



## RED LINE EXTENSION

### SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT AND SECTION 4(f) EVALUATION

JANUARY 2022

Chicago, Illinois

*Prepared by:*  
Federal Transit Administration  
Chicago Transit Authority

*In Cooperation with:*  
Federal Highway Administration



**RED AHEAD**



**Red Line  
Extension**

# Red Line Extension Project

## Supplemental Environmental Assessment and Section 4(f) Evaluation

January 2022

*Prepared by:*

Federal Transit Administration  
Chicago Transit Authority





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for the

### Chicago Red Line Extension

Chicago, Illinois

prepared by the

### U.S. Department of Transportation

### Federal Transit Administration

and the

### Chicago Transit Authority

in cooperation with the

### Federal Highway Administration

pursuant to:

National Environmental Policy Act of 1969 (42 USC § 4332), Efficient Environmental Reviews for Project Decision Making (23 USC § 139), Council on Environmental Quality Regulations for Implementing the Procedures of the National Environmental Policy Act (40 CFR §1500-1508), FHWA/FTA Environmental Impact and Related Procedures (23 CFR § 771), and Section 4(f) requirements (49 USC § 303 and 23 USC § 138) and regulations (23 CFR § 774)

January 4, 2022

Date of Approval

*January 4, 2022*

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## Executive Summary

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to extend the Red Line heavy rail transit service 5.6 miles south from the existing 95th/Dan Ryan terminal to Chicago's Far South Side. The Red Line provides rapid transit services 24/7 and is the most heavily traveled rail line in the CTA system. This project is one part of the Red Ahead Program to extend and enhance the entire Red Line.

Since circulation of the Draft Environmental Impact Statement (EIS) on October 6, 2016, the CTA and FTA have continued to advance the Red Line Extension (RLE) Project and obtain documentation needed for the Final EIS. CTA has evaluated public and agency feedback received on the Draft EIS during the formal comment period in 2016 and undertaken additional agency and railroad coordination to select the Preferred Alignment for the RLE Project, announced to the public on January 26, 2018. Documentation of coordination and outreach activities since the announcement of the Preferred Alignment can be found in **Chapter 5**. The Preferred Alignment is a hybrid of the East and West Options of the Union Pacific Railroad (UPRR) Alternative presented in the Draft EIS.

In 2019, CTA began exploring an opportunity to relocate the 130th Street station, the terminating station of the RLE Project, to a location south of 130th Street. The Draft EIS had originally proposed the station location north of 130th Street. In 2017, after publication of the Draft EIS, the Chicago Housing Authority (CHA) demolished Blocks 11, 12, and 13 of the Altgeld Gardens neighborhood, creating an opportunity to relocate the station south of 130th Street to the area of the demolished blocks. The demolition of Blocks 11, 12, and 13 of Altgeld Gardens was an activity completed by CHA and was independent and unrelated to the RLE Project. CTA evaluated the station relocation for feasibility. Meetings were held with partner agencies and stakeholder groups of residents in the station area with these agencies and groups expressing support for the station relocation. CTA is therefore proposing a location change for the 130th Street station. The change would relocate the station from north of 130th Street, as presented in the Draft EIS, to south of 130th Street, adjacent to the Altgeld Gardens neighborhood.

After the announcement of the Preferred Alignment in 2018, CTA continued stakeholder coordination and design efforts. Norfolk Southern Railway (NS) shared their considerations for future potential access to Canadian National/Metra Electric District (CN/MED) tracks to the north of Kensington Yard and the national freight rail network at that location. This access would allow restoration of a former connection that the Michigan Central Railroad had with the CN/MED tracks, which were then owned by the Illinois Central Railroad. The 120th Street yard and shop presented in the Draft EIS would preclude future potential access to All American Recycling. The All American Recycling facility is served by the NS via trackage rights with the Indiana Harbor Belt Railroad (IHB). This coordination with NS resulted in adjustments to the

Preferred Alignment near the 120th Street yard and shop. The 120th Street yard and shop and the tracks south to 130th Street were shifted approximately 100 feet to the west to accommodate the NS railroad access to the All American Recycling and the national freight rail network.

CTA reviewed multiple locations for a cross-over area (i.e., CTA aerial structure over UPRR tracks [hereafter, 107th Place cross-over]) that would maximize the benefits and reduce the impacts of the UPRR East and West Options. The UPRR provided comments on the Draft EIS where they expressed their preference for the West Option due to concerns for the East Option's proximity to their tracks. All hybrid options under consideration started with the West Option and crossed over from the west to the east side of the UPRR tracks north of 115th Street. The hybrid option was presented to the public as the Preferred Alignment on January 26, 2018. Comparative analysis of parcel impacts and alignment with the goals of the RLE Project identified the vicinity of 108th Place as the cross-over location that would provide the greatest benefit. The cross-over in the vicinity of 108th Place would preserve viable businesses; minimize impacts to schools, residences, and the historic Roseland Pumping Station; and preserve parcels slated for future development surrounding the station areas. However, additional engineering refined the alignment further, which moved the UPRR crossing north from 108th Place to 107th Place. The refinement would lower the 111th Street station platform height; would lower the profile of the elevated structure, providing for a smoother overall profile; and would place the crossing at 107th Place.

The National Environmental Policy Act of 1969 (NEPA) mandates the consideration of environmental impacts before approval of any federally funded project that may have significant impacts on the environment or where impacts have not yet been determined (42 United States Code [USC] § 4332). FTA and CTA prepared this RLE Project Supplemental Environmental Assessment (EA) in accordance with NEPA and other applicable regulations to evaluate changes in project design from those analyzed in the Draft EIS. The purpose of this Supplemental EA is to evaluate impacts from the station location change, as well as to evaluate any impacts from design changes resulting from the selection of the Preferred Alignment. The design changes discussed in the Supplemental EA include:

- 130th Street station relocation
- 120th Street yard and shop refinement
- 107th Place cross-over

This document is organized to present impacts that are new or differ from those discussed in the Draft EIS. This document contains the following chapters, and the project design changes are discussed in the order presented above.

- Chapter 1 Introduction

- Chapter 2 Description of Proposed Changes to the Project
- Chapter 3 Environmental Impacts and Mitigation
- Chapter 4 Section 4(f) Evaluation
- Chapter 5 Public Involvement and Agency Coordination
- Chapter 6 References
- Chapter 7 List of Acronyms and Abbreviations

This Supplemental EA serves as the primary document to facilitate public and agency review of the proposed design changes since the circulation of the Draft EIS. CTA has established a 30-day comment period to take formal comments on the Supplemental EA. The Supplemental EA is available on the CTA website (<https://www.transitchicago.com/RLE/SEA>), and hard copies of the Supplemental EA are available at the following locations during the public review period:

- Federal Transit Administration – Region 5 Office, 200 W. Adams Street, Suite 320, Chicago, IL, 60606
- CTA headquarters, 567 W. Lake Street, 2nd Floor, Chicago, IL 60661
- Pullman Public Library, 11001 S. Indiana Avenue, 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

The public hearing will be held in two formats: one virtual meeting and one in-person meeting. The virtual hearing will be on February 15, 2022 from 6:00 to 8:00 PM. The virtual hearing will be compliant with the Americans with Disabilities Act (ADA), including closed captioning and Spanish and American Sign Language interpreters for the entirety of the public hearing. The in-person meeting will be at The Salvation Army Kroc Center, 1250 W. 119th Street, Chicago, IL 60643 on February 17, 2022 from 6:00 to 8:00 PM. The location of the in-person hearing will be ADA compliant and is accessible by public transit. Each public hearing will solicit comments from agencies and the community about findings presented in the Supplemental EA. The in-person hearing will be conducted in an open house format.

All substantive comments received during the public hearing and the 30-day public comment period will be addressed in the Final EIS/Record of Decision (ROD), submitted to FTA, and entered into the public record. A summary of the public hearing will be included in the Final EIS. Written comments will also be accepted at any time during the public comment period via e-mail to: RedExtension@transitchicago.com and U.S. mail to: Chicago Transit Authority, Strategic Planning, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661-1465.

Potential adverse environmental impacts, best management practices, and mitigation measures for each environmental resource identified for each project design change are detailed in **Chapter 3** of the Supplemental EA and are summarized in **Table ES-1**.

Table ES-1: Summary of Impacts and Mitigation

130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
<b>Transportation</b>		
<p><b>There would be no adverse impacts on Transportation after mitigation.</b></p> <p>Permanent</p> <ul style="list-style-type: none"> <li>• 130th Street and Ellis Avenue intersection would have insufficient turning lane lengths attributable to the construction of the relocated 130th Street station. Signal timing adjustments and extending the eastbound right turn and westbound left turn storage lanes on 130th Street are proposed to address this impact. There would be no adverse impacts to intersection operations after mitigation.</li> <li>• Closure of Old 130th Street would eliminate one of three access routes to Carver Military Academy High School. Closure of this access would not result in adverse impacts because the primary access from 130th Street to Greenwood Avenue and 132nd Street would remain and be improved as part of the RLE Project. The secondary access from Doty Avenue would remain unchanged. No mitigation would be required.</li> <li>• Closure of Old 130th Street would eliminate a connection to the access road into the Beaubien Woods Forest Preserve from Old 130th Street. However, the main access route to the Beaubien Woods Forest Preserve would continue to be from Ellis Avenue to Greenwood Avenue to 132nd Street. See summary section in <b>Section 4(f)</b> for mitigation measures.</li> <li>• The 130th Street station access road would impact an entrance and parking spaces to TCA Health. Mitigation measures would include redesign of the parking lot to maintain three entrance and exit points, and replacement of impacted parking spaces at a minimum ratio of 1 to 1. The redesign of</li> </ul>	<ul style="list-style-type: none"> <li>• No changes to impacts from the Draft EIS.</li> </ul>	<ul style="list-style-type: none"> <li>• No changes to impacts from the Draft EIS.</li> </ul>

130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
<p>the parking lot would be done in coordination with TCA Health and would provide the required number of ADA parking spaces. The parking lot would also meet the City of Chicago Landscape Ordinance.</p> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>• Construction of the 130th Street station access road would temporarily impact an entrance and parking spaces to TCA Health. The temporary displacement of parking during construction would be mitigated by existing on-street parking along Old 130th Street and Greenwood Avenue.</li> <li>• There could be some limited increases in traffic instances in the Altgeld Gardens neighborhood due to construction equipment and material delivery. CTA would phase construction to minimize impacts on local neighborhood traffic.</li> <li>• Improvements at the 130th Street and Ellis Avenue intersection would involve temporary lane closures during construction.</li> <li>• Flagging operations and scheduled track closures would occur near or adjacent to railroad tracks, as required.</li> </ul>		
<b>Land Use and Economic Development</b>		
<p><b>There would be no adverse impacts on Land Use and Economic Development after mitigation.</b></p> <p><b>Permanent</b></p> <ul style="list-style-type: none"> <li>• The closure of Old 130th Street would eliminate a connection to the access road to the Beaubien Woods Forest Preserve from Old 130th Street. See summary discussion in the <b>Transportation</b> section.</li> <li>• The 130th Street station access road would impact an entrance and parking spaces to TCA Health. See summary discussion in the <b>Transportation</b> section.</li> </ul>	<ul style="list-style-type: none"> <li>• No changes to impacts from the Draft EIS.</li> </ul>	<ul style="list-style-type: none"> <li>• No changes to impacts from the Draft EIS.</li> </ul>

130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
<ul style="list-style-type: none"> <li>• Closure of Old 130th Street would eliminate one of three access routes to Carver Military Academy High School. See summary discussion in the <b>Transportation</b> section. The closure of Old 130th Street would not result in an adverse impact to Carver Military Academy High School.</li> <li>• The 130th Street station would require a zoning change for both the parcels within the station footprint and two City-owned parcels that would be used as mitigation for the Forest Preserves of Cook County (FPCC) impacts. See summary section in <b>Section 4(f)</b> for mitigation measures.</li> </ul> <p>Construction</p> <ul style="list-style-type: none"> <li>• Construction would cause new temporary impacts to Altgeld Gardens residents and Carver Academy students such as noise, dust, and traffic.</li> <li>• Construction of the 130th Street station access road would temporarily impact an entrance and parking spaces to TCA Health. See summary discussion in the <b>Transportation</b> section. There would be no adverse construction impacts on land use or economic development.</li> </ul>		
<b>Displacements and Relocation of Existing Uses</b>		
<p><b>There would be no adverse impacts from displacements and relocation of existing uses after mitigation.</b></p> <p>Permanent</p> <ul style="list-style-type: none"> <li>• Four new parcels would need to be acquired for construction of the relocated 130th Street station (two directly impacted for the construction of the RLE Project and two acquired as mitigation for FPCC impacts). Three of these parcels are vacant; one has a commercial building although the building would not be displaced. See summary section in <b>Section 4(f)</b> for mitigation measures.</li> </ul>	<ul style="list-style-type: none"> <li>• No changes to impacts from the Draft EIS.</li> </ul>	<p><b>There would be no adverse impacts from displacements and relocation of existing uses after mitigation.</b></p> <p>Permanent</p> <ul style="list-style-type: none"> <li>• Ten new parcels would need to be acquired for construction of the 107th Place cross-over (four have buildings and six are vacant).</li> <li>• CTA would work with the property owners to acquire the property in</li> </ul>

130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
<ul style="list-style-type: none"> <li>CTA would work with the property owners (TCA Health, City, and CHA), to acquire the property in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as applicable.</li> </ul> <p>Construction</p> <ul style="list-style-type: none"> <li>Construction of the 130th Street station access road would temporarily impact an entrance and parking spaces to TCA Health. See summary discussion in the <b>Transportation</b> section.</li> </ul>		<p>accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.</p> <p>Construction</p> <ul style="list-style-type: none"> <li>Construction of the cross-over could impact access to some parcels, limiting the use of those parcels.</li> <li>Mitigation measures would include maintenance of traffic plans that maintain access to residents and businesses. Access may be limited for short periods of time. Alternative access would be identified and regularly communicated to property and business owners.</li> </ul>
<b>Neighborhoods and Communities</b>		
<p><b>There would be no adverse impacts on Neighborhoods and Communities with the exception of visual impacts after mitigation.</b></p> <p>Permanent</p> <ul style="list-style-type: none"> <li>There would be adverse visual impacts on the Altgeld Gardens residents resulting from the relocation of the 130th Street station. The proposed four-level park &amp; ride facility would</li> </ul>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS.</li> </ul>	<p><b>There would be no adverse impacts on Neighborhoods and Communities with the exception of visual impacts after mitigation.</b></p> <p>Permanent</p> <ul style="list-style-type: none"> <li>There would be adverse visual impacts on the residential neighborhood on the east of the UPRR tracks from the construction of the 107th Place cross-over. See summary discussion in the <b>Visual and Aesthetic Conditions</b> section.</li> </ul>



130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
<p>substantially alter the residential scale and character. The adverse impacts would remain after mitigation.</p> <ul style="list-style-type: none"> <li>• Closure of Old 130th Street would eliminate one of three access routes to Carver Military Academy High School. See summary discussion in the <b>Transportation</b> section.</li> <li>• The 130th Street station would impact an entrance and parking spaces to TCA Health. See summary discussion in the <b>Transportation</b> section.</li> <li>• Mobility would be impacted due to access to the Carver Military Academy High School being changed. See summary discussion in the <b>Transportation</b> section. The closure of Old 130th Street would not result in an adverse impact to Carver Military Academy High School.</li> <li>• Mobility would also be impacted due to the closure of Old 130th Street and elimination of the connection to the access road into the Beaubien Woods Forest Preserve from Old 130th Street. See summary discussion in the <b>Transportation</b> section. See summary section in <b>Section 4(f)</b> for mitigation measures.</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>• Neighborhoods and community resources would be accessible during construction. Construction of the 130th Street station access road would impact an entrance and parking spaces to TCA Health. See summary discussion in the <b>Transportation</b> section.</li> </ul>		
<b>Visual and Aesthetic Conditions</b>		
<p><b>There would be an adverse impact on Visual and Aesthetic Conditions after mitigation.</b></p>	<ul style="list-style-type: none"> <li>• No changes to impacts from the Draft EIS.</li> </ul>	<p><b>There would be an adverse impact on Visual and Aesthetic Conditions after mitigation.</b></p>

130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
<p><b>Permanent</b></p> <ul style="list-style-type: none"> <li>The residential character and scale would be altered by the removal of vegetation and the addition of the proposed four-level park &amp; ride facility, other structures, and station. There would be adverse impacts on visual and aesthetic conditions.</li> <li>Mitigation measures would include landscaping and designing the facility to match the fabric of the surrounding community. The adverse impacts would remain, even after mitigation.</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>There would be no new construction impacts on visual and aesthetic conditions.</li> </ul>		<p><b>Permanent</b></p> <ul style="list-style-type: none"> <li>The elevated structure at the 107th Place cross-over would alter the residential character and scale for residences on the east side of the structure. The existing vegetation would not effectively block the views from adjacent residences, permanently changing the visual setting of the area, resulting in adverse impacts.</li> <li>Mitigation measures would include landscaping and using urban design techniques to reduce massing. Techniques that may be used include planting larger trees near structures to break the sight lines and incorporating smaller-scale landscaping near the streets. The adverse impacts would remain, even after mitigation.</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>There would be no new construction impacts on visual and aesthetic conditions.</li> </ul>
<b>Noise and Vibration</b>		
<p><b>There would be no impacts on Noise and Vibration conditions.</b></p>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS.</li> </ul>

130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
<p><b>Permanent</b></p> <ul style="list-style-type: none"> <li>A detailed noise and vibration analysis was completed for the relocated 130th Street station. Noise measurements were taken at representative sensitive receivers, and the analysis determined there would be no noise impacts due to the relocated 130th Street station.</li> <li>There would be no vibration impacts due to the relocated 130th Street station.</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>There would be no new construction noise or vibration impacts due to the relocated 130th Street station. Construction best management practices to reduce noise and vibration are described in the Draft EIS.</li> </ul>		
<b>Historic and Cultural Resources</b>		
<p><b>There would be a No Adverse Effect finding on the 60 historic properties and one historic district.</b></p>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS.</li> </ul>
<b>Hazardous Materials</b>		
<p><b>There would be no adverse impacts on Hazardous Materials.</b></p> <p><b>Permanent</b></p> <ul style="list-style-type: none"> <li>There was one off-site recognized environmental condition (REC) identified. The off-site REC (Conrail tracks) would be a potential impact on hazardous materials. Impacts associated with adjacent freight railroads were discussed in the Draft EIS. There would be no new adverse impacts due to hazardous materials.</li> </ul>	<ul style="list-style-type: none"> <li>On-site RECs were identified during the Corridor Level Phase I Environmental Site Assessment (ESA). A Phase II ESA will be conducted for the yard and shop and included in the Final EIS.</li> </ul>	<ul style="list-style-type: none"> <li>On-site and off-site RECs were identified during the Corridor Level Phase I ESA. Site specific Phase I ESAs will be conducted as required and included in the Final EIS. Phase II ESA will be conducted, as needed. The Phase II ESAs would be included in the Final EIS.</li> </ul>

130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>• There would be no new adverse construction impacts due to hazardous materials.</li> </ul>		
<b>Wetlands</b>		
<p><b>There would be no adverse impacts on Wetlands after mitigation.</b></p> <p><b>Permanent</b></p> <ul style="list-style-type: none"> <li>• The track alignment extension connecting to the relocated 130th Street station would impact approximately 0.21 acre of wetlands north of the 130th Street station relocation project area. No wetlands would be impacted directly by the relocated 130th Street station footprint. The 130th Street station in the Draft EIS would impact approximately 7 acres of wetlands. The relocated 130th Street station would result in a reduction in wetland impacts.</li> <li>• The Approved Jurisdictional Determination associated with the 2015 Wetland Delineation Report in the Draft EIS expired in June 2021. Field conditions in the project area for the 130th Street station relocation would be evaluated in a wetland delineation, as may be needed for permitting. During a site review meeting on May 11, 2021, a potential wetland was identified north of 132nd Street and west of the Beaubien Woods Forest Preserve access road. The U.S. Army Corps of Engineers (USACE) concurred with the original determination that wetlands identified in the project area are non-jurisdictional. An updated Approved Jurisdictional Determination letter was submitted to USACE on September 15, 2021. Coordination with USACE will continue through the Final EIS. No additional wetland delineation was requested. If requested, a report would be prepared summarizing the findings of the wetland delineation. This report would be shared during the permitting process. Impacts on any</li> </ul>	<ul style="list-style-type: none"> <li>• No changes to impacts from the Draft EIS.</li> </ul> <p><b>Permanent</b></p> <ul style="list-style-type: none"> <li>• The 2015 Wetland Delineation Report in the Draft EIS expired in June 2021. A new wetland delineation would be conducted to evaluate field conditions in the project area, if required for permitting or coordination.</li> <li>• The Approved Jurisdictional Determination associated with the 2015 Wetland Delineation Report in the Draft EIS expired in June 2021. Field conditions in the project area for the 120th Street yard and shop would be evaluated in a wetland delineation, as may be needed for permitting. During a site review meeting on May 11, 2021, the area covered by the original Approved Jurisdictional Determination was analyzed for potential connectivity. A potential wetland area dominated by common reed was identified between the roadway and the All American Recycling facility. USACE concurred with the original determination that wetlands identified in the project area are non-jurisdictional. An updated</li> </ul>	<ul style="list-style-type: none"> <li>• No changes to impacts from the Draft EIS.</li> </ul>

130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
<p>delineated wetlands would be coordinated with USACE, including request of an updated Approved Jurisdictional Determination, as needed. Impact coordination would proceed as needed based on the results of any Approved Jurisdictional Determination.</p> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>• Since no new wetlands have been identified, there would be no new construction impacts on wetlands.</li> <li>• Mitigation measures would include avoidance and minimization of temporary wetland disturbance for construction access and staging areas to the extent practicable. Wetlands would be clearly marked in the construction plans to ensure the contractor avoids wetland disturbance. Best management practices (BMPs), such as erosion and sediment control measures, would be implemented to prevent deposition and degradation of any wetlands near the project area.</li> </ul>	<p>Approved Jurisdictional Determination letter was submitted to USACE on September 15, 2021. Coordination with USACE will continue through the Final EIS. No additional wetland delineation was requested. If requested, a report would be prepared summarizing the findings of the wetland delineation. This report would be shared with USACE during the permitting process. Impacts on any delineated wetlands would be coordinated with USACE, including request of an updated Approved Jurisdictional Determination, as needed. Impact coordination would proceed as needed based on the results of any Approved Jurisdictional Determination.</p> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>• Since no new wetlands have been identified, there would be no new construction impacts on wetlands.</li> <li>• Mitigation measures would include avoidance and minimization of temporary wetland disturbance for construction access and staging areas to the extent practicable. Wetlands would be clearly marked in the construction plans to ensure the contractor avoids wetland disturbance. BMPs, such as erosion and sediment control measures, would be implemented to prevent deposition and degradation of any wetlands near the project area.</li> </ul>	

130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
<b>Environmental Justice</b>		
<p><b>There would be no adverse impacts on Environmental Justice (EJ) populations after mitigation.</b></p> <p>Permanent</p> <ul style="list-style-type: none"> <li>There would be no disproportionately high and adverse permanent impacts on EJ populations.</li> </ul> <p>Construction</p> <ul style="list-style-type: none"> <li>There would be no disproportionately high and adverse construction impacts on EJ populations.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS.</li> </ul>
<b>Safety and Security</b>		
<p><b>There would be no adverse impacts on Safety and Security after mitigation.</b></p> <p>Permanent</p> <ul style="list-style-type: none"> <li>Access to the relocated 130th Street station from Altgeld Gardens would not require crossing 130th Street. The relocated station would reduce adverse safety and security impacts from those disclosed in the Draft EIS.</li> <li>The closure of Old 130th Street would not adversely impact emergency access to Carver Military Academy High School.</li> </ul> <p>Construction</p> <ul style="list-style-type: none"> <li>Mitigation measures would include maintenance of traffic and job site safety and security during construction.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS.</li> </ul>

130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
<ul style="list-style-type: none"> <li>There would be no adverse construction impacts on safety and security.</li> </ul>		
<b>Air Quality</b>		
<p><b>There would be no adverse impacts on Air Quality after mitigation.</b></p> <p><b>Permanent</b></p> <ul style="list-style-type: none"> <li>Additional vehicular traffic on nearby streets would not result in an exceedance of air quality standards for carbon monoxide, and no adverse impacts would occur.</li> <li>No changes to regional emissions of greenhouse gases, particulate matter, and mobile source air toxics were identified from those disclosed in the Draft EIS.</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Impacts during construction would include temporary and localized emissions of fugitive dust and exhaust from construction vehicles and equipment. There would be no new adverse construction-related impacts on air quality. BMPs, such as the Construction Emission Control Checklist developed by the U.S. Environmental Protection Agency (USEPA), would be implemented to reduce construction dust and use of low-sulfur fuels, among others.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS.</li> </ul>
<b>Water Resources</b>		
<p><b>There would be no adverse impacts on Water Resources after mitigation.</b></p> <p><b>Permanent</b></p> <ul style="list-style-type: none"> <li>The relocated 130th Street station would be located within the Illinois Coastal Management Program boundary. CTA has coordinated with the Illinois Department of Natural Resources</li> </ul>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS.</li> </ul>

130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
<p>(IDNR) for the federal consistency review. CTA submitted an initial federal consistency review to IDNR on August 27, 2021. On a letter dated October 8, 2021, IDNR concurred that the relocated 130th Street station would comply with the enforceable policies of the Illinois Coastal Management Program and would be conducted in a manner consistent with the Illinois Coastal Management Program.</p> <ul style="list-style-type: none"> <li>• There would be no adverse permanent impacts on the Illinois coastal zone.</li> </ul> <p>Construction</p> <ul style="list-style-type: none"> <li>• There would be no new construction-related impacts on water resources. BMPs would be implemented to minimize erosion and sedimentation on nearby water resources.</li> </ul>		
<b>Biological Resources</b>		
<p><b>There would be no adverse impacts on Biological Resources after mitigation.</b></p> <p>Permanent</p> <ul style="list-style-type: none"> <li>• The removal of up to approximately 5.7 acres of trees in the vicinity of the relocated station would be an adverse impact to biological resources. Reduction in habitat would occur but would not constitute a substantial loss compared to larger natural areas available associated with the Beaubien Woods Forest Preserve. The loss of trees would reduce migratory bird habitat.</li> <li>• Mitigation measures would include timing of vegetation removal and nesting bird surveys.</li> <li>• A tree survey may be needed for permitting and/or local tree protection ordinances to assess the number, species, and health status of trees to be removed. If the tree survey is required, CTA would coordinate tree removal with the U.S.</li> </ul>	<p><b>There would be no adverse impacts on Biological Resources after mitigation.</b></p> <p>Permanent</p> <ul style="list-style-type: none"> <li>• There is only 0.9 new acre of trees impacted by the 120th Street yard and shop refinement. Reduction in habitat would occur but would not constitute a substantial loss due to fragmented areas that are somewhat isolated by surrounding industrial and transportation uses. The loss of trees would reduce migratory bird habitat.</li> <li>• Mitigation measures would include timing of vegetation removal and nesting bird surveys.</li> <li>• A tree survey may be needed for permitting and/or local tree protection</li> </ul>	<ul style="list-style-type: none"> <li>• No change to impacts from the Draft EIS.</li> </ul>



130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
<p>Fish and Wildlife Service (USFWS) and local authorities, as necessary.</p> <ul style="list-style-type: none"> <li>• The rufa red knot (<i>Calidris canutus, ufa</i>), the northern long-eared bat (NLEB) (<i>Myotis septentrionalis</i>), and the rusty patched bumble bee (RPBB) (<i>Bombus affinis</i>) were added to the federal list for Cook County since the Draft EIS analysis.               <ul style="list-style-type: none"> <li>○ No suitable habitat for the rufa red knot was identified in the project area. Therefore, the rufa red knot is unlikely to occur in the project area.</li> <li>○ Suitable bat roost trees are not expected to be in this area. A “no effect” determination for the rufa red knot and a “may affect, not likely to adversely affect” determination for the NLEB were received from USFWS on September 28, 2021.</li> <li>○ The project area is outside the range of the RPBB, as identified by the USFWS Environmental Conservation Online System.</li> </ul> </li> <li>• On November 24, 2021, IDNR finalized its Illinois Ecological Compliance Assessment Tool (EcoCAT) review. The EcoCAT indicated records for the osprey (<i>Pandion, aliaetus</i>) and the Lake Calumet Illinois Natural Area Inventory site. IDNR recommends the following mitigation measures:               <ul style="list-style-type: none"> <li>○ For protection of the osprey, removal of vertical structures such as telephone poles and light poles would be done between November 1 and March 31.</li> <li>○ If these dates could not be accommodated, a nesting survey would be conducted to determine if species are utilizing structures in the project area. Survey results and methodology will be coordinated with IDNR.</li> <li>○ For the protection of wildlife associated with Lake Calumet, all lighting would be fully shielded fixtures that emit no light upward.</li> <li>○ Only “warm-white” or filtered light emitting diode (LED) (CCT &lt; 3,000 K; S/P ratio &lt;1.2) would be used to minimize blue emission.</li> </ul> </li> </ul>	<p>ordinances to assess the number, species, and health status of trees to be removed. If the tree survey is required, CTA would coordinate tree removal with USFWS and local authorities, as necessary.</p> <ul style="list-style-type: none"> <li>• The rufa red knot (<i>Calidris canutus, ufa</i>), the NLEB (<i>Myotis eptentrionalis</i>), and the rusty patched bumble bee (RPBB) (<i>Bombus affinis</i>) were added to the federal list for Cook County since the Draft EIS analysis.               <ul style="list-style-type: none"> <li>○ No suitable habitat for the rufa red knot was identified in the project area. Therefore, the rufa red knot is unlikely to occur in the project area.</li> <li>○ Suitable bat roost trees have a minimal likelihood of being present. A “no effect” determination for the rufa red knot and a “may affect, not likely to adversely affect” determination for the NLEB were received from USFWS on September 28, 2021.</li> <li>○ The project area is outside the range of the RPBB, as identified by the USFWS Environmental Conservation Online System.</li> </ul> </li> <li>• On November 24, 2021, IDNR finalized its EcoCAT review. The EcoCAT indicated records for the osprey (<i>Pandion haliaetus</i>) and the Lake Calumet Illinois Natural Area Inventory site. IDNR recommends the following mitigation measures:</li> </ul>	

130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
<ul style="list-style-type: none"> <li>○ Only the exact space would be lit with the amount (lumens) needed to meet industry safety requirements.</li> </ul> <p>Construction</p> <ul style="list-style-type: none"> <li>● As discussed in the Permanent list above, trees would be removed in the project area, reducing the urban tree inventory, and potentially impacting migratory birds and urban-adapted wildlife through removal of roosting areas.</li> <li>● Mitigation measures described in the Permanent list above would minimize construction-related impacts on biological resources. Typical mitigation measures for the protection of the NLEB are proposed such as tree removal activities to occur outside of the NLEB active season (April 1 through October 31).</li> <li>● Mitigation measures described in the Permanent list above would also minimize construction-related impacts on the osprey and wildlife associated with Lake Calumet.</li> </ul>	<ul style="list-style-type: none"> <li>○ For protection of the osprey, removal of vertical structures such as telephone poles and light poles would be done between November 1 and March 31.</li> <li>○ If these dates could not be accommodated, a nesting survey would be conducted to determine if species are utilizing structures in the project area. Survey results and methodology will be coordinated with IDNR.</li> <li>○ For the protection of wildlife associated with Lake Calumet, all lighting would be fully shielded fixtures that emit no light upward.</li> <li>○ Only “warm-white” or filtered light emitting diode (LED) (CCT &lt; 3,000 K; S/P ratio &lt;1.2) would be used to minimize blue emission.</li> <li>○ Only the exact space would be lit with the amount (lumens) needed to meet industry safety requirements.</li> </ul> <p>Construction</p> <ul style="list-style-type: none"> <li>● As discussed in the Permanent list above, trees would be removed in the project area, potentially impacting migratory birds and urban-adapted wildlife through removal of roosting areas.</li> <li>● Any removal of suitable roost trees would have the potential to impact the NLEB.</li> </ul>	

130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
	<ul style="list-style-type: none"> <li>Mitigation measures described in the Permanent list above would minimize construction-related impacts on biological resources. Typical mitigation measures for the protection of the NLEB are proposed such as tree removal activities to occur outside of the NLEB active season (April 1 through October 31).</li> <li>Mitigation measures described in the Permanent list above would also minimize construction-related impacts on the osprey and wildlife associated with Lake Calumet.</li> </ul>	
<b>Indirect and Cumulative</b>		
<p><b>There would be no adverse indirect or cumulative impacts.</b></p> <p>Cumulative</p> <ul style="list-style-type: none"> <li>The removal of the buildings on the three CHA blocks within Altgeld Gardens has contributed cumulatively on the relocation of the 130th Street station.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS.</li> </ul>
<b>Section 4(f)</b>		
<p><b>There would be no use of Section 4(f) resources after mitigation.</b></p> <ul style="list-style-type: none"> <li>Construction of the 130th Street station would close Old 130th Street and eliminate a connection to the access road into the Beaubien Woods Forest Preserve from Old 130th Street. With implementation of mitigation measures identified in coordination with FPCC, there would be no use of Section 4(f) resources. The main access route to the Beaubien Woods Forest Preserve would continue to be from Ellis Avenue to Greenwood Avenue to 132nd Street.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS. No presence of or use of Section 4(f) resources.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to impacts from the Draft EIS. No presence of or use of Section 4(f) resources.</li> </ul>

130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
<ul style="list-style-type: none"> <li>• Mitigation measures include:               <ul style="list-style-type: none"> <li>○ Transfer of two City-owned parcels into FPCC ownership.</li> <li>○ \$250,000 payment to FPCC for ecological restoration, habitat enhancement, and beautification of expanded Beaubien Boat Launch land.</li> <li>○ New trail connection from Altgeld Gardens recreation facilities on 133rd Street to the Beaubien Woods Boat Launch.</li> <li>○ Wayfinding and information signage inside the proposed station and outdoor signage at 130th Street and Ellis Avenue and other locations.</li> <li>○ Forest Preserve advertising to encourage CTA riders to use public transportation to visit the Forest Preserves at the 130th Street station, other Red Line stations south of Roosevelt, and inside local trains and buses.</li> </ul> </li> </ul>		

## Chapter 1 Introduction

### 1.1 Project Background

The Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) published a Draft Environmental Impact Statement (EIS) on October 6, 2016 that evaluated the environmental impacts of constructing and operating the Red Line Extension (RLE) Project. The RLE Project would 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 new station would include bus, bike, pedestrian, and park & ride facilities.

The proposed rail extension would run south along I-94 Bishop Ford Freeway from 95th/Dan Ryan terminal, then curve west along the north side of I-57 Expressway (within the I-57 right-of-way) for nearly ½ mile until reaching the Union Pacific Railroad (UPRR) corridor near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor.

Two UPRR Rail Alternative options, the East and West Options, were evaluated as part of the Draft EIS. Both options would follow the UPRR corridor, either east or west of the existing UPRR corridor, to Prairie Avenue, where they would cross over the Metra Electric District (MED) tracks near 119th Street. South of 119th Street, the East and West Options would follow the same alignment southeast along the Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad (NICTD/CSS & SBRR) right-of-way using a portion of the Norfolk Southern Railway (NS) and Consolidated Rail Corporation (Conrail) right-of-way to the terminus of the RLE at 130th Street.

CTA selected a Preferred Alignment of the UPRR Alternative and announced it to the public on January 26, 2018. The Preferred Alignment is a hybrid of the East and West Options of the UPRR Alternative presented in the Draft EIS. **Figure 1-1** shows the Preferred Alignment.

Three changes are proposed and identified subsequent to evaluation under the Draft EIS. First, an opportunity to relocate the station south of 130th Street arose after the Chicago Housing Authority (CHA) demolished Blocks 11, 12, and 13 of the Altgeld Gardens neighborhood. This demolition was independent from the RLE Project. As a result of continued outreach efforts since 2018, CTA is proposing a location change for the 130th Street station, the terminating station of the RLE Project. The change would relocate the station from north of 130th Street, as presented in the Draft EIS, to south of 130th Street, adjacent to Altgeld Gardens. With the relocation of the 130th Street station, the RLE Project length increased from 5.3 to 5.6 miles from the existing 95th/Dan Ryan terminal to Chicago's Far South Side. This Supplemental Environmental

Assessment (EA) is an evaluation to determine if there are any new impacts from the 130th Street station location change.

This Supplemental EA also evaluates impacts that would result from two additional design modifications made to the RLE Project after publication of the Draft EIS. These design changes include modifications to the 120th Street yard and shop and the addition of the 107th Place cross-over (i.e., CTA aerial structure over UPRR tracks [hereafter, 107th Place cross-over]) to accommodate the hybrid alignment.

These three changes and design modifications of the RLE Project are described in further detail in **Chapter 2**.

## 1.2 Project Purpose and Need

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., the 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 to provide storage and cost-effective preventive maintenance for railcars associated with the RLE Project, railcars currently stored in the existing 98th Yard and Shop, and railcars supporting additional Red Line expansion of service.

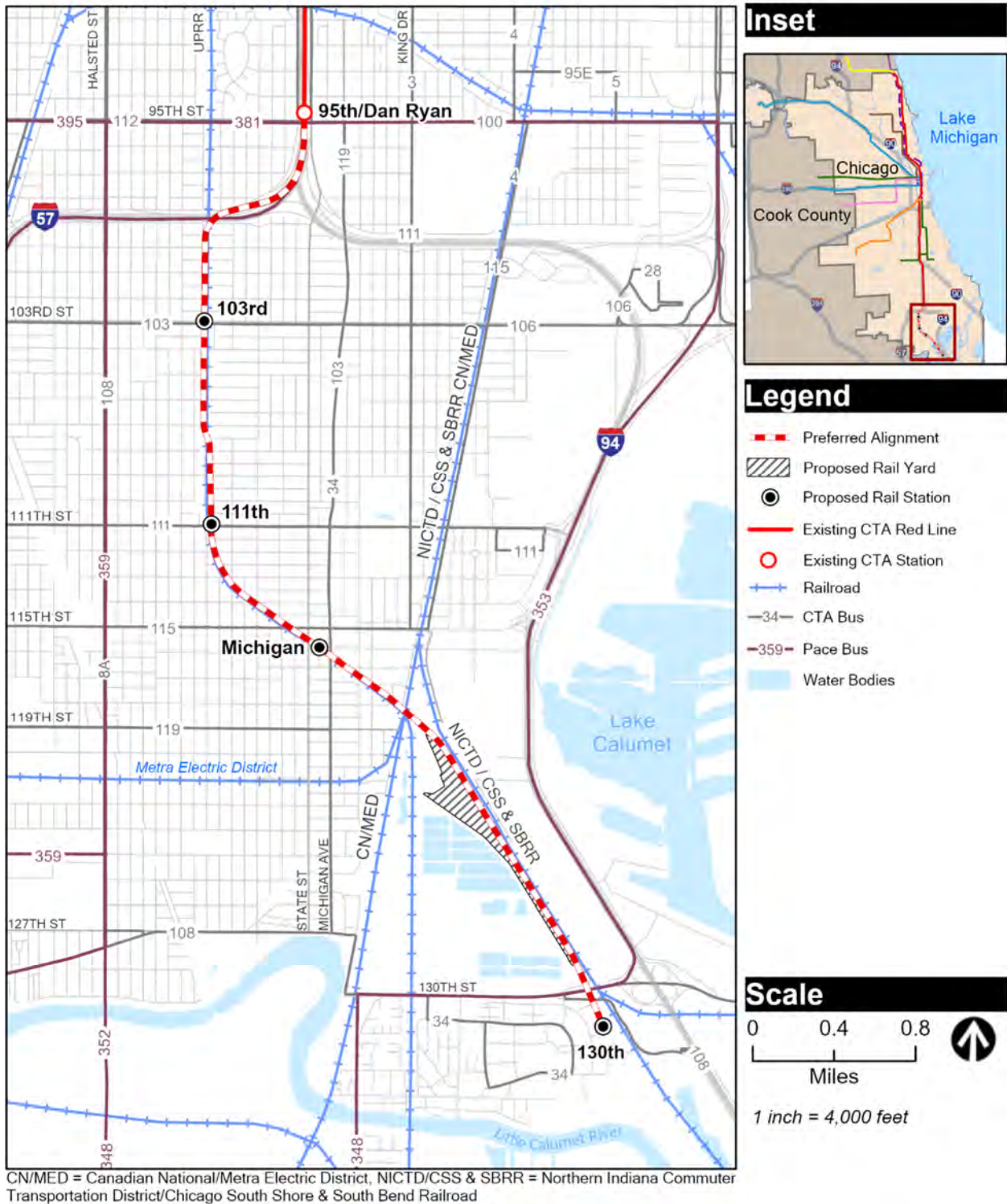


Figure 1-1: Preferred Alignment

The need for the RLE Project is demonstrated by the following existing conditions and is described in more detail in the Draft EIS Appendix D Purpose and Need Report:

- Transit trips to jobs are longer for Far South Side residents than they are for residents in the Chicago seven-county region<sup>1</sup> 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 Yard does not have capacity to store railcars for any substantial increase in Red Line capacity accompanying future Red Line expansion.

The Draft EIS further documents the elements of the purpose and need for the RLE Project. The purpose and need for the project have not changed as a result of the 130th Street station relocation and design modifications for the 120th Street yard and shop and 107th Place cross-over.

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<sup>1</sup> The Chicago seven-county region includes the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will.



## Chapter 2 Description of Proposed Changes to the Project

The Draft EIS discussed the alternatives previously considered during the alternatives development process, and it presented both the East and West Options of the UPRR Alternative (**Figure 2-1**). Impacts resulting from the East or West Options were disclosed, and proposed mitigation measures were presented in the Draft EIS. After the publication of the Draft EIS, CTA continued to refine the RLE Project and selected the Preferred Alignment, which is a combination of the UPRR East and West Options (see **Figure 2-1**). The Preferred Alignment maximizes the benefits of both the East and West Options and minimizes the range of impacts that would come from the selection of one option over the other. The impacts and mitigation measures proposed for the Preferred Alternative will be presented in the Final EIS document and informed by both the Draft EIS, Preferred Alternative, and findings of this Supplemental EA.

This Supplemental EA evaluates the design change areas related to the Preferred Alignment that were not evaluated in the Draft EIS and would not, therefore, have provided the public the opportunity to understand the potential for impacts and whether those impacts would be significant. Displacements and relocations for the Preferred Alignment are shown in **Attachment B**. The attachment is updated from the displacements and relocations presented in 2018 as part of the announcement of the Preferred Alignment.

This chapter describes the three areas along the Preferred Alignment where design changes warrant an evaluation of whether new impacts would occur from those disclosed in the Draft EIS. This evaluation enables the public to review and to provide input on new impacts from design changes proposed. FTA considers the public's input as FTA determines whether or not the new impacts would be significant, and what additional mitigation measures would be required. **Figure 2-1** shows the UPRR East and West Options as presented in the Draft EIS beside the Preferred Alignment that highlights the design change areas presented in this chapter. The three design changes are listed below and described in detail in this chapter:

1. 130th Street station relocation
2. 120th Street yard and shop refinement
3. 107th Place cross-over

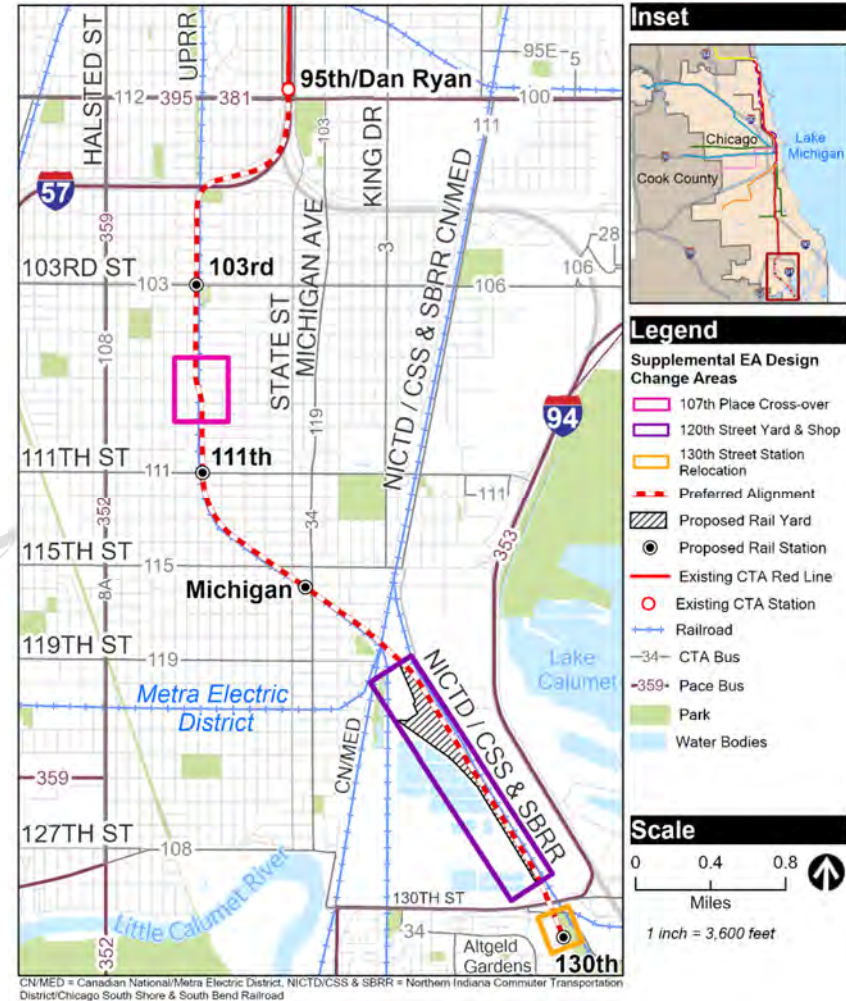
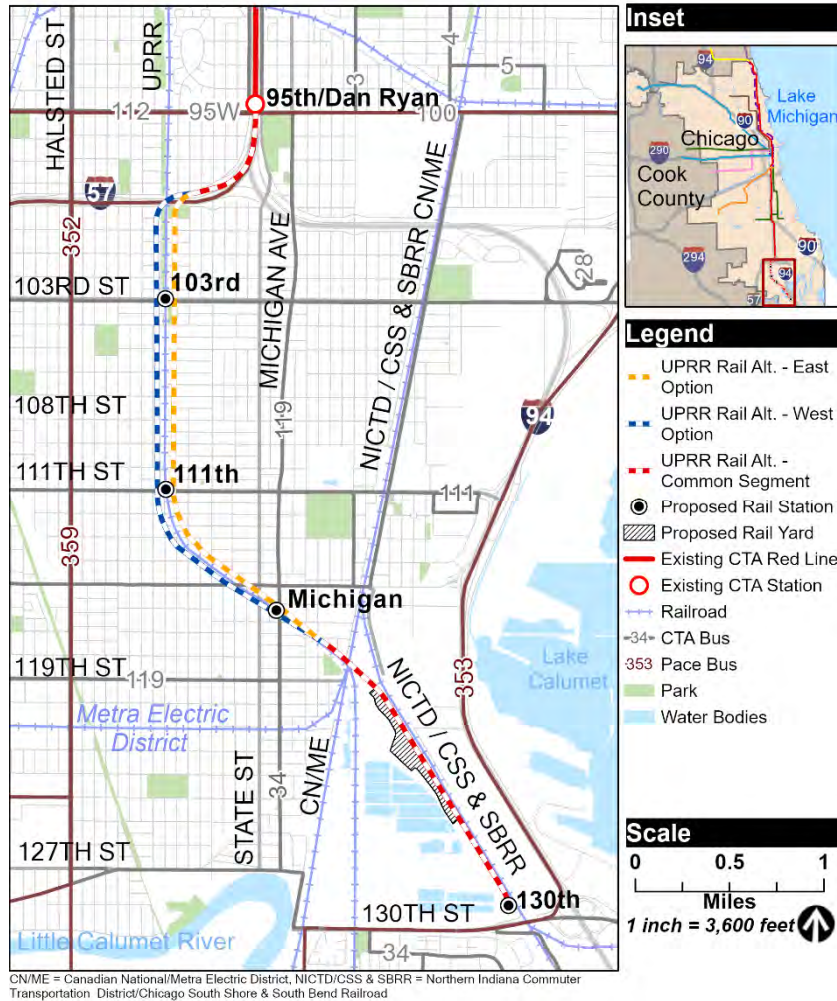


Figure 2-1: Left - UPRR East and West Options (Draft EIS), Right - Preferred Alignment (Supplemental EA)

**Chapter 3** discusses those environmental resources that would experience a change in impacts from those identified in the Draft EIS as a result of the design changes. **Table 2-1** summarizes the environmental resources discussed in **Chapter 3** under each design change.

**Table 2-1: Summary Table of Environmental Resources with Changes to Impacts**

Design Change	130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
Transportation	X		
Land Use and Economic Development	X		
Displacements and Relocations of Existing Uses	X		X
Neighborhoods and Communities	X		X*
Visual and Aesthetic Conditions	X		X
Noise and Vibration	X		
Historic and Cultural Resources	X		
Hazardous Materials	X		
Wetlands	X	X	
Environmental Justice	X		
Safety and Security	X		
Air Quality	X		
Water Resources	X		
Biological Resources	X	X	
Indirect and Cumulative Impacts	X		

\*Although the Neighborhoods and Communities resource would not experience new or different impacts from those identified in the Draft EIS, the “X” acknowledges that the modification of the Visual and Aesthetic Conditions does affect the community even though it is evaluated as a separate resource.

The conclusions and analysis of the Supplemental EA will be incorporated into the Final EIS for the Preferred Alignment. The Final EIS will include responses to the public and agency comments received during the Supplemental EA public comment period.

## 2.1 130th Street Station Relocation

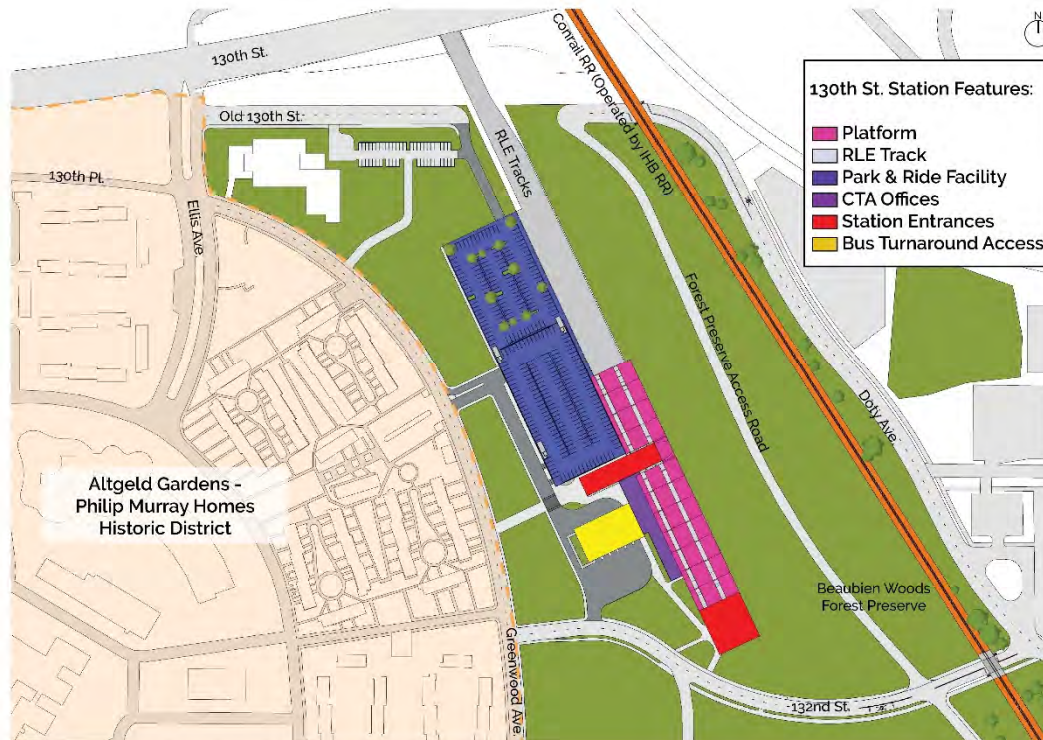
The Draft EIS proposed a terminal station, the 130th Street station, located north of 130th Street adjacent to the Metropolitan Water Reclamation District of Greater Chicago (MWRD) Calumet Water Reclamation Plant. This location was selected and determined to be the most viable option for the RLE Project’s terminus station at the time of the Draft EIS. However, there were concerns about pedestrians needing to cross 130th Street to access the station. The ability to connect the transit station to the Altgeld Gardens neighborhood was limited due to the existing four-lane roadway that would separate the neighborhood from the proposed station. In addition, the

station would be located with MWRD facilities on both sides of it, so concerns were raised about potential odors from the wastewater treatment plant.

In 2017, after publication of the Draft EIS, CHA demolished Blocks 11, 12, and 13 of Altgeld Gardens, creating an opportunity to relocate the station south of 130th Street to the area of the demolished blocks. The demolition of Blocks 11, 12, and 13 of Altgeld Gardens was an activity completed by CHA and was independent and unrelated to the RLE Project. In 2019, CTA began exploring a possibility to relocate the 130th Street station to this location south of 130th Street. CTA evaluated the station relocation for feasibility. Meetings were held with partner agencies and stakeholder groups with these agencies and groups expressing support for the station relocation. CTA is, therefore, proposing a location change for the 130th Street station.

The change would relocate the station from north of 130th Street, as presented in the Draft EIS, to south of 130th Street, adjacent to the Altgeld Gardens neighborhood as shown in **Figure 2-1**. The station area concept, which is preliminary and under evaluation, is shown in **Figure 2-2**.

**Attachment A, Sheets CT-1029 to CT-1030 and CT-1037 to CT-1038** contains plans and profiles for the 130th Street station relocation. The station platform would be at-grade, located south of 130th Street. A station entrance would be located at the terminus of the extension north of 132nd Street. A five-bay bus turnaround would be located to the west of the main station for direct transfers. A four-level park & ride facility would be located northwest of the station platform, with another station entrance at the top level to bridge over the tracks to access the station platform for park & ride transfers. The 130th Street station parking layout would accommodate future parking expansion if the parking demand increases. CTA Transportation Offices would also be located at the terminus, with a connection to the park & ride facility and nearby station entrance. The Transportation Offices would include office space and restroom facilities for station personnel.



**Figure 2-2: Conceptual Layout of the 130th Street Station Relocation**

The proposed station south of 130th Street would offer many benefits over the north station location, including:

- Creating better transit connections with the existing bus services that run within the Altgeld Gardens neighborhood.
- Providing pedestrian access to the station using neighborhood roadways while not having to cross 130th Street.
- Being closer and more accessible for Altgeld Gardens' residents and Carver Military Academy High School students.
- Providing safer and more secure access for transit users by avoiding the need to use a walking path under the 130th Street viaduct or cross 130th Street at-grade.
- Providing better transit access to the Beaubien Woods Forest Preserve.
- Being farther from the MWRD plant and the odors potentially associated with it.

- Avoiding interaction with truck traffic entering and exiting the MWRD plant.
- Better opportunities for future development.
- Supporting objectives in the 2013 *Altgeld Gardens - Philip Murray Homes Master Plan* for improving transportation options and access to jobs, services, and retail.

## 2.2 120th Street Yard and Shop Refinement

The 120th Street yard and shop would provide a larger, modern railcar storage and repair facility for CTA at the south end of the RLE Project and would replace the function of the existing 98th Yard and Shop as a maintenance facility. The property selected for the yard and shop was originally a rail yard for the Michigan Central Railroad, known as the Kensington Yard. NS now owns the Kensington Yard property, which has had all the yard trackage removed. Presently, only a single spur track exists, providing rail access to the All American Recycling facility at 11900 S. Cottage Grove Avenue from the south.

After the announcement of the Preferred Alignment, CTA continued stakeholder coordination and design efforts. NS shared their considerations for future potential access to Canadian National/Metra Electric District (CN/MED) tracks to the north of Kensington Yard and the national freight rail network at that location. This access would allow restoration of a former connection that the Michigan Central Railroad had with the CN/MED tracks, which were then owned by the Illinois Central Railroad. The restoration of the former connection would not be part of the RLE Project. The 120th Street yard and shop presented in the Draft EIS would have precluded future potential access to those tracks as well as access to All American Recycling, located west of the railroad tracks (11900 S. Cottage Grove Avenue). The All American Recycling facility is served by the NS via trackage rights with the IHB. This coordination with NS resulted in adjustments to the Preferred Alignment near the 120th Street yard and shop to accommodate:

- 100-foot-wide right-of-way for the NS line immediately west of the NICTD/CSS & SBRR.
- Future connection from the NS track to Canadian National Railway (CN) tracks along the MED corridor.
- Maintain connection from the NS tracks to the All American Recycling facility.
- Rail connection to facilitate rail delivery of ballast, ties, and other material to CTA.

Therefore, the 120th Street yard and shop and the tracks south to 130th Street were shifted approximately 100 feet to the west to accommodate the NS railroad access to the All American Recycling and the national freight rail network as described above. This shift resulted in the project footprint expanding into areas that were not included in the previous analysis disclosed in

the Draft EIS. **Attachment A, Sheets CT-1021 to CT-1028, CT-1032 to CT-1036, and CT-1039 to CT-1041**, contains plans and profiles for the 120th Street yard and shop refinement.

## 2.3 107th Place Cross-over

Based on public feedback received on the Draft EIS as well as subsequent project planning and engineering work, the Preferred Alignment for the RLE Project was selected in 2018. The Preferred Alignment is a combination of both the UPRR East and West Options. Engineering was conducted to determine the optimum location to cross over the UPRR tracks. CTA reviewed multiple locations for a cross-over area that would maximize the benefits and reduce the impacts of the East and West Options.

The UPRR provided comments on the Draft EIS where they expressed their preference for the West Option due to concerns for the proximity of the East Option to their tracks. UPRR noted that the location of the Roseland Pumping Station could not accommodate UPRR's requested clearance of 25 feet between the centerlines of the UPRR's potential tracks and the proposed East Option. Therefore, all hybrid options considered in selecting the Preferred Alignment started with the West Option and crossed over from the west to the east side of the UPRR tracks south of the pumping station and north of 115th Street to minimize property impacts.

The hybrid option was presented to the public as the Preferred Alignment on January 26, 2018. Comparative analysis of parcel impacts and alignment with the goals of the RLE Project identified the vicinity of 108th Place as the cross-over location that would provide the greatest benefit. The cross-over in the vicinity of 108th Place would preserve viable businesses; minimize impacts to schools, residences, and the historic Roseland Pumping Station; and preserve parcels slated for future development surrounding the station areas. However, additional engineering refined the alignment further, which moved the UPRR crossing north from 108th Place to 107th Place. The refinement would lower the 111th Street station platform height; would lower the profile of the elevated structure, providing for a smoother overall profile; and would place the crossing at 107th Place.

The interface over UPRR begins north of 107th Street where the extension is along the west side of the UPRR corridor. As it continues south, the extension begins to curve east until it crosses over the UPRR corridor just north of 107th Place. By 109th Street, the extension has completed the shift and is now along the east side of the UPRR corridor. **Figure 2-1** shows the UPRR East and West Options from the Draft EIS and the location of the 107th Place cross-over that is part of the Preferred Alignment. **Attachment A, Sheets CT-1010 and CT-1011** contains plans and profiles for the 107th Place cross-over.

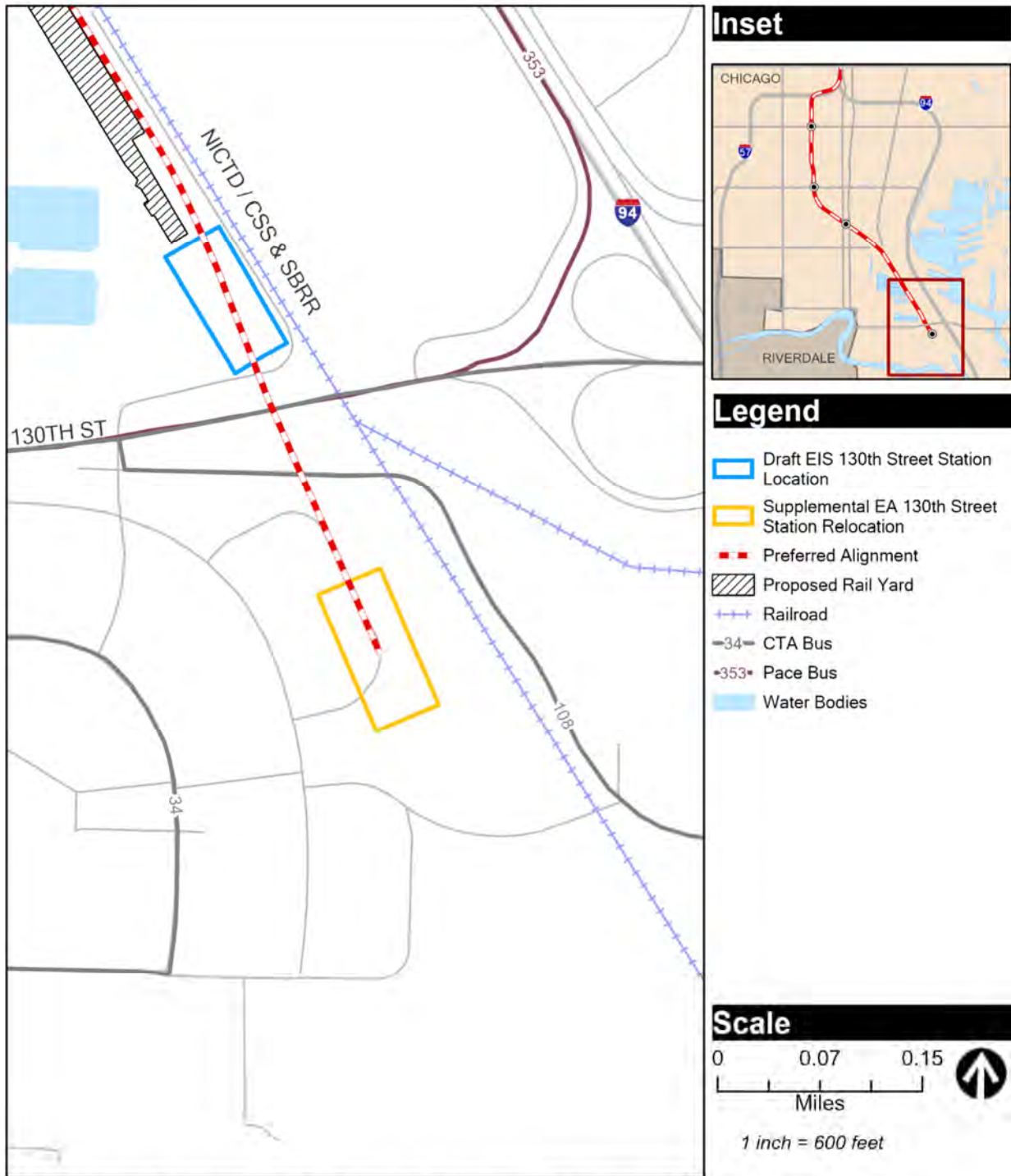
## Chapter 3 Environmental Impacts and Mitigation

The Supplemental EA is being undertaken to supplement the Draft EIS, evaluating impacts from the three design changes made since the announcement of the Preferred Alignment in 2018. Two resources, Geology and Soils, and Energy, would not be affected by any of the design changes and, therefore, are not discussed in this chapter. Information that has not changed from the Draft EIS, such as methods, existing conditions, impacts, and mitigation, is not discussed. All mitigation will be carried forward from the Draft EIS unless indicated otherwise in this Supplemental EA. Only new or modified mitigation necessitated by the three design changes is disclosed in this document. Refer to the Draft EIS and the Draft EIS appendices for specific information on a resource that has not changed.

### 3.1 130th Street Station Relocation

This section evaluates and compares impacts resulting from the relocation of the 130th Street station to those identified in the Draft EIS when the station location was north of 130th Street. **Figure 3-1** shows the general location of the 130th Street station that was analyzed in the Draft EIS (north of 130th Street) and the general location of the 130th Street station that is subject to this Supplemental EA (south of 130th Street). **Figure 3-1** depicts the station location evaluated in the Draft EIS and the location evaluated in this Supplemental EA for comparison purposes. However, this figure does not show the exact footprints of the 130th Street station.





CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Figure 3-1: Location of the 130th Street Station to the North (Draft EIS) and South (Supplemental EA) of 130th Street

**Table 3-1** lists the environmental resources that would experience new or different impacts from those identified in the Draft EIS as a result of the 130th Street station relocation. All 15 environmental resources would experience impacts not previously disclosed in the Draft EIS.

**Table 3-1: 130th Street Station Relocation Summary Table of Environmental Resources with New or Different Impacts from Those Identified in the Draft EIS**

Environmental Resource	New/Different Impacts from the Draft EIS
Transportation	X
Land Use and Economic Development	X
Displacements and Relocations of Existing Uses	X
Neighborhoods and Communities	X
Visual and Aesthetic Conditions	X
Noise and Vibration	X
Historic and Cultural Resources	X
Hazardous Materials	X
Wetlands	X
Environmental Justice	X
Safety and Security	X
Air Quality	X
Water Resources	X
Biological Resources	X
Indirect and Cumulative Impacts	X

### 3.1.1 Transportation

#### 3.1.1.1 Methods

Appendix H, *Transportation Technical Memorandum* in the Draft EIS describes the transportation framework and methodology (CTA 2016). CTA studied local resources to understand the existing transportation network and other planned projects near the RLE Project. However, since the Draft EIS, these resources now include the Chicago Metropolitan Agency for Planning’s (CMAP) *ON TO 2050* comprehensive plan (CMAP 2018a), updates to the City of Chicago transportation and community-specific plans, and more recent Illinois Department of Transportation (IDOT) studies. *ON TO 2050* provides strategies and priorities for the future development of the regional transportation network.

To analyze vehicular traffic impacts resulting from the changed vehicular traffic as a result of the 130th Street station relocation, CTA conducted a detailed vehicular traffic analysis at 16 locations within the 130th Street station project area. A total of eight intersections and eight interstate

ramps were analyzed. **Figure 3-2** shows the project area and the intersections and interstate ramps analyzed near the 130th Street station relocation. The project area is defined as the area within ½ mile of the station area. It was determined that vehicular traffic patterns outside of the project area would remain unchanged as a result of the 130th Street station relocation.

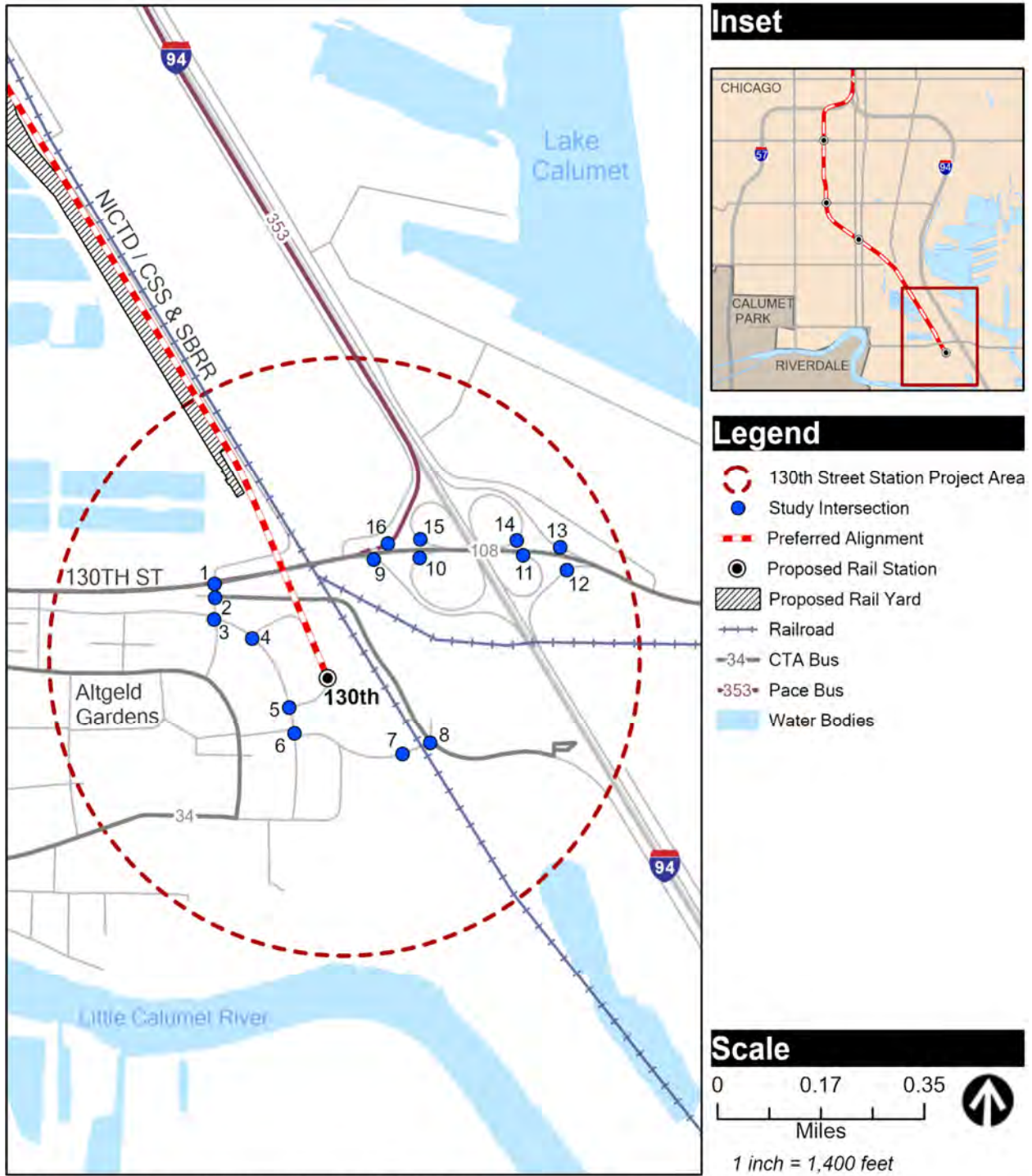
As in the Draft EIS, to understand the existing vehicular traffic conditions within the project area and identify peak-hour turning movements, CTA compiled existing and historic traffic count data from IDOT, CMAP, and the Chicago Department of Transportation (CDOT). In addition, CTA collected new manual traffic counts at intersections where historical data were not available. CTA compiled and reviewed the following traffic data:

- Traffic distribution and local circulation patterns
- Vehicle occupancy levels
- Road capacity levels
- Road peak-hour (AM & PM) traffic volumes
- Intersection lane geometry and traffic signal timing plans
- Planned roadway improvements

Due to the COVID-19 pandemic, travel patterns and traffic volumes were greatly altered during the analysis. As a result of CTA's coordination with IDOT, CDOT, and Cook County Department of Transportation and Highways, alternative analysis methods were identified and applied to different traffic volume groups, based on the available data.

### **130th Street/Ellis Avenue Intersection and 130th Street/I-94 Ramps**

Historic traffic data for the 130th Street and Ellis Avenue intersection and the I-94 ramps were compared to their 2020 volume data to determine if traffic data were affected by the COVID-19 pandemic. The comparison of data determined that additional factors outside population growth impacted traffic volumes, and that the COVID-19 pandemic had affected transportation patterns. The 2020 volume data were collected on September 1 and 2, 2020 using video traffic and turning movement counts during the AM and PM periods for the 130th Street and Ellis Avenue intersection and the I-94 ramps. For comparison of the 2020 volume data, the intersection of 130th Street and Ellis Avenue used 2012 historic traffic data from the Draft EIS, whereas the I-94 ramps used a combination of 2018 and 2019 historic traffic data, based on availability from IDOT. For these two locations, the pandemic's effect on traffic has led to a reduction in traffic in the AM and a modest increase in traffic in the PM, compared to historic traffic. As a result of CTA's coordination with IDOT, it was agreed upon to use historic volumes for the 130th Street and Ellis Avenue intersection. For the I-94 ramps, per IDOT direction, the higher of the two volumes between the 2020 counts and the historic data for each ramp was chosen as the volume to be analyzed for the project.



CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Figure 3-2: Traffic Analysis Locations near the 130th Street Station Relocation

### Altgeld Gardens Neighborhood Intersections

For these locations, 2020 traffic data were collected. Historic traffic data for these intersections were not available for comparison; therefore, a separate AM and PM growth factor of 1.93 (AM) and 0.81 (PM) was applied to the 2020 volumes of these intersections to account for the variation of transportation patterns resulting from the COVID-19 pandemic. These growth factors were calculated using the most recently available historic volumes (2012) from the neighboring intersection of 130th Street and Ellis Avenue. Historic volumes from the intersection of 130th Street and Ellis Avenue were used to calculate the growth factor, due to readily available traffic data and geographic proximity to the Altgeld Gardens neighborhood intersections.

The volumes that were established using the methods above would be considered existing condition volumes moving forward in the analysis. **Attachment C** includes a more detailed explanation of the methods used for the volumes for the Altgeld Gardens neighborhood intersections.

### Existing and Future Analysis

The above data were used to calculate existing intersection level of service (LOS) using Synchro 10 and ramp LOS using Highway Capacity Software 7. **Attachment C** includes peak-hour traffic volumes used for the intersection and ramp LOS analysis.

Construction of the RLE Project is anticipated to occur from the year 2025 through 2029. Project construction is dependent on the availability of project funding and approvals. For the traffic analysis, CTA used the future year of 2050.

Data from CMAP's 2050 Regional Travel Demand model were used to develop "No Build" intersection-level traffic projections. These "no-build" traffic projections accounted for the background growth in traffic due to additional regional and subregional land use development and population growth. The background growth of traffic for roadway segments was determined by using the data from the regional travel demand model. Average annual traffic growth for roadway segments ranged from 0 to 1.1 percent.

The 2050 "No Build" traffic projections were analyzed under the No Build Alternative. To simulate the future year (2050) conditions without the RLE Project, background traffic growth between the existing year (2020) and future conditions year (2050) was grown based on a 30-year growth factor. The No Build Alternative traffic projections served as the baseline for evaluating the future "with project."

Conditions for the Preferred Alignment included the generation of park & ride and kiss & ride automobile trips to the 130th Street station. Construction of the park & ride facility at the 130th Street station would be phased starting with a total of 780 to 840 parking spaces, with the full

build consisting of 1,200 parking spaces sometime in the future. This generation of automobile trips was based on the full build out of 1,200 parking spaces at the 130th Street station garage. In addition, the RLE Project is anticipated to have an impact on mode shift from vehicles to transit; the trip generation did not remove these vehicles. The trip generation analysis accounted for the full build out of the 130th Street station park & ride facility and did not account for a mode shift which provides a conservative level of analysis. The traffic analysis therefore represents the “worst-case” scenario for impact analysis.

The trip generation is based on the STOPS analysis and data from similar sized existing CTA parking facilities. STOPS is a trip modeling software used to estimate future ridership for transit projects. The software provides station mode-of-access numbers, including estimates of those driving to the new stations. These estimates feed into the traffic analysis. STOPS is used nationally and is recommended for use in trip modeling by FTA. The STOPS analysis was run for both existing year (2017), to serve as a baseline, and future year (2037) condition. The park & ride-generated trips for 2037 will be valid for 2050 because those trips are constrained by parking capacity. The Preferred Alignment generated trips were added to the No Build Alternative traffic projections to develop the total Preferred Alignment traffic volumes. The Preferred Alignment analysis uses the 2050 background No Build Alternative traffic plus the traffic generation from the 2037 STOPS analysis. The Preferred Alignment intersection LOS analyses were conducted for the study intersections.

The LOS for roadway intersections typically ranges from A to F (Transportation Research Board 2016). Appendix H, *Transportation Technical Memorandum* in the Draft EIS includes definitions of LOS A through F (CTA 2016). Essentially, A is free flow with almost no delay, while F is congested with delay impacting nearly all drivers.

The impact threshold for traffic for the Supplemental EA is a change in intersection LOS from LOS A, B, C, or D under the No Build Alternative to LOS E or F under the Build Alternative. This change in intersection LOS would result in an adverse impact. However, the Supplemental EA also includes analysis of storage capacity for turning lanes. Lanes in which storage capacity was not adequate for vehicle traffic would be considered an adverse impact. Storage capacity for turning lanes is based on red time queue formula provided in the IDOT Bureau of Design and Environment manual. At intersections where the LOS is undesirable (LOS E or LOS F) or where the existing storage length for turning lanes is insufficient based on the red time queue analysis, potential mitigation measures have been identified to offset the insufficiencies that are attributable to the RLE Project.

### 3.1.1.2 Existing Conditions

Because the 130th Street station area location south of 130th Street was not evaluated in the Draft EIS, the existing conditions are summarized in this section. The existing transportation

environment includes public bus service, expressways, regional arterials (through roads), truck routes, intermodal connectors, secondary arterials, local streets, and pedestrian facilities. The Altgeld Gardens neighborhood, I-94, Carver Military Academy High School, the Chicago International Charter School Lloyd Bond, the George Washington Carver Primary School, Dubois Elementary School, Aldridge Elementary School, Centers for New Horizons community center, and TCA Health are within the project area. I-94 serves as the major north-south route for residents, who travel by car, to access the major employment centers in downtown Chicago.

### Public Transportation

The existing public transportation systems operating within and through the project area are CTA #34 South Michigan bus route, CTA #108 Halsted/95th, and Pace #353 95th/Dan Ryan CTA - Riverdale - Homewood Limited bus route. CTA #34 enters and has stops within the Altgeld Gardens neighborhood. CTA #108 provides select stops at Carver Military Academy High School. Pace #353 is an express route that passes through the 130th Street station project area; however, it does not stop within the project area. Pace #353 travels along Indiana Avenue, 130th Street, and I-94 in the project area. The 95th/Dan Ryan station is the nearest CTA rail station to the project area (approximately 4.6 miles north) and is the southern end of the CTA Red Line. The existing public transportation systems are the same as described in Appendix H, *Transportation Technical Memorandum* in the Draft EIS (CTA 2016). Ridership values have been updated to 2019 data. The average weekday rail station entries for the 95th/Dan Ryan terminal in 2019 was 8,950 passengers (CTA 2019). **Table 3-2** shows the existing ridership data for the three bus routes located in the project area.

**Table 3-2: Existing Bus Service**

Bus Route Number and Name	Operating Agency	Maximum Monthly Average Weekday Ridership (September 2019)	Serves 95th/Dan Ryan Terminal
#34 South Michigan	CTA	5,045	Yes
#108 Halsted-95th	CTA	1,080	Yes
#353 95th/Dan Ryan CTA - River Oaks - Homewood Limited	Pace	1,482	Yes

Source: Regional Transportation Authority Asset Mapping and Statistics (RTAMS) 2021a, b

Notes: Service to the 95th/Dan Ryan terminal is based on route maps current as of May 2019.

### Vehicular Traffic

**Table 3-3** summarizes existing (historical data) traffic conditions. I-94 ramps B and C as well as ramps F and G were analyzed as weaving segments and were, therefore, analyzed as one location

per ramp pair. Under existing conditions, all of the study intersections within the project area operate at LOS A or B in both the AM and PM peak periods.

**Table 3-3: Existing Intersection Level of Service**

ID	Intersection	Control Type	AM Peak Hour LOS	PM Peak Hour LOS <sup>1</sup>
1	130th Street and Ellis Avenue	Signalized	B	A
2	Old 130th Street and Ellis Avenue	Unsignalized	A	A
3	Greenwood Avenue and Ellis Avenue	Unsignalized	A	A
4	130th Place and Greenwood Avenue	Unsignalized	A	A
5	131st Street and Greenwood Avenue	Unsignalized	A	A
6	132nd Street and Greenwood Avenue	Unsignalized	A	A
7	132nd Street and Beaubien Woods Driveway	Unsignalized	A	A
8	132nd Street and Doty Avenue	Unsignalized	A	A
9	EB 130th Street and I-94 E On-Ramp (Ramp A)	Uncontrolled	A	B
10-11	EB 130th Street and I-94 E Off-Ramp (Ramp B)	Uncontrolled	B	B
	EB 130th Street and I-94 W On-Ramp (Ramp C)			
12	EB 130th Street and I-94 W Off-Ramp (Ramp D)	Uncontrolled	B	B
13	WB 130th Street and I-94 W On-Ramp (Ramp E)	Uncontrolled	A	B
14-15	WB 130th Street and I-94 W Off-Ramp (Ramp F)	Uncontrolled	B	B
	WB 130th Street and I-94 E On-Ramp (Ramp G)			
16	WB 130th Street and I-94 E Off-Ramp (Ramp H)	Uncontrolled	B	A

Notes: LOS = level of service, EB = eastbound, WB = westbound

Signalized and unsignalized intersection LOS is reported as the average delay for all movements. Uncontrolled intersection LOS is the density in the ramp influence area.

I-94 ramps B and C, as well as ramps F and G, were analyzed as weaving segments and, therefore, analyzed as one location per ramp pair.

### Pedestrians

There are no sidewalks along either side of 130th Street. There are sidewalks provided along the roads in the portion of the Altgeld Gardens neighborhood that falls within the project area, with most roads having sidewalks on both sides of the road. There are no pedestrian gates along the sidewalks at the two existing Conrail at-grade roadway-railroad crossings.

### Bicycle Facilities

There are no existing bicycle facilities (paths or signage) located within the project area. However, for the Forest Preserves of Cook County (FPCC) access road to the Beaubien Woods boat launch south of 132nd Street, there are bicycle symbols on the pavement for an on-road shared facility.



Chicago's bicycle sharing system, Divvy, currently has over 6,000 bicycles at over 600 stations across the city. In the summer and fall of 2020, Divvy expanded to Chicago's Far South Side. Currently there are Divvy stations within the Altgeld Gardens neighborhood located at the Altgeld Branch of the Chicago Public Library and at Golden Gate Park.

### **Freight Transportation**

The existing freight trains that operate in the Chicago region and the freight railways that operate through the project area are the same as those described in Appendix H, *Transportation Technical Memorandum* in the Draft EIS (CTA 2016). Currently, there is a bridge crossing on 130th Street over the NICTD/CSS & SBRR tracks. In addition to that crossing, there are two at-grade crossings of a single active track located at Old 130th Street and 132nd Street found in the Altgeld Gardens neighborhood.

### **Parking**

On-street parking is allowed on most streets of the Altgeld Gardens neighborhood. A permit or fee is not required to park on the streets. There are several existing off-street surface parking lots, but they are strictly reserved for local private residences and businesses. Many of the non-residential buildings within the Altgeld Gardens neighborhood have adequate parking available, either through on-street or parking lots associated with the buildings. TCA Health has a parking lot that has two access points to Old 130th Street adjacent to the Altgeld Gardens neighborhood.

#### **3.1.1.3 Environmental Impacts**

##### **Permanent Impacts**

##### **Public Transportation**

With the extension of the Red Line, the existing bus routes that operate within the Altgeld Gardens neighborhood would be rerouted to feed into the 130th Street station. Just over 5,900 average weekday boardings are projected for year 2037 at the 130th Street station (**Attachment C**). CTA passengers would benefit from faster travel times with access to rapid transit service farther south, compared to non-rapid transit modes (CTA and Pace buses) that are currently available in this area. CTA passengers would benefit from potential improved connections to regional commuter rail.

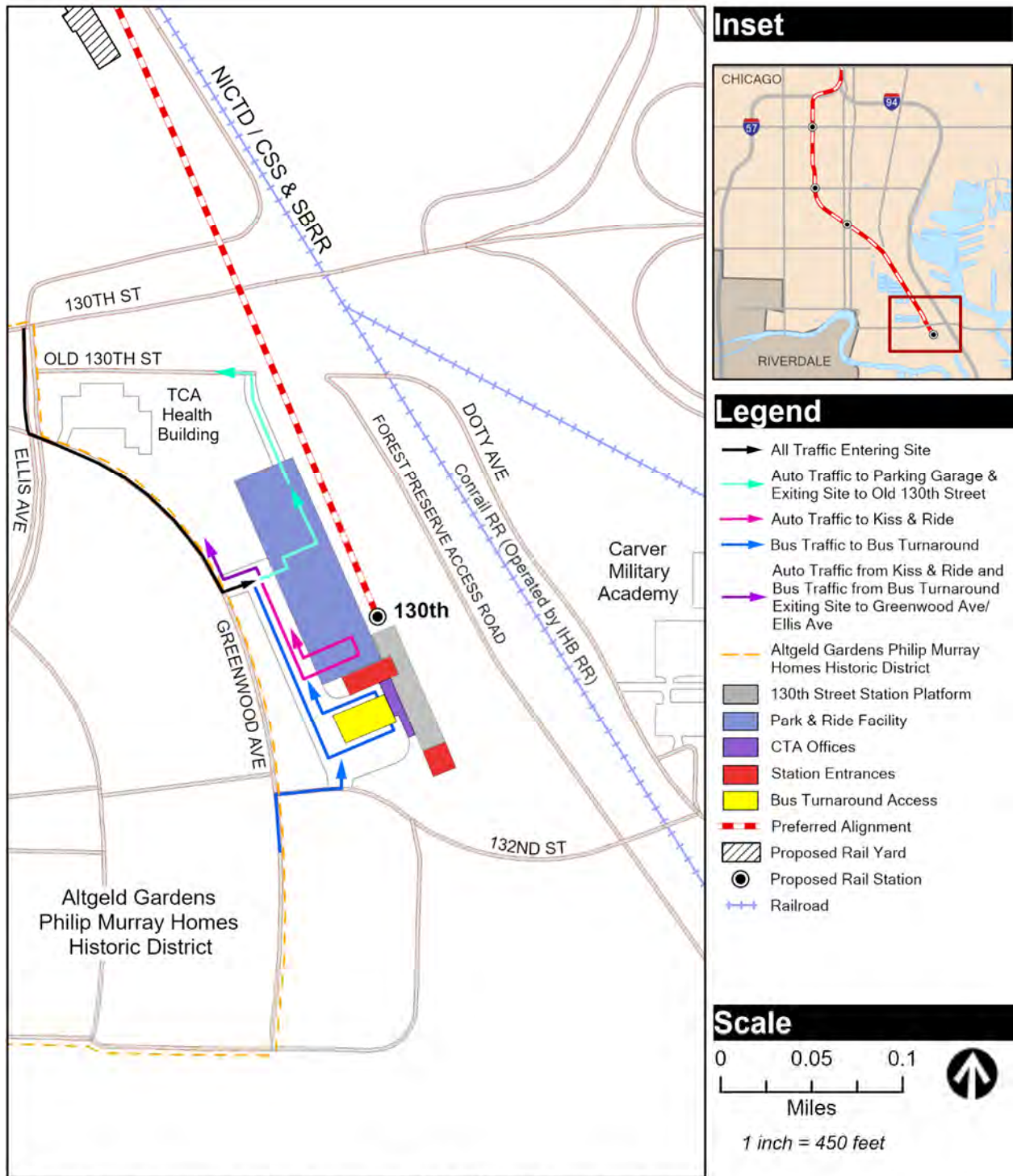
At the 130th Street station, buses would enter the park & ride facility, as would other vehicles, at the east side of Greenwood Avenue between 130th Place and 132nd Street across from the Altgeld Gardens parking lot. The buses would use the south driveway leading to a bus turnaround and bus bay to unload and pick up riders at the southern entrance access point. To provide service

flexibility for buses, some routes may enter the station at the 132nd Street entrance and unload and pick up riders at the same bus bay. When exiting the site, all buses would exit using the park & ride facility entrance between 130th Street and 132nd Street. **Figure 3-3** shows the 130th Street station traffic circulation plan.

The following describes permanent impacts and mitigation measures to existing bus routes as a result of the relocation of the 130th Street station:

- CTA route #108 Halsted/95th would be eliminated because the addition of the rail extension would reduce the need for this express bus service.

There would be no adverse impacts on public transportation due to the relocation of the 130th Street station. No mitigation measures would be required.



CN/MED = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad, IHB = Indiana Harbor Belt Railroad

Figure 3-3: 130th Street Station Traffic Circulation Plan

### Vehicular Traffic

Traffic impacts would arise from changed travel patterns to reach the 130th Street station. The delay analysis includes the vehicular traffic generated by the park & ride facility as well as passenger drop-offs and pick-ups. The delay analysis is dependent upon projected traffic growth and location of the park & ride facility at the Altgeld Gardens neighborhood just south of 130th Street.

Under the No Build and Preferred Alignment conditions, no adverse LOS impacts would occur under 2050 conditions at the intersections identified in **Table 3-4**. A red time queue analysis using Build Alternative volumes was performed at 130th Street and Ellis Avenue to determine the storage lengths required for the auxiliary turn lanes. The results of this analysis determined that the eastbound right turn and westbound left turn lanes currently provide insufficient storage space to accommodate the Preferred Alignment traffic volumes in the AM peak hour. All increases in traffic volumes between the No Build and Preferred Alignment would be related to vehicle access at the park & ride facility at the 130th Street station.

**Table 3-4: No Build and Preferred Alignment (2050) Intersection Level of Service**

ID	Intersection	Control Type	No Build (2050)		Preferred Alignment (2050)	
			AM Peak Hour LOS <sup>1</sup>	PM Peak Hour LOS <sup>1</sup>	AM Peak Hour LOS <sup>1</sup>	PM Peak Hour LOS <sup>1</sup>
1	130th Street and Ellis Avenue	Signalized	B	B	B	C
2	Old 130th Street and Ellis Avenue	Unsignalized	A	A	A	A
3	Greenwood Avenue and Ellis Avenue	Unsignalized	A	A	A	A
4	130th Place and Greenwood Avenue	Unsignalized	A	A	A	A
5	131st Street and Greenwood Avenue	Unsignalized	A	A	A	A
6	132nd Street and Greenwood Avenue	Unsignalized	A	A	A	A
7	132nd Street and Beaubien Woods driveway	Unsignalized	A	A	A	A
8	132nd Street and Doty Avenue	Unsignalized	A	A	A	A
9	EB 130th Street and I-94 E On-Ramp (Ramp A)	Uncontrolled	A	B	A	B
10-11	EB 130th Street and I-94 E Off-Ramp (Ramp B)	Uncontrolled	B	B	B	B
	EB 130th Street and I-94 W On-Ramp (Ramp C)					

ID	Intersection	Control Type	No Build (2050)		Preferred Alignment (2050)	
			AM Peak Hour LOS <sup>1</sup>	PM Peak Hour LOS <sup>1</sup>	AM Peak Hour LOS <sup>1</sup>	PM Peak Hour LOS <sup>1</sup>
12	EB 130th Street and I-94 W Off-Ramp (Ramp D)	Uncontrolled	B	B	B	B
13	WB 130th Street and I-94 W On-Ramp (Ramp E)	Uncontrolled	B	B	B	B
14-15	WB 130th Street and I-94 W Off-Ramp (Ramp F) WB 130th Street and I-94 E On-Ramp (Ramp G)	Uncontrolled	C	C	C	C
16	WB 130th Street and I-94 E Off-Ramp (Ramp H)	Uncontrolled	B	B	B	B

Notes: LOS = level of service, EB = eastbound, WB = westbound

Signalized and unsignalized intersection LOS is reported as the average delay for all movements. Uncontrolled intersection LOS is the density in the ramp influence area.

I-94 ramps B and C, as well as ramps F and G, were analyzed as weaving segments and therefore analyzed as one location per ramp pair.

Under the mitigated Preferred Alignment 2050 conditions, the intersection of 130th Street and Ellis Avenue would continue to operate with an acceptable LOS as it does in the No Build condition.

At the 130th Street station, all automobiles would enter the same entrance as the buses at the park & ride facility entrance between 130th Place and 132nd Street. Kiss & ride vehicles would use the south driveway leading to the southern entrance of the parking garage. Kiss & ride vehicles would drop off their passenger(s) and exit using the same driveway as the park & ride facility. Park & ride vehicles would enter the parking garage and park their vehicles. When it is time to leave the station, park & ride vehicles would exit on the northern end of the garage using Old 130th Street westbound and follow that to the 130th Street and Ellis Avenue intersection. Old 130th Street east of Ellis Avenue would maintain two-way access. Minimal traffic is expected to enter Old 130th Street from Ellis Avenue because southbound left turns are not a possible movement due to a barrier median on Ellis Avenue. **Figure 3-3** shows the 130th Street station traffic circulation plan.

The 130th Street station would close Old 130th Street across the new RLE tracks. Old 130th Street currently provides access to the TCA Health building and Carver Military Academy High School and would serve as the park & ride exit from the 130th Street station. Access from Old 130th Street would remain to both driveways leading to TCA Health and from 130th Place to Greenwood Avenue. Carver Military Academy High School has two existing access points: the primary inbound and outbound access from Greenwood Avenue to 132nd Street and secondary access via Doty Avenue and Old 130th Street when traveling north to/from the high school. Under the

Preferred Alignment, the secondary access via Doty Avenue would be closed, and vehicles traveling to Carver Military Academy High School would only use the primary entrance at Greenwood Avenue to 132nd Street. However, Doty Avenue can still be used for access to/from the south of the high school.

### **Pedestrians**

The relocation of the 130th Street station south into the Altgeld Gardens neighborhood would benefit pedestrians. Although increased vehicle traffic would now enter the Altgeld Gardens neighborhood, this increased traffic would be limited to two roadways. Adjacent intersections would be upgraded with ADA-accessible curb ramps; visible crossing pavement markings would be added; and deteriorated sidewalks in the Altgeld Gardens neighborhood, adjacent to the 130th Street station, would be replaced. These improvements would provide access for all users and would improve pedestrian safety. Permanent impacts on pedestrians would not be adverse after mitigation. The relocation of the 130th Street station would be beneficial to pedestrians because it would be located adjacent to the Altgeld Gardens neighborhood and would no longer require pedestrians to cross 130th Street.

The impacts on pedestrian circulation would not be adverse due to the relocation of 130th Street station. No mitigation measures would be required.

### **Bicycles**

The Preferred Alignment would create efficient transit connections, as well as provide potential future connections, to the RLE Project and the larger network of CTA stops and stations for bicyclists. The 130th Street station would include bicycle parking for the surrounding communities and for potential future bike facility connections to the station.

There would be no adverse impacts on bicyclists due to the relocation of the 130th Street station. No mitigation measures would be required.

### **Freight Transportation**

A permanent impact to freight transportation that was not previously an impact in the Draft EIS is:

- Old 130th Street would be closed to through vehicle traffic just west of the existing Conrail at-grade crossing. This provides a safety benefit for freight by reducing the amount of vehicle traffic that would use the at-grade crossing.

There would be no adverse impacts on freight transportation due to the relocation of the 130th Street station because existing freight capacity would be maintained. No mitigation measures would be required.

### **Parking Facilities**

Sufficient parking capacity would be provided at the 130th Street station to accommodate all CTA ridership traveling by vehicle within the CTA parking facilities. Existing on-street parking along the east side of Greenwood Avenue from Ellis Avenue to the proposed 130th Street station entrance would be removed to allow for CTA buses to travel on Greenwood Avenue. On-street parking along the west side of Greenwood Avenue, from Ellis Avenue to 132nd Street, and along the east side of Greenwood Avenue south of the 130th Street station entrance would remain.

Existing parking facilities at TCA Health would be affected by the relocation of the 130th Street station and would require mitigation measures. Mitigation measures would include redesign of the parking lot to maintain three entrance and exit points, and replacement of parking spaces at a minimum ratio of 1 to 1. The redesign of the parking lot would be done in coordination with TCA Health and would provide the required number of ADA parking spaces. The parking lot would also meet the City of Chicago Landscape Ordinance.

### **Construction Impacts**

Construction associated with the 130th Street station would occur primarily on vacant land away from operating roadways. Construction of the 130th Street station access road would temporarily impact an entrance and parking spaces to TCA Health and may temporarily limit parking above and beyond the permanent number of parking spaces being displaced. However, access to TCA Health would be maintained through the duration of construction. There could be some limited increases in traffic instances in the Altgeld Gardens neighborhood due to construction equipment and material delivery. CTA would phase construction to minimize impacts on local neighborhood traffic. Outside the neighborhood, improvements at the 130th Street and Ellis Avenue intersection would involve temporary lane closures as the improvements are being constructed. Flagging operations and scheduled track closures would occur during construction activities near or adjacent to railroad tracks, as required.

#### **3.1.1.4 Mitigation**

For intersections where the existing storage length for turning lanes are insufficient based on the red time queue analysis, CTA has identified potential mitigation measures to offset the portion of the LOS deterioration attributable to the Build Alternative. These include both an operational change to signal timing in the PM peak hour under future conditions and a physical improvement

to the eastbound right turn and westbound left turn storage lane to address future storage need lengths. **Table 3-5** identifies mitigation measures for the affected intersection.

**Table 3-5: Mitigation Measures for the Build Alternative (2050) Conditions**

ID	Intersection	Mitigation Measure
1	130th Street and Ellis Avenue	PM: Adjusted signal timing splits. AM/PM: Extended the eastbound right turn and westbound left turn storage lane.

Notes: Traffic signal timing optimization reduces travel time, reduces total system delay, and improves mobility within the urban transportation system. The need to allocate green signal time to certain legs of an intersection changes over time as traffic volumes change. Optimum allocation of the green signal time based on the volume of traffic in each direction would reduce wait times at the intersections and improve traffic flow. In a system network, optimizing the system reduces total delay along a corridor.

The intersection of 130th Street and Ellis Avenue would be improved as part of the mitigation measures for the RLE Project. The mitigation measures would improve traffic delay and create more capacity to store the increased traffic demand and prevent traffic from queuing into neighboring lanes. The signal timing adjustment would be performed by CDOT based on the updated analysis. The increases to the storage lengths would be performed as part of the CTA work to construct the 130th Street station. There would be no adverse traffic impacts from the Build Alternative, after mitigation.

Mitigation measures would be implemented to minimize impacts from the closure of the secondary access point to the Beaubien Woods Forest Preserve. These mitigation measures are listed in **Chapter 4**.

Mitigation measures for the impacts to an entrance and parking spaces to TCA Health would include redesign of the parking lot to maintain three entrance and exit points, and replacement of parking spaces at a minimum ratio of 1 to 1. The redesign of the parking lot would be done in coordination with TCA Health and would provide the required number of ADA parking spaces. The parking lot would also meet the City of Chicago Landscape Ordinance.

No adverse impacts to transportation would occur as a result of the 130th Street station relocation. The relocation of the 130th Street station would result in permanent benefits to public transportation from faster travel times and would result in benefits to bicyclists since the relocated station would provide bicycle parking for the surrounding communities and for potential future bike facility connections to the station.



## 3.1.2 Land Use and Economic Development

### 3.1.2.1 Methods

The methodology includes reviewing existing land use plans. The land use plans cited in the Draft EIS are applicable to the 130th Street station area. The following land use and economic plans are either new, have been updated, or were not referenced at the time of the Draft EIS:

- As part of the RLE Project, CTA is undertaking a *Transit-Supportive Development (TSD) Comprehensive Plan* to identify the potential for transit-oriented development (TOD) around each station area. The results of this study will guide the future land uses along the corridor and help advance the RLE Project through the FTA Capital Investment Grant New Starts Program.
- *ON TO 2050* (CMAP 2018a): The plan builds on the agency's first comprehensive regional plan, *GO TO 2040 Comprehensive Regional Plan*, and identifies three clear, overarching principles:
  - 1) Inclusive growth: Growing our economy through opportunity for all.
  - 2) Resilience: Preparing for rapid changes, both known and unknown.
  - 3) Prioritized Investment: Carefully targeting resources to maximize benefit.

These principles inform every recommendation in *ON TO 2050*'s five chapters of Community, Prosperity, Environment, Governance, and Mobility. The RLE Project (i.e., RSP 57) is highlighted as a “regionally significant project” within the Mobility chapter of *ON TO 2050*.

- The *Draft Comprehensive Economic Development Strategy Report* (Cook County 2019): This report is an update to the 2009 report that was referenced in the Draft EIS. This report outlines the County's Department of Planning and Development's vision and five key focus areas, each with a policy goal and strategies for implementation. The report not only fulfills the planning requirements of the U.S. Economic Development Administration and U.S. Department of Housing and Urban Development *Planning for Progress* (Cook County 2015) but also signals a clear intent to coordinate investments across County departments to maximize their impact.
- *The Real Estate Mantra- Locate Near Public Transportation* (Center for Neighborhood Technology 2019): This report compares the performance of residential and commercial property sales near fixed-guideway stations with areas without public transit access between 2012 and 2016 in seven regions around the United States. Research results indicate that the presence of fixed-guideway public transportation (rail and bus rapid transit) has a strong correlation to higher property values.

- *A Plan for Economic Growth* (World Business Chicago 2012): This report provides a framework within which greater Chicago can define priorities and undertake an integrated and unified agenda for economic growth. The plan describes the foundations for growth that are necessary for metropolitan economies to move toward and embrace the “next economy.” It also measures how well Chicago is doing in comparison with past performance, national performance, and the performance of peer regions.
- *Altgeld Gardens - Philip Murray Homes Master Plan* (CHA 2013): The Master Plan charts a course for opportunities for diverse housing options, access to jobs and training, efficient transportation infrastructure, expanded learning and recreational spaces, historic preservation, and sustainable design. The plan states that the RLE Project would provide residents with greater accessibility to jobs, retail, and services in other parts of the city.

### 3.1.2.2 Existing Conditions

Because the 130th Street station area location south of 130th Street was not evaluated in the Draft EIS, the existing conditions are summarized in this section. Land uses in the 130th Street station area include residential, institutional, utilities, parkland, forest preserve, industrial, commercial, and vacant. **Figure 3-4** depicts the most recent land uses available in the project area, defined as the area within ½ mile of the station area. Land uses were obtained from CMAP’s 2015 Land Use Inventory (CMAP 2015), consistent with the Draft EIS.

Altgeld Gardens neighborhood, a CHA multifamily public housing neighborhood, is located to the west of the 130th Street station. While the land use for this area is classified as single-family residential (See **Figure 3-4**), Altgeld Gardens neighborhood contains 1,539 multifamily residential units in the 157-acre complex (CHA 2020). Approximately 500 units east of Greenwood Avenue were demolished in 2017, and a portion of this area is where the 130th Street station would be constructed. Although the units in the eastern end of the Altgeld Gardens neighborhood were demolished, **Figure 3-4** still shows these vacant parcels as residential since the data is from 2015.

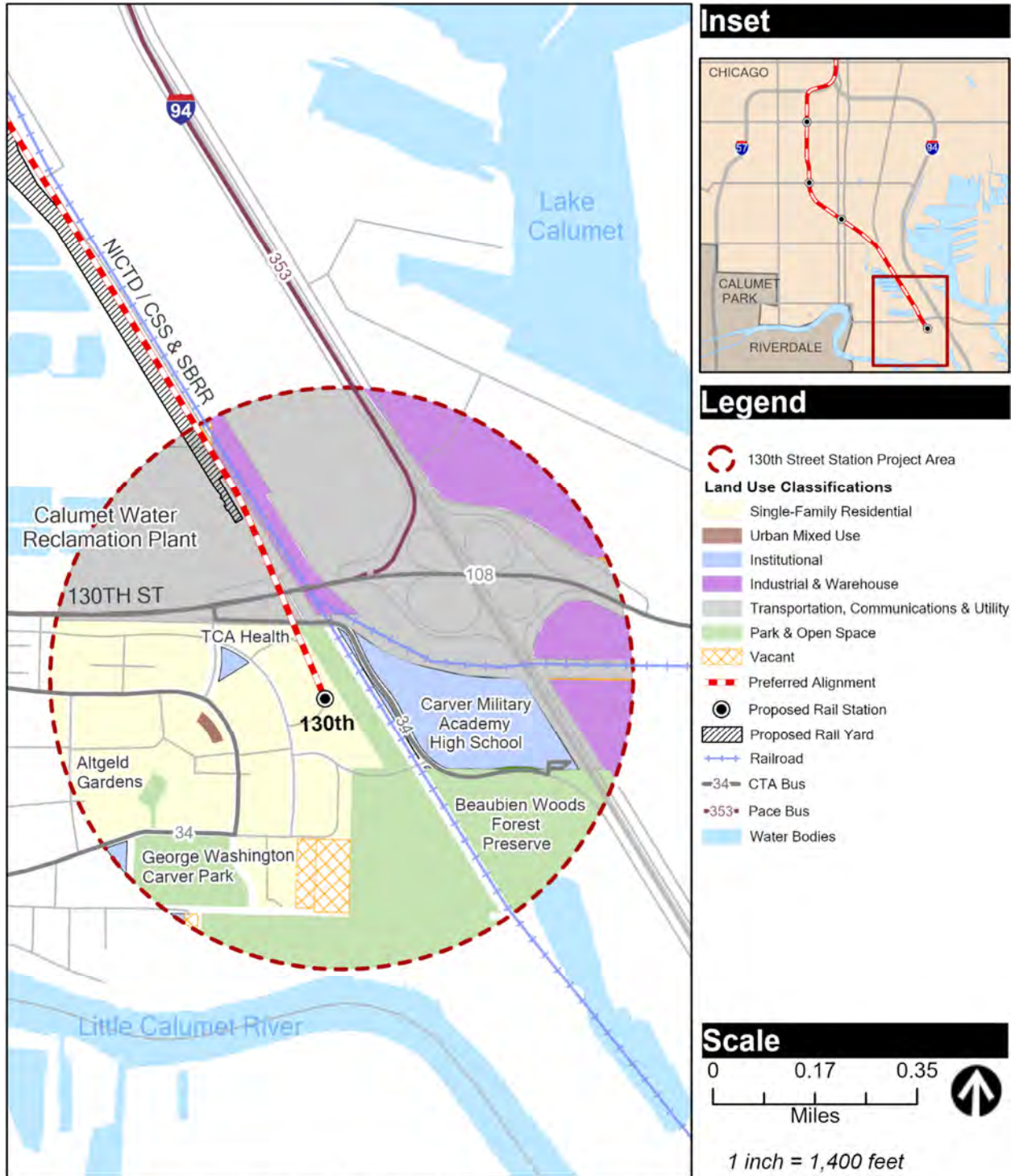
Since the Draft EIS, the Altgeld Family Resource Center has been built in the Altgeld Gardens neighborhood at 955 E. 131st Street, west of the 130th Street station. The multiuse facility includes the Altgeld Branch of the Chicago Public Library, a childcare center, and community meeting space. TCA Health is located at 1029 E. 130th Street, also west of the 130th Street station.

Immediately east and southeast of the station is the Beaubien Woods Forest Preserve, a 279-acre preserve, containing a mix of prairie, woodland, and wetland habitats. Flatfoot Lake is also within the preserve. A trailered boat launch within the Beaubien Woods Forest Preserve provides access to the Little Calumet River for canoes, kayaks, rowboats, sailboats, and boats with trolling motors. Activities in the preserve include boating, fishing, bird watching, and picnicking. The northern end of the Beaubien Woods Forest Preserve is a linear green space that parallels the Conrail track

to just south of Old 130th Street. The Beaubien Woods Forest Preserve is FPCC property. George Washington Carver Park, owned by the Chicago Park District (CPD), and George Washington Carver Primary School are located to the southwest of the station.

To the east of the linear green space that parallels the Conrail tracks is Carver Military Academy High School, a 4-year public military high school, operated by the Chicago Public Schools. Approximately 500 students attend this high school.

As discussed in the Draft EIS, to the northwest of the station is the Calumet Reclamation Plant, owned by MWRD. To the northeast is vacant railroad right-of-way property and vacant property owned by Calumet Solids Management Area. Other smaller local retailers and other types of businesses are within ½ mile of the station.



CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Figure 3-4: Land Uses in the 130th Street Station Project Area

## Zoning

The station area falls within different zoning districts designated by the City of Chicago Zoning Ordinance as shown in **Figure 3-5**.

Zoning for the Altgeld Gardens neighborhood and Carver Military Academy High School is residential single-unit (RS-3). George Washington Carver Park and the Beaubien Woods Forest Preserve linear segment owned by FPCC that parallels the Conrail between Old 130th Street and 132nd Street are zoned Parks and Open Space District (POS-1). Zoning for TCA Health is Neighborhood Shopping District (B1-1).

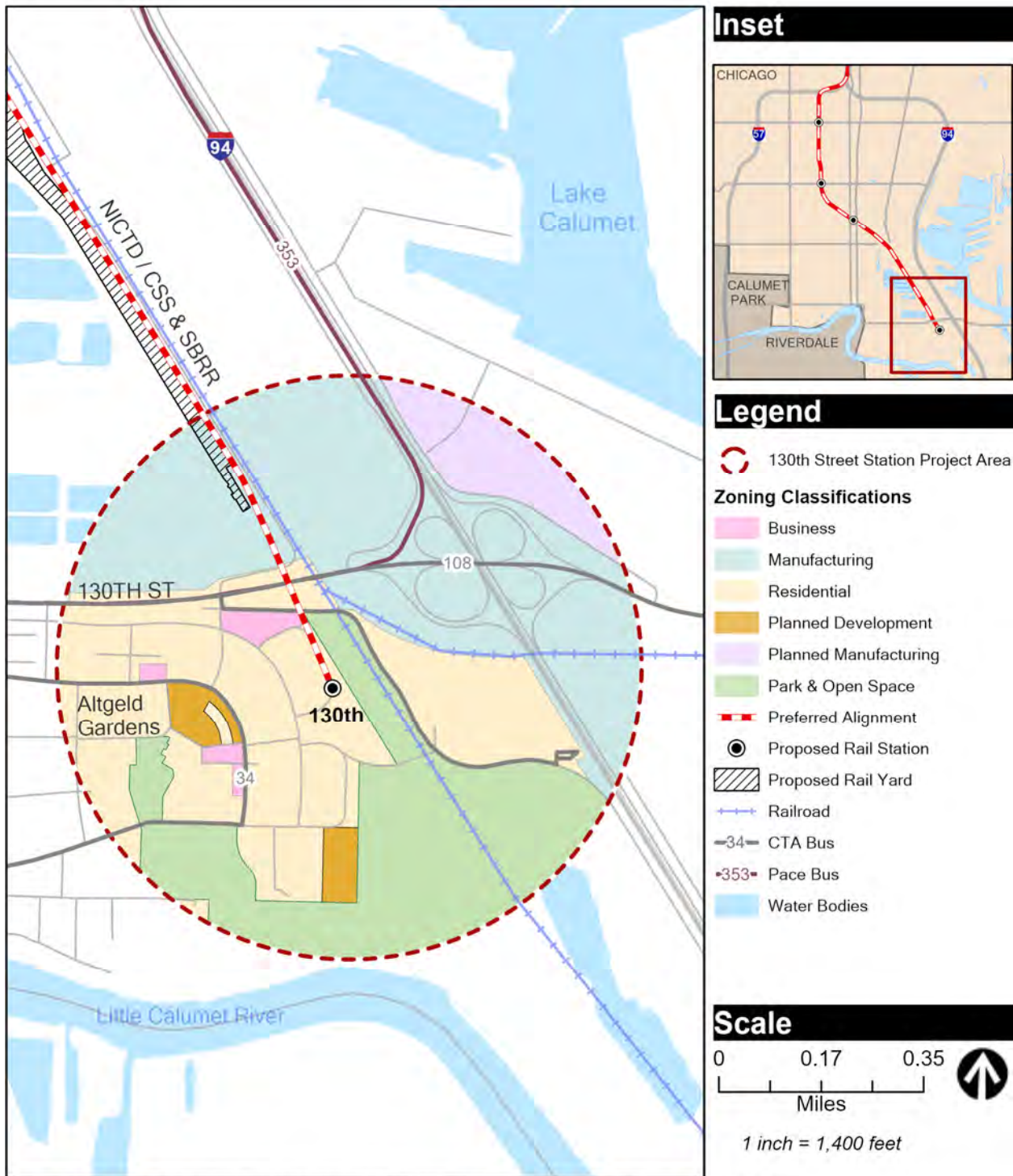
There are also two parcels owned by the City of Chicago and located immediately south of 133rd Street, which are identified as residential and planned development.

The MWRD and Calumet Solids Management Area property is zoned as a manufacturing district (M3-3). In addition, a large parcel of land located in the northeast portion of the project area is zoned Planned Manufacturing District. This area is part of the Lake Calumet Area Industrial Tax Increment Financing district.

None of the zoning classifications identified in the project area have changed since the Draft EIS.

## Planned Land Uses

The *Transit-Supportive Development Comprehensive Plan* that is underway will identify the potential for TOD around each station area. The land use and zoning plans and policies developed as part of this plan can be used to develop transit-supportive policies for adoption by the City. Conceptual site plans will define future land use, zoning, and urban design considerations as well as multimodal access. The results of this plan can encourage future land use development around the 130th Street station. Subsequently, it is expected that the construction of the 130th Street station would increase population, employment, and housing statistics based on increased densities from TOD.



CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Figure 3-5: Zoning in the 130th Street Station Project Area

### 3.1.2.3 Environmental Impacts

#### Permanent Impacts

The relocation of the 130th Street station to the south of 130th Street would be consistent with local and regional land use and economic development plans. These include the *ON TO 2050*, the *Altgeld Gardens - Philip Murray Homes Master Plan*, the *130th Street Station Market/Access Study* (CDOT 2010), and other plans and reports cited in this section or in the Draft EIS.

Impacts resulting from the 130th Street station relocation include the use of the existing TCA Health parking lot for the station access road, as further explained in **Section 3.1.3.3**. There would be an adverse impact on TCA Health since a portion of their parking lot would be used for an access road to the 130th Street station.

CHA demolished Blocks 11, 12, and 13 in the Altgeld Gardens neighborhood after publication of the Draft EIS; the area for Blocks 11 and 13, where the 130th Street station would be located, is now vacant. These vacant CHA parcels (14.5 acres total) would be acquired for the station facility and parking. A zoning change for the CHA parcels would be required for the construction of the station facility and parking. In addition, two City-owned parcels that would be used as mitigation for the FPCC impacts would require a zoning change.

The station would enhance access to the Altgeld Gardens neighborhood. It would also enhance transit access to Carver Military Academy High School and the Beaubien Woods Forest Preserve.

The closure of Old 130th Street would eliminate a connection to the access road into the Beaubien Woods Forest Preserve from Old 130th Street. The 130th Street station would impact an entrance and parking spaces to TCA Health.

The Draft EIS also discusses long-term economic benefits such as the added benefits of TOD, improved access, and travel time savings.

#### Construction Impacts

Construction jobs could create short-term economic benefit. Construction activities associated with the relocated 130th Street station would cause new temporary impacts to Altgeld Gardens residents, TCA Health employees and visitors, and Carver Academy students such as noise, dust, and traffic due to construction equipment and materials delivery. There would be no adverse construction impacts on land use or economic development due to the relocation of the 130th Street station.

### 3.1.2.4 Mitigation

Mitigation measures for impacts to an entrance and parking spaces to TCA Health would include redesign of the parking lot to maintain three entrances and exit points and replacement of impacted parking spaces at a minimum ratio of 1 to 1. The redesign of the parking lot would provide the required number of ADA parking spaces and would also meet the City of Chicago Landscape Ordinance. The temporary displacement of parking during construction would be mitigated by existing on-street parking along Old 130th Street and Greenwood Avenue. CTA would coordinate construction of the parking lot redesign with TCA Health.

CTA would work with the City of Chicago to modify the zoning for the station and the two parcels owned by the City of Chicago currently zoned as residential and planned development that would be used as mitigation for the FPCC impacts.

After mitigation measures, there would be no adverse impacts to land use and economic development due to the relocation of the 130th Street station.

## 3.1.3 Displacements and Relocations of Existing Uses

### 3.1.3.1 Methods

The regulatory framework directing the displacements and relocations of existing uses analysis and the methodology have not changed since the Draft EIS.

### 3.1.3.2 Existing Conditions

The area for CHA Blocks 11 and 13, where the 130th Street station would be located, is vacant. The 130th Street station is surrounded by several different land uses, as discussed in **Section 3.1.2**. There are also multiple community resources and land uses in the area, such as a library, two schools, and Beaubien Woods Forest Preserve.

### 3.1.3.3 Environmental Impacts

#### Permanent Impacts

Permanent impacts would occur on parcels acquired for construction of the RLE Project. The relocated 130th Street station would be built on vacant land. No buildings would be displaced or relocated. However, the 130th Street station would impact parking spaces to TCA Health. Mitigation measures would be required.

As shown in **Figure 3-6**, four parcels would need to be acquired for the construction of the relocated 130th Street station. Construction of the station would directly impact Parcels #1 and 2.



Parcels #3 and 4, located south of 133rd Street, would be acquired for FPCC impact mitigation. **Table 3-6** lists these parcels, which are depicted in **Figure 3-6**.

Mitigation measures would be required for the property acquisitions.

**Table 3-6: Parcels to Be Acquired for the 130th Street Station Relocation**

Parcel ID in Figure 3-6	PIN	Address	Type	Existing Land Use	Future Land Use
1	25-35-100-021	1029 E. 130th Street	Partial Acquisition	Commercial	Right-of-way
2	25-35-100-020	969 E. 130th Street	Partial Acquisition	Vacant	Station and parking
3	25-35-100-016	1108 E. 133rd Street	Full Acquisition	Vacant	Forest preserve
4	25-35-100-010	500 E. 134th Street	Full Acquisition	Vacant	Forest preserve

### Construction Impacts

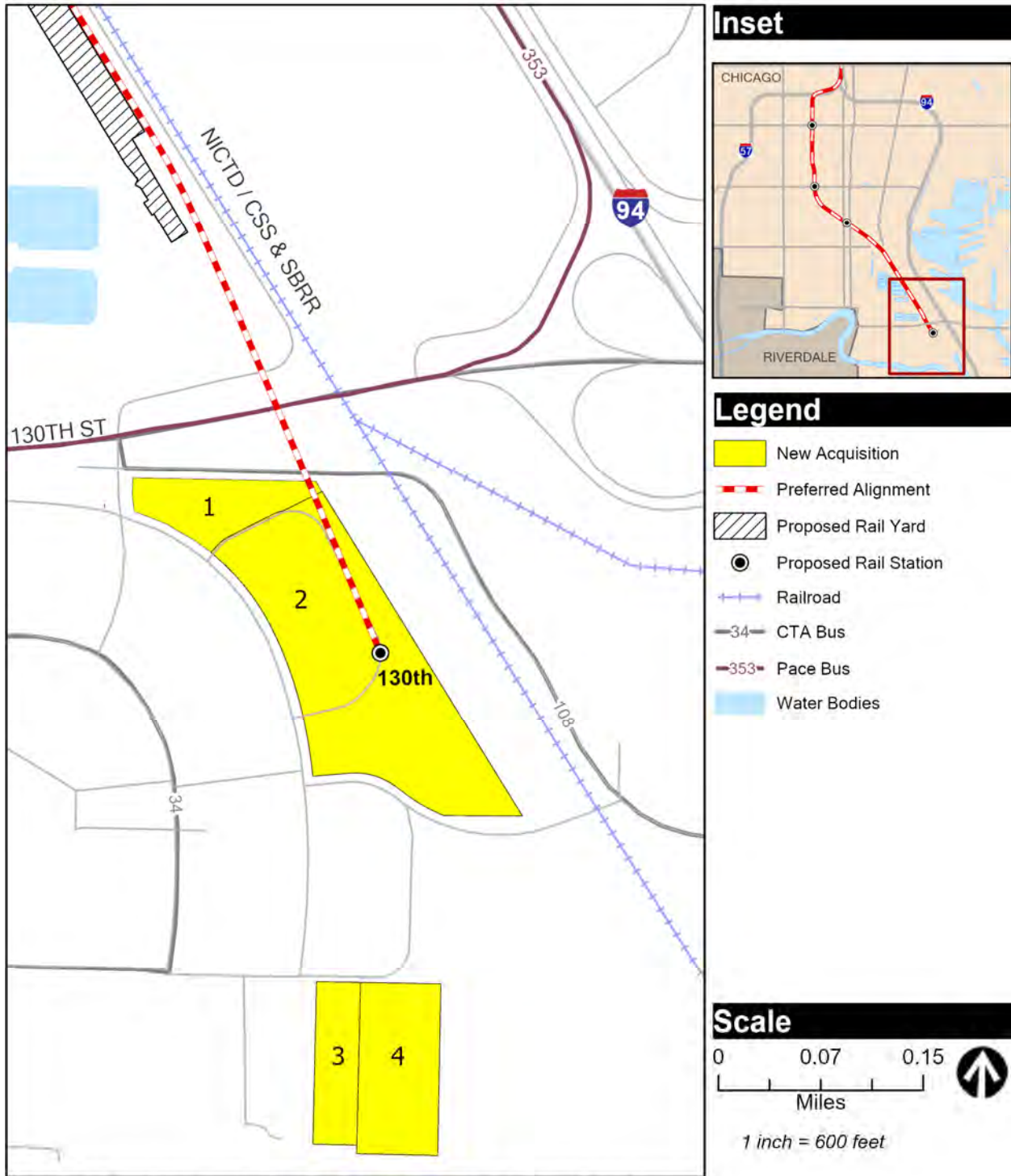
Construction would occur on Parcels #1 and 2 listed in **Table 3-6**. Construction of the 130th Street station access road would temporarily impact parking at TCA Health.

#### 3.1.3.4 Mitigation

CTA would work with the property owners to acquire the parcels needed for the 130th Street station relocation. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) would be followed. Mitigation measures for impacts to an entrance and parking spaces to TCA Health would include redesign of the parking lot to maintain three entrances and exit points and replacement of impacted parking spaces at a minimum ratio of 1 to 1. The redesign of the parking lot would provide the required number of ADA parking spaces. The parking lot would also meet the City of Chicago Landscape Ordinance. The temporary displacement of parking during construction would be mitigated by existing on-street parking along Old 130th Street and Greenwood Avenue. CTA would coordinate construction of the parking lot redesign with TCA Health.

Mitigation measures for the Beaubien Woods Forest Preserve are discussed in **Chapter 4**.

There would be no adverse impacts on displacements due to the relocation of the 130th Street station after mitigation.



CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Figure 3-6: Displacements in the 130th Street Station Project Area

### 3.1.4 Neighborhoods and Communities

#### 3.1.4.1 Methods

The methodology used to determine neighborhood and community impacts follows the *Community Impact Assessment: A Quick Reference for Transportation* (U.S. Department of Transportation [USDOT] 2018), which is an update to the 2008 report that was used in the Draft EIS.

The project area is defined as the area within ½ mile of the station area. Three community areas are within the project area for the 130th Street station relocation: Riverdale, South Deering, and Hegewisch. The portion of South Deering and Hegewisch within the project area is mainly NICTD/CSS & SBRR or I-94 right-of-way (i.e., there is no population). Therefore, South Deering and Hegewisch are not analyzed in the Neighborhoods and Communities section. This section uses 2018 5-Year American Community Survey (ACS) data from the U.S. Census Bureau.

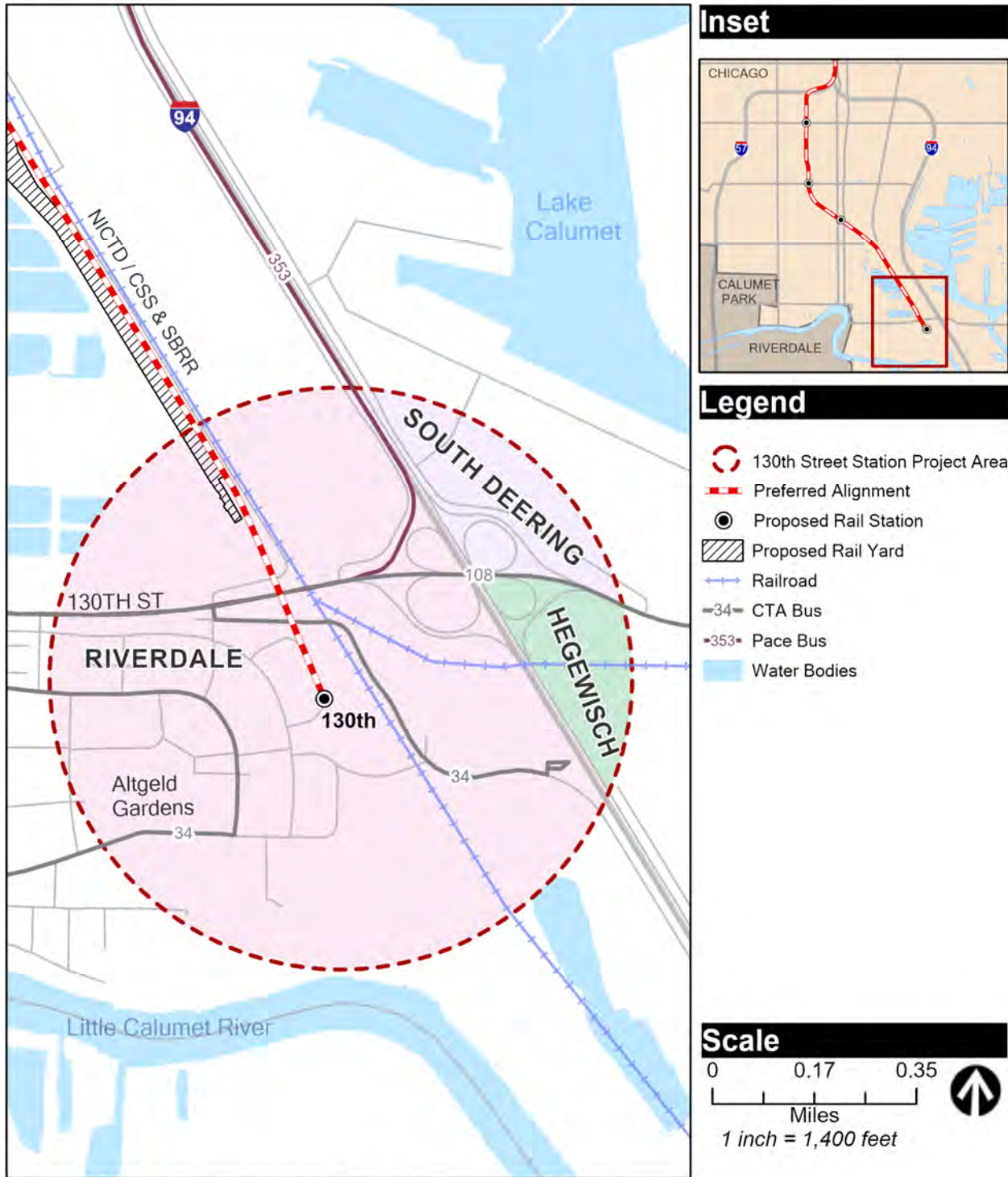
#### 3.1.4.2 Existing Conditions

Because the 130th Street station south of 130th Street was not evaluated in the Draft EIS, the existing conditions are summarized in this section. The station relocation would be located in the Riverdale community area. **Figure 3-7** depicts the community areas located in the 130th Street station project area.

Since the publication of the Draft EIS, there have been changes within the Altgeld Gardens neighborhood. Approximately 500 units were demolished in 2017, and the land is currently vacant. The remaining units in the neighborhood have been renovated since the Draft EIS was published.

The demographic characteristics in the project area are described below:

- The project area for the 130th Street station relocation contains 2,553 residents and 831 households. Different portions of the Riverdale neighborhood were evaluated in the Draft EIS so a direct comparison could not be made with this project area.
- Ethnicity in the project area is predominantly Black or African American (96.8 percent), with the next largest percentage (1.9 percent) being Hispanic. The Draft EIS also identified Black or African American to be the predominant ethnicity.
- The population is predominantly English-speaking.



CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Figure 3-7: Community Areas within the 130th Street Station Project Area

## Community Resources

There has been no change in the community resources including parks and recreational facilities and other community resources since the Draft EIS. However, the station location on the south side of 130th Street is now closer to some of these resources. The 130th Street station is closer to the Beaubien Woods Forest Preserve and George Washington Carver Park, a 19-acre park that offers a swimming pool and indoor and outdoor recreational facilities.

The 130th Street station is also located closer to Carver Military Academy High School, a high school that draws students from outside the immediate neighborhood. The station is also closer to the Chicago Youth Center, a social service facility with learning, afterschool, and summer programs for children aged 15 months to 18 years old. The Altgeld Family Resource Center is in the Altgeld Gardens neighborhood and includes the Altgeld Branch of the Chicago Public Library, a childcare center, and community meeting space. TCA Health provides primary care, dental care, and behavioral health care services. Other community centers present in the project area include day cares, nutrition assistance centers, and tutoring/mentoring program sites, such as By the Hand Club.

### 3.1.4.3 Environmental Impacts

#### Permanent Impacts

Environmental impacts analyzed include changes to community character and cohesion, community resources, and mobility.

#### Character and Cohesion

The relocated 130th Street station would become a focal point for the surrounding communities, creating pedestrian and transit connections. It would potentially attract new commercial and residential activities that would result in an overall improvement in community character. The relocated 130th Street station would also provide a greater benefit to community character because of its proximity to communities. The relocated 130th Street station would not impose any segmentation or division of the community nor reduce its desirability to current or future residents; therefore, it would not impact cohesion.

Overall, the relocated station would enhance community character. However, there would be new visual impacts to the Altgeld Gardens residents resulting from the relocation of the 130th Street station, as discussed in **Section 3.1.5**.

There would be no adverse impact on community character and cohesion, with the exception of visual impacts due to the relocation of the 130th Street station. **Section 3.1.5** describes the adverse visual impacts that would remain after mitigation.

## Community Resources

The 130th Street station would impact an entrance and parking spaces to TCA Health.

## Mobility

The relocation of the 130th Street station would increase overall mobility for Riverdale residents; this has not changed since the Draft EIS. The closure of Old 130th Street would eliminate one of three access routes to the Carver Military Academy High School. Closure of this route would not result in an adverse impact because the primary access to the school is from 130th Street to Ellis Avenue to Greenwood Avenue to 132nd Street. The secondary access from Doty Avenue from the south would remain unchanged, as discussed in **Section 3.1.1**. This change in access to the high school is not considered an adverse impact since two access points would remain. No mitigation measures would be required.

The closure of Old 130th Street would eliminate a connection to the access road into the Beaubien Woods Forest Preserve from Old 130th Street. Closure of this connection would not result in an adverse impact because the primary access to Beaubien Woods Forest Preserve is from Ellis Avenue to Greenwood Avenue to 132nd Street.

## Construction Impacts

Neighborhoods and community resources would be accessible during construction of the 130th Street station. Construction of the 130th Street station access road would impact an entrance and parking spaces to TCA Health and may temporarily limit parking above and beyond the permanent number of parking spaces being displaced.

### 3.1.4.4 Mitigation

Mitigation measures for impacts to an entrance and parking spaces to TCA Health would include redesign of the parking lot to maintain three entrances and exit points and replacement of impacted parking spaces at a minimum ratio of 1 to 1. The redesign of the parking lot would provide the required number of ADA parking spaces. The parking lot would also meet the City of Chicago Landscape Ordinance. The temporary displacement of parking during construction would be mitigated by existing on-street parking along Old 130th Street and Greenwood Avenue. CTA would coordinate construction of the parking lot redesign with TCA Health.

There would be no adverse impacts on Neighborhoods and Communities due to the relocation of the 130th Street station with the exception of visual impacts after mitigation. **Section 3.1.5.3** discusses mitigation measures to minimize visual impacts.

## 3.1.5 Visual and Aesthetic Conditions

### 3.1.5.1 Methods

The regulatory framework directing the visual and aesthetic conditions analysis and the methodology have not changed since the Draft EIS.

### 3.1.5.2 Existing Conditions

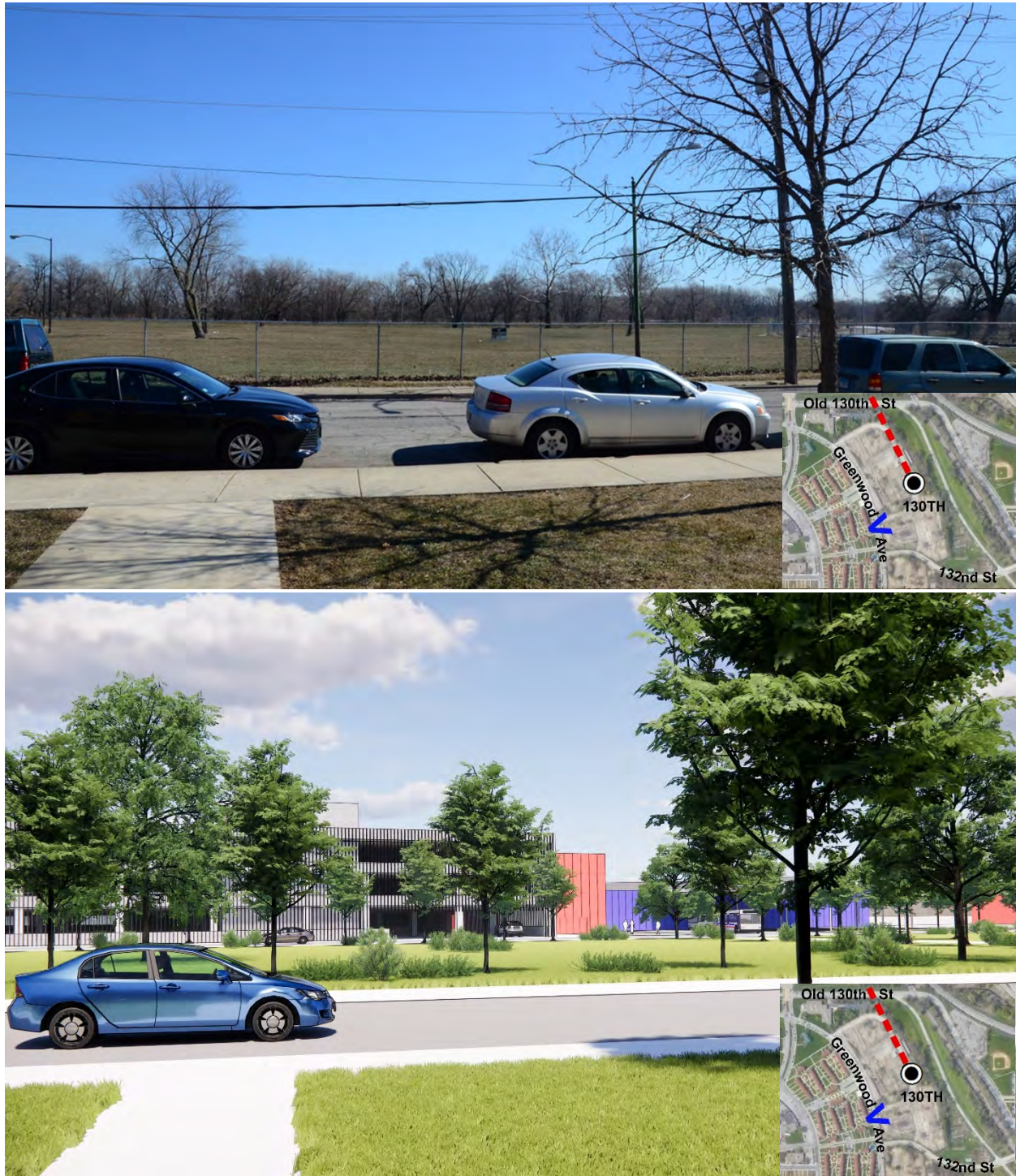
Existing viewsheds of the 130th Street station relocation area from the Altgeld Gardens neighborhood and Carver Military Academy High School include vacant, vegetated areas. The Altgeld Gardens neighborhood consists of two-story buildings with 1,539 multifamily residential units. Residential units along Greenwood Avenue face Greenwood Avenue.

### 3.1.5.3 Environmental Impacts

#### Permanent Impacts

The visual environment that would be impacted by the 130th Street station relocation includes areas that would have a view of the new facilities and areas visible from the new facilities. Impacts could include shadows from the structures, vegetation removal, and change in visual setting for the residential neighborhood.

Because the relocated 130th Street station would comprise a four-level park & ride facility, other structures, and station, there would be high and adverse visual impacts due to the relocation of the 130th Street station. This is a change from the Draft EIS. **Photograph 3-1** shows existing conditions and a photo simulation of the 130th Street station facing east from Greenwood Avenue and just north of 132nd Street. The existing view in **Photograph 3-1** is from the eastern edge of the Altgeld Gardens neighborhood. The residential character and scale would be substantially altered by the removal of vegetation and the addition of the park & ride facility, other structures, and station for the residences that front on Greenwood Avenue. The visual impacts decrease the farther west a residential unit is within the Altgeld Gardens neighborhood. **Photograph 3-2** shows the existing conditions and photo simulation of the 130th Street station deeper within the neighborhood. **Photograph 3-3** shows the existing conditions and photo simulation of the 130th Street station from the east along the access road in Beaubien Woods Forest Preserve. Note that appearance of project elements and residences in visualizations in **Photographs 3-1, 3-2, and 3-3** is intended to show the scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.



Photograph 3-1: Photo of Existing Conditions and Photo Simulation of the 130th Street Station, Facing East from the Eastern Edge of the Altgeld Gardens Neighborhood





Photograph 3-2: Photo of Existing Conditions and Photo Simulation of the 130th Street Station, Facing Northeast from Ellis Avenue



Photograph 3-3: Photo of Existing Conditions and Photo Simulation of the 130th Street Station Facing Southwest from Beaubien Woods Forest Preserve

The National Environmental Policy Act of 1969 (NEPA) visual impact assessment of a proposed undertaking includes consideration of scenic resources and scenic experiences of the people who view the landscape. Impacts include any modification of landforms or introduction of structures or other visual elements that negatively or positively affect the visual character of the landscape and the visual experience of persons viewing the landscape. Therefore, as discussed in **Section 3.1.7.1**, the NEPA visual impact assessment for a project may result in impacts and require mitigation while historic resources that fall under Section 106 for the same project may find no adverse effect on historic properties due to visual impacts if they do not alter the characteristics which qualify the property for inclusion in the National Register of Historic Places (NRHP).

Because the visual changes associated with the 130th Street station relocation would not cause the buildings at the NRHP-eligible Altgeld Gardens – Philip Murray Homes National Register Historic District to be no longer eligible for the NRHP, visual effects on historic properties would not be considered adverse, pursuant to 36 Code of Federal Regulations (CFR) § 800.5, in the 130th Street station area.

There would be high and adverse visual impacts on residents that front Greenwood Avenue due to the relocation of the 130th Street station. Mitigation measures would be required.

### **Construction Impacts**

Construction impacts from the 130th Street station relocation on visual and aesthetic conditions would not be adverse. Temporary construction-related visual impacts would include construction fencing to secure the construction zone and to provide visual screening. Construction equipment and laydown areas will be contained within the fencing. Construction signage identifying the construction zone and warnings of any street closures will be in visible areas. There may be temporary street closures and temporary lighting near the construction zone. There would be no new construction impacts on visual and aesthetic conditions due to the relocation of the 130th Street station. No mitigation measures would be required.

#### **3.1.5.4 Mitigation**

Mitigation measures proposed at the 130th Street station relocation would include landscaping using urban design techniques to reduce massing and creating pedestrian-friendly surroundings. Since views would be permanently altered, impacts on visual and aesthetic conditions would remain high and adverse after mitigation.

### 3.1.6 Noise and Vibration

#### 3.1.6.1 Methods

For the Supplemental EA, noise and vibration impact assessment at sensitive receivers in the vicinity of the relocated 130th Street station was carried out in accordance with the guidelines specified in FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018). For the noise assessment, the FTA methodology for a detailed noise analysis was used. However, an analysis was not required for vibration because the nearest sensitive receivers are well beyond the FTA screening distances for vibration impact.

The noise assessment assumed that rail operations along the RLE would consist of electric-powered train types similar to those that currently operate along the Red Line corridor. In the vicinity of the 130th Street station, it was assumed that the trains would operate at grade on ballast-and-tie track with continuous welded rail. In addition, the noise predictions were based on hourly train volumes and consists (i.e., the number of cars per train) along with train speed profiles (i.e., speeds by location along the corridor) provided by CTA. The predicted noise exposure levels were adjusted for distance to nearby sensitive receivers using FTA methodology and then compared to the existing noise exposure levels at these receivers to assess noise impact based on FTA criteria. The FTA noise impact criteria are described in detail in Appendix O, *Noise and Vibration Technical Memorandum* in the Draft EIS (CTA 2016).

#### 3.1.6.2 Existing Conditions

The existing noise conditions in the proximity of the 130th Street station were characterized based on noise measurements conducted for the Final EIS at representative sensitive receivers in September 2020. These included a long-term (24-hour) measurement of noise exposure at a sensitive receiver within Altgeld Gardens and a short-term (one-hour) measurement of noise exposure at the Carver Military Academy High School.

The results of the measurement at By the Hand Club within the Altgeld Gardens neighborhood indicated an existing day/night sound level ( $L_{dn}$ ) of 61 A-weighted decibels (dBA) and an existing peak-hour equivalent sound level ( $L_{eq}$ ) of 56 dBA in this area. These results are also representative of the existing noise exposure levels in the Altgeld Gardens neighborhood. The results of the measurement at the high school indicated an existing peak-hour  $L_{eq}$  of 59 dBA.

#### 3.1.6.3 Environmental Impacts

##### Permanent Impacts

Noise impact from future train operations was assessed at four representative sensitive receiver locations near the relocated 130th Street station. These locations, denoted as sites N-1 through N-4

in **Figure 3-8**, include TCA Health, By the Hand Club, the closest residential buildings to the RLE Project in Altgeld Gardens, and the Carver Military Academy High School. However, noise impact was not assessed at the linear green space (FPCC parcel) located to the east of the station. Because this parcel consists of open space without specific locations (e.g., benches or monuments) primarily used for passive recreation (e.g., reading, conversation or meditation), this land would not be considered noise sensitive based on FTA guidance. Because TCA Health is considered an FTA Category 3 (institutional) receiver with no noise-sensitive outdoor uses, a noise impact was not assessed for station and bus operations at this location. No other noise-sensitive receivers are located within the applicable FTA noise impact screening distances (i.e., unobstructed distances of 200 feet from rail rapid transit stations, 100 feet from access roads to stations, and 225 feet from transit centers and park & ride lots with buses).

The noise impact assessment is summarized in **Table 3-7**, which presents results for FTA Category 2 (residential) receivers with both daytime and nighttime sensitivity to noise, and for FTA Category 3 (institutional) receivers with primarily daytime and evening use. In addition to the distances to the track and proposed train speeds, **Table 3-7** presents the existing noise levels, the projected noise levels from CTA rail operations, and the applicable FTA criteria for moderate and severe noise impact. Impacts from the proposed train operations at sensitive receivers in the vicinity of the relocated 130th Street station were determined based on a comparison of the predicted project noise levels with the impact criteria.

There would be no noise impacts. No mitigation measures would be required.

**Table 3-7: Summary of Noise Impacts in the 130th Street Station Relocation Area**

Noise-Sensitive Receiver		FTA Land Use Category	Distance from Proposed RLE near Track (feet)	Train Speed (mph)	Existing Noise Level <sup>1</sup>	Project Noise Level <sup>1</sup>			Level of Impact
No.	Description					Predicted	Impact Criteria		
							Moderate	Severe	
N-1	TCA Health	3	372	52	56	55	61	67	None
N-2	By the Hand Club <sup>2</sup>	3	631	51	56	46	61	67	None
N-3	Altgeld Gardens Residence	2	460	42	61	54	58	64	None
N-4	Carver Military Academy High School <sup>2</sup>	3	802	15	59	43	62	68	None

Source: CTA 2021a

<sup>1</sup> Noise levels are measured in dBA (rounded to the nearest decibel) and are based on  $L_{dn}$  for FTA Land Use Category 2 receivers and on one-hour  $L_{eq}$  for FTA Land Use Category 3 receivers.

<sup>2</sup> Noise measurement location

The closest sensitive receivers are well beyond the applicable FTA vibration impact screening distances from the RLE Project right-of-way or property line for rail rapid transit projects, which are 200 feet for FTA Category 2 (residential) receivers and 120 feet for FTA Category 3 (institutional) receivers. No vibration impacts were identified in the Draft EIS, and no new impacts are anticipated due to the 130th Street station relocation.

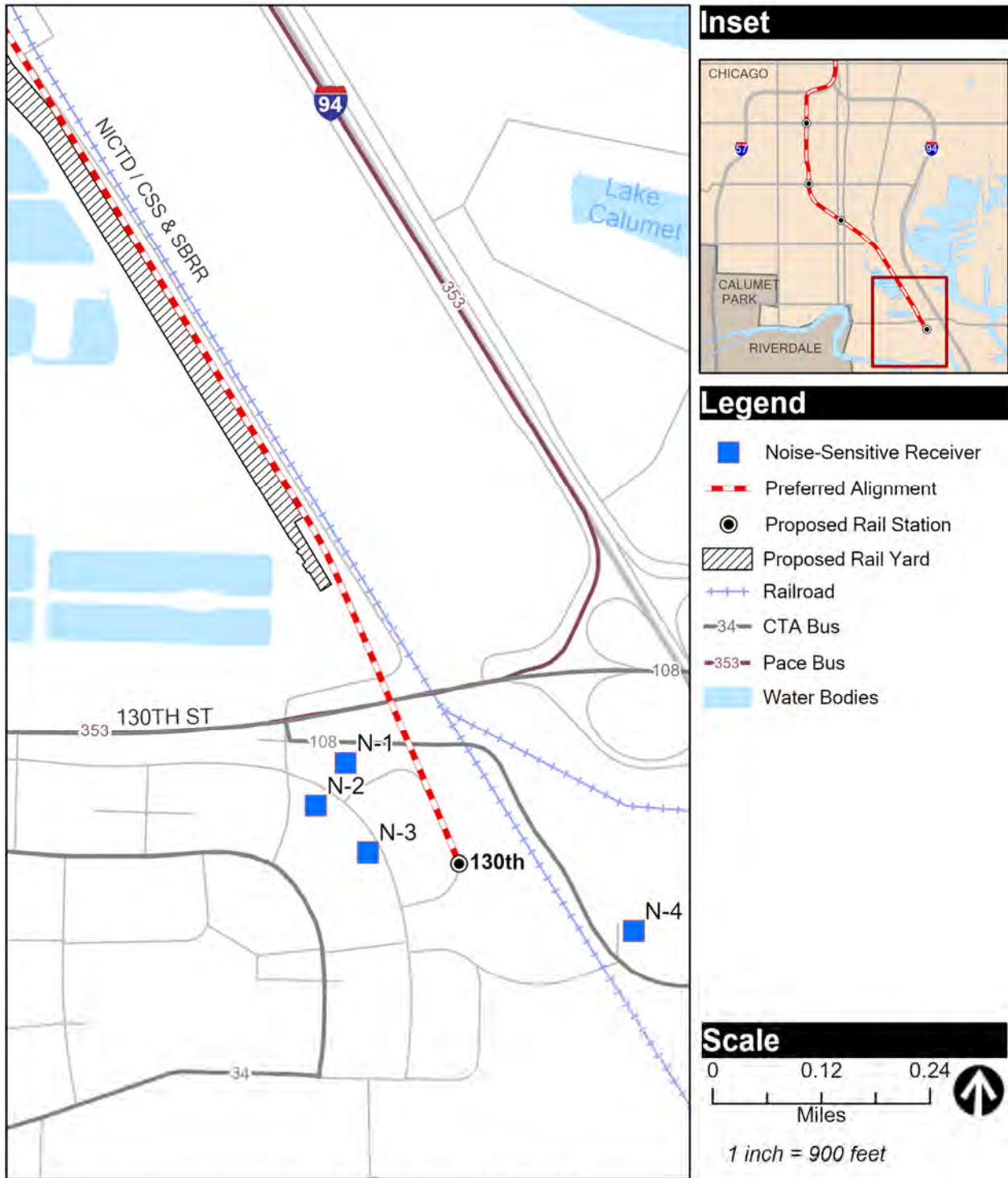
### Construction Impacts

Construction activities in the 130th Street station relocation area would include construction of at-grade track as well as park & ride facility, other structures, and station. As determined in the Draft EIS, these construction activities could result in noise impact at sensitive receivers if they occur within distances of 50 feet during daytime hours and 150 feet during nighttime hours. For vibration, it was determined that most construction equipment can be operated without risk of damage at distances of 15 feet or greater from buildings. Because sensitive receivers are located well beyond these distances, construction noise and vibration levels would not exceed FTA-recommended limits in the vicinity of the 130th Street station relocation. Therefore, there would not be noise or vibration impacts from construction; this has not changed from the Draft EIS.

There would be no new construction noise or vibration impacts due to the relocation of the 130th Street station.

#### **3.1.6.4 Mitigation**

Because there would be no noise or vibration impacts from the 130th Street station relocation, mitigation measures would not be required. Construction best management practices (BMPs) to reduce noise and vibration are described in the Draft EIS. A noise analysis for bus operations would be conducted for sensitive receivers within the FTA noise impact screening distances after the station design and detailed bus service plans for the 130th Street station have been further developed. A commitment to conduct the noise analysis from bus operations would be included in the contract documents requiring the analysis during final design.



CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Figure 3-8: Representative Noise-Sensitive Receivers in the 130th Street Station Project Area



### 3.1.7 Historic and Cultural Resources

This section summarizes findings under Section 106 of the National Historic Preservation Act (NHPA, 54 USC § 300101 et seq.: Historic Preservation) and in coordination with the Illinois State Historic Preservation Office (SHPO) and consulting parties to the Section 106 process.

#### 3.1.7.1 Methods

An Area of Potential Effect (APE) for the RLE Project was established as part of the Draft EIS and further analyzed for updates due to the proposed relocation of the 130th Street station. To identify potential updates to the APE, cultural resource specialists, qualified per the Secretary of the Interior's standards, reviewed the 130th Street station area. CTA undertook field surveys to confirm conditions and develop an expanded APE.

Background research was conducted to identify previously documented historic properties within the expanded APE, which is defined in the Existing Conditions section. CTA developed an extensive historic context for the Draft EIS, which was determined sufficient to evaluate resources within the expanded APE.

After the development of the expanded APE, CTA conducted additional field surveys of historic-age properties within the expanded APE. All newly surveyed historic resources were documented with photographs of their exteriors from the public right-of-way. CTA conducted additional archival research for each to evaluate potential historic significance and level of integrity.

On June 15 and 16, 2020, CTA conducted a Phase I Archaeological Reconnaissance Survey for the 130th Street station area. The surveyed area was defined by the area on which the RLE Project has potential for direct physical impacts. The primary method of investigation was photographic recordation followed up with shovel test probes (STP) in surveyable areas. Shovel tests were excavated as specified by the SHPO. STPs are small subsurface sampling units approximately 14 inches in diameter and 14 to 20 inches deep that are excavated at 50-foot intervals across the project area. Soils from the probes were screened through ¼-inch hardware cloth. In addition to field investigation, CTA conducted research to identify the prehistoric context for the area and to identify prehistoric Native American sites recorded within 1 mile of the RLE Project.

On February 12, 2021, the draft RLE *Section 106 Eligibility Report* was submitted to the SHPO and consulting parties for review. This report included updates to the APE, historic property identification, eligibility recommendations, and archeological methods and conclusions for the full Preferred Alignment.

On February 18, 2021, CTA conducted the first consulting party meeting for the RLE Project since selection of the Preferred Alignment. This meeting included a summary of the RLE Project and Section 106 activities conducted to date. Review and discussion focused on areas of APE

expansion due to changes since the last Section 106 consultation meeting, corresponding historic property identification, and eligibility recommendations. A 30-day comment period (from February 16 to March 12, 2021) was established to take consulting party and SHPO comments on eligibility findings. Comments received confirmed findings of the eligibility assessment and SHPO provided their concurrence on eligibility findings on March 18, 2021. The *Section 106 Eligibility Report* was approved by the FTA on June 8, 2021. This report is included in **Attachment D**.

On June 11, 2021, the draft RLE *Section 106 Effects Report* was submitted to SHPO and consulting parties for review. This report included updates to the effects recommendations from the Draft EIS and effects recommendations for historic properties within the expanded APE. A Section 106 consulting party meeting was held on June 30, 2021 to review findings of the effects assessment on eligible historic and cultural resources and obtain additional consulting party input. A 30-day comment period, from June 11 to July 9, 2021 was established to take comments from consulting parties on effects determinations. Comments received from consulting parties confirmed these effects findings. In order to address SHPO's response to the draft *Section 106 Effects Report*, an additional breakout meeting was held between CTA, FTA, and SHPO on July 26, 2021. As a result, on August 10, 2021, SHPO provided parameters for a finding of no adverse effect. The *Section 106 Final Effects Report* was revised to incorporate this changed information and was distributed to consulting parties for a final review and comment from September 13 to September 27, 2021. No comments were received during this time. The *Section 106 Eligibility Report* and *Section 106 Final Effects Report* and comments received are located in **Attachment D**.

### 3.1.7.2 Existing Conditions

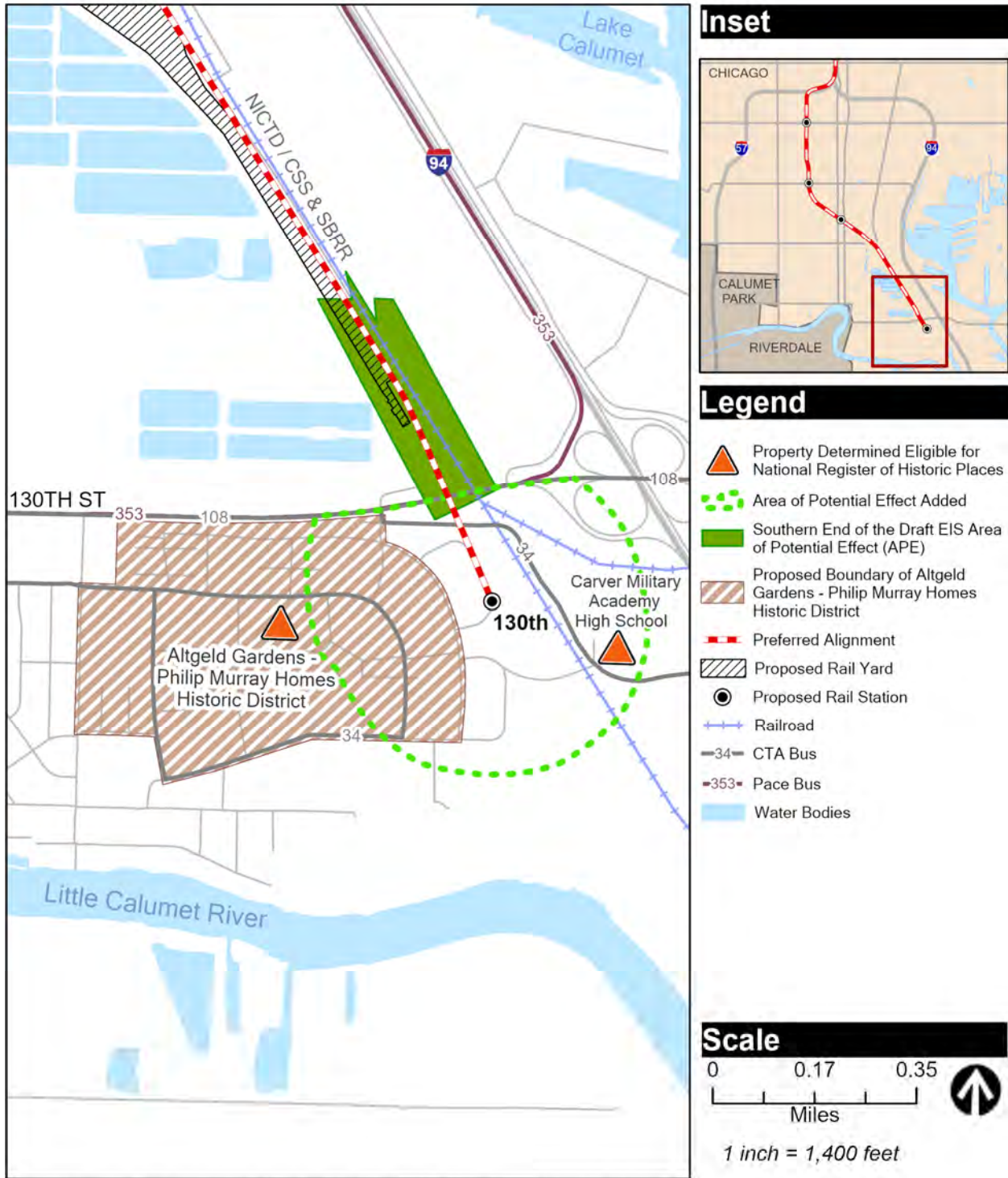
Following relocation of the 130th Street station south of 130th Street, the Draft EIS APE was expanded to include the full site under consideration for construction and an approximate buffer of a ¼ mile, except at visual obstructions, where it is slightly truncated. This area is based on building density, height of the proposed work, and visual observations on site, intended to encompass changes in traffic, noise, and vibration caused by the RLE Project. See **Figure 3-9**.

At the 130th Street station area, 59 previously identified historic properties and one NRHP-eligible historic district were recorded within the APE. All 59 of the individual historic properties are contributing to the Altgeld Gardens – Philip Murray Homes National Register Historic District. As discussed previously in this Supplemental EA, CHA demolished Blocks 11, 12, and 13 of Altgeld Gardens in 2017, after publication of the Draft EIS; the demolition was independent and unrelated to the RLE Project. The Section 106 process associated with the demolition of Blocks 11, 12, and 13 was carried out by CHA. While the Altgeld Gardens – Philip Murray Homes National Register Historic District was determined by the SHPO as eligible under Criteria A, B, and C, the historic district nomination process is not complete. This nomination is being prepared by CHA and reviewed by the SHPO and the National Park Service. The proposed boundary, as currently shown

in **Figure 3-9**, is what is proposed in the draft historic district nomination being undertaken by CHA. The final boundary will be confirmed with CHA and SHPO for inclusion in the Final EIS.

One new historic-age resource was identified within the expanded APE for the 130th Street station relocation: Carver Military Academy High School, located at 13100 S. Doty Avenue. Because the building retains excellent architectural integrity, is a good example of Late Modernist design and associated with architect John Moutoussamy, this property is recommended individually eligible for the NRHP listing under Criterion C for architecture. Per SHPO correspondence on July 9, 2021, this property is also NRHP-eligible under Criterion A at the local level of significance.

All 60 of the individual historic properties, including Carver Military Academy High School, and the historic district are listed in **Table 3-8**. NRHP status of these historic properties, except for #7 and #8, was confirmed with consulting parties and SHPO on March 18, 2021. Since that time, properties #7 and #8 have been added to the list. These refinements were submitted with the draft *Section 106 Effects Report* and confirmed by consulting parties and SHPO on July 9, 2021.



CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad IHB = Indiana Harbor Belt Railroad

Figure 3-9: Expanded APE at the 130th Street Station

**Table 3-8: Historic Properties Identified in Project APE**

ID	Address	Description	NRHP Status
1	13100 S. Doty Avenue	Carver Military Academy	Eligible for Listing in NRHP, Criteria A and C
2	Varies*	53 Residences Contributing to Altgeld Gardens-Philip Murray Homes (AGPMH) National Register Historic District	Contributing to NRHP District, Criteria A, B, and C
3	13015 S. Ellis Avenue	By the Hand Club, included in AGPMH Historic District	Contributing to NRHP District, Criteria A, B, and C
4	13100 S. Ellis Avenue	Grocery/Retail Building, included in AGPMH Historic District	Contributing to NRHP District, Criteria A, B and C
5	940 E. 132nd Street	Administration/Maintenance Building, included in AGPMH Historic District	Contributing to NRHP District, Criteria A, B, and C
6	975 E. 132nd Street	CYC - Dorothy Gautreaux Child Development Center, included in AGPMH Historic District	Contributing to NRHP District, Criteria A, B, and C
7	941 E. 132nd Street	Children’s Building, included in AGPMH Historic District	Contributing to NRHP District, Criteria A, B, and C
8	951 E. 132nd Place	Altgeld Gardens Community Building No. 2, included in AGPMH Historic District	Contributing to NRHP District, Criteria A, B, and C
9	Multiple (Public Housing Project)	Altgeld Gardens-Philip Murray Homes Historic District	Previously Determined Eligible for NRHP, Criteria A, B, and C

Source: CTA 2021b

Notes: \*Residences within the APE which contribute to the Altgeld Gardens-Philip Murray Homes Historic District include 13022 S. Greenwood Avenue, 13030 S. Greenwood Avenue, 13072 S. Greenwood Avenue, 13200 S. Greenwood Avenue, 13240 S. Greenwood Avenue, 13088 S. Ellis Avenue, 13016 S. Ellis Avenue, 13023 S. Ellis Avenue, 13028 S. Ellis Avenue, 13047 S. Ellis Avenue, 13052 S. Ellis Avenue, 13059 S. Ellis Avenue, 13064 S. Ellis Avenue, 13083 S. Ellis Avenue, 13088 S. Ellis Avenue, 13101 S. Ellis Avenue, 13133 S. Ellis Avenue, 13201 S. Ellis Avenue, 13218 S. Ellis Avenue, 13226 S. Ellis Avenue, 13230 S. Ellis Avenue, 13262 S. Ellis Avenue, 13286 S. Ellis Avenue, 13241 S. Ellis Avenue, 13250 S. Ellis Avenue, 929 E. 130th Place, 933 E. 130th Place, 932 E. 131st Street, 967 E. 132nd Place, 1000 E. 132nd Street, 1001 E. 132nd Street, 1008 E. 132nd Street, 1009 E. 132nd Street, 1032 E. 132nd Street, 1033 E. 132nd Street, 1044 E. 132nd Street, 1045 E. 132nd Street, 1068 E. 132nd Street, 1069 E. 132nd Street, 900 E. 133rd Street, 972 E. 133rd Street, 1000 E. 133rd Street, 1008 E. 133rd Street, 1032 E. 133rd Street, 1044 E. 133rd Street, 1068 E. 133rd Street, 901 E. 130th Place, 13029 S. Drexel Avenue, 13053 S. Drexel Avenue, 13065 S. Drexel Avenue, 900 E. 131st Street, 901 E. 131st Street, 13100 S. Ingleside Avenue.

### 3.1.7.3 Environmental Impacts

The NHPA implementing regulations establish criteria to evaluate whether an undertaking would have an adverse effect on historic properties. An adverse effect occurs when an undertaking “may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association” (36 CFR § 800.5(a)). Therefore, an adverse effect finding would be applied to any historic property that would be subject to one or more of the following criteria listed below but not limited to (36 CFR § 800.5(a)(2)):

- Physical destruction or damage to all or part of the historic property.
- Alteration that is inconsistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties.
- Removal of the property from its historic location.
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant features.
- Change to the character of the property’s use or the physical features within the property’s setting that contribute to its significance.
- Neglect of a property that causes deterioration.
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation.

Effects can be direct, indirect, or cumulative. If an adverse effect is found, FTA must consult with the SHPO and other consulting parties to develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on the historic property (36 CFR §800.6(a)).

Under NEPA, visual impact assessment of a proposed undertaking includes consideration of scenic resources and scenic experiences of the people who view the landscape (Sullivan et al. 2018). Impacts include any modification of landforms or introduction of structures or other visual elements that negatively or positively affect the visual character of the landscape and the visual experience of persons viewing the landscape (Sullivan et al. 2018). Therefore, the NEPA visual impact assessment for a project may result in impacts and require mitigation while Section 106 for the same project may find no adverse effect on historic properties due to visual impacts if they do not alter the characteristics which qualify the property for inclusion in the NRHP.

Per **Section 3.1.6.3**, there would be no new construction noise or vibration impacts due to the relocation of the 130th Street station, and therefore, no historic properties would be affected by noise or vibration related to the project.

The RLE Project proposes no physical changes to geometry or location of streets that are within the Altgeld Gardens-Philip Murray Homes Historic District, and the RLE Project has been designed to minimize the increase in traffic on roads within the historic district. Per **Section 3.1.1.3**, the impacts on vehicular and pedestrian circulation would not be adverse due to the relocation of the 130th Street station. As illustrated in **Figure 3-3**, the only roadways within the historic district that overlap the proposed circulation are Ellis Avenue from 130th Street to Greenwood Avenue and the block of Greenwood Avenue between Ellis Avenue and 130th Place, which front only commercial properties, i.e., TCA Health and By the Hand Club.

Also described in **Section 3.1.1.3**, the 130th Street station would close Old 130th Street at the new RLE tracks. The outbound high school access from Doty Avenue and Old 130th would no longer be available. Vehicles traveling to Carver Military Academy High School would use the current primary entrance from 130th Street to Greenwood Avenue to 132nd Street or the secondary access from Doty Avenue. This would increase traffic along the current primary entrance which falls within the Altgeld Gardens-Philip Murray Homes Historic District but does not rise to the level of an adverse effect.

In order to accommodate design flexibility for the planned relocated 130th Street station, SHPO has defined parameters for a finding of no adverse effect. As stated in a letter provided by SHPO on August 10, 2021, these parameters include:

- A parking garage of 4-stories or less.
- An option to use the existing 130th Place as the station entrance; SHPO accepts this option would eliminate on-street parking on Greenwood Avenue for one block between Ellis Avenue and 130th Place.
- An option to place the entrance to the station between 130th Place and 132nd Street into the original parking lot in Block 11; doing so would result in the elimination of two blocks of historically appropriate on-street parking along the east side of Greenwood Avenue and bring traffic deeper (farther south) into AGPMH. SHPO would accept this option as meeting the Secretary of the Interior's Standards and not adversely affecting AGPMH if residents of AGPMH are also in favor.

These design parameters were the result of a meeting between FTA, CTA, and SHPO on July 26, 2021. The meeting presentation, additional renderings, meeting minutes, and SHPO review letter

are included in **Attachment D**. Following these parameters, the project would have no adverse effect on the historic district or any of its contributing properties.

A summary of effects for all historic properties in the RLE Project APE can be found in **Table 3-9**.

**Table 3-9: Summary of Effects on Historic Properties**

Map ID	Address	Description	Assessment of Effect
1	13100 S. Doty Avenue	Carver Military Academy	No Adverse Effect
2	Varies	53 Residences Contributing to AGPMH	No Adverse Effect
3	13015 S. Ellis Avenue	By the Hand Club, included in AGPMH Historic District	No Adverse Effect
4	13100 S. Ellis Avenue	Grocery/Retail Building, included in AGPMH Historic District	No Adverse Effect
5	940 E. 132nd Street	Administration/Maintenance Building, included in AGPMH Historic District	No Adverse Effect
6	975 E. 132nd Street	CYC - Dorothy Gautreaux Child Development Center, included in AGPMH Historic District	No Adverse Effect
7	941 E. 132nd Street	Children’s Building	No Adverse Effect
8	951 E. 132nd Place	Altgeld Gardens Community Building No. 2	No Adverse Effect
9	Multiple (Public Housing Project)	Altgeld Gardens-Philip Murray Homes Historic District	No Adverse Effect

Source: CTA 2021c

Based on eligibility and effects findings and Section 106 consultation, the RLE Project would result in no adverse effects to historic properties. There would be no direct or indirect effects on historic properties as a result of the 130th Street station relocation. On August 10, 2021, SHPO provided parameters for a finding of no adverse effect. The *Section 106 Final Effects Report* was revised to incorporate this changed information and distributed to consulting parties for final review and comment from September 13 to September 27, 2021. No comments were received during this time.



### 3.1.7.4 Mitigation

Because there would be no adverse effects to historic properties from the 130th Street station relocation, mitigation would not be required.

## 3.1.8 Hazardous Materials

### 3.1.8.1 Methods

CTA conducted a Phase I Environmental Site Assessment (ESA) for the Preferred Alignment. The site reconnaissance, as part of the Phase I ESA, was conducted from June 8 to June 10, 2020. The Phase I ESA was performed in order to satisfy the requirements of FTA through Standard Operating Procedure 19. A copy of the *Corridor Level Phase I Environmental Site Assessment Report* (the Phase I ESA) (Environmental Design International Inc. 2020) is provided in **Attachment E**.

The Phase I ESA generally followed the American Society for Testing and Materials International Standard E1527-13, Standard Practice for Environmental Site Assessments (the Practice). Limitations and exceptions from the Practice are defined as data gaps. The Practice defines data gaps as a lack of, or inability to obtain, required information despite good faith efforts of the environmental professional. The Practice requires the environmental professional to comment on the impact of significant data gaps on their ability to identify Recognized Environmental Conditions (RECs). Data gaps identified in the Phase I ESA were determined not significant. The data gaps are presented in the Phase I ESA. The goal of the Practice is to identify RECs in connection with the RLE Preferred Alignment. The purpose of the Practice is to define good commercial and customary processes for conducting a Phase I ESA. Because the Phase I ESA was conducted on the Preferred Alignment, a summary of the Phase I ESA that pertains to the 130th Street station relocation area is described below.

### 3.1.8.2 Existing Conditions

The location of the 130th Street station contains a grassy, vacant lot identified as Altgeld Gardens Blocks 11 and 13. The surrounding land uses consist of residential properties associated with the Altgeld Gardens neighborhood to the west, Beaubien Woods Forest Preserve, a single set of railroad tracks followed by Doty Avenue and the Carver Military Academy High School to the east, TCA Health, portions of Old 130th Street followed by vacant land and 130th Street to the north, and portions of 132nd Street followed by the Beaubien Woods Forest Preserve to the south.

The *Corridor Level Phase I Environmental Site Assessment Report* (Environmental Design International Inc. 2020) included an environmental database review for the 130th Street station relocation site. As part of the Phase I ESA, documents provided by CHA for Blocks, 11, 12, and 13

were reviewed. CHA conducted a Phase II ESA on Blocks 11, 12, and 13, which involved the collection of soil samples for environmental analysis. The Phase II ESA resulted in no further investigation. No RECs were identified at the proposed station. However, the following off-site REC was identified east of the proposed station:

- **Railroad tracks** – Railroad tracks were observed adjacent to the Beaubien Woods Forest Preserve, approximately 270-350 feet east of the 130th Street station relocation. These tracks exist at various locations on elevated embankments. The source of the fill material used to make the embankments is unknown. This rail line was also used to transport freight, which may include hazardous materials or petroleum products. Spills or releases that occurred on or along this track may have impacted soils. Furthermore, releases may have occurred from creosote-treated railroad ties or coal ash releases from historic steam train operations.

### **3.1.8.3 Environmental Impacts**

#### **Permanent Impacts**

The off-site REC, Conrail tracks east of the 130th Street station relocation, would be a potential impact related to hazardous materials. The Conrail tracks were not considered an off-site REC in the Draft EIS. However, the potential for hazardous material impacts from other adjacent freight railroads were considered in the Draft EIS. Previously identified concerns and impacts regarding adjacent freight railroads would be the same as presented in the Draft EIS.

The 130th Street station relocation would have no new adverse impacts due to hazardous materials.

#### **Construction Impacts**

Adverse construction impacts from the 130th Street station relocation are the same as those described in the Draft EIS. There would be no new adverse construction impacts due to hazardous materials.

### **3.1.8.4 Mitigation**

Mitigation measures proposed at the 130th Street station relocation are the same as those described in the Draft EIS, with a commitment to conduct limited subsurface investigations where earthmoving activities would occur. These investigations would include characterization and evaluation of soils to inform handling, suitability for possible re-use within the project area, and potential disposal options.

There would be no adverse impacts due to hazardous materials after mitigation.

### 3.1.9 Wetlands

#### 3.1.9.1 Methods

A desktop review was conducted of information collected for the Draft EIS in comparison with the project area for the 130th Street station relocation and updated database information. Resources reviewed included the 2015 Wetland Delineation Report prepared as part of the Draft EIS, the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI), the Natural Resources Conservation Service (NRCS) Web Soil Survey, and updated aerial imagery. The 2015 Wetland Delineation Report included a small area of overlap of the 130th Street station area. CTA conducted a field “windshield” reconnaissance on October 17, 2020, which included presence/absence confirmation of wetland areas. The “windshield” reconnaissance was limited to a drive-by review of those resources that are readily publicly accessible to corroborate information reviewed during desktop analysis. The area reviewed included the publicly accessible roads in the project area and the landscape clearly visible from those spaces. Because the 2015 Wetland Delineation Report expired in June 2021, a new wetland delineation would be conducted to evaluate the field conditions in the project area, if required for permitting or coordination. A site review meeting was held with a representative of U.S. Army Corps of Engineers (USACE) on May 11, 2021, as part of ongoing coordination. An updated Approved Jurisdictional Determination request letter was submitted to USACE on September 15, 2021 for wetlands and water resources located in the 130th Street station relocation project area. The Approved Jurisdictional Determination would be utilized to document commitments in the Final EIS. This Approved Jurisdictional Determination request letter covered water resources for the entire Preferred Alignment; therefore, results from coordination with USACE will be documented in both this Supplemental EA and the Final EIS.

#### 3.1.9.2 Existing Conditions

The 130th Street station relocation project area for wetlands generally covers the area south of 130th Street to 132nd Street and east of Greenwood Avenue to west of the Beaubien Woods Forest Preserve access road. There is 0.15 acre of wetlands between 130th Street and Old 130th Street in the northern portion of the project area, as discussed in the Draft EIS. The remaining wetlands identified in the Draft EIS are located north of 130th Street, beyond the project area of this Supplemental EA (**Figure 3-10**). This 0.15 acre of wetlands is of low quality due to dominance of invasive common reed (*Phragmites australis*). No new area dominated by wetland vegetation was observed to be present based on the limited “windshield” reconnaissance. The wetland area previously identified between 130th Street and Old 130th Street did not appear to continue south of Old 130th Street. This reconnaissance did not include soil probes to assess hydric soil presence or hydrologic indicators and is not intended to substitute results of a wetland delineation. NRCS Web Soil Survey data indicated soil in the area to be “Urban land-Orthents, clayey, complex,

nearly level,” which has low hydric ratings at 5 percent of the map unit (NRCS 2021). During the May 11, 2021 site review meeting with USACE, a potential wetland was identified in the area north of 132nd Street and west of the access road into the Beaubien Woods Forest Preserve (**Figure 3-10**). USACE informally indicated that they would not consider any wetlands or other water resources in the project area to be jurisdictional. This determination would be finalized through the updated Approved Jurisdictional Determination request submitted to USACE on September 15, 2021. USACE has informally indicated that no new wetland delineation would be required.

### **3.1.9.3 Environmental Impacts**

#### **Permanent Impacts**

The 130th Street station would be constructed south of Old 130th Street. The relocated 130th Street station would have fewer impacts on wetlands than the 130th Street station impacts disclosed in the Draft EIS.

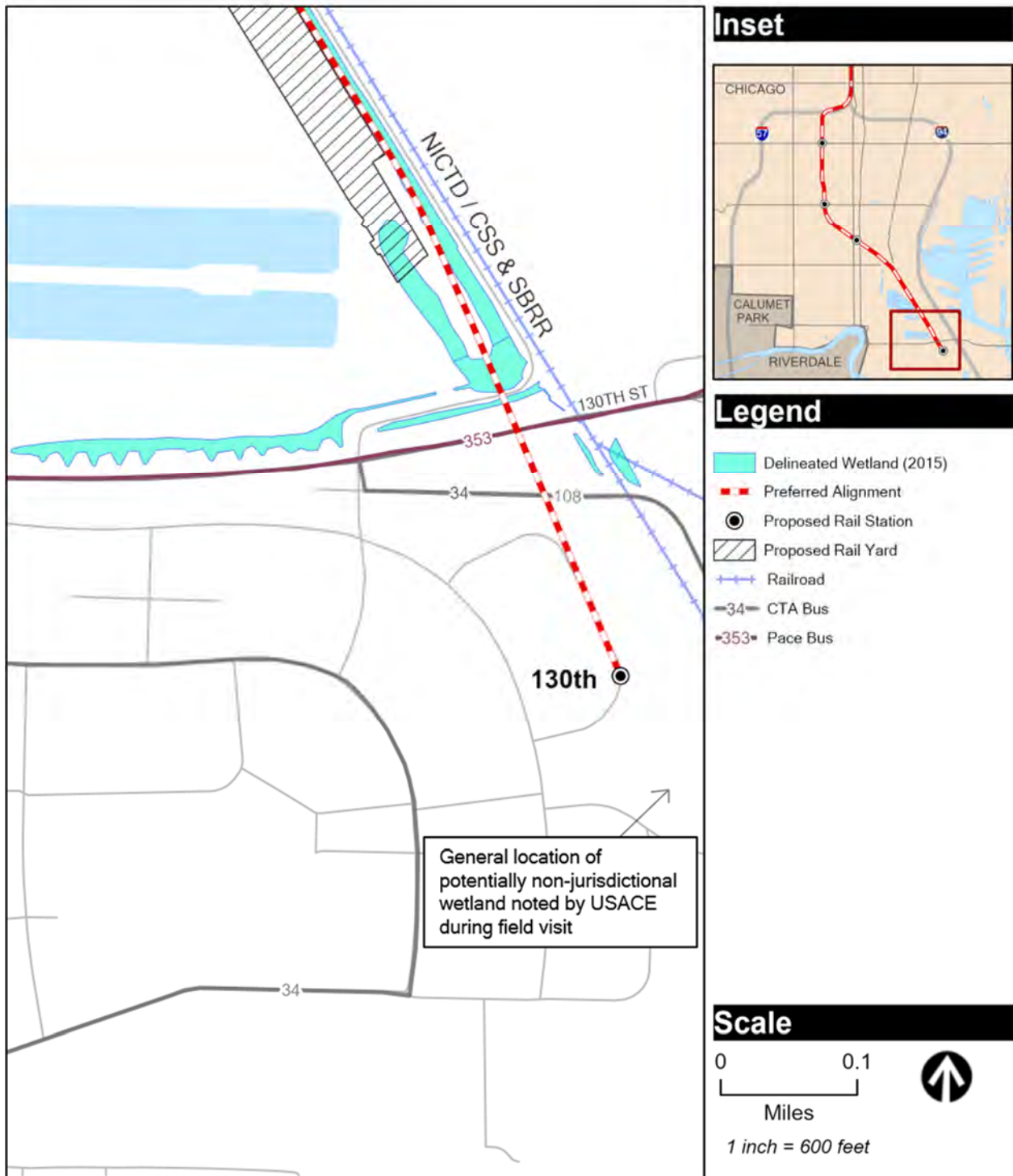
In order to compare impacts outlined in the Draft EIS, wetland impacts north of 130th Street were also reviewed. The track alignment and the 130th Street station area in the Draft EIS (north of 130th Street) would impact up to approximately 7 acres of wetland. The track alignment extension connecting to the relocated 130th Street station area in this Supplemental EA would still impact approximately 0.21 acre of wetlands north of the 130th Street station relocation project area. Wetland impacts in the area north of 130th Street are generally associated with the 120th Street yard and shop refinement and are discussed further in **Section 3.2.1**. Wetlands located between 130th Street and Old 130th Street are expected to be outside of the 130th Street station and track realignment footprints and not be permanently or temporarily impacted by the 130th Street station. No wetlands would be impacted directly by the relocation of the 130th Street station.

There would be no permanent impacts on wetlands after mitigation.

#### **Construction Impacts**

No new construction impacts on wetlands are anticipated. All wetlands not impacted would be marked in the field and avoided during construction. Construction access, staging, and laydown would not have an impact on wetlands. As described in the Mitigation section, BMPs would be implemented to minimize erosion and sedimentation from construction areas. Coordination with USACE or other appropriate agency would occur for any wetlands identified in the project area.

There would be no construction impacts on wetlands after mitigation.



CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Figure 3-10: Wetlands in the Vicinity of the 130th Station Street Project Area

### 3.1.9.4 Mitigation

Impacts to any jurisdictional wetland would require compensatory mitigation, as directed by USACE. The following mitigation commitments are similar to those outlined in the Draft EIS to apply to this project construction:

- Restore any temporarily impacted wetlands to their pre-construction condition in coordination with USACE.
- Any newly identified wetland impact would require coordination with USACE. Any newly identified wetland impact would be required to be mitigated for as outlined in the Draft EIS and as directed by USACE.

The following mitigation commitments were not outlined in the Draft EIS but would also apply to project construction:

- Avoid and minimize temporary wetland disturbance for construction access and staging areas to the extent practicable. Wetlands would be clearly marked in the construction plans to ensure the contractor avoids wetland disturbance. BMPs, such as erosion and sediment control measures, would be implemented to prevent deposition and degradation of any wetlands near the project area.
- The Approved Jurisdictional Determination associated with the 2015 Wetland Delineation Report in the Draft EIS expired in June 2021. Field conditions in the project area for the 130th Street station relocation would be evaluated in a wetland delineation, if needed for permitting. An updated Approved Jurisdictional Determination letter was submitted to USACE on September 15, 2021. Coordination with USACE will continue through the Final EIS. Results from this coordination will be presented in the Final EIS. If a wetland delineation is requested, a report would be prepared summarizing the findings of the wetland delineation. This report would be shared with USACE during the permitting process. Impacts on any delineated wetlands would be coordinated with USACE, including request of an updated Approved Jurisdictional Determination, as needed. Impact coordination would proceed as needed based on the results of any Approved Jurisdictional Determination. Coordination materials are provided in **Attachment F**.

### 3.1.10 Environmental Justice

The 130th Street station relocation project area consists primarily of minority communities, which are also low-income communities. All the benefits and impacts of the RLE Project would occur within these minority and low-income communities. FTA and CTA have undertaken outreach and ongoing coordination with affected communities to identify environmental justice (EJ) populations and discuss project impacts, benefits, and mitigation measures.

CTA has been coordinating with EJ organizations within the project area and would continue the outreach to provide updates on design changes as the RLE Project progresses. CTA conducted public and agency outreach efforts after the announcement of the Preferred Alignment. The public outreach activities included informational materials to announce the Preferred Alignment, a press release, display ads, project website, postcard notifications, and a public open house meeting. Details of the public participation efforts are presented in **Chapter 5**.

### 3.1.10.1 Methods

The methods are the same as those described in the Draft EIS; however, updated data from the U.S. Census Bureau 2018 5-Year ACS data were used to identify EJ populations.

### 3.1.10.2 Existing Conditions

Because the 130th Street station area location south of 130th was not evaluated in the Draft EIS, the existing conditions are summarized in this section. This section describes the minority, low-income, and Limited English Proficiency (LEP) populations in the project area, which constitute the EJ populations for the purposes of this technical analysis. **The project area for EJ populations is defined as the area within ½ mile of the 130th Street station relocation.**

Variances in EJ population statistics since the Draft EIS publication in the project area, Riverdale community area and the City were examined. While the project area for the 130th Street station includes the Hegewisch and South Deering community areas, when evaluating the context of community cohesion and connectivity, the populated areas of those communities are more than a mile beyond the project area with substantial industrial development and existing roadway and railroad infrastructure already separating them from the project area. Therefore, neither Hegewisch nor South Deering are included in this analysis of the communities surrounding the 130th Street station relocation. While population has changed since the completion of the Draft EIS, the presence of EJ populations is approximately the same.

### Minority Groups

The definition of minority populations has not changed since the Draft EIS. As shown in **Table 3-10**, all of the populated portions of the project area contain predominantly minority populations (99.1 percent). **Figure 3-11** identifies the percent of minority populations at the census block group level.

**Table 3-10: Percent of Minority Populations in the Project Area and Affected Community Area**

Area	Minority Populations
City of Chicago	69.9%
<b>Project Area</b>	<b>99.1%</b>
Riverdale	98.0%

Source: U.S. Census Bureau 2014-2018a

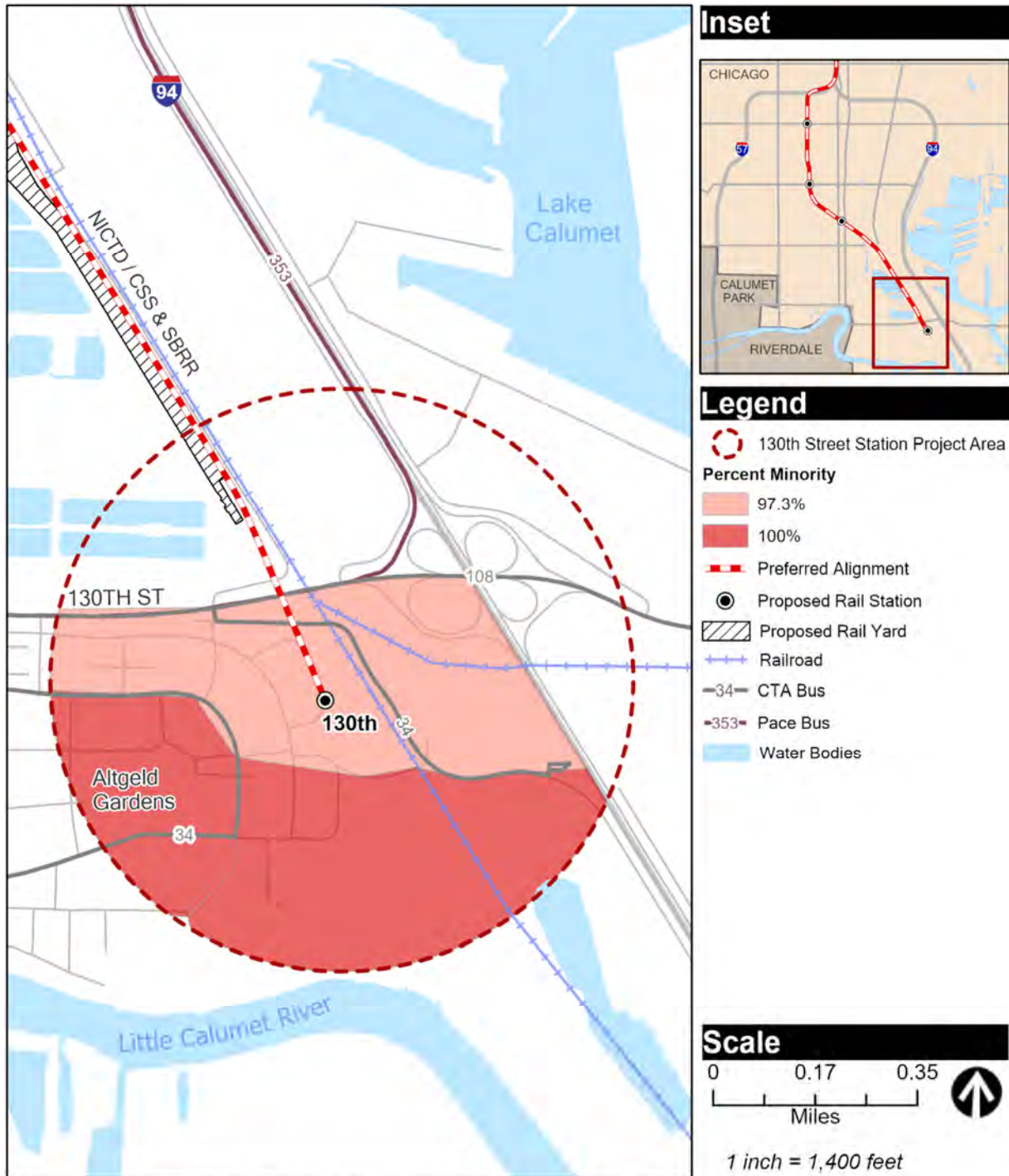
**Table 3-11** shows the racial composition of the project area. The racial composition of the project area has not changed substantially since the Draft EIS. The Riverdale community area and the project area have a majority Black or African American population, which is consistent with the Draft EIS. Minority populations are prevalent throughout the 130th Street station relocation project area.

**Table 3-11: Racial Composition within the Project Area and Affected Community Area**

Area	White Alone	Hispanic Alone	Black or African American Alone	American Indian/Native Alaskan Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Multiracial
City of Chicago	30.1%	25.9%	26.6%	0.3%	6.1%	0.0%	8.3%	2.7%
<b>Project Area</b>	0.9%	1.9%	96.8%	0.0%	0.5%	0.0%	0.0%	0.0%
Riverdale	1.6%	9.4%	88.6%	0.0%	0.3%	0.0%	0.0%	0.1%

Source: U.S. Census Bureau 2014-2018a





CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Note: The white space within the project area is areas where populated communities are more than 1 mile beyond the project area. The white space includes water treatment, industrial, and infrastructure uses.

**Figure 3-11: Minority Populations by Census Block Group in the 130th Street Station Project Area**

### Low-Income Groups

The definition of low-income groups has not changed since the Draft EIS. **Table 3-12** displays the U.S. Department of Health and Human Services 2018 poverty guidelines.

**Table 3-12: U.S. Department of Health and Human Services 2018 Poverty Guidelines**

People in Household	Income
1	\$12,140
2	\$16,460
3	\$20,780
4	\$25,100
5	\$29,420
6	\$33,740
7	\$38,060
8	\$42,380

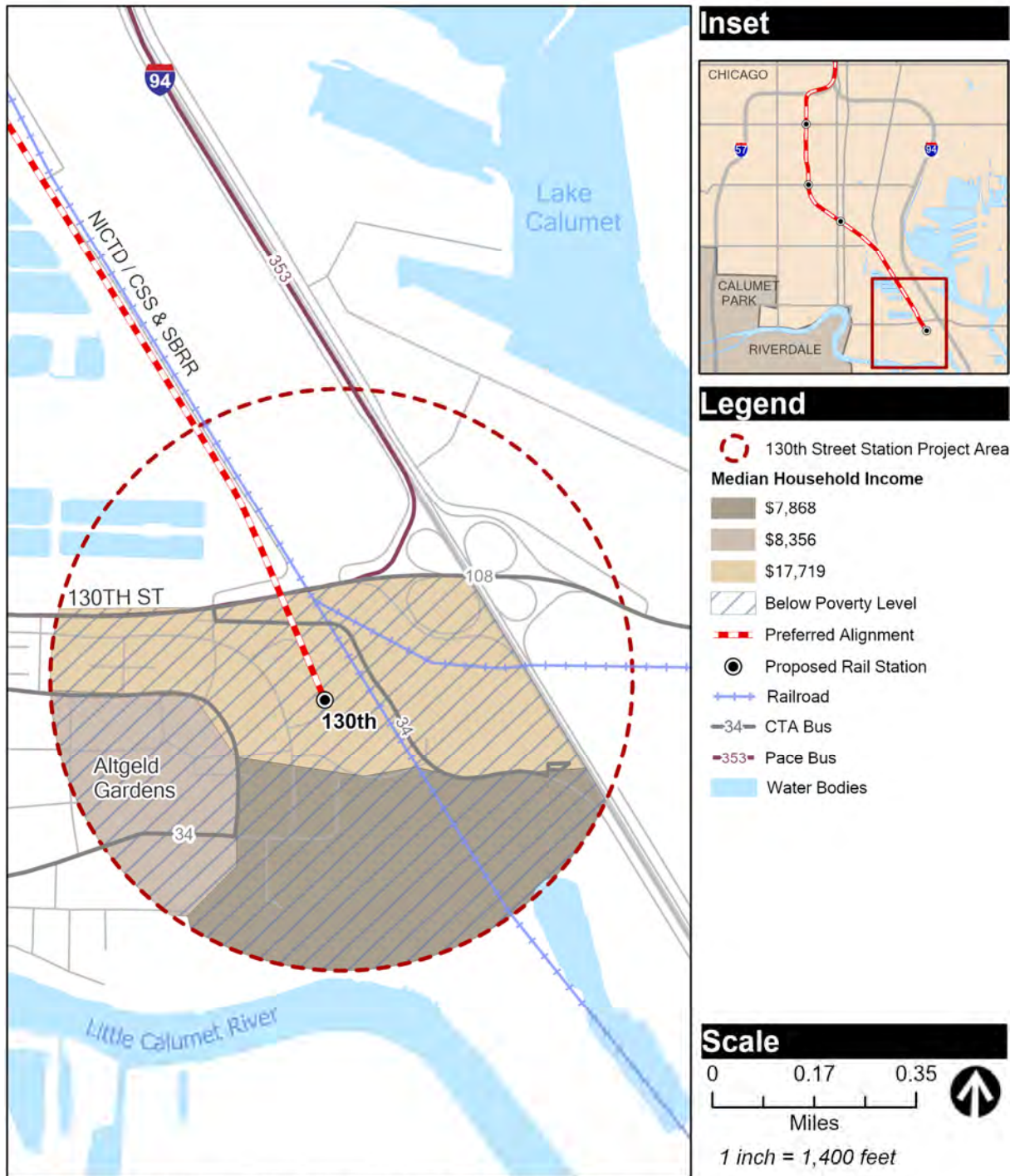
Source: U.S. Department of Health and Human Services 2018

The median household income in the project area is \$11,314, which is less than the median household income for the City of Chicago and the Riverdale community area, as shown in **Table 3-13**. According to the U.S. Department of Health and Human Services 2018 poverty guidelines, three block groups in the project area have populations with median household income below poverty guidelines, as shown in **Table 3-14**. **Figure 3-12** displays the median income of block groups in the project area and identifies areas where median income and average household size suggest poverty status. Since the Draft EIS, median household income in the City of Chicago has increased by 17 percent while the median household income in Riverdale has increased by nearly 37 percent.

**Table 3-13: Median Household Income in the Project Area and Affected Community Area**

Area	Median Household Income
City of Chicago	\$55,198
<b>Project Area</b>	<b>\$11,314</b>
Riverdale	\$13,518

Source: U.S. Census Bureau 2014-2018b



CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Note: The white space within the project area is areas where populated communities are more than 1 mile beyond the project area. The white space includes water treatment, industrial, and infrastructure uses.

**Figure 3-12: Median Household Income by Census Block Group in the 130th Street Station Project Area**

**Table 3-14: Block Groups in the Project Area with Populations below Poverty Level**

Block Group	Median Household Income	Average Household Size	Community Area
Block Group 3, Census Tract 5401.01, Cook County, Illinois	\$8,356	2.8	Riverdale
Block Group 4, Census Tract 5401.01, Cook County, Illinois	\$7,868	2.8	Riverdale
Block Group 2, Census Tract 5401.02, Cook County, Illinois	\$17,719	2.9	Riverdale

Source: U.S. Census Bureau 2014-2018b, c

Note: Household size data not available at block group level.

### Limited English Proficiency (LEP) Groups

According to the 2015 5-Year ACS, the majority of households in the project area speak English (Table 3-15). Spanish is the second most spoken language at home, with approximately 2 percent of the households in the project area speaking Spanish.

**Table 3-15: Languages Spoken at Home within the Project Area and Affected Community Area**

Area	English	Spanish	Other Indo-European Languages	Asian or Pacific Island Languages	Other Languages
City of Chicago	66.1%	20.1%	7.7%	4.3%	1.8%
<b>Project Area</b>	97.5%	1.6%	0.0%	0.4%	0.5%
Riverdale	97.1%	2.5%	0.0%	0.2%	0.2%

Source: U.S. Census Bureau 2011-2015

### Identification of Environmental Justice Populations

Based on field observation and research, these geographic boundaries (block groups) do not artificially dilute or inflate the affected minority population and/or low-income population findings. The project area and surrounding community area comprise mostly minority populations. The median household income in the project area is lower than Riverdale and the citywide average. As such, the analyzed demographic data indicate the entire project area is made up solely of EJ populations.

### 3.1.10.3 Environmental Impacts

#### Permanent Impacts

Low-income and minority populations have been identified in the project area. However, there would be no disproportionately high and adverse human health or environmental impacts on minority and low-income populations from the 130th Street station relocation, as defined in Executive Order 12898. Access to adjacent properties would not change as a result of the 130th Street station relocation. There would be no isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community. Right-of-way would need to be acquired for the 130th Street station relocation. However, no residences or businesses would be acquired. In addition, the relocated station would improve safety by eliminating the need for residents south of 130th Street to cross the busy roadway to access the previously proposed station location. The relocated 130th Street station would improve access to transit, jobs, and shopping and provide potential for development opportunities near the station area.

#### Construction Impacts

Construction impacts from the 130th Street station relocation on EJ populations would be the same as those described in the Draft EIS. As discussed in **Section 3.1.1.3**, there could be limited increases in traffic within the Altgeld Gardens neighborhood due to construction equipment and material delivery. CTA would phase construction to minimize impacts on local neighborhood traffic. Therefore, no adverse impacts to transportation would occur as a result of the 130th Street station relocation. As discussed in **Section 3.1.6.3**, there would be no new construction noise or vibration impacts due to the relocation of the 130th Street station. There would be no disproportionately high and adverse construction impacts on EJ populations due to the relocation of the 130th Street station.

### 3.1.10.4 Mitigation

The mitigation measures in this Supplemental EA and those incorporated by reference from the Draft EIS have been proposed by CTA, with input from local communities, consistently in EJ and non-EJ communities alike.

Mitigation measures documented in **Chapters 3** and **4** would be implemented. BMPs are required for this project area to further minimize dust and emissions during construction to ensure protection of children's health in line with Executive Order 13045 on Protection of Children from Environmental Health Risks and Safety Risks.

### **3.1.11 Safety and Security**

#### **3.1.11.1 Methods**

The regulatory framework directing the safety and security analysis has not changed since the Draft EIS. A desktop review was conducted of information collected for the Draft EIS in comparison with the new safety and security analysis of the 130th Street station relocation.

#### **3.1.11.2 Existing Conditions**

The existing conditions for safety and security remain the same as those identified in the Draft EIS.

#### **3.1.11.3 Environmental Impacts**

##### **Permanent Impacts**

The relocation of the 130th Street station would enable residents of the Altgeld Gardens neighborhood access to the station through neighborhood roadways and their associated sidewalks without having to cross 130th Street. The relocation of 130th Street station would reduce the adverse safety impacts identified in the Draft EIS.

As stated in the Draft EIS, the public expressed concern regarding the potential for increased crime surrounding proposed stations because of the higher volume of people accessing the stations. Based on data from transit stations in Chicago and across the United States, the new stations would be unlikely to have much, if any, impact on neighborhood crime (Block and Davis 1996, Denver Regional Transportation District 2006, Liggett et al. 2003, Plano 1993, San Diego Association of Governments 2007); however, research indicates that some risk would remain, particularly in low-income neighborhoods (Ihlanfeldt 2003). The change in station location would not increase the number of people accessing the station; therefore, there are no new impacts due to the relocation of the 130th Street station. Mitigation measures would not be required. The closing of Old 130th Street would remove one of three access points to Carver Military Academy High School and a secondary access point for Beaubien Woods Forest Preserve. Old 130th Street turns into Doty Avenue east of the existing at-grade railroad crossing with the Conrail. The closure of the roadway is necessary to prevent the interaction of all modes of transportation with the new at-grade crossing that would be introduced with the RLE Project. The frequency of trains entering and departing the station warrants closure of the roadway to enhance safety. Emergency access to the Carver Military Academy High School and Beaubien Woods Forest Preserve would be maintained from 132nd Street from the north and from Doty Avenue from the south.

There would be no permanent adverse impacts on safety and security due to the relocation of the 130th Street station. No mitigation measures would be required.

## **Construction Impacts**

Temporary construction activities would be the same as those identified in the Draft EIS. Job site safety would be maintained. Access would be maintained for first responders to provide community services without interruption.

There would be no adverse construction impacts on safety and security due to the relocation of the 130th Street station. No mitigation measures would be required.

### **3.1.11.4 Mitigation**

Maintenance of traffic and job site safety and security mitigation measures proposed during construction at the 130th Street station are the same as those described in the Draft EIS. CTA is preparing a Threat and Vulnerability Assessment and Preliminary Hazard Analysis for the RLE Project. However, these assessments discuss sensitive information; therefore, the Threat and Vulnerability Assessment and Preliminary Hazard Analysis will not be available to the public. Recommendations from both assessments will be documented in the Final EIS.

There would be no adverse impacts on safety and security due to the relocation of the 130th Street station after mitigation.

## **3.1.12 Air Quality**

### **3.1.12.1 Methods**

The regulatory framework directing the air quality analysis and the methodology have not changed since the Draft EIS.

### **3.1.12.2 Existing Conditions**

Because the 130th Street station area location change was not evaluated in the Draft EIS, the existing conditions are summarized in this section. In the Draft EIS, the 8-hour ozone measurement at the 7801 Lawndale monitor location exceeded the National Ambient Air Quality Standards (NAAQS). The 8-hour ozone measurement for the station relocation would also exceed the NAAQS; this has not changed since the Draft EIS. In the Draft EIS, Cook County was designated as a nonattainment area for the 8-hour ozone and particulate matter with an aerodynamic diameter of 2.5 micrometers and less (PM<sub>2.5</sub>) with respect to the NAAQS. Cook County is still designated as a nonattainment area for the 8-hour ozone and PM<sub>2.5</sub>; this has not changed since the Draft EIS.

### 3.1.12.3 Environmental Impacts

#### Permanent Impacts

The 130th Street station relocation would result in additional vehicular traffic on nearby streets. To analyze vehicular traffic near the relocated 130th Street station, CTA evaluated level of service (LOS) at 16 locations within the project area, as depicted in **Figure 3-2**. **Table 3-4** shows the future intersection LOS evaluated for the 130th Street station relocation, and all intersections would operate at LOS A, B, or C.

The U.S. Environmental Protection Agency (USEPA) modeling guidance provides that intersections operating at LOS A, B, or C do not require further analysis and would not likely cause or contribute to potential carbon monoxide (CO) exceedances of the NAAQS (USEPA 1992). Because all intersections would operate at LOS A, B, or C from additional vehicle traffic within the project area, the 130th Street station relocation would not result in an exceedance of the health-based NAAQS for CO at intersections. There would be no new permanent adverse impacts on air quality due to the relocation of the 130th Street station. No mitigation measures would be required.

The automobile and bus trips generated by the relocated 130th Street station would not be higher than those generated by the 130th Street station proposed in the Draft EIS. Air emissions from traffic would be relatively low, based on the LOS at intersections within the project area. To further reduce potential diesel emissions from buses operating at the relocated 130th Street station, CTA has been updating its bus fleet to include electric buses and clean-diesel buses that would continue to meet current USEPA emissions requirements. CTA has committed to a full electrification of the bus fleet by 2040, which would provide air quality improvements to the region and the immediate vicinity of the facilities. Similarly, the Pace bus fleet at the relocated 130th Street station would meet USEPA guidelines for clean diesel, and many Pace buses serving the south Chicago area use compressed natural gas (CNG), a fuel source that emits fewer greenhouse gases than diesel.

The 130th Street station relocation would not change the regional vehicle miles traveled (VMT) from the VMT disclosed in the Draft EIS. There would be no new regional emissions of greenhouse gases (GHGs), PM<sub>2.5</sub>, and mobile source air toxics (MSAT) associated with VMT. There would be no adverse air quality impacts from GHGs, PM<sub>2.5</sub>, and MSAT due to the relocation of 130th Street station. No mitigation measures would be required.

In its conformity analysis, CMAP concluded that the *ON TO 2050 Plan* and the Transportation Improvement Program (TIP) meet all applicable requirements for conformity for the 8-hour ozone standard and the annual PM<sub>2.5</sub> standard (CMAP 2018b). The Draft EIS concluded that the RLE Project would conform to the State Implementation Plan (SIP) because the RLE Project was



included in CMAP's GO TO 2040 Comprehensive Plan and would decrease PM<sub>2.5</sub> emissions. The RLE Project would still conform to the SIP because it is included in CMAP's ON TO 2050 and TIP and because the RLE Project would decrease PM<sub>2.5</sub> emissions. The 130th Street station relocation would also conform to the SIP; this has not changed since the Draft EIS.

### **Construction Impacts**

Impacts during construction would be associated with temporary and localized emissions of fugitive dust and exhaust from construction vehicles and equipment. Construction-related adverse air quality impacts from the 130th Street station relocation would be the same as those described in the Draft EIS. There would be no new construction-related adverse impacts on air quality due to the relocation of the 130th Street station. No mitigation measures would be required.

#### **3.1.12.4 Mitigation**

Mitigation measures proposed for the 130th Street station relocation would be the same as those described in the Draft EIS. As outlined in the Draft EIS, construction mitigation would include BMPs, such as USEPA's Construction Emission Control Checklist, to reduce construction dust, emissions controls on construction equipment, use of low-sulfur fuels, and by limiting equipment operations such as excessive idling. In addition, the contractor would follow Chicago's Clean Diesel Construction Ordinance, which would reduce the potential for construction-related air quality impacts. No additional mitigation measures would be required. Construction impacts on air quality would not be adverse after mitigation.

### **3.1.13 Water Resources**

#### **3.1.13.1 Methods**

The regulatory framework directing the water resources analysis and the methodology have not changed since the Draft EIS.

#### **3.1.13.2 Existing Conditions**

Because the 130th Street station area location south of 130th was not evaluated in the Draft EIS, the existing conditions are summarized in this section. The project area for water resources generally covers the area south of 130th Street to 132nd Street and east of Greenwood Avenue to west of the Beaubien Woods Forest Preserve access road. No water resources, inclusive of ponds, streams, rivers, and similar water bodies, are in the project area based on field observation. Larger wetland complexes associated with Beaubien Woods Forest Preserve are located to the south and southeast of the 130th Street station. The Illinois Coastal Management Program boundary follows 130th Street. The 130th Street station in the Draft EIS was outside this boundary. However, the

relocated 130th Street station would be within the boundaries of the Illinois Coastal Management Program. This has changed since the Draft EIS.

### **3.1.13.3 Environmental Impacts**

#### **Permanent Impacts**

As described in the Draft EIS, stormwater drainage from the relocated 130th Street station would be sent to the existing stormwater system. Design features would be included to manage stormwater drainage so as not to overload the existing stormwater system. Since the relocated 130th Street station would have a similar footprint as the 130th Street station proposed in the Draft EIS, there would be no new permanent adverse impacts on water resources from the relocation of the 130th Street station.

Coordination with the Illinois Department of Natural Resources (IDNR), Illinois Coastal Management Program occurred on November 20, 2020 and March 31, 2021 regarding the need for a federal consistency review. Per IDNR guidance, CTA submitted an initial federal consistency review request to IDNR on August 27, 2021 requesting a determination as to whether a federal consistency review would be necessary for the Project. On a letter dated October 8, 2021, IDNR concurred that the relocated 130th Street station would comply with the enforceable policies of the Illinois Coastal Management Program and would be conducted in a manner consistent with the Illinois Coastal Management Program. Therefore, the relocated 130th Street station would have no permanent adverse impacts on the Illinois coastal zone. Coordination with IDNR regarding the federal consistency determination has finalized. Coordination materials are included in **Attachment F**.

#### **Construction Impacts**

There would be no new construction-related impacts on water resources due to the relocation of the 130th Street station. Potential for erosion and sedimentation from construction areas on nearby water resources would be minimized through implementation of BMPs described in the Draft EIS.

### **3.1.13.4 Mitigation**

Water quality mitigation measures would be the same as those identified in the Draft EIS for other project segments described in that document. No additional mitigation measures are anticipated to be necessary at this time. There would be no adverse impacts to water resources after mitigation.

### 3.1.14 Biological Resources

#### 3.1.14.1 Methods

Information compiled for the Draft EIS was reviewed and verified based on all updated information from sources identified in the Draft EIS, including Illinois species information obtained from IDNR Illinois Ecological Compliance Assessment Tool (EcoCAT), USFWS species data obtained from the Information for Planning and Consultation (IPaC) system, and aerial review. The majority of the review area from the Draft EIS was previously assessed between the Common UPRR Alternative and the BRT Alternative (along Michigan Avenue). A “windshield” survey verification of habitat areas was also completed on October 27, 2020 to assess the project area not previously evaluated in the Draft EIS. This review was intended to be supplementary to desktop level evaluations and is not intended to be a substitute for a formal field habitat evaluation or wetland delineation. Tree coverage was estimated with a desktop evaluation with high definition NearMap imagery dated September 25, 2020.

#### 3.1.14.2 Existing Conditions

**The project area for biological resources is defined as the area within ¼ mile of the proposed track centerline.** After the publication of the Draft EIS, CHA demolished Blocks 11, 12, and 13. The area for Blocks 11 and 13, where the 130th Street station would be located, was converted to open space dominated by mowed/maintained turf grasses. Urban landscaped trees located in the area surrounding the demolition were kept in place. Other trees are present in two main areas: the railroad right-of-way and along 130th Place. The two tree corridors are generally described as including early successional and non-native species located in two distinct bands or corridors. Observed species include eastern cottonwood (*Populus deltoides*) and oak species (*Quercus sp.*). Tree canopy coverage is estimated to be approximately 100 feet at its widest point and 30 feet at its most narrow point. The total acreage of tree clusters in the relocated 130th Street station project area is 5.7 acres. Trees in this area are fragmented from any nearby forested area by transportation infrastructure and urban maintenance. A similar band of trees continues to the southeast across 132nd Street, extending into the Beaubien Woods Forest Preserve. Trees in the area may be utilized by migratory bird species as stopover points to designated natural areas near Lake Calumet and the Little Calumet River. The mowed turf grass open space is limited in diversity and does not provide substantial opportunities for forage or shelter in comparison to the woods and wetlands located south and southeast of this area. Habitat that is present is most likely utilized by urban-adapted species. The removal of residential buildings from the three Altgeld Gardens blocks increased the open green space in the area by approximately 23 acres.

**Photograph 3-4** depicts vegetation in the 130th Street station project area.



**Photograph 3-4: View of Typical Landscape in the 130th Street Station Project Area**

The Draft EIS identified the peregrine falcon (*Falco peregrinus*) as the only state-listed species with potential to occur in the project area. However, this species was removed from state lists since the analysis was conducted for the Draft EIS. The USFWS IPaC system identified eight federally threatened or endangered species that may occur in the project area. Six of these species are discussed in the Draft EIS and are not considered further in this Supplemental EA. The two newly identified species are discussed further below. Mead's milkweed (*Asclepias meadii*) was previously identified in the Draft EIS as a listed species with potential to occur in the area but is not included in the IPaC report for the 130th Street station relocation project area. The IDNR EcoCAT review identified four protected species that may be in the vicinity of the project location. Three of these species were analyzed in the Draft EIS with a determination that no habitat is in the area. There is no new habitat type identified as potentially present in the project area; therefore, these species are not discussed further in this Supplemental EA. The remaining species is discussed below. The EcoCAT review results also included the Lake Calumet Illinois Natural Areas Inventory Site to the east of the RLE Project, as described in the Draft EIS. The IPaC and EcoCAT reports for the 130th Street station relocation are included in **Attachment G**.

The rufa red knot (*Calidris canutus rufa*) and the northern long-eared bat (NLEB) (*Myotis septentrionalis*) were added to the federal list for Cook County since the Draft EIS analysis. Both species have the potential to occur in the project area according to the IPaC review (**Table 3-16**).

No suitable habitat (i.e., coastal areas of large wetland complexes for migratory stopovers) for the rufa red knot was identified in the project area during the windshield survey or was identified as likely to be present based on review of other documents. Therefore, the rufa red knot is unlikely to occur in the project area.

Summer roosting habitat for the NLEB includes loose (exfoliating) tree bark, tree crevices, or snags. The NLEB has also been known to roost in man-made structures. Foraging habitat includes forest and below-canopy areas in primarily upland forests on hillsides and ridges as well as along paths, ponds, and streams at forest edges. Suitable habitat for the NLEB is not present at this location. The NLEB may be transient through the area, but more suitable foraging and roost habitat is likely to be present in the wooded areas along the Little Calumet River. The NLEB is not listed in the EcoCAT report. Coordination with USFWS under Section 7 of the Endangered Species Act regarding this species for this Supplemental EA has been completed as discussed in **Section 3.1.14.4**.

The rusty patched bumble bee (*Bombus affinis*) was also added to the federal list for Cook County since the Draft EIS analysis. The project area is outside the range of this species, as identified by the USFWS Environmental Conservation Online System. This species was not identified in the IPaC report.

**Table 3-16: Species Analyzed in the 130th Street Station Project Area**

Species	Status	Habitat Requirements	Likelihood of Occurrence
<b>Mammals</b>			
Northern Long-Eared Bat <i>Myotis septentrionalis</i>	FT, ST	Winter habitat includes caves and mines suitable for hibernation. Summer habitat includes trees with loose (exfoliating) bark or crevices of live trees or snags.	Unlikely; habitat does not occur in project area.
<b>Birds</b>			
Rufa Red Knot <i>Calidris canutus rufa</i>	FT	Coastal areas or large wetland complexes for migratory stopovers.	Unlikely; habitat does not occur in project area.

Sources: IDNR 2020; USFWS 2017

Notes: FT = Federal threatened; ST = State threatened

The only state-listed species newly identified by the updated EcoCAT search is the state-endangered osprey (*Pandion haliaetus*). This species was discussed in the Draft EIS as a state-listed species. No suitable habitat for this species was identified in the project area evaluated in

the Draft EIS, and no suitable habitat was observed during the windshield survey, consistent with the findings outlined in the Draft EIS.

### **3.1.14.3 Environmental Impacts**

#### **Permanent Impacts**

There would be permanent adverse impacts on biological resources. Trees would be removed in the vicinity of the station. The total quantity of trees removed would be up to 5.7 acres, plus scattered urban landscape trees or isolated trees. Reduction in habitat would occur but would not constitute a substantial loss compared to larger natural areas available associated with the Beaubien Woods Forest Preserve. The loss of trees would reduce migratory bird habitat. Better suitable areas of habitat are available in proximity to the station. Suitable bat roost trees are not expected to be in this area. Mitigation measures would be required, including following local tree ordinances, timing of vegetation removal, and nesting bird surveys.

#### **Construction Impacts**

Trees would be removed in the project area, as defined under the Permanent Impacts section. Tree removal would reduce the urban tree inventory. Tree removal would potentially impact migratory birds and urban-adapted wildlife through removal of roosting areas. The potential impact to migratory birds would be minimal with the implementation of mitigation measures, such as timing of tree removal.

There would be no adverse construction impacts on biological resources after mitigation.

### **3.1.14.4 Mitigation**

Mitigation measures proposed at the 130th Street station relocation are generally the same as those described in the Draft EIS. Mitigation measures incorporated from the Draft EIS include timing of tree removal to occur outside of the nesting bird season, nesting bird surveys if constructing inside of the nesting bird season, and compliance with local tree ordinances. A tree survey may be needed for permitting and/or local tree protection ordinances to assess the number, species, and health status of trees to be removed. If the tree survey is required, CTA would coordinate tree removal with USFWS and local authorities, as necessary. The Bureau of Forestry under the City of Chicago Department of Streets and Sanitation oversees the removal of public trees.

On September 3, 2021, CTA submitted a request to USFWS for review of the No Effect finding for the rufa red knot (**Attachment G**). This request also included the Project Submittal Form for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat for the May

Affect, Likely to Adversely Affect determination for the NLEB in accordance with the *Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat* (USFWS 2018). CTA requested concurrence with this determination or agency information that indicates there is no suitable habitat for this species. On September 28, 2021, USFWS agreed with the No Effect determination for the rufa red knot (**Attachment G**). USFWS recommended a May Affect, Not Likely to Adversely Affect determination for the NLEB after implementation of the mitigation measures discussed above. As such, there would be no adverse impacts on biological resources after mitigation.

An IDNR EcoCAT request was submitted for formal project consultation on November 17, 2021. On November 24, 2021, IDNR determined that impacts would be unlikely with the implementation of mitigation measures. The IDNR EcoCAT request and response are provided in **Attachment G**. For the protection of wildlife associated with Lake Calumet, all lighting would be fully shielded fixtures that emit no light upward. Only “warm-white” or filtered light emitting diode (LED) (CCT < 3,000 K; S/P ratio <1.2) would be used to minimize blue emission. Only the exact space would be lit with the amount (lumens) needed to meet industry safety requirements. For protection of the osprey, removal of vertical structures such as telephone poles and light poles would be done between November 1 and March 31. If these dates could not be accommodated, a nesting survey would be conducted to determine if species are utilizing structures in the project area. Survey results and methodology will be coordinated with IDNR.

### 3.1.15 Indirect and Cumulative Impacts

This section identifies and assesses any new potential indirect and cumulative impacts relative to the 130th Street station relocation. The resource areas that exhibit indirect and cumulative impacts are discussed below.

#### 3.1.15.1 Existing Conditions

Reasonably foreseeable projects include projects identified in *ON TO 2050*, the TIP, and known private development and redevelopment projects in the project area. There are no new reasonably foreseeable projects identified in the project area for 130th Street station relocation since the Draft EIS.

#### 3.1.15.2 Environmental Impacts

##### Indirect Impacts

Implementation of the 130th Street station relocation would have the potential for indirect benefits to the project area by increasing accessibility and attracting redevelopment in Altgeld Gardens. CTA is undertaking a *Transit-Supportive Development (TSD) Comprehensive Plan* to

identify the potential for TOD around each station area. The results of this study will guide the future land uses.

The station area improvements would provide connections to proposed bikeways within the RLE project area. Enhancements would include additional connections to the Altgeld Gardens neighborhood from the Beaubien Woods Forest Preserve, as discussed in **Chapter 4**.

FPCC provided their request for mitigation measures to CTA to minimize impacts from the closure of the secondary access point to the Beaubien Woods Forest Preserve in a memorandum dated May 13, 2021. CTA concurred with the mitigation measures listed in **Chapter 4**. There would be no adverse indirect impacts due to the relocation of the 130th Street station.

### **Cumulative Impacts**

Since the Draft EIS was published, the removal of the buildings on the three CHA blocks within Altgeld Gardens has contributed cumulatively on the relocation of the 130th Street station. Demolition of Blocks 11, 12, and 13 of Altgeld Gardens was conducted by CHA in 2017, after publication of the Draft EIS; this demolition was independent and unrelated to the RLE Project.

Like the Draft EIS, the cumulative impacts of the 130th Street station south of 130th Street would be beneficial to the surrounding communities because it would improve access to jobs, places of interest, and residences by providing closer public transportation to residents that would be reached without having to cross 130th Street, a major roadway.

There would be no adverse cumulative impacts due to the relocation of the 130th Street station.

### **Construction Impacts**

There would be no indirect or cumulative construction impacts from the relocated 130th Street station.

## **3.2 120th Street Yard and Shop Refinement**

This section evaluates and compares impacts resulting from the refinement of the 120th Street yard and shop to those identified in the Draft EIS when the yard was located approximately 100 feet to the east. **Figure 3-13** depicts the 120th Street yard and shop footprint in the Draft EIS and the refined footprint subject of analysis in this Supplemental EA.





CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

**Figure 3-13: 120th Street Yard and Shop Footprint (Draft EIS) and 120th Street Yard and Shop Refinement (Supplemental EA)**

**Table 3-17** lists those environmental resources that would experience new or different impacts from those identified in the Draft EIS as a result of the 120th Street yard and shop refinement. Only two resources would experience impacts not previously disclosed in the Draft EIS.

**Table 3-17: 120th Street Yard and Shop Refinement Summary Table of Environmental Resources with New or Different Impacts from Those Identified in the Draft EIS**

Environmental Resource	New/Different Impacts from the Draft EIS
Transportation	
Land Use and Economic Development	
Displacements and Relocations of Existing Uses	
Neighborhoods and Communities	
Visual and Aesthetic Conditions	
Noise and Vibration	
Historic and Cultural Resources	
Hazardous Materials	
Wetlands	X
Environmental Justice	
Safety and Security	
Air Quality	
Water Resources	
Biological Resources	X
Indirect and Cumulative Impacts	

### 3.2.1 Wetlands

#### 3.2.1.1 Methods

A desktop review was conducted of information collected for the Draft EIS in comparison with the project area for the 120th Street yard and shop refinement and updated database information. Resources reviewed included the 2015 Wetland Delineation Report prepared as part of the Draft EIS, the USFWS NWI, NRCS Web Soil Survey, and updated aerial imagery. In addition, CTA conducted a field “windshield” reconnaissance on October 17, 2020, which included presence/absence confirmation of wetland areas. The “windshield” reconnaissance was necessarily limited to areas visible from publicly accessible roadways and to corroborate information reviewed during the desktop analysis. The area reviewed included the publicly accessible roads in the project area and the landscape clearly visible from those spaces. The area traversed included Cottage Grove Avenue from 130th Street extending east to the railroad tracks and traversing north on the track adjacent access road to Kensington Avenue. Because the 2015 Wetland Delineation Report expired June 2021, a new wetland delineation would be conducted to evaluate the field

conditions in the project area, if required for permitting or coordination. Coordination with USACE is ongoing to determine final requirements.

A site review meeting was held with a representative of USACE on May 11, 2021, as part of ongoing coordination. An updated Approved Jurisdictional Determination request was submitted to USACE on September 15, 2021 for wetlands and water resources located in the 120th Street yard and shop refinement project area. The Approved Jurisdictional Determination would be utilized to document commitments in the Final EIS. This Approved Jurisdictional Determination request letter covered water resources for the entire Preferred Alignment; therefore, results from coordination with USACE will be documented in both this Supplemental EA and the Final EIS. In addition to wetlands and water resources in the area of the 120th Street yard and shop, the Approved Jurisdictional Determination also included a request for a Letter of No Objection from USACE to the use of Kensington Marsh for stormwater drainage (**Attachment F**). Kensington Marsh is owned by MWRD, which requires this statement of no objection for further coordination and approval for placement of a stormwater drainage outlet into Kensington Marsh. The Final EIS will document coordination with USACE and MWRD regarding the use of Kensington Marsh.

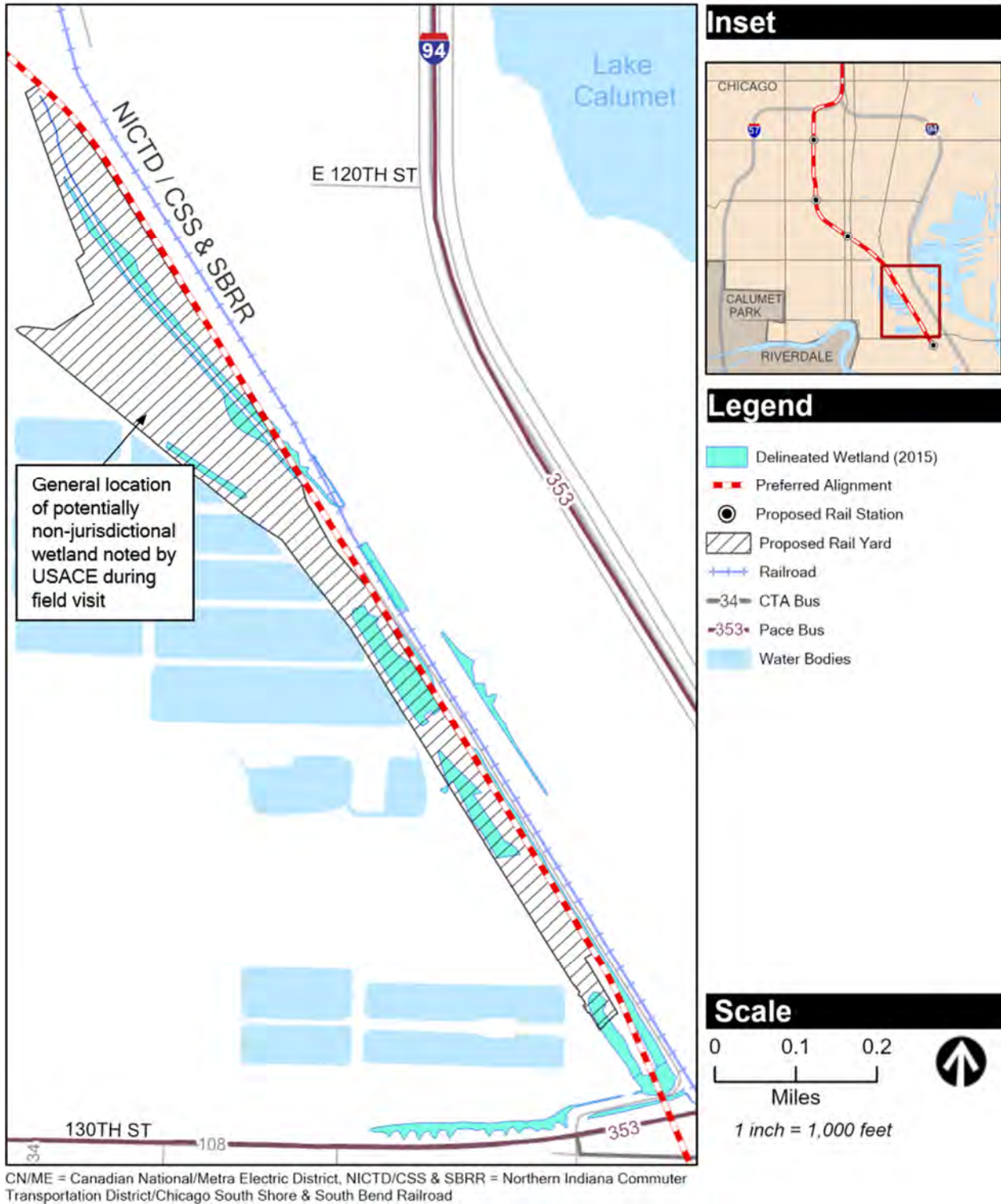
### 3.2.1.2 Existing Conditions

The 120th Street yard and shop refinement project area for wetlands generally covers the yard and shop refinement footprint from 115th Street to 130th Street, bounded by the All American Recycling facility and the MWRD Calumet Water Reclamation Plant to the west and the NICTD/CSS & SBRR tracks to the east.

Of the 15.22 acres of wetlands identified in the 130th Street station and the 120th Street yard and shop area in the Draft EIS, 14.28 acres of wetlands are in the 120th Street yard and shop project area, generally defined as the project area between Kensington Avenue and 130th Street. Most wetlands identified in the delineation report were recorded as degraded or otherwise low quality due to the dominance of invasive common reed. Review of updated aerial imagery in combination with the “windshield” reconnaissance conducted on October 17, 2020 indicated that the results of the 2015 wetland delineation are likely to remain accurate. Wetlands observed from the traversed area were dominated by common reed, and generally appeared to be of low quality due to the near complete dominance of the invasive common reed. **Figure 3-14** depicts wetlands delineated in and near the 120th Street yard and shop refinement project area. NRCS information indicated hydric components of soil in the yard area ranged between 0 and 6 percent hydric components (NRCS 2021). The majority of new project area is located at the north end of the 120th Street yard and shop refinement footprint. Aerial imagery review, in comparison with the 2015 Wetland Delineation Report, does not appear to have any vegetative difference in coverage between upland areas identified and the adjacent new footprint. This approach is limited to results available from aerial interpretation. No new wetland areas in the project area were identified. Coordination with

USACE is ongoing, and conditions for the Final EIS will be updated based on USACE recommendations.

During the May 11, 2021 site review meeting with USACE, the area covered by the original Approved Jurisdictional Determination was analyzed for potential connectivity. In addition, a potential wetland area dominated by common reed was identified in a narrow-vegetated strip between the roadway and the All American Recycling facility, totaling 0.17 acre in area. USACE informally indicated that they concurred with the original Approved Jurisdictional Determination and would not consider any resources in or adjacent to the project area to be jurisdictional. This determination would be finalized through the updated Approved Jurisdictional Determination request submitted to USACE on September 15, 2021. Coordination materials are provided in **Attachment F**.



**Figure 3-14: Wetlands in the Vicinity of the 120th Street Yard and Shop Refinement Project Area**

### 3.2.1.3 Environmental Impacts

#### Permanent Impacts

Permanent impacts on wetlands from the 120th Street yard and shop refinement are anticipated to be functionally the same as those described in the Draft EIS. USACE provided an Approved Jurisdictional Determination on October 3, 2016, indicating that there are no waterways, wetlands, or other areas considered “waters of the United States” under their jurisdiction in the delineated area. This determination is valid for 5 years from its issue date of June 29, 2016, and expired in June 2021. A new wetland delineation may be required for permitting, as stated in the mitigation section. Coordination with USACE or other appropriate agency would occur for any wetlands identified in the project area.

The MWRD Water Management Ordinance does not apply to isolated wetlands inside the City of Chicago limits. There is no regulatory requirement for compensation of these wetland impacts.

Wetland impact quantities have slightly decreased when compared to those identified in the Draft EIS. There would be no new permanent impacts on wetlands from the 120th Street yard and shop refinement.

#### Construction Impacts

No new construction impacts on wetlands are anticipated, as no new wetlands have been identified by the described resource review in the shop and yard area. Construction access, staging, and laydown would not have an impact on wetlands. As described in the mitigation section, BMPs would be implemented to minimize erosion and sedimentation from construction areas. Coordination with USACE or other appropriate agency would occur for any wetlands identified in the project area.

There would be no construction impacts on wetlands after mitigation.

### 3.2.1.4 Mitigation

No jurisdictional wetlands requiring mitigation commitments have been identified in the 120th Street yard and shop project area. Impacts to any jurisdictional wetland would require compensatory mitigation, as directed by USACE. The following mitigation commitments, similar to those identified in the Draft EIS, would apply to project construction:

- Restore any temporarily impacted wetlands to their pre-construction condition in coordination with USACE.

- Any newly identified wetland impact would require coordination with USACE. Any newly identified wetland impact would be required to be mitigated as outlined in the Draft EIS and as directed by USACE.

The following mitigation commitments were not outlined in the Draft EIS but would also apply to project construction:

- Avoid and minimize temporary wetland disturbance for construction access and staging areas to the extent practicable. Wetlands would be clearly marked in the construction plans to ensure the contractor avoids wetland disturbance. BMPs, such as erosion and sediment control measures, would be implemented to prevent deposition and degradation of any wetlands near the project area.
- The Approved Jurisdictional Determination associated with the 2015 Wetland Delineation Report in the Draft EIS expired June 2021, and it does not include the new area within the project footprint. Field conditions in the project area for the 120th Street yard and shop would be evaluated in a wetland delineation, as may be needed for permitting. An updated Approved Jurisdictional Determination letter was submitted to USACE on September 15, 2021. Coordination with USACE will continue through the Final EIS. If requested, a report would be prepared summarizing the findings of the wetland delineation. This report would be shared with USACE during the permitting process. Impacts on any delineated wetlands would be coordinated with USACE, including request of an updated Approved Jurisdictional Determination, as needed. Impact coordination would proceed as needed based on the results of any Approved Jurisdictional Determination. Coordination materials are provided in **Attachment F**.

## 3.2.2 Biological Resources

### 3.2.2.1 Methods

Information compiled for the Draft EIS was reviewed and verified based on all updated information from sources identified in the Draft EIS, including Illinois species information obtained from IDNR EcoCAT, USFWS IPaC species data, and aerial review. A “windshield” survey verification of habitat areas was completed on October 27, 2020. The review was necessarily limited to areas visible from publicly accessible roadways. This review was intended to be supplementary to desktop level evaluations and is not intended to be a substitute for a formal field habitat evaluation or wetland delineation. Observed conditions matched those described in the Draft EIS. Other resources reviewed do not indicate there is any new habitat type present in the project area that would be affected. Tree coverage was estimated with a desktop evaluation with high definition NearMap imagery dated September 25, 2020.

### 3.2.2.2 Existing Conditions

The project area for biological resources in the 120th Street yard and shop is defined as the area within a ¼ mile around the proposed track centerline. The existing conditions in the project area are generally similar to those described in the Draft EIS. Based on a 2012 survey, the Draft EIS characterized the area as being defined by young cottonwood forest with pockets of common reed. Historic review indicated that the area began to turn to forest around 2005/2007. This meets the description of an early successional forest area. Observations in the field corroborated a large presence of cottonwood trees in the area. Based on an aerial review, as described in the methodology section, there are 42.8 acres of trees in the project area. The Draft EIS identified approximately 41.9 acres of vegetation in the 120th Street yard and shop project area. The “windshield” survey conducted on October 27, 2020 included observation of vegetation throughout the project area, which mainly consisted of early successional trees located in the railroad right-of-way. As identified in the Draft EIS, the 120th Street yard and shop project area is dominated by cottonwood trees and non-native species, which represent low-quality habitat. Aerial interpretation indicated vegetation farther from publicly accessible roadways did not change in vegetative composition. Wetlands in the area are dominated by common reed, which also provides low habitat value. **Photographs 3-5** and **3-6** depict vegetation in the 120th yard and shop refinement project area.



Photograph 3-5: View of Landscape in the 120th Street Yard and Shop Refinement Project Area





**Photograph 3-6: View of Landscape in the 120th Street Yard and Shop Refinement Project Area**

The Draft EIS identified the peregrine falcon (*Falco peregrinus*) as the only state-listed species with potential to occur in the project area. However, this species was removed from state lists since the analysis was conducted for the Draft EIS. The USFWS IPaC system identified eight federally threatened or endangered species that may occur in the project area. Six of these species are discussed in the Draft EIS and are not considered further in this Supplemental EA. The two newly identified species are discussed further below. Mead's milkweed (*Asclepias meadii*) was previously identified in the Draft EIS as a listed species with potential to occur in the area but is not included in the IPaC report for the 120th Street shop and yard refinement project area. The IDNR EcoCAT review identified four protected species in the vicinity of the project location. Three of these species were analyzed in the Draft EIS with a determination that no habitat is in the area. There is no new habitat type identified as potentially present in the project area; therefore, these species are not discussed further in this Supplemental EA. The remaining species are discussed below. The EcoCAT review results also included the Lake Calumet Illinois Natural Areas Inventory Site to the east of the RLE Project, as described in the Draft EIS. The IPaC and EcoCAT reports for the 120th Street yard and shop are included in **Attachment G**.

The rufa red knot and the NLEB were added to the federal list for Cook County since the Draft EIS analysis. Both species have the potential to occur in the project area according to the IPaC review (**Table 3-18**). No suitable habitat (i.e., coastal areas of large wetland complexes for migratory

stopovers) for the rufa red knot was identified in the project area during the windshield survey or was identified as likely to be present based on review of other documents. Therefore, the rufa red knot is unlikely to occur in the project area.

Suitable habitat for the NLEB may be present in limited quantities in the 120th Street yard and shop refinement project area. The bat spends winter months hibernating in caves and mines, referred to as hibernacula (USFWS 2015). During the active summer period, NLEBs roost singly or in colonies underneath loose bark or in cavities or crevices of live and dead trees (snags). They are rarely found roosting in human structures such as barns or sheds. The young cottonwood tree dominated forest described in the area would not typically provide suitable roosting opportunities. Dead or damaged trees of this species may provide suitable roosting areas; however, these relatively young trees are not anticipated to be in this condition. Under a conservative approach, due to the lack of complete access to the project area, it is assumed that limited suitable tree roost habitat may be found in the 120th Street yard and shop refinement project area. Suitable typical mitigation measures have been assumed to be necessary at this stage. The 120th Street yard and shop refinement project area was partially inaccessible and, therefore, not possible to review in the field. Field observations were used in conjunction with review of desktop information and information collected during development of the Draft EIS to extrapolate site conditions. The EcoCAT report did not list the NLEB as a protected resource that may be in the vicinity of the project area. A bat habitat survey has not been completed for this area, and the need for one has not been determined at this time. If it is determined that a bat habitat survey is needed, a bat habitat survey would be completed during the Final EIS. Under a conservative approach, it is assumed that NLEB habitat may be present in the 120th Street yard and shop refinement project area. Coordination with USFWS under Section 7 of the Endangered Species Act regarding this species for this Supplemental EA has been completed as discussed in **Section 3.2.2.4**. The rusty patched bumble bee (*Bombus affinis*) was also added to the federal list for Cook County since the Draft EIS analysis. The project area is outside the range of this species, as identified by the USFWS Environmental Conservation Online System. This species was not identified in the IPaC report.

**Table 3-18: Species Analyzed in the 120th Street Yard and Shop Project Area**

Species	Status	Habitat Requirements	Likelihood of Occurrence
<b>Mammals</b>			
Northern Long-eared Bat <i>Myotis septentrionalis</i>	FT, ST	Winter habitat includes caves and mines suitable for hibernation. Summer habitat includes trees with loose (exfoliating) bark or crevices of live trees or snags.	Potential to occur due to potential suitable habitat in the project area.
<b>Birds</b>			
Rufa Red Knot <i>Calidris canutus rufa</i>	FT	Coastal areas or large wetland complexes for migratory stopovers.	Unlikely; habitat does not occur in project area.

Sources: IDNR 2020; USFWS 2017

Notes: FT = Federal threatened; ST = State threatened

The only state-listed species newly identified by the updated EcoCAT search is the state-endangered osprey (*Pandion haliaetus*). This species was discussed in the Draft EIS as a state-listed species. No suitable habitat for this species was identified in the project area evaluated in the Draft EIS, and no suitable habitat was observed during the windshield survey, consistent with the findings outlined in the Draft EIS.

### 3.2.2.3 Environmental Impacts

#### Permanent Impacts

There would be permanent adverse impacts on biological resources. Permanent impacts from the 120th Street yard and shop refinement area would be the same as those described in the Draft EIS, with the potential to adversely affect vegetation and wildlife habitat. Trees would be removed in the vicinity of the yard and shop. The total quantity of trees removed would be up to 42.8 acres, plus scattered isolated trees in the area. Reduction in habitat would occur but would not constitute a substantial loss due to fragmented areas that are somewhat isolated by surrounding industrial and transportation uses.

The loss of trees would reduce migratory bird habitat. Migratory species passing through the Chicago urban core are likely to be adapted to urban habitat and are highly mobile, able to overcome industrial and land use barriers between the project area and more natural areas. Suitable bat roost trees have a minimal likelihood of being present. Mitigation measures would be required, including following local tree ordinances, timing of vegetation removal, and nesting bird surveys. There would be no new adverse impacts on biological resources from the refinement of the 120th Street yard and shop refinement.

## Construction Impacts

As in the Draft EIS, trees would be removed in the project area. The majority of trees are early successional trees, including cottonwoods and non-native species. Slightly more trees would be removed in the 120th Street yard and shop refinement project area when compared to the original footprint. Tree removal would potentially impact migratory birds and urban-adapted wildlife through removal of roosting areas. Minimally increased quantities of urban tree removal would not change the determinations of the Draft EIS. Tree removal would potentially impact migratory birds during construction. In addition, any removal of suitable roost trees, if present, would have the potential to impact the NLEB. Typical mitigation measures for the protection of the NLEB are proposed and would be finalized in coordination with USFWS.

There would be adverse construction impacts on biological resources. These impacts include the potential loss of habitat and disruption of normal activity resulting from construction noise and activity. Mitigation measures would be required.

### 3.2.2.4 Mitigation

Mitigation measures proposed for the 120th Street yard and shop refinement are the same as those described in the Draft EIS. A tree survey may be needed for permitting and/or local tree protection ordinances to assess the number, species, and health status of trees to be removed. If the tree survey is required, CTA would coordinate tree removal with USFWS and local authorities, as necessary. The Bureau of Forestry under the City of Chicago Department of Streets and Sanitation oversees the removal of public trees.

Tree removal would not have adverse impacts on migratory birds during construction after mitigation. Mitigation measures incorporated from the Draft EIS include timing of tree removal to occur outside of the nesting bird season, nesting bird surveys if constructing inside of the nesting bird season, and compliance with local tree ordinances. Tree removal mitigation measures identified for the NLEB may include restrictive dates on tree clearing, similar in nature to those identified for migratory birds in the Draft EIS. Tree removal activities would occur outside of the NLEB active season (April 1 through October 31) in accordance with the *Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat* (USFWS 2018). This would minimize impacts to pups, if any are present in potentially suitable habitat in the area. In addition, coordination with USFWS would be completed for the Final EIS to finalize any commitments related to clearing of trees in this area. Mitigation measures may additionally include compensatory mitigation. No compensatory mitigation has been identified at this time.

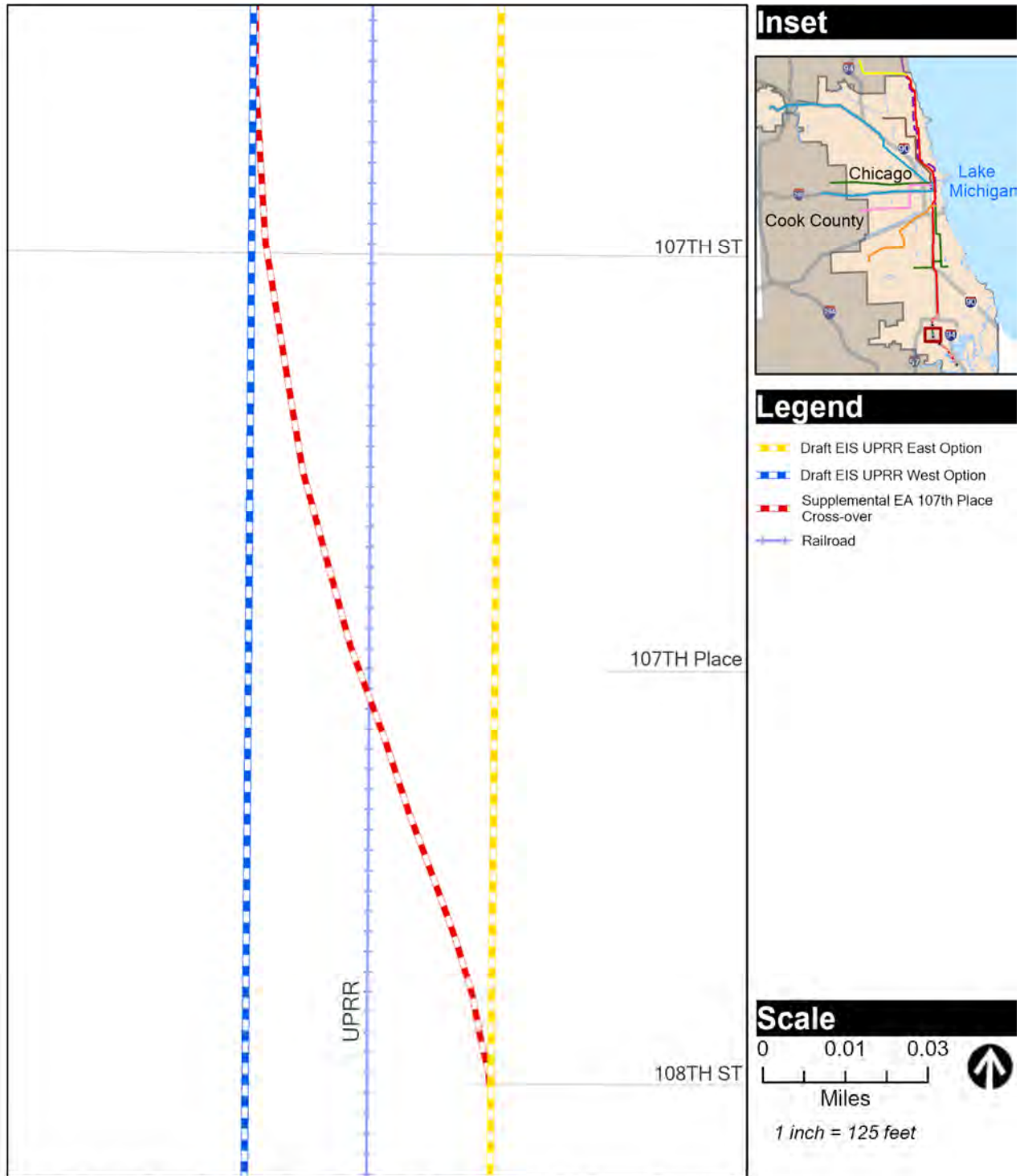
On September 3, 2021, CTA submitted a request to USFWS for review of the No Effect finding for the rufa red knot (**Attachment G**). This request also included the Project Submittal Form for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat for the May

Affect, Likely to Adversely Affect determination for the NLEB in accordance with the *Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat* (USFWS 2018). CTA requested concurrence with this determination or agency information that indicates there is no suitable habitat for this species. On September 28, 2021, USFWS agreed with the No Effect determination for the rufa red knot (**Attachment G**). USFWS recommended a May Affect, Not Likely to Adversely Affect determination for the NLEB after implementation of the mitigation measures discussed above. As such, there would be no adverse impacts on biological resources after mitigation.

An IDNR EcoCAT request was submitted for formal project consultation on November 17, 2021. On November 24, 2021, IDNR determined that impacts would be unlikely with the implementation of mitigation measures. The IDNR EcoCAT request and response are provided in **Attachment G**. For the protection of wildlife associated with Lake Calumet, all lighting would be fully shielded fixtures that emit no light upward. Only “warm-white” or filtered LED (CCT < 3,000 K; S/P ratio <1.2) would be used to minimize blue emission. Only the exact space would be lit with the amount (lumens) needed to meet industry safety requirements. For protection of the osprey, removal of vertical structures such as telephone poles and light poles would be done between November 1 and March 31. If these dates could not be accommodated, a nesting survey would be conducted to determine if species are utilizing structures in the project area. Survey results and methodology will be coordinated with IDNR.

### 3.3 107th Place Cross-over

This section evaluates and compares impacts resulting from the 107th Place cross-over to those identified in the Draft EIS with no cross-over. **Figure 3-15** shows the UPRR East and West Options from the Draft EIS and the location of the 107th Place cross-over. In the context of this RLE Project, “cross-over” means the crossing of the CTA aerial Red Line structure over the existing at-grade UPRR tracks. The CTA structure would cross over the UPRR tracks with the required vertical clearance underneath for UPRR trains.



CN/MED = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

**Figure 3-15: UPRR East and West Options near 107th Place (Draft EIS) and the 107th Place Cross-over (Supplemental EA)**

**Table 3-19** lists those environmental resources that would experience new or different impacts from those identified in the Draft EIS as a result of the 107th Place cross-over. Only two resources would experience impacts not previously disclosed in the Draft EIS.

**Table 3-19: 107th Place Cross-over Summary Table of Environmental Resources with New or Different Impacts from Those Identified in the Draft EIS**

Environmental Resource	New/Different Impacts from the Draft EIS
Transportation	
Land Use and Economic Development	
Displacements and Relocations of Existing Uses	X
Neighborhoods and Communities	X*
Visual and Aesthetic Conditions	X
Noise and Vibration	
Historic and Cultural Resources	
Hazardous Materials	
Wetlands	
Environmental Justice	
Safety and Security	
Air Quality	
Water Resources	
Biological Resources	
Indirect and Cumulative Impacts	

\*Although the Neighborhoods and Communities resource would not experience new or different impacts from those identified in the Draft EIS, the “X” acknowledges that the modification of the Visual and Aesthetic Conditions does affect the community even though it is evaluated as a separate resource.

### 3.3.1 Displacements and Relocations of Existing Uses

#### 3.3.1.1 Methods

The regulatory framework directing the displacements and relocations of existing uses analysis and the methodology have not changed since the Draft EIS.

#### 3.3.1.2 Existing Conditions

Existing conditions for the 107th Place cross-over are the same as those outlined in the Draft EIS.

### 3.3.1.3 Environmental Impacts

#### Permanent Impacts

As **Table 3-20** and **Figure 3-16** show, 10 new (not identified in the Draft EIS) parcels would need to be acquired for the construction of the 107th Place cross-over. The additional parcels would need to be acquired as the aerial crossing over the UPRR tracks would widen the area of potential impact. Construction of the cross-over would directly impact and require the full acquisition of 10 parcels. In addition, the RLE Project would cross over the UPRR right-of-way and require an aerial easement prior to construction.

Four of the property acquisitions would require business or residential relocations. These four parcels are highlighted in **Table 3-20**. Parcels #2 and 3 are buildings in use by F.H. Leinweber Co., a manufacturer and installer of floor underlayments and toppings. As disclosed in the Draft EIS, this property would be acquired for the RLE Project. Parcels #4 and 5 are occupied single-family residences. The remaining six parcels do not require relocation, as they are vacant industrial parcels, or residential parcels that have not had structures on them for several years.

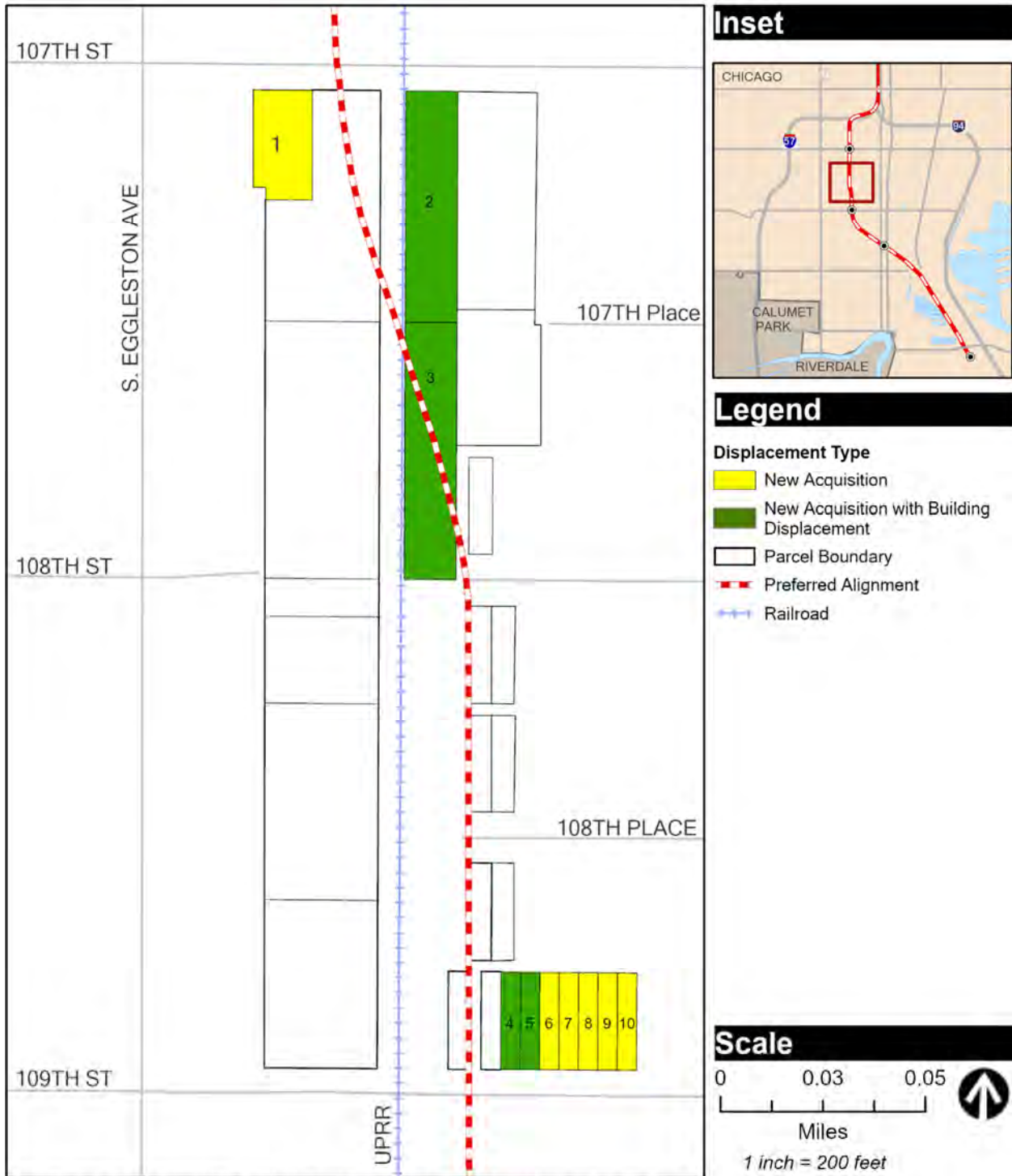
**Table 3-20: Parcels to Be Acquired for the 107th Place Cross-over**

Parcel ID in Figure 3-16	PIN	Address	Type	Existing Land Use	Future Land Use
1	25-16-307-024	413 W. 107th Street	Full Acquisition	Vacant	Right-of-way
2	25-16-400-070	358 W. 107th Place	Full Acquisition	Industrial	Right-of-way
3	25-16-401-025	363 W. 107th Street	Full Acquisition	Industrial	Right-of-way
4	25-16-411-021	348 W. 109th Street	Full Acquisition	Single Family	Right-of-way
5	25-16-411-022	346 W. 109th Street	Full Acquisition	Single Family	Right-of-way
6	25-16-411-023	342 W. 109th Street	Full Acquisition	Vacant	Right-of-way
7	25-16-411-024	340 W. 109th Street	Full Acquisition	Vacant	Right-of-way
8	25-16-411-025	338 W. 109th Street	Full Acquisition	Vacant	Right-of-way
9	25-16-411-026	334 W. 109th Street	Full Acquisition	Vacant	Right-of-way
10	25-16-411-027	332 W. 109th Street	Full Acquisition	Vacant	Right-of-way

Note: Parcels highlighted have structures on them.

**Figure 3-16** depicts the 10 parcels that would be acquired for the cross-over; parcels with no building displacements are depicted in yellow, whereas parcels with building displacements are depicted in green.





CN/MED = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Figure 3-16: Displacements in the 107th Place Cross-over Project Area

Property acquisitions would be required. Mitigation measures would be required.

### **Construction Impacts**

Although construction of this cross-over would occur primarily on acquired parcels, it may impact access to some other parcels, limiting their use, including the use of the buildings. There would be displacement or relocation impacts related to construction staging and laydown areas. Mitigation would be required.

#### **3.3.1.4 Mitigation**

CTA would work with the property owners to acquire and provide relocation assistance for the parcels needed for the 107th Place cross-over. The Uniform Act would be followed.

Maintenance of traffic plans that maintain access for residents and businesses would be required for the RLE Project. Access may be limited for short periods of time during construction; therefore, a maintenance of traffic plan would be developed prior to construction. Alternate access would be identified, signage used during construction to route drivers, and changes in access regularly communicated to property and business owners.

There would be no adverse impacts on displacements due to the 107th Place cross-over after mitigation.

### **3.3.2 Visual and Aesthetic Conditions**

#### **3.3.2.1 Methods**

The regulatory framework directing the visual and aesthetic conditions analysis and the methodology have not changed since the Draft EIS.

#### **3.3.2.2 Existing Conditions**

The land uses in the area immediately adjacent to the cross-over are industrial, residential, and vacant. Existing views of the cross-over area from adjacent streets include tree-lined railroad tracks and industrial buildings.

#### **3.3.2.3 Environmental Impacts**

### **Permanent Impacts**

The visual environment that would be impacted by the 107th Place cross-over includes areas that would have a view of the new facilities and areas visible from the new facilities. Impacts could include shadows from the structures, vegetation removal, and change in visual setting.

The removal of vegetation for the elevated structure would alter the viewshed of the remaining residences. **Photograph 3-7** shows existing conditions and a photo simulation of the 107th Place cross-over. The residential character and scale would be substantially altered by the addition of the elevated structure. The elevated structure would be approximately 48 feet high (existing grade to top of rail) to provide the required clearance over the UPRR tracks. The height of the elevated structure in the Draft EIS for either the East or West Options was approximately 23 feet high (existing grade to top of rail). **Photograph 3-8** shows the existing conditions and photo simulation of the 107th Place cross-over from 108th Street.

Because of the height of the elevated 107th Place cross-over, the existing vegetation would not effectively block the views from adjacent residences, permanently changing the visual setting of the area. There would be high and adverse visual and aesthetic impacts on the residential neighborhood on the east of the UPRR tracks from the construction of the 107th Place cross-over.

In the area of 107th Place, there were low and moderate impacts identified in the Draft EIS. Because impacts on visual and aesthetic conditions identified in this Supplemental EA would be high as a result of the structure elevation and the inability for the existing vegetation to block the views, impacts in this Supplemental EA would be considered higher than those identified in the Draft EIS.

### **Construction Impacts**

Construction impacts from the 107th Place cross-over on visual and aesthetic conditions would be the same as those described in the Draft EIS. There would be no new construction impacts on visual and aesthetic conditions.

#### **3.3.2.4 Mitigation**

Mitigation measures would include landscaping, using urban design techniques to reduce massing. Techniques that may be used include planting larger trees near structures to break the sight lines, with smaller-scale landscaping near the streets. Mitigation measures would reduce the impacts on visual and aesthetic conditions. However, due to the proximity and height of the elevated structure to residential areas, impacts on visual and aesthetic conditions would remain high and adverse after mitigation. Note that appearance of project elements and residences in visualizations in **Photographs 3-7** and **3-8** is intended to show the scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specified design features.



Photograph 3-7: Photo of Existing Conditions and Photo Simulation of the 107th Place Crossover, Facing Northwest from 108th Place



Photograph 3-8: Photo of Existing Conditions and Photo Simulation of the 107th Place Cross-over, Facing West from 108th Street

## Chapter 4 Section 4(f) Evaluation

Section 4(f) of the USDOT Act of 1966 is a federal law that establishes requirements for USDOT (including FTA) consideration of publicly owned parks/recreational areas that are accessible to the general public, publicly owned wildlife/waterfowl refuges, and publicly or privately owned historic sites of federal, state, or local significance in developing transportation projects. This law, commonly known as Section 4(f), is now codified in 49 USC § 303 and 23 USC § 138 and is implemented by FTA through the regulation 23 CFR Part 774. Additional guidance on the implementation of Section 4(f) may be found in Federal Highway Administration's Section 4(f) Policy Paper (FHWA 2012). FTA has formally adopted this guidance and this analysis was conducted consistent with this guidance.

Publicly owned park or recreation land and historic sites were evaluated in the Draft EIS and discussed in the Chapter 8 - Section 4(f) Evaluation. There are no changes in the methods used for the identification, analysis, and evaluation of Section 4(f) resources for the Supplemental EA. This chapter addresses changes to Section 4(f) resources based on the 130th Street station relocation. No Section 4(f) resources were identified in the project areas for the 120th Street yard and shop refinement and the 107th Place cross-over.

### 4.1 Section 4(f) "Use" Determinations

To determine whether Section 4(f) applies to the proposed project and as defined in 23 CFR § 774.17, the protected Section 4(f) properties must be assessed to determine whether there would be a "use" of the property as defined in the statute. Per the regulation, use of a protected Section 4(f) property occurs when any of the following conditions are met:

1. **Permanent Incorporation/Direct Use** - A permanent incorporation or direct use of a Section 4(f) property occurs when land is permanently incorporated into a transportation facility. "Permanent incorporation" of a Section 4(f) property would include purchasing part or all of the property for use as right-of-way or for transportation facilities or purchasing a permanent easement for construction or operations. Even small partial acquisitions of Section 4(f) lands are considered permanent incorporation.
2. **Temporary Use** - A temporary use of a Section 4(f) property occurs when there is a short-term use of the property that is considered adverse in terms of the preservation purpose of the Section 4(f) statute. Under 23 CFR § 774.13, a temporary occupancy of a property does not constitute a "use" of a Section 4(f) property when all of the following conditions are satisfied:
  - The duration is temporary (i.e., less than the time needed for construction of the project), and there is no change in ownership of land.

- The scope of work is minor (i.e., both the nature and magnitude of the changes to a Section 4(f) property are minimal).
  - There are no anticipated permanent adverse physical impacts, nor is there interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.
  - The land being used is fully restored to a condition that is at least as good as that which existed before the project.
  - There is documented agreement among appropriate federal, state, and local official(s) with jurisdiction over the Section 4(f) property regarding the above conditions.
3. **Constructive Use** - A constructive use of a Section 4(f) property occurs when a transportation project would not incorporate land from the property, but the proximity of the project would result in impacts so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) would be substantially impaired (23 CFR § 774.15).

## 4.2 Section 4(f) Approval Options

FTA may not approve the use of a Section 4(f) property, unless it determines the following, as defined in 23 CFR § 774.17:

- There is no feasible and prudent alternative to the use of that land and the project includes all possible planning to minimize harm of using the property.

**OR**

- FTA determines that Section 4(f) use of the property would have a “*de minimis*” impact.

Feasible and prudent standards for evaluating avoidance alternatives to using Section 4(f) property are defined in 23 CFR § 774.17. If it is ultimately determined no feasible and prudent avoidance alternative exists, then the alternative with the least overall harm to Section 4(f) properties must be selected. Seven factors, which are established in 23 CFR § 774.3(c)(1), are used to determine which alternative would incur the least overall harm to Section 4(f) properties.

Alternatively, the requirements of Section 4(f) are satisfied with respect to a Section 4(f) property if it is determined by FTA that a transportation project would have a “*de minimis*” impact on the Section 4(f) property.

A *de minimis* impact is defined in 23 CFR § 774.17 as follows:

- For historic sites, a *de minimis* impact means that FTA has determined, in accordance with 36 CFR § 800, that either no historic property would be affected by the project, or the project would have “no adverse effect” on the property in question. The official with jurisdiction must be notified that FTA intends to make a *de minimis* finding based on their concurrence with the “no adverse effect” determination under 36 CFR § 800. This is usually done in the effect determination letter sent to the official with jurisdiction for their concurrence.
- For parks, recreation areas, and wildlife/waterfowl refuges, a *de minimis* impact is one that would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f), and the official with jurisdiction has concurred with this determination after there has been a chance for public review and comment.

If an alternative is found to use Section 4(f) properties, a *de minimis* finding can be made for direct uses or temporary uses that do not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection. The provision allows avoidance, minimization, mitigation, and enhancement measures to be considered in making the *de minimis* determination.

Projects determined to have *de minimis* impacts on Section 4(f) properties may proceed without needing to make a determination that no feasible and prudent avoidance alternatives exist. The officials with jurisdiction must concur in writing with a *de minimis* finding. For parks, recreational areas, or wildlife or waterfowl refuge properties, concurrence from the officials having jurisdiction over the properties is required. For historic sites, concurrence from the SHPO on FTA’s “No Adverse Effect” determination is required.

## 4.3 Historic and Archaeological Resources

### 4.3.1 Identification of Historic and Archaeological Resources

At the 130th Street station area, 60 historic properties, including the Carver Military Academy High School, were recorded within the APE. Fifty-nine historic properties are contributing to the Altgeld Gardens – Philip Murray Homes National Register Historic District. **Table 3-8** in **Section 3.1.7** lists these historic properties. NRHP status of these historic properties was confirmed with consulting parties and SHPO on March 18, 2021. Since that time, refinements have been made by CHA to their NRHP eligibility criteria. These refinements were submitted with the draft *Section 106 Effects Report* and confirmed by consulting parties and SHPO on July 9, 2021. **Table 3-9** in **Section 3.1.7** lists a summary of effects for all historic properties in the RLE Project APE. No adverse effects to these historic properties would occur as a result of the RLE Project.



### 4.3.2 Section 4(f) Use Assessment - Historic and Archaeological Resources

All 60 of the individual historic properties, including the Carver Military Academy High School, are located outside of the 130th Street station relocation area. Based on the proposed boundary for the Altgeld Gardens-Philip Murray Homes (AGPMH) National Register Historic District (**Figure 3-9**), the historic district is also outside of the 130th Street station relocation area. The project proposes no physical changes to geometry or location of streets that fall within the AGPMH Historic District; however, the project would increase traffic along Greenwood Avenue that serves as the primary entrance to the park & ride facility, other structures, and station. Greenwood Avenue is included within the AGPMH Historic District as the easternmost boundary. The project has been designed to minimize the increase in traffic on roads within the historic district, as discussed in **Section 3.1.7**. There are five intersections within the historic district. These unsignalized intersections continue to operate at a level of service (LOS) A in the 2050 Build Alternative. **Table 3-4** in **Section 3.1.1.3** lists the intersection LOS for the intersections within the project area. Increased traffic along Greenwood Avenue does not rise to the level of an adverse effect. As such, there would be no permanent or constructive use of any historic properties and no further Section 4(f) analysis is required. In a letter dated July 9, 2021, SHPO stated the need for additional information to evaluate effects on the historic properties near 130th Street station. After a meeting between CTA, FTA, and SHPO on July 26, 2021 and additional follow-up materials provided to SHPO for evaluation, SHPO provided parameters for a finding of no adverse effect on August 10, 2021. The *Section 106 Final Effects Report* was revised to incorporate this changed information and was sent to consulting parties for final review and comment from September 13 to September 27, 2021. No comments were received during this time.

## 4.4 Parks, Recreation, and Wildlife/Waterfowl Refuge Resources

All public parks and recreational properties within 500 feet of the proposed right-of-way area and within ½ mile of the 130th Street station were analyzed for further evaluation of potential Section 4(f) use (**Table 4-1**).

### 4.4.1 Identification of Section 4(f) Resources

There are two recreational facilities within ½ mile of the 130th Street station relocation area: George Washington Carver Park and Beaubien Woods Forest Preserve. See **Figure 3-4** for park and open space land uses within the relocation station area.

### George Washington Carver Park

George Washington Carver Park is a 19-acre park with a gymnasium, indoor swimming pool, fitness center, boxing ring, and multipurpose clubrooms. These indoor park facilities are located within the Altgeld Gardens neighborhood, over 1,400 feet west of the southern end of the 130th Street station relocation. The park also has a playground, baseball diamonds, basketball courts, and picnic groves. The park playground is located adjacent to George Washington Carver Primary School, approximately 1,600 feet west of the 130th Street station relocation. George Washington Carver Park is owned by CPD (CPD 2021). **Photograph 4-1** shows the playground near 133rd Street and Ellis Avenue.



**Photograph 4-1: View Looking Southwest from 133rd Street of Playground Area in Carver Park**

### Beaubien Woods Forest Preserve

The Beaubien Woods Forest Preserve is a 279-acre forest preserve, containing a mix of prairie, woodland, and wetland habitats. Flatfoot Lake is also within the preserve. Activities in the preserve include kayaking, bird watching, and picnicking. A boat launch area connecting to the Little Calumet River is located within the forest preserve. **Photographs 4-2** through **4-6** show some of the amenities at Beaubien Woods Forest Preserve. The northern end of the Beaubien Woods Forest Preserve is a linear green space that parallels the Conrail tracks from just south of Old 130th Street to 132nd Street. This linear green space is open space except for an access road, which runs the length of the property. There are no other amenities (i.e., benches, monuments,

picnic pavilions). It is used for passive recreation. The Beaubien Woods Forest Preserve is owned by FPCC (FPCC 2020b).



**Photograph 4-2: View Looking Northwest of the Linear Green Space and Access Road, approximately 650 feet North of 132nd Street within the Beaubien Woods Forest Preserve**



**Photograph 4-3: View Looking East at Drainage Ditch within the Beaubien Woods Forest Preserve**



**Photograph 4-4: Prairie Habitat within the Beaubien Woods Forest Preserve**



**Photograph 4-5: Entry to the Beaubien Woods Boat Launch South of 132nd Street**



**Photograph 4-6: Boat Launch Area at the Beaubien Woods Forest Preserve**

#### 4.4.2 Section 4(f) Use Assessment

Identified park, recreation and wildlife/waterfowl refuges were evaluated to determine whether there would be a use under Section 4(f) of these resources. **Table 4-1** summarizes the Section 4(f) use assessment findings of this analysis, which are further discussed below.

**Table 4-1: Park and Recreational Properties Evaluated for Section 4(f) Use**

Park or Recreational Property Name	Address	Section 4(f) Use
		130th Street Station
George Washington Carver Park	939 E. 132nd Street	No Use
Beaubien Woods Forest Preserve	1 W. Doty Avenue South	No Use

##### **George Washington Carver Park**

There would be no Section 4(f) use of George Washington Carver Park permanently or during construction. This park would not be used by the RLE Project; there would be no indirect impacts on George Washington Carver Park. No further Section 4(f) evaluation is required.

##### **Beaubien Woods Forest Preserve**

From the north going south, the RLE alignment would cross over Old 130th Street at-grade, then continue southeast toward 132nd Street. The closure of Old 130th Street would eliminate a connection to the access road into the Beaubien Woods Forest Preserve from Old 130th Street (**Photograph 4-7**). The main access road to the Beaubien Woods Forest Preserve and the boat launch would continue to be from Ellis Avenue to Greenwood Avenue to 132nd Street. The property lines, as provided by the Cook County Assessor's office, show that a section of 132nd Street is within FPCC-owned land. The 130th Street station and tracks would not use the FPCC-owned land.

CTA held an early coordination meeting with FPCC in December 2019 to discuss the potential of moving the 130th Street station south and to better understand amenities, features, and attributes of the linear parcel adjacent to the RLE Project. Opportunities for improvements and additional connections were discussed at this meeting and through subsequent coordination meetings with FPCC. Moving the 130th Street station south of 130th Street would improve transit access and pedestrian connections to the Beaubien Woods Forest Preserve and its amenities. The station relocation would open up opportunities to create a gateway to the Beaubien Woods Forest Preserve from the rest of the city and surrounding suburbs through direct connection to the rail

transit network through a new station, enhanced bus service connections at the station, and a proposed park & ride facility directly adjacent to the forest preserve. The station area improvements would also provide connections to existing and proposed bikeways within the RLE project area.

At this time, FPCC has indicated that the closure of Old 130th Street would diminish access to the boat launch from the north and are concerned about noise and vibration impacts to the forest preserve land immediately adjacent to the proposed 130th Street station.

A noise and vibration analysis was completed as part of the Supplemental EA and resulted in no noise and vibration impacts. Details of the noise and vibration analysis can be found in **Section 3.1.6**. CTA has coordinated and continues to coordinate with FPCC to mitigate the closure of the secondary access point to Beaubien Woods Forest Preserve and address any potential noise and vibration impacts. Documentation for the Section 4(f) coordination can be found in **Attachment H**.



**Photograph 4-7: View Looking South from Old 130th Street at FPCC Access Road**

The main access road to Beaubien Woods Forest Preserve boat launch is south of 132nd Street and would remain. FPCC has recently improved the access road (summer 2020) south of 132nd Street and reconstructed the parking lot for the boat launch area. The access north of 132nd was not improved. The most direct route to the boat launch from the north would be provided from Ellis Avenue to Greenwood Avenue to 132nd Street, then continuing south on the access road to the

boat launch. An alternate route could be from Ellis Avenue to Greenwood Avenue, perform a U-turn back to Old 130th Street, travel east to the FPCC access road and continue south to the boat launch. The barrier median at Ellis Avenue and Old 130th Street prevents a direct left turn maneuver from Ellis Avenue to Old 130th Street, requiring the U-turn at Ellis Avenue and Greenwood Avenue to continue east on Old 130th Street. To return to 130th Street from the boat launch, the route would be traveled in reverse along 132nd Street to Greenwood Avenue to Ellis Avenue. The route is along public roadways north of 132nd Street.

Mitigation measures would be implemented to minimize impacts to the FPCC-owned land due to the elimination of the Old 130th Street connection, and therefore, there would be no Section 4(f) use of the property. **Attachment H** includes the letter of concurrence that CTA sent to FPCC on August 19, 2021 regarding mitigation measures detailed in the FPCC May 13, 2021 memorandum, according to 23 CFR § 774.15(d)(3).

The mitigation and enhancement measures proposed include the following:

- Transfer of two-City owned parcels into FPCC ownership
- \$250,000 payment to FPCC for ecological restoration, habitat enhancement, and beautification of expanded Beaubien Boat Launch land
- New trail connection from Altgeld Gardens recreation facilities on 133rd Street to the Beaubien Woods Boat Launch
- Wayfinding and information signage inside the proposed station and outdoor signage at 130th Street and Ellis Avenue and other locations
- Forest Preserve advertising to encourage CTA riders to use public transportation to visit the Forest Preserves at the 130th Street station, other Red Line stations south of Roosevelt, and inside local trains and busses.

The mitigation measures may be modified based on continuing coordination with the FPCC and the City regarding the two-City owned parcels. The mitigation measures will be shared with the public for review and comment as part of the publication of the Supplemental EA.

Based on the results from these coordination activities, in the Final EIS and ROD, FTA will confirm and finalize the findings by reference to the documentation included in this Supplemental EA. Concurrence from FPCC, as the agency with jurisdiction over Section 4(f) properties evaluated in this chapter, is required to confirm these results. Correspondence from FPCC confirming FTA's determinations will be included in the Final EIS.



## Chapter 5 Public Involvement and Agency Coordination

This chapter and the Public Outreach **Attachment I** document outreach activities that FTA and CTA have undertaken for the RLE Project and focuses on the outreach conducted between the development and announcement of the Preferred Alignment in 2018 and the publication of this Supplemental EA. Summaries of past public and agency coordination meetings can be found in the Draft EIS. A summary of activities is provided in the following sections.

### 5.1 Public Outreach

Community outreach for the RLE Project has continued since the announcement of the Preferred Alignment and will continue through this Supplemental EA and the Final EIS phases. CTA will continue to involve and consult the community as the RLE Project proceeds through design.

In an effort to further engage and seek support from a comprehensive group of community members who are seen as invested stakeholders within the RLE footprint, the RLE Project Advisory Council (PAC) was formed in 2019. The PAC is made up of 20 community and governmental organizations, with approximately 24 representatives. The PAC aims to meet quarterly.

Other public outreach activities include the issuance of newsletters, mailers (U.S. Postal Service mailings and hard copy drop-offs), a digital engagement platform (Bang the Table), regular postings on a RLE Project Facebook page, eBlasts (i.e., mass emails sent to people who signed up for RLE Project notifications), and announcements regarding the RLE Project. **Attachment I** contains copies of public outreach materials that have been issued for the RLE Project since the summer of 2020. Because of the COVID-19 pandemic, virtual adaptations and virtual meeting accommodations were used instead of in-person meetings and gatherings starting in the spring of 2020. Virtual community organization, stakeholder, and public meetings allowed the participants to provide input, ask questions, share their comments, and discuss any concerns with CTA. A community organization refers to a local organization with interest in improving services and providing additional opportunities for the community. Stakeholders are members of groups or parties with an interest in the project (e.g., FPCC). Public refers to the general audience who may directly benefit from a project (e.g., residents, local business owners).

CTA continues to update the project website (<https://www.transitchicago.com/rle/>), which serves as the most up-to-date source of information for the public. CTA also conducted individual and group briefings for elected and public officials; community, civic, business, and religious leaders; and other stakeholders, providing them the opportunity to comment and inquire about the RLE Project.

**Table 5-1** shows the community organizations and stakeholders with whom CTA conducted meetings and the dates of these meetings. **Table 5-1** also shows the public meetings conducted for this Supplemental EA and the dates of these meetings. **Attachment I** presents summaries of these meetings.

**Table 5-1: Outreach Meetings Held to Date**

Community Organization, Stakeholder, or Public Meeting	Date
<b>Preferred Alignment Announcement</b>	
Displacements Community Meetings	February 6 and 8, 2018
Open House	February 13, 2018
<b>130th Street Station Relocation</b>	
Altgeld Temporary Advisory Committee (TAC)	December 16, 2019
Carver Military Academy High School Governing Board	February 3, 2020
Golden Gate Homeowners Association	February 11, 2020
Carver Park Advisory Council	February 13, 2020
People for Community Recovery	February 20, 2020
Local Advisory Council Altgeld Murray and TCA Health	February 25, 2020
<b>Supplemental EA</b>	
Community Meetings	December 8 and 9, 2020
Altgeld TAC	January 25, 2021
130th Street Station Area Meeting	January 27, 2021
111th Street Station Area Meeting	February 2, 2021
103rd Street Station Area Meeting	February 9, 2021
Michigan Avenue Station Area Meeting	February 16, 2021

### 5.1.1 Preferred Alignment Announcement

CTA conducted public and agency outreach efforts for the selection of the Preferred Alignment, including displacement-specific outreach to property owners and residents who would potentially be displaced by the RLE Project. Displacements community meetings were conducted on February 6 and 8, 2018. CTA held an open house on February 13, 2018. **Attachment I** provides a summary of the public outreach activities that occurred for the Preferred Alignment (i.e., Preferred Alignment Announcement, Public Open House, and Displacements Outreach Summary, dated November 2018).

### 5.1.2 130th Street Station Relocation

CTA held meetings with partner agencies and stakeholder groups of residents in and near the proposed station relocation area (**Table 5-1** and **Attachment I**). The goal was to present the opportunity to relocate the terminal station south of 130th Street and solicit feedback from the public and organizations. CTA conducted briefings for elected officials on the proposed station relocation.

### 5.1.3 Supplemental EA

CTA conducted the first round of community meetings for the Supplemental EA on December 8 and 9, 2020. Because of the COVID-19 pandemic, virtual adaptations and virtual meeting accommodations were met through the Zoom webinar platform with a telephone dial-in option and Facebook Live. CTA solicited input and provided two-way communication through polling questions, a chat window, and a Question-and-Answer (Q&A) window.

The community meetings were ADA accessible. The virtual community meetings were publicized by flyer, postcard notice, newspaper advertisements, eBlasts (mass emails), customer alerts, and on the project website. For individuals needing the assistance, Spanish interpreters and American Sign Language interpreters were available for the entirety of the virtual community meetings. Closed captioning was also offered.

Community members in attendance submitted questions through the chat and Q&A windows regarding project funding, frequency of bus service, location of parking lots and sizes, noise and vibration during construction, employment opportunities for community members, inclusion of local design/artists in project design, and potential for TOD. CTA staff provided answers to the posted questions through the chat and Q&A windows.

Station area specific meetings were held in January and February of 2021. Two Altgeld TAC meetings were held on December 16, 2019 and January 25, 2021. The Altgeld TAC meetings solicited input and provided information to its members about topics and concerns specific to 130th Street station and Altgeld Gardens neighborhood. The specific meetings dates for each station and the TAC meetings are presented in **Table 5-1**. **Attachment I** presents summaries of these meetings.

## 5.2 Agency Coordination

CTA has conducted and continues to coordinate with governmental and other agencies throughout the course of this RLE Project. Outreach efforts were conducted in compliance with NEPA and other applicable regulations, including Section 106 of the NHPA, Section 4(f) of the

USDOT Act of 1966, joint guidance and regulations from FTA and FHWA, and other agency regulations and guidance.

### 5.2.1 Section 106 Coordination

The Section 106 consultation process established from the Draft EIS has been followed for the design changes presented in this Supplemental EA. In November 2020, CTA and FTA sent invitation letters to 11 consulting parties that were not included in the Section 106 consultation for the Draft EIS. In April 2021, CTA sent an invitation letter to one additional consulting party. Invitation letters from CTA and FTA sent to consulting parties are in **Attachment D**. In February 2021, the Greater Roseland Chamber of Commerce contacted CTA with a request to participate in the Section 106 process as a consulting party. This request was accepted by CTA and FTA. A total of 22 new and returning organizations accepted participation as consulting parties for this project. FTA and CTA sought information from individuals and organizations likely to have knowledge of local potential resources. Details of the consulting parties contacted can be found in **Section 3.1.7** and **Attachment D**. Consultation meetings focused on project design changes since the previous consultation that was conducted during the Draft EIS which included updates to the APE, eligibility review, and effects discussions. The first consulting party meeting was held February 18, 2021. The second consulting party meeting was held June 30, 2021. A breakout meeting was held between CTA, FTA, and SHPO on July 26, 2021 to address SHPO response to the draft *Section 106 Effects Report*. **Attachment D** contains copies of correspondence and Section 106 consultation materials.

### 5.2.2 Section 4(f) Coordination

CTA has coordinated with the FPCC due to the 130th Street station location adjacent to Beaubien Woods Forest Preserve, a Section 4(f) property. Coordination activities are discussed in **Section 4.4.2**. Documentation for the Section 4(f) coordination can be found in **Attachment H**. The Section 106 consulting party meetings discussed in **Section 5.2.1** also serve as part of the Section 4(f) public involvement and agency coordination process.

CTA will continue to coordinate with the FPCC regarding potential impacts and mitigation measures to Beaubien Woods Forest Preserve.

### 5.2.3 Coordination with Other Federal, State, and Local Agencies

CTA continues to coordinate with agencies and jurisdictions that have been involved with the RLE Project and continue to be involved through the NEPA and engineering phases. Coordination with the agencies will continue through the Supplemental EA process to the Final EIS.

### 5.3 Public Hearing, including Section 4(f) Outreach

The Supplemental EA serves as the primary document to facilitate review by agencies and the public regarding the design changes that have occurred for the RLE Project since the Draft EIS including the 130th Street station relocation, 120th Street yard and shop refinement, and the 107th Place cross-over. CTA has established a 30-day comment period to take formal comments on the Supplemental EA, consistent with 23 CFR 771.119. The Supplemental EA is available on the CTA website (<https://www.transitchicago.com/RLE/SEA>), and hard copies of the Supplemental EA are available at the following locations during the public review period:

- Federal Transit Administration – Region 5 Office, 200 W. Adams Street, Suite 320, Chicago, IL, 60606
- CTA headquarters, 567 W. Lake Street, 2nd Floor, Chicago, IL 60661
- Pullman Public Library, 11001 S. Indiana Avenue, 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

The public hearing will be held in two formats: one virtual meeting and one in-person meeting. The virtual hearing will be on February 15, 2022 from 6:00 to 8:00 PM. The in-person hearing will be held at The Salvation Army Kroc Center, 1250 W. 119th Street, Chicago, IL 60643 on February 17, 2022 from 6:00 to 8:00 PM. Each public hearing will solicit comments from agencies and the community about findings presented in the Supplemental EA. The virtual hearing will be ADA accessible, including closed captioning and Spanish and American Sign Language interpreters. The in-person hearing will be conducted in an open house format and will be ADA compliant.

Comments on the Supplemental EA will be accepted from January 31, 2022 to March 1, 2022. Comments received during the public hearing will be reviewed by FTA and CTA and will be entered into public record. A summary of the public hearing and responses to comments received will be included in the Final EIS.

## Chapter 6 References

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## Chapter 7 List of Acronyms and Abbreviations

Acronym or Abbreviation	Definition
ACS	American Community Survey
APE	Area of Potential Effect
BMP	best management practices
CDOT	Chicago Department of Transportation
CDWM	Chicago Department of Water Management
CFR	Code of Federal Regulations
CHA	Chicago Housing Authority
CMAP	Chicago Metropolitan Agency for Planning
CN	Canadian National Railway
CN/MED	Canadian National/Metra Electric District
Conrail	Consolidated Rail Corporation
CPD	Chicago Park District
CTA	Chicago Transit Authority
dBA	A-weighted decibel
EA	Environmental Assessment
EcoCAT	Ecological Compliance Assessment Tool
EIS	Environmental Impact Statement
EJ	environmental justice
ESA	Environmental Site Assessment
FPCC	Forest Preserves of Cook County
FTA	Federal Transit Administration
GHG	greenhouse gas
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IHB	Indiana Harbor Belt Railroad
IPaC	Information for Planning and Consultation
L <sub>dn</sub>	day/night sound level
L <sub>eq</sub>	equivalent sound level
LEP	Limited English Proficiency
LOS	level of service
MED	Metra Electric District
MSAT	mobile source air toxics
MWRD	Metropolitan Water Reclamation District of Greater Chicago
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969

Acronym or Abbreviation	Definition
NHPA	National Historic Preservation Act
NICTD/CSS & SBRR	Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NS	Norfolk Southern Railway
NWI	National Wetlands Inventory
OUC	Office of Underground Coordination
PAC	RLE Project Advisory Council
Q&A	Question-and-Answer
REC	Recognized Environmental Conditions
RLE	Red Line Extension
ROD	Record of Decision
RTAMS	Regional Transportation Authority Asset Mapping and Statistics
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
STOPS	Simplified Trips-on-Project Software
STP	shovel test probes
TAC	Temporary Advisory Committee
TIP	Transportation Improvement Program
TOD	transit-oriented development
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
UPRR	Union Pacific Railroad
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VMT	vehicle miles traveled