

**RED AHEAD**



# RED LINE EXTENSION COMMUNITY GUIDE

TO THE  
FINAL ENVIRONMENTAL  
IMPACT STATEMENT

AUGUST 2022





 **Contents**

The Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) have published the Final Environmental Impact Statement (EIS) for the Red Line Extension (RLE) Project. The RLE EIS is a federal National Environmental Policy Act (NEPA) document that evaluates impacts of the RLE Project and allows CTA to pursue federal funding. The Draft EIS, published on October 6, 2016, disclosed the environmental benefits and impacts of the No Build Alternative and two Union Pacific Railroad (UPRR) Rail Alternative options: the East Option and the West Option. Subsequent to the publication of the Draft EIS, the Preferred Alignment was selected and announced to the public on January 26, 2018. Since then, CTA completed the RLE Project’s Final EIS to disclose the impacts of the Preferred Alignment.

The Final EIS addresses substantive comments received on the Draft EIS and Supplemental Environmental Assessment (EA), includes further analysis where needed, and describes proposed measures to mitigate any adverse impacts. The Final EIS is combined with the Record of Decision (ROD) which explains FTA’s decision regarding the project, describes the alternatives considered, and summarizes the mitigation measures that will be incorporated into the project.

This Community Guide provides an overview of the content in the Final EIS.

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 **How to Review the Final EIS**

The Final EIS serves as the primary document to facilitate public and agency review of the proposed project.

The Final EIS is available on the CTA website at [transitchicago.com/rle/finaleis](http://transitchicago.com/rle/finaleis) and hard copies are available at the following locations for the next 30 days:

- **FTA Region 5 Office**, 200 W. Adams Street, Suite 320, Chicago, IL 60606
- **CTA Headquarters**, 567 W. Lake Street, 1st Floor, Chicago, IL 60661
- **9th Ward Aldermanic Office**, 34 E. 112th Place, Chicago, IL 60628
- **34th Ward Aldermanic Office**, 507 W. 111th Street, Chicago, IL 60628
- **Pullman Public Library**, 11001 S. Indiana Avenue, Chicago, IL 60628
- **Palmer Park**, 201 E. 111th Street, Chicago, IL 60628
- **West Pullman Public Library**, 830 W. 119th Street, Chicago, IL 60643
- **Altgeld Public Library**, 955 E. 131st Street, Chicago, IL 60827
- **Woodson Regional Public Library**, 9525 S. Halsted Street, Chicago, IL 60628
- **Calumet Park Public Library**, 1500 W. 127th Street, Calumet Park, IL 60827
- **Harold Washington Library Center**, 400 S. State Street, Chicago, IL 60605

## Introduction and Project Overview



CTA is proposing to extend the Red Line from the existing 95th/Dan Ryan terminal to 130th Street. The proposed 5.6-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Multimodal connections at each station would include bus, bike, pedestrian, and park & ride facilities. This project is one part of the Red Ahead Program to extend and enhance the entire Red Line.

The RLE Project would reduce commute times for residents, improve mobility and accessibility, and provide connections to other transportation modes. The RLE Project could also foster economic development, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in the area. The project would also provide a modern, efficient railcar storage yard and shop facility near 120th Street.

Between 2013 and 2018, commute times were **25% longer** for those that live in the project area communities that would be served by the RLE Project than for other commuters in the Chicago region.



Over **70%** of people who board at the 95th/Dan Ryan terminal have destinations beyond the Loop or transfer to other CTA lines to travel throughout the city.

Riders using the RLE will experience up to **30 minutes** in time savings traveling from the new 130th Street station to the Loop in downtown Chicago.

By 2040, over **40,000 riders** are expected to use the RLE every weekday.



## Project Purpose and Need\*

\*Remains the same since the Draft EIS

### The purpose of the RLE Project is as follows:

- Reduce commute times for residents both within and south of the project area.
- Improve mobility and accessibility for transit-dependent residents in the project area.
- Improve rapid transit rail service to isolated areas and provide viable linkages between affordable housing (e.g., Altgeld Gardens neighborhood), jobs, services, and educational opportunities, thereby enhancing livability and neighborhood vitality.
- Provide an opportunity for potential connections and linkages to other public transportation modes, including regional commuter rail in the project area.
- Foster economic development in the project area, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts.
- Provide a modern, efficient railcar storage yard and shop facility for railcars associated with the RLE Project, railcars currently stored in the existing 98th Street Yard and Shop, and railcars supporting additional Red Line expansion of service.

### The need for the RLE Project is demonstrated by the following existing conditions:

- Transit trips to jobs are longer for Far South Side residents than they are for passengers in the seven-county Chicago 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 (e.g., the Altgeld Gardens neighborhood) and employment centers outside of 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 railcars for any substantial increase in Red Line capacity accompanying future Red Line expansion.



## Environmental Impact Statement (EIS) Process

The National Environmental Policy Act of 1969 (NEPA) is a federal law that mandates the consideration of environmental impacts before approval of any federally funded project that may have significant impacts on the environment or where impacts have not yet been determined.

The purpose of an 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 analysis evaluates the extent to which the proposed project would affect these resource areas. Measures to avoid, minimize, and mitigate potential adverse impacts are identified.

NEPA requires the development of a Draft EIS for public review and comment followed by the completion of a Final EIS. The Draft EIS for the RLE Project was published in 2016. Based on the comments received during review of the Draft EIS, CTA and FTA then completed additional engineering and analyses to refine the project and prepare the Final EIS.

The Final EIS includes and addresses all comments received during the Draft EIS and Supplemental EA public comment periods. The combined Final EIS and ROD documents the results of the NEPA process, confirms the Preferred Alignment, and includes a list of mitigation measures and commitments.

## Development of the RLE Project

Development of the RLE Project occurred through extensive analysis and coordination from 2006 to 2022. CTA developed and screened multiple options through a combination of conceptual engineering, public input, and preliminary analysis of potential impacts and costs in order to develop the Preferred Alignment. *The adjacent diagram summarizes the process to develop the RLE Project from the initial alternatives analysis through development of the Final EIS.*

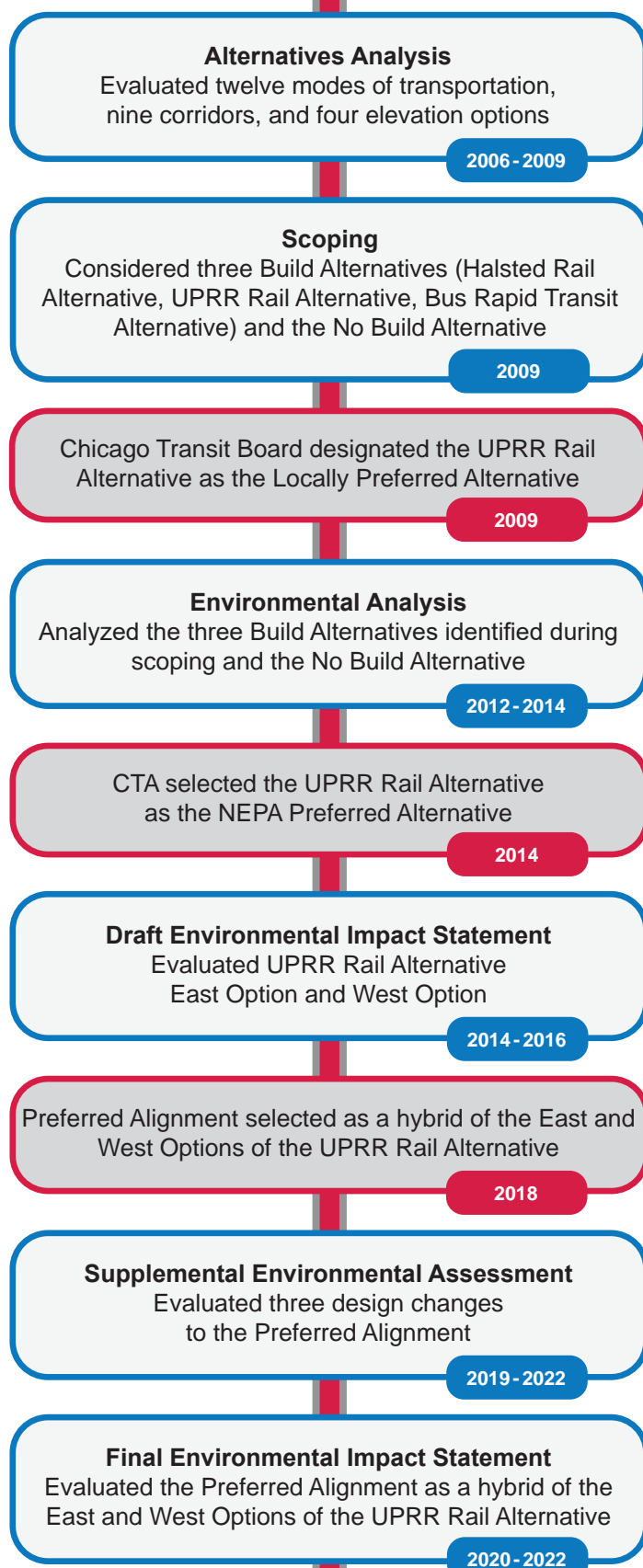
After coordination with agencies, stakeholders, and the public, the Draft EIS was published in 2016. The Draft EIS disclosed the environmental benefits and impacts of the No Build Alternative and two Union Pacific Railroad (UPRR) Rail Alternative options: the East and West Options. The No Build Alternative is required as part of the NEPA environmental analysis and is used for comparison purposes to assess the relative benefits and impacts of the RLE Project.

Continued design and outreach resulted in the selection of the Preferred Alignment, which was announced to the public in 2018. The Preferred Alignment is a hybrid of the East and West Options of the UPRR Rail Alternative presented in the Draft EIS.

Since publication of the Draft EIS, three design changes were made:

- Refinement of the location of the 107th Place cross-over between the East and West alignment options
- Refinement of the 120th Street yard and shop footprint
- Relocation of the 130th Street station from the north side of 130th Street to the south side to be within the Altgeld Gardens neighborhood

These design changes were evaluated in a Supplemental Environmental Assessment (EA). The agency coordination and outreach associated with the Supplemental EA influenced the design changes incorporated into the Preferred Alignment and that is analyzed in the Final EIS.





## Preferred Alignment

The Preferred Alignment would extend the heavy rail CTA Red Line 5.6 miles from the existing 95th/Dan Ryan terminal to the Altgeld Gardens neighborhood immediately south of 130th Street.

The RLE Project would include:

- Four new stations at 103rd Street, 111th Street, Michigan Avenue, and 130th Street
- Multimodal connections at each station including bus, bike, pedestrian, and park & ride facilities
- New yard and shop at 120th Street

The Preferred Alignment would run south along I-94 from the 95th/Dan Ryan terminal, then curve west along the north side of I-57 on an elevated structure for nearly 1/2 mile until reaching and crossing over to the west side of the UPRR corridor in the vicinity of Eggleston Avenue. The alignment would turn south to follow the UPRR corridor on the elevated structure along the west side of the UPRR to 107th Place.

At 107th Place, the elevated structure would cross from the west side to the east side of the UPRR corridor. The Preferred Alignment would continue along the east side of the UPRR corridor south and southeast to near 119th Street, where it would cross over the Canadian National/Metra Electric District tracks.

South of this point, the Preferred Alignment would descend to at-grade while continuing southeast parallel to the Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad corridor. The alignment would continue south, going under 130th Street to the terminus of the RLE Project south of 130th Street.



The Preferred Alignment is a hybrid of the East and West Options of the UPRR Rail Alternative disclosed in the Draft EIS, with the cross-over at 107th Place connecting the West Option north of the cross-over location with the East Option south of the cross-over location. The Preferred Alignment is shown in the RLE Project Area Map.



**Photo Simulation of the Elevated Structure North of I-57 (Looking East from 98th Place and Princeton Avenue)**



**Example Station Rendering: 103rd Street Station (Looking Northeast)**



*Note the appearance of project elements and residences in visualizations is intended to show the scale of project elements. Actual construction appearance may differ based on design refinements and design decisions for color, textures, finishes, and choice of specific design features.*

## Summary of Benefits and Impacts

Potential environmental benefits and impacts of the Preferred Alignment are detailed in Chapters 3-8 of the Final EIS. The environmental resources evaluated and the findings are summarized below.

### Transportation (Chapter 3)

This chapter describes the potential benefits and impacts that would result from the Preferred Alignment on existing transportation in the project area including public transportation, vehicular and freight traffic, bicycling, pedestrians, and parking.

The Preferred Alignment would have no adverse impacts on transportation after mitigation. Public transportation users would benefit from increased access to transit, faster travel times, reduced congestion at the 95th/Dan Ryan station, direct rail service to reduce the need for some transfers, and connections to regional commuter rail.

Pedestrians would benefit from upgraded intersections adjacent to new RLE stations with accessible curb ramps and improved sidewalks. If warranted by an engineering traffic study, traffic signals may be installed to mitigate pedestrian safety impacts at any of the four proposed RLE stations. At existing at-grade crossings, as design advances, additional pedestrian control devices could be installed, such as increased lighting and gates at the sidewalk, to improve pedestrian safety at the crossings. Impacts would not be adverse after mitigation.

Mitigation would be provided to address adverse impacts to traffic operations at several intersections

in the project. Potential mitigation measures include adjusting signal timing and installation or extension of turning lanes. CTA will coordinate intersection improvements with agencies of jurisdiction. Impacts would not be adverse after mitigation.

Sufficient parking capacity would be provided at all stations to avoid spillover parking in residential areas. Benefits would accrue by providing additional park & ride opportunities to attract passengers to transit and improve connections to regional commuter rail. Impacts would not be adverse after mitigation.

### Land Use and Economic Development (Section 4.1)

This section summarizes the potential benefits and impacts of the Preferred Alignment on the land uses and economic development in the project area, including consistency with applicable land use plans.

The Preferred Alignment could foster economic benefits by providing new public transportation options and opportunities for economic development. Incompatible zoning for sites identified as future stations and park & ride facilities would be rezoned. Impacts would not be adverse after mitigation. CTA is undertaking a *Transit-Supportive Development (TSD) Plan*, separate from the Final EIS, to identify the potential for transit-oriented development (TOD) around each station area. The Plan will guide future land uses along the corridor and identify methods to enable mixed-use development and enhance economic vitality, multimodal connectivity, and the pedestrian environment.

The RLE Project would provide **better transit access** to affordable housing, jobs, services, and educational opportunities to enhance livability and neighborhood vitality.



Example Station Rendering: Michigan Avenue Station Aerial View (Looking West)

Note the appearance of project elements and residences in visualizations is intended to show the scale of project elements. Actual construction appearance may differ based on design refinements and design decisions for color, textures, finishes, and choice of specific design features.



## Summary of Benefits and Impacts



### Displacements (Section 4.2)

This section describes the potential displacements and relocations of existing uses of land or buildings needed to accommodate construction or the permanent footprint of the Preferred Alignment. Accommodation of tracks, stations, yard and shop, and other ancillary facilities associated with the Preferred Alignment would require acquisition of 228 parcels. Of the 228 parcels, 96 parcels are vacant. 97 of the affected parcels have building displacements. The majority of building displacements are single-family residential uses with some multifamily residential uses and industrial uses.

With compensation and relocation assistance per the Uniform Relocation Assistance and Real Property Acquisition Policies Act, the impact would not be considered adverse because the general availability of real estate near the project would facilitate relocation. Displaced businesses and residents are expected to be able to relocate near the RLE Project because of the existing availability of replacement housing, commercial buildings, and vacant parcels. The new stations would improve regional access and help attract new development to the area, thereby reducing the long-term impacts of displacements.

### Neighborhoods and Communities (Section 4.3)

This section summarizes the potential benefits and impacts of the Preferred Alignment on the surrounding neighborhood and community resources including community character, mobility, and facilities in the project area. Community resources generally include schools, parks, community centers, churches,

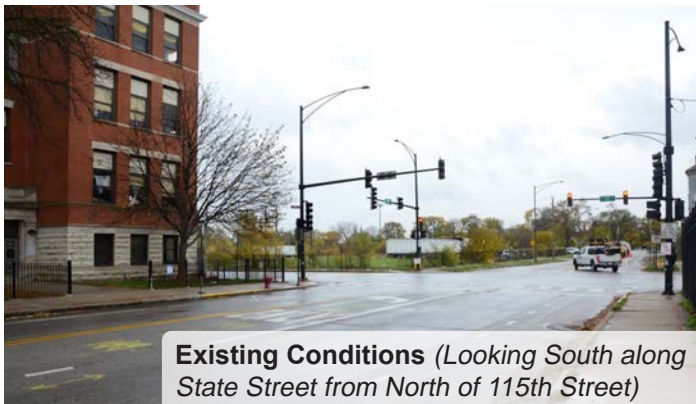
and healthcare facilities. All communities in the project area would benefit from improved mobility with reduced travel times. There are no permanent impacts to community resources.

Community character impacts in the Roseland, Washington Heights, West Pullman, and Riverdale communities would remain adverse after mitigation. These adverse impacts are related to changes in the scale, density, and visual setting of the neighborhoods due to the elevated track structure and station facilities. Visual and aesthetic impacts are discussed in more detail in the following section.

### Visual and Aesthetic Conditions (Section 4.4)

This section summarizes the impacts of the Preferred Alignment on existing visual and aesthetic conditions, including shading and shadowing from the elevated structure and stations. The Preferred Alignment would introduce permanent adverse visual impacts and new visual elements to areas within view of the track structure and stations. Mitigation measures would include landscaping or visual screening, shielding exterior lighting, creating pedestrian-friendly surroundings, and following urban design best practices and guidelines to reduce adverse impacts.

Due to the proximity and height of the elevated structure and stations near residential areas, adverse impacts despite mitigation would occur north of I-57, between 99th Street and the 103rd Street station, at 107th Place near the cross-over, at 117th Street and Prairie Avenue, and at the 130th Street station. Impacts would remain adverse after mitigation.



**Existing Conditions** (Looking South along State Street from North of 115th Street)



**Photo Simulation of Michigan Avenue Station** (Looking South along State Street from North of 115th Street)

Note the appearance of project elements and residences in visualizations is intended to show the scale of project elements. Actual construction appearance may differ based on design refinements and design decisions for color, textures, finishes, a) features.

## Summary of Benefits and Impacts

### Noise and Vibration (Section 4.5)

This section summarizes the predicted noise and vibration impacts of the Preferred Alignment. The detailed analyses included an evaluation of noise and vibration sources from RLE rail operations and stationary sources (120th Street rail yard and shop, park & ride facilities, and traction power substations).

Before mitigation, 278 residences and two institutions would have moderate noise impacts, and 91 residences and one institution would have severe noise impacts. To reduce noise impacts below FTA criteria, noise barriers approximately 3.5 feet in height (measured from the top of rail) would be constructed along both sides of the elevated track structure from approximately 98th Street to 119th Street. Moderate noise impacts are expected to remain at 15 residences after noise barrier mitigation, primarily because of their proximity to special trackwork.

No vibration impacts are projected at residential or institutional receivers along the Preferred Alignment. CTA railcars are lighter and carry less weight than the freight cars that travel along the existing UPRR tracks. Elevated track structures also transmit less vibration through the ground than ground level tracks, and analysis indicated that there would be no impacts from vibration. Therefore, no vibration mitigation measures would be required.

### Safety and Security (Section 4.6)

This section summarizes the potential safety and security benefits and impacts of the Preferred Alignment. Safety refers to freedom from harm

resulting from unintentional acts or circumstances occurring on or near CTA property. While the project includes proposed pedestrian improvements and enhancements, such as marked crosswalks near stations, from a safety perspective, there is a potential for pedestrians crossing streets where no crosswalks or signals exist. Mitigation measures include adding signals, crosswalks, pedestrian crossing warning devices for drivers, fencing, and other items as warranted by an engineering traffic study.

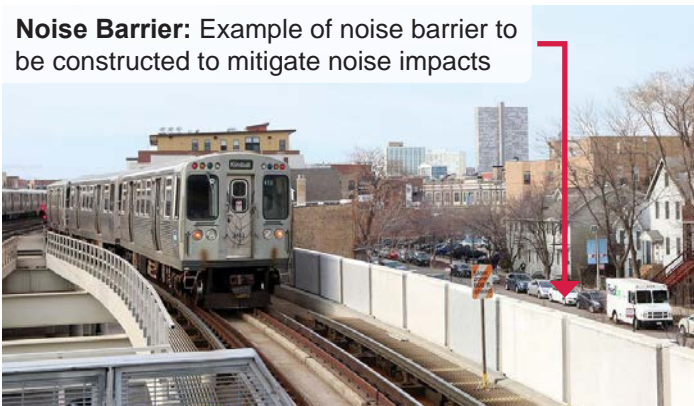
Security refers to freedom from harm resulting from intentional acts or circumstances, including crime. A project-specific plan for the RLE Project is being developed during preliminary engineering and security measures will be consistent with that of the entire CTA system. Potential security measures under consideration include open design, lighting, surveillance cameras and/or extra security patrols, convex mirrors, emergency push buttons, fencing, and landscaping. Impacts would not be adverse after mitigation measures are implemented.

### Historic and Cultural Resources (Section 4.7)

This section summarizes the findings under Section 106 of the National Historic Preservation Act regarding historic and cultural resources. An adverse effect is found when a project would alter any of the characteristics of a qualifying resource in a manner that would diminish the integrity of the resource's location, design, setting, materials, workmanship, feeling, or association. Through the Section 106 process, CTA has coordinated with the Illinois State Historic Preservation Office and consulting parties to discuss properties and districts in the project area that are eligible for listing on the National Register of Historic Places as well as potential project effects.

Fifteen historic properties within the project area were evaluated. While the historic properties would encounter direct visual impacts as a result of their proximity to the Preferred Alignment, the impact would not compromise the integrity of the properties or any of their character defining features. No adverse affects on historic properties would occur because of the Preferred Alignment and no mitigation measures

**Noise Barrier:** Example of noise barrier to be constructed to mitigate noise impacts





## Summary of Benefits and Impacts

would be required. An archaeological survey identified twelve sites within one mile of the project vicinity, but there are no known sites within the project area.

### Hazardous Materials (Section 4.8)

This section summarizes the potential for encountering hazardous materials during the construction and operation of the Preferred Alignment. Hazardous materials may include petroleum products, pesticides, organic compounds, heavy metals, or other items that could harm human health or the environment.

CTA found parcels with recognized environmental conditions (RECs). On-site RECs included underground storage tanks (USTs) or past usage of the property for industrial/commercial use. Off-site RECs included the existence of railroad property, past use of adjacent properties as industrial/commercial, or the potential presence of unresolved USTs. Seventy-eight parcels were identified as needing soil sampling conducted. Contaminants detected in soil analytical samples were typical of an urban area. In addition, CTA conducted hazardous materials surveys at sites with buildings present. Asbestos-containing materials, lead-based paint, and universal and hazardous waste were found within some of the buildings.

The RLE Project would result in beneficial impacts through cleanup and/or removal of contaminated material during construction. Demolition of buildings would result in beneficial impacts through cleanup and/or removal of asbestos-containing materials and lead-based paint. Although the Preferred Alignment would not have permanent adverse impacts related to hazardous materials, CTA would adhere to all applicable regulations. With the use of standard practices and implementation of best management practices, impacts would not be adverse after mitigation.

### Wetlands (Section 4.9)

This section describes the potential benefits and impacts of the Preferred Alignment on wetlands as agencies are directed to minimize the destruction, loss, or degradation of wetlands during construction and operation of projects. While most of the project area is urbanized with underground drainage that

does not contain wetlands, the Preferred Alignment would affect up to 15.7 acres of wetlands. The affected acreage is primarily located in the vicinity of the 120th Street yard and shop, including a small quantity of wetland area limited to a culvert outlet into Kensington Marsh. The U.S. Army Corps of Engineers determined that there are no areas considered under their permitting jurisdiction and have no objection to the use of Kensington Marsh. Impacts would be mitigated through compliance to federal, state, and local regulations. No impacts would remain after mitigation.

### Indirect and Cumulative Impacts (Chapter 5)

While other chapters provide analysis and findings on direct impacts of the project, NEPA also requires the consideration of potential indirect and cumulative impacts. The RLE Project takes into account other project improvements from past studies as well as present and reasonably foreseeable future studies and proposed improvements in the project area.

Implementation of the Preferred Alignment could result in potential redevelopment because of increased accessibility to jobs, attraction of new development near stations, and overall livability improvements. The surrounding communities would benefit from the cumulative impacts of other planned projects in the project area because they would improve access to jobs, places of interest, and residences, and would result in a reduction of air emissions. Therefore, no mitigation measures would be required.

### Resources with Limited or No Adverse Impacts (Chapter 6)

The Preferred Alignment would have limited or no adverse impacts on air quality, water quality, floodplains, vegetation, wildlife habitat, threatened and endangered species, geology and soils, and energy. Therefore, no mitigation measures would be required.

### Environmental Justice (Chapter 7)

This section summarizes the environmental justice analysis and outreach conducted for the project. Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income. The project

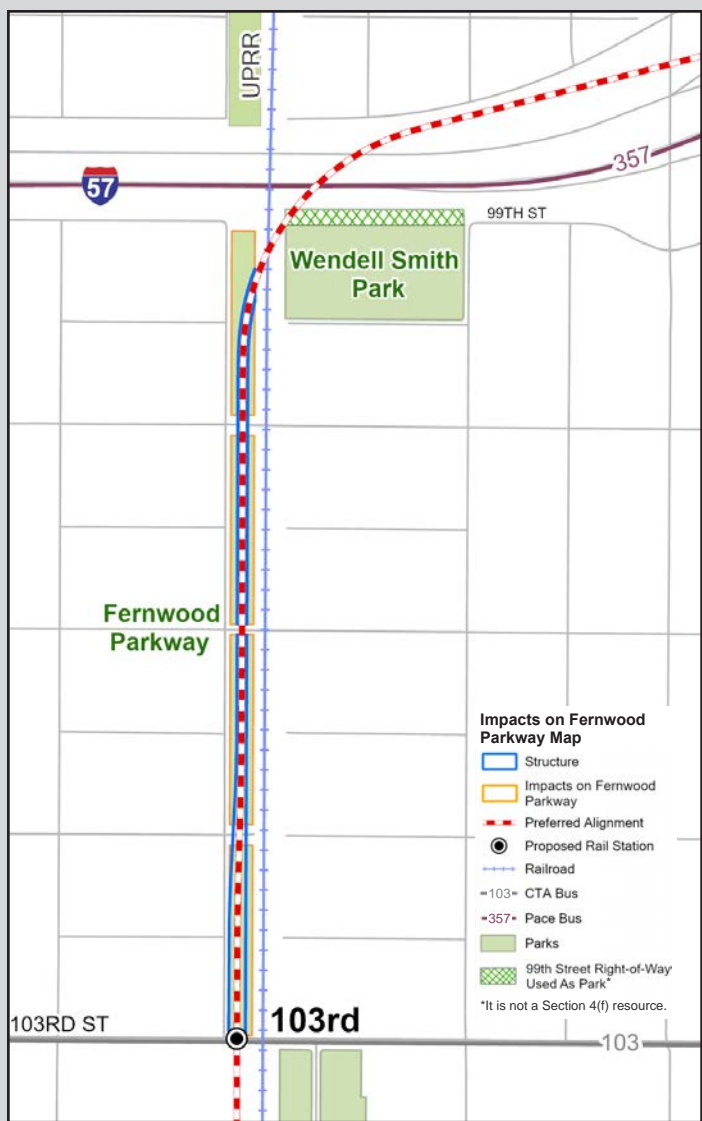
# Summary of Benefits and Impacts

area consists entirely of minority communities, some of which are also low-income areas. Both the impacts and benefits of the project would affect primarily minority and low-income populations; a component of the project purpose is to connect disadvantaged communities to Chicago's major employment and activity centers.

There would be no disproportionately high and adverse impacts on minority or low-income populations. CTA has conducted outreach and ongoing coordination with affected communities to discuss project impacts, benefits, and mitigation measures.

## Parks and Section 4(f) (Chapter 8)

Section 4(f) is a federal law that establishes requirements for consideration of publicly owned parks, recreational areas, wildlife refuge areas, and historic resources in the development of transportation projects. CTA has actively coordinated with the Chicago Park District to determine appropriate mitigation measures. Based on consideration of the proposed direct use as well as the mitigation and enhancement measures, no adverse impacts on park attributes, features, or activities would result from the Preferred Alignment.



## Addressing Impacts to Parks

CTA has worked with the Chicago Park District to identify ways to minimize park impacts and, where possible, enhance community access to parks.

### Mitigation Measures for Wendell Smith Park

The construction activities of the Preferred Alignment is considered a temporary use of the northwest corner of the park (0.1 acre). The anticipated total closure time needed would be considerably less than the total time needed for the construction of the RLE Project. This constitutes a "temporary occupancy" under Section 4(f) considerations. The land would be fully restored to at least as good as prior to the RLE Project.

### Mitigation Measures for Fernwood Parkway

The Preferred Alignment track structure would run through two of the four parcels of Fernwood Parkway and elevated track structure supports would be placed permanently in the parkway. This would result in a permanent incorporation of 4.5 acres of the park space, which constitutes a use under Section 4(f). Mitigation measures to minimize impacts on Fernwood Parkway would include restoration of disturbed areas, replacement of acreage through smaller pocket parks, and landscaping. Pocket parks would be directly adjacent to the Major Taylor Bike Trail, in the Washington Heights community area, or additional areas based on future coordination with the Chicago Park District.



## Summary of Benefits and Impacts

Criteria* *Developed based on Project Purpose & Need	No Build Alternative	Preferred Alignment
<b>Goal 1: Reduce Transit Times</b>		
Travel Times Between Stations <sup>1</sup> <i>130th Street to 95th/Dan Ryan terminal</i> <i>130th Street to Jackson Station (Loop)</i>	38 minutes 69 minutes	15 minutes 40 minutes
Would the proposed stations serve transit-dependent communities?	No	Yes
Would there be new direct service to Altgeld Gardens?	No	Yes
<b>Goal 2: Increase Travel Choices</b>		
Would there be better access to regional employment centers and local commercial areas?	No	Yes
Would potential connections to other public transportation modes in the communities adjacent to the RLE Project be possible?	No	Yes
Would geographic isolation be reduced?	No	Yes
How many stations would have park & ride facilities?	0	4 of 4
Total park & ride spaces	0	1,340
<b>Goal 3: Increase Economic Competitiveness</b>		
Could nearby development be encouraged?	No	Yes
<b>Goal 4: Minimize Environmental Impacts</b>		
Displacements and Relocations <i>Properties</i> <i>Buildings</i>	0 0	228 97
Noise Impacts After Mitigation <i>Receivers with Moderate Noise Impacts (before/after mitigation)</i> <i>Receivers with Severe Noise Impacts (before/after mitigation)</i>	No change 0 0	Not adverse 278/15 91/0
Park Impacts After Mitigation <i>Construction Phase</i> <i>Permanent</i> <i>Permanent (acres)</i>	No change 0 parks 0 parks 0 acres	Not adverse 1 park 1 park 4.5 acres
Would there be community impacts after mitigation?	No	Yes
Would there be visual and aesthetic impacts after mitigation?	No	Yes
<b>Goal 5: Provide the Best Value</b>		
Projected Ridership (per weekday) <sup>2</sup>	0	41,500
Capital Costs (in Billions, YOE) <sup>3</sup>	\$0	\$3.6
Annual Change in O&M Costs (in Millions) <sup>4</sup>	No change	\$32.7

1 No Build travel time is based on a Northbound trip using bus route #34 and transferring to Red Line at 95th/Dan Ryan terminal in AM peak period; it includes bus and rail running times, wait times, and transfer time at 95th terminal. Preferred Alignment travel time includes RLE running time and wait time at 130th Street station. Travel times have been updated since Draft EIS based on 2021 schedules and project engineering.

2 Ridership is based on Simplified Trips-on-Project Software (STOPS) ridership model output projecting 2040 ridership.

3 YO E = Year of Expenditure. Capital costs are presented in YO E dollars and are estimated by escalating capital costs from 2021 base year dollars.

4 O&M = Operations and maintenance. Difference from No Build Alternative shown in year 2020 dollars.

# Public Involvement

Community outreach for the RLE Project has occurred since 2006. CTA has held numerous public meetings and met with many community organizations and public agencies.

Significant public and stakeholder involvement has influenced the project definition and decision-making. Additional details about the public outreach process are described in Chapter 10 of the Final EIS. CTA will continue to involve and consult with the community as the project proceeds through design and construction. Public hearings were held in February 2022 to present the Supplemental EA. Comments were reviewed by FTA and CTA with responses to comments included in the Final EIS.

To learn more about the RLE Project, visit the project website at [www.transitchicago.com/rle/](http://www.transitchicago.com/rle/).

The public can request to be added to the RLE contact list by visiting the project website or sending an email to [RedExtension@transitchicago.com](mailto:RedExtension@transitchicago.com). Those added to this contact list will receive upcoming meeting notices, as well as future updates about the RLE Project.

For additional information or questions, please contact CTA via mail or email:

**Mail:**

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

**Email:**

[RedExtension@transitchicago.com](mailto:RedExtension@transitchicago.com)



**Draft EIS Open House:**  
November 2016 at St. John Missionary Baptist Church



**Preferred Alignment Open House:**  
February 2018 at Gwendolyn Brooks College Preparatory Academy



**Community Outreach Event:**  
September 2021 at Chicago State University



## Project Costs and Funding

CTA is pursuing a wide range of local, state, and federal funding sources, including federal New Starts funds, with the help and support of the community.

At this stage of Project Development, the preliminary funding plan for the project assumes up to a 60

percent contribution from the FTA Section 5309 Capital Investment Grant (CIG) program (New Starts) towards the total project cost, and the remainder of the funding from non-CIG sources. The funding plan would continue to evolve in 2022 in advance of the Entry into Engineering submittal to FTA.

## Next Steps to Advance Project

In 2020, CTA received approval from FTA to enter the New Starts Project Development phase of the FTA's CIG program. Entering this phase was a major step in CTA's continued commitment to move forward the construction of the RLE Project. During the two-year New Starts Project Development phase, CTA completed the Final EIS and preliminary engineering documents to successfully meet the federal requirements for this phase.

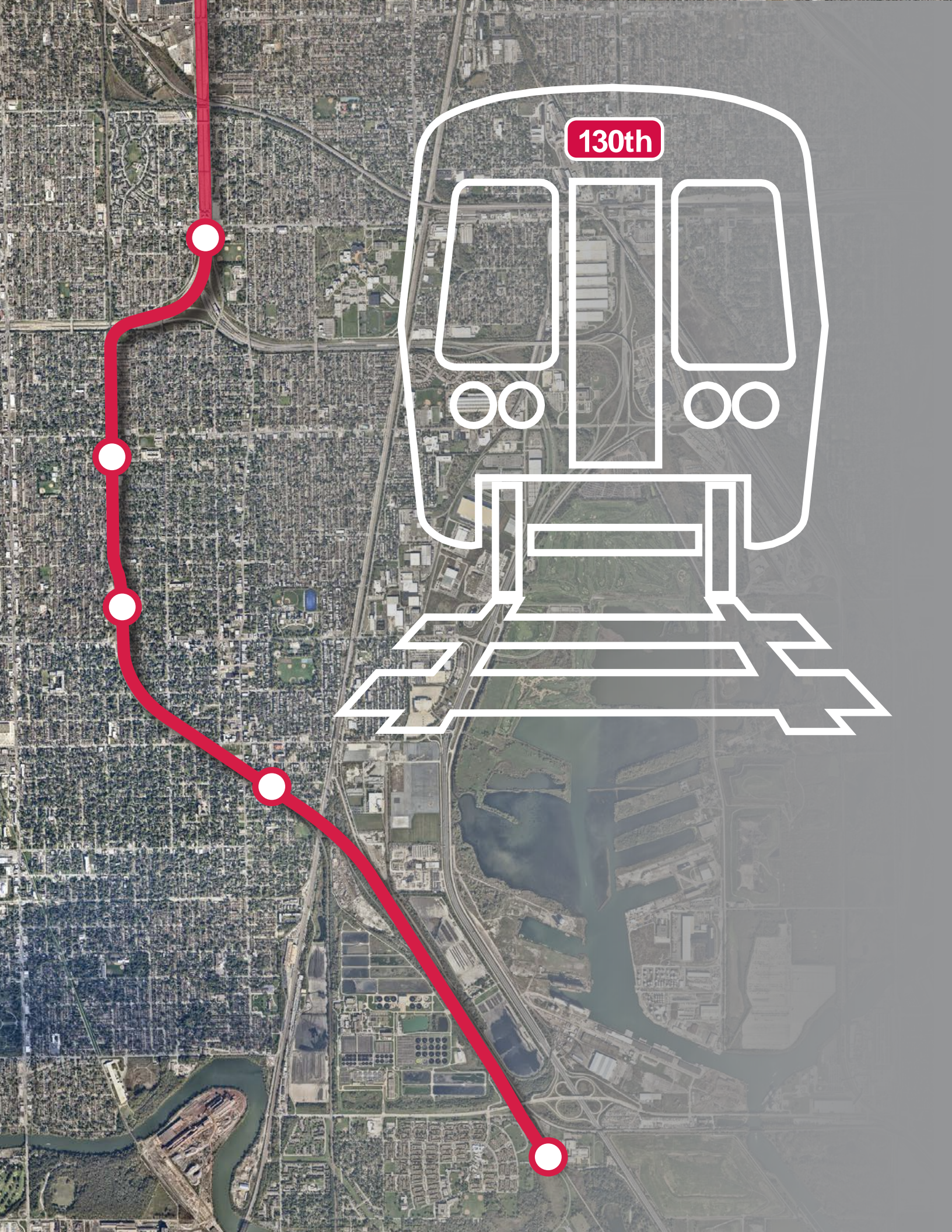
CTA directed funding from its CIG program (2022-2025) towards the RLE Project to fund engineering and design activities. This is in addition to CTA funding that is currently being used for environmental review and preliminary engineering work. These funds are part of the local match for the federal New Starts grant program. These financial investments demonstrate CTA's commitment to the RLE Project, to the community, and to FTA. Advancing through the program will allow CTA to ultimately apply for more than \$1 billion in federal funds to fund the RLE Project, with an estimated cost of approximately \$3.6 billion.

CTA estimates construction to begin in 2025 with service beginning in 2029. Anticipated dates are dependent on securing project funding and approvals.



\*Dependent on funding and approvals





130th