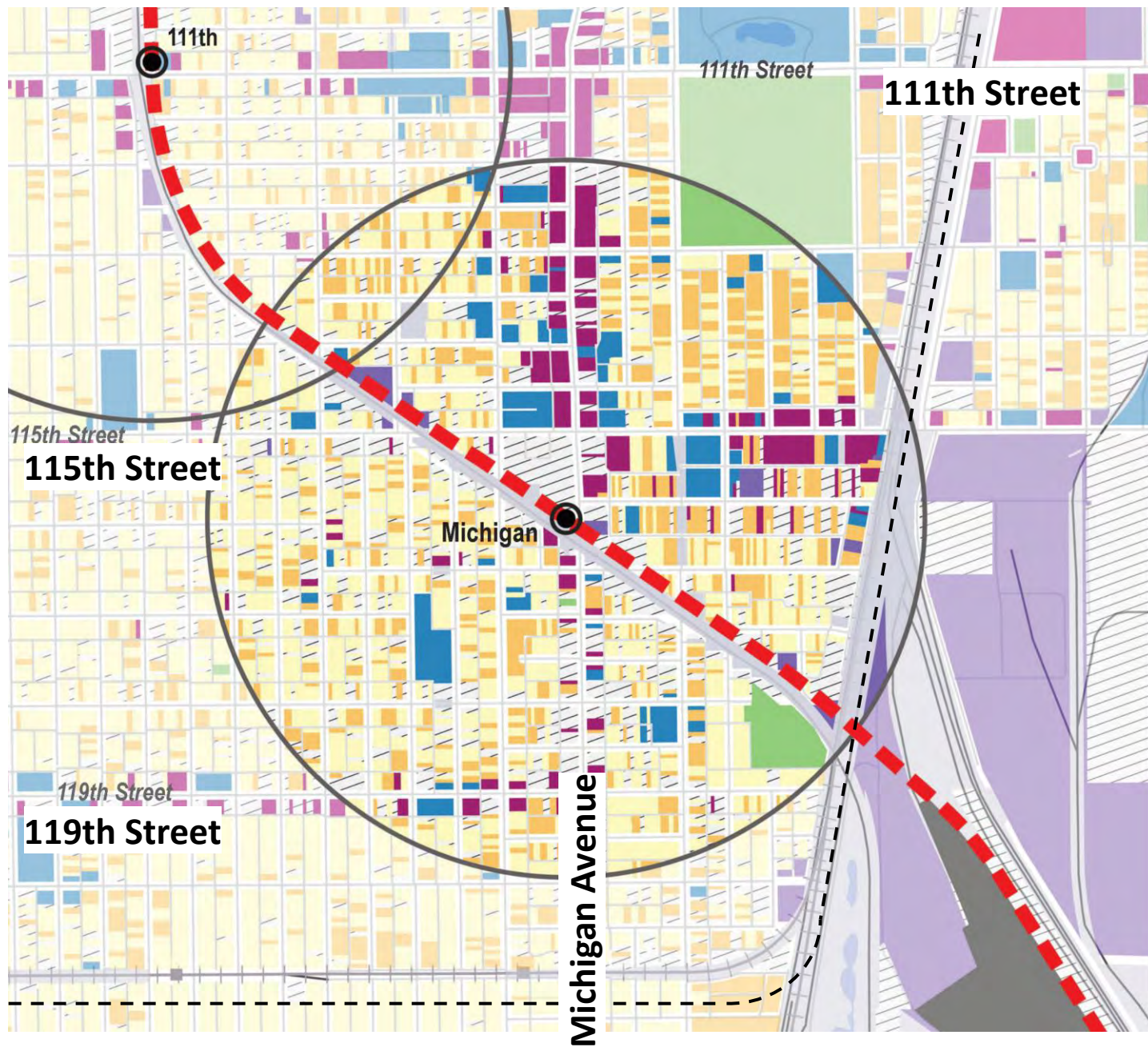


Michigan Avenue Corridor



Land Use

- Single-Family Residential
- Multi-Family Residential
- Retail Commercial
- Urban Mixed Use
- Transportation, Communicati
- Institutional
- Industrial
- Parks & Open Space
- Vacant Land
- Water



NOW: We want to hear from **you**.



What would be your **mode of transportation / modo de transporte** to the Michigan Avenue Station?
Pick one.



What kinds of **open space or public places / espacios abiertos o públicos** would you like more?

Pick up to 3



What are the community's
greatest strengths / mayores fortalezas
from a development perspective?
Pick up to 3



Michigan Avenue
Commercial Corridor

What are the community's
greatest needs / mayores necesidades
from a development perspective?

Pick up to 3



What types of
**businesses /
negocios**
would you like to
see?
Pick up to 3



What types of **jobs / trabajos**
are needed nearby?

Pick up to 3



What type of **housing / vivienda** is most needed?

Pick up to 3



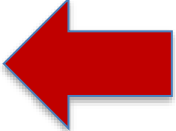
All Saints – Catholic Charities / Photo Credit : Catholic Charities Website

What **scale of housing / tamaño de la vivienda** is desired?


Pick up to 3



Housing at Indiana & 115th / Photo Credit : Google Earth

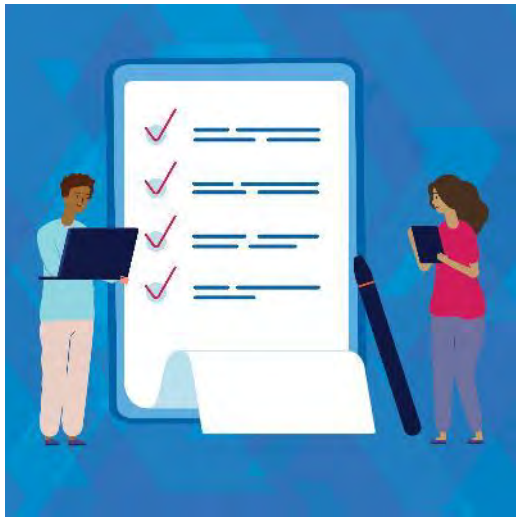
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Break Out Session Wrap-Up




Visit the engagement site at transitchicago.com/RLE/engage to share your ideas.




SHARE YOUR IDEAS WITH US!


What's your big idea for the community?


about 2 months ago

 Add your idea


 Lisa
2 days ago


Bicycle Cafe for connection to Big Marsh, Community Center where all groups in the area could meet that includes music, art, and

0 Comment 0 


 BVF
about 1 month ago


Whole Foods ROSELAND

0 Comment 2 


 RLE Team
about 1 month ago


Example idea: Grocery store on 130th Street
A grocery store with locally-sourced, healthy food options is needed in the

1 Comment 2 


 Deloris Lucas
2 days ago

Community "Museum", Senior Wellness Center, Community Kitchen Wifi Cafe, Meeting Room Rental, Banquet Hall, Bicycle Repair Shop

0 Comment 0 

 Deloris Lucas
2 days ago

Community "Green" Hub on 130th to be a walkable meeting space (not located in Altgeld) for nearby neighborhoods like Golden

0 Comment 0 

Transit-Supportive Development Plan

Discovery

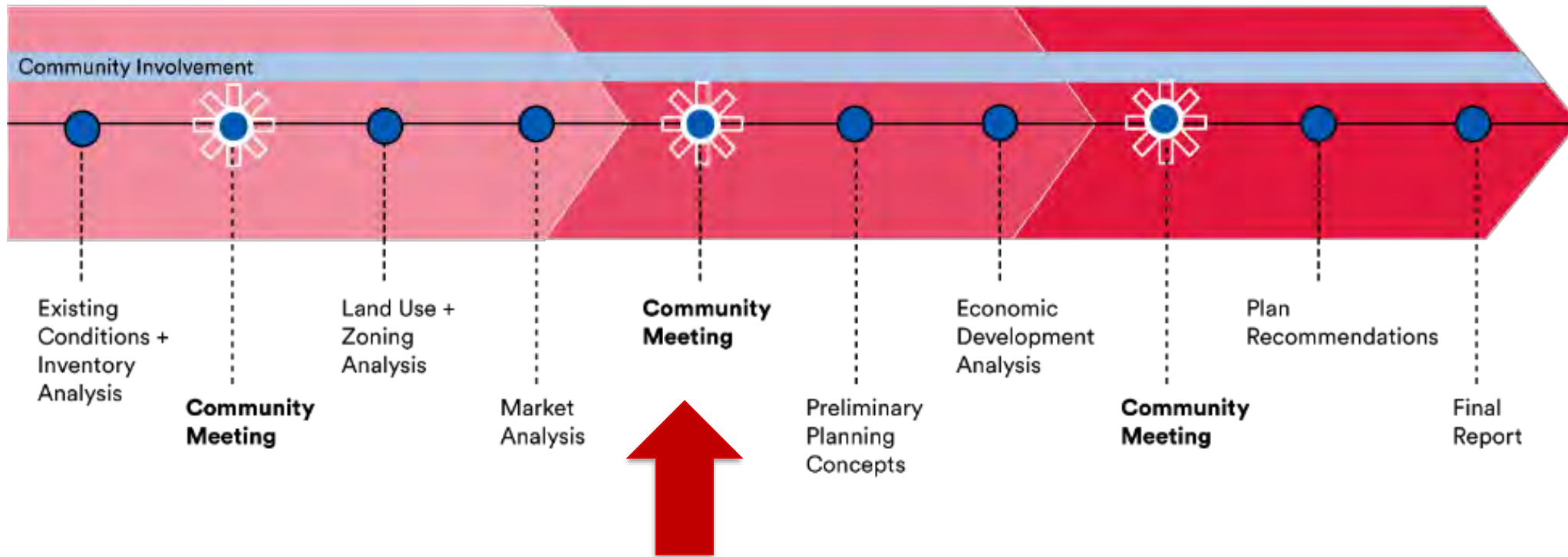
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Thank You!

#RLEReady

[Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

transitchicago.com/RLE/engage

RedExtension@transitchicago.com

Customer service hotline: 1-888-YOUR-CTA

Deaf and Hard of Hearing/TTY:
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