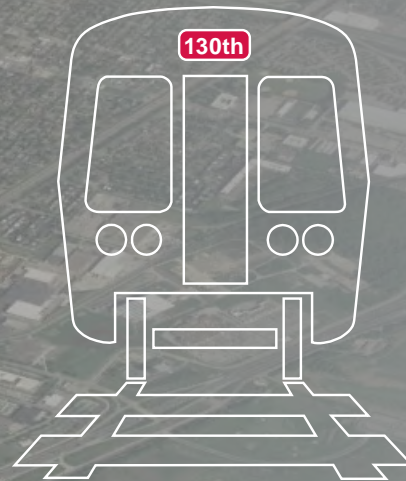
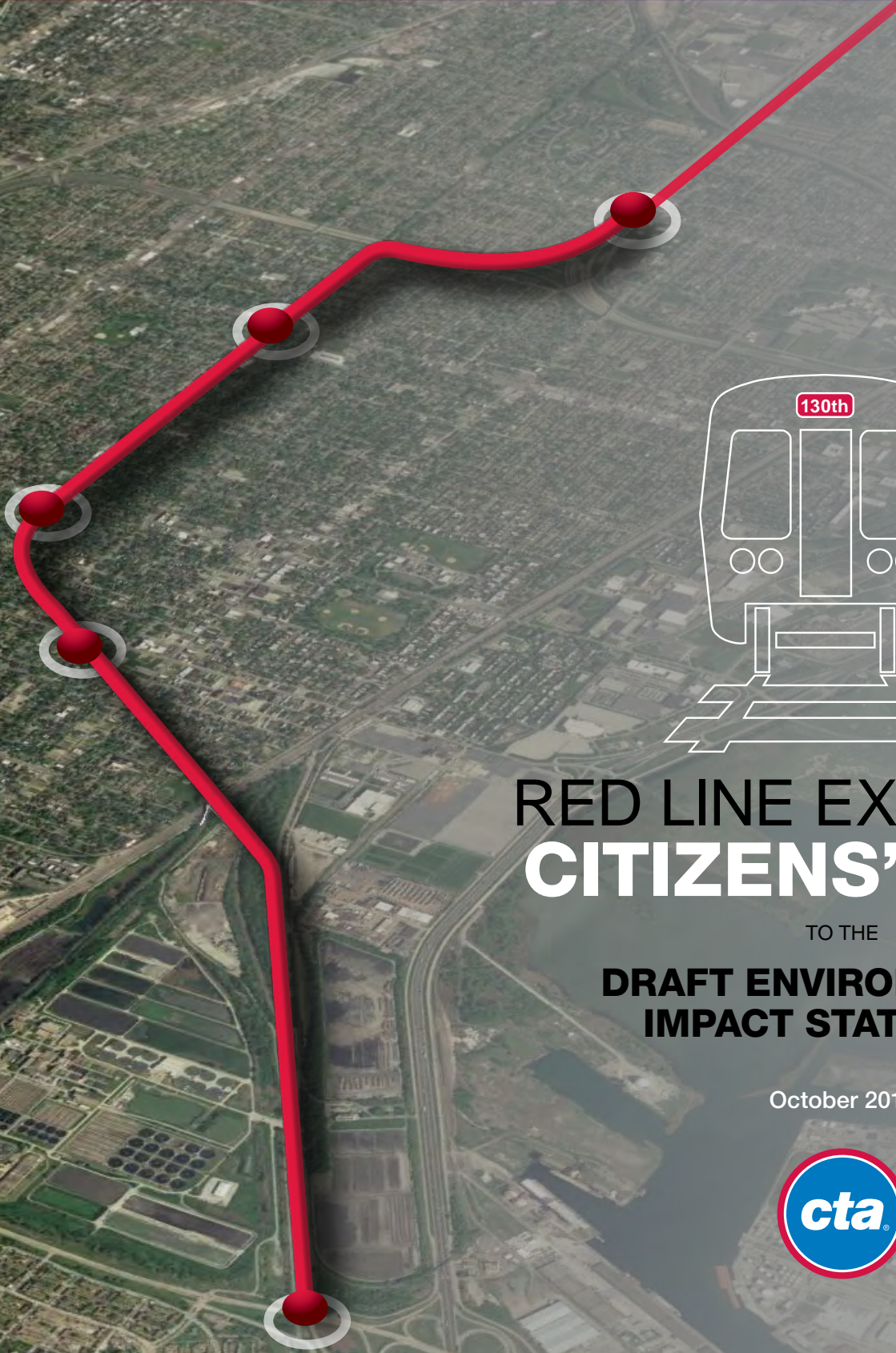


**RED AHEAD**



# RED LINE EXTENSION **CITIZENS' GUIDE**

TO THE  
**DRAFT ENVIRONMENTAL  
IMPACT STATEMENT**

October 2016







# Contents



The Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) have prepared a Draft Environmental Impact Statement (EIS) for the Red Line Extension (RLE) Project. The Draft EIS is a federally mandated document that evaluates impacts of a proposed transportation project and allows CTA to pursue federal funding. This Citizens' Guide provides an overview of the content and process used to prepare the Draft EIS. Contents of this guide include the following:

- Introduction and Project Overview 1
- Project Purpose and Need 2
- Alternatives Development Process 3
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- Summary of Benefits and Impacts 6-11
- Public Involvement 12
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## How to Provide Comments on the Draft EIS



The Draft EIS serves as the primary document to facilitate public and agency review of the proposed project. Comments on the Draft EIS will be accepted from October 6 to November 30, 2016. The Draft EIS is available on the CTA website ([transitchicago.com/RedEIS](http://transitchicago.com/RedEIS)), and hard copies of the Draft EIS are available at the following locations during the public review period:



- 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  
13281 S. Corliss Avenue,  
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

CTA will hold a public hearing on November 1, 2016 from 5:30 to 7:30 PM at St. John Missionary Baptist Church (211 E. 111th Street, Chicago, IL 60628) to solicit comments from the community about findings presented in the Draft EIS. Comments received during the public comment period will be entered into the public record and addressed by CTA and FTA in the Final EIS. Public comments must address the contents of the Draft EIS and not the contents of this guide.

Written comments will also be accepted at any time during the public comment period via e-mail to: [RedExtension@transitchicago.com](mailto: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.

## Introduction and Project Overview



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

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

By 2030,

**42,000 riders**

are expected to take the Red Line Extension every weekday.



Between 2005 and 2010, commute times were, on average, 20 percent longer for those that currently live in the area that would be served by the Red Line Extension, than for other commuters in the Chicago region.

The Red Line Extension would save the average commuter in the communities affected by this project

**87 hours**  
per year.



## 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 public housing project), jobs, services, and educational opportunities, thereby enhancing livability and neighborhood vitality.
- Provide an opportunity for potential connections and linkages to other public transportation modes including regional commuter rail in the project area.
- Foster economic development in the project area, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts.
- Provide a modern, efficient rail car storage yard and shop facility to provide storage and cost-effective preventive maintenance for rail cars associated with the RLE Project, rail cars currently stored in the existing 98th Street Yard and Shop, and rail cars supporting additional Red Line expansion of service.

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

- Transit trips to jobs are longer for Far South Side residents than they are for passengers in the Chicago seven-county region as a whole.
- Transit-dependent populations in the project area have limited direct access to rapid transit rail service.
- The project area is geographically isolated from major activity centers and provides residents limited viable transportation options, which limits access between affordable housing (e.g., the Altgeld Gardens public housing project) and employment centers outside of the project area.
- Existing transit markets are underserved and transit connectivity is challenging in the project area.
- Disinvestment and limited economic development in the project area have negatively affected Far South Side communities.
- The existing 98th Street Yard does not have capacity to store rail cars for any substantial increase in Red Line capacity accompanying future Red Line expansion.



## The Environmental Impact Statement (EIS) Process

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

The purpose of the Draft EIS is to study, in a public setting, the effects of the proposed project and its alternatives on the quality of the physical, human, and natural environment. The analysis evaluates the extent to which the proposed project would affect these resource areas. Measures to avoid, minimize, and mitigate potential adverse impacts are also identified.

After public review of the Draft EIS, CTA and FTA will complete additional engineering and analyses, and will prepare the Final EIS. The Final EIS will include and address all of the comments received during the

Draft EIS public comment period. The Final EIS and Record of Decision will document the results of the Draft EIS process, confirm whether the East or West Option is the selected option, and include a list of committed final mitigation measures.





## Alternatives Development Process

<TA began developing the alternatives that are being studied in Draft EIS during the Alternatives Analysis which took place from 2006–2009. Starting with multiple modes and corridor options, CTA developed and screened alternatives through a combination of conceptual engineering, public input (open houses and stakeholder meetings), and preliminary analysis of potential impacts and costs. The Chicago Transit Board designated the UPRR Alternative as the Locally Preferred Alternative on August 12, 2009.

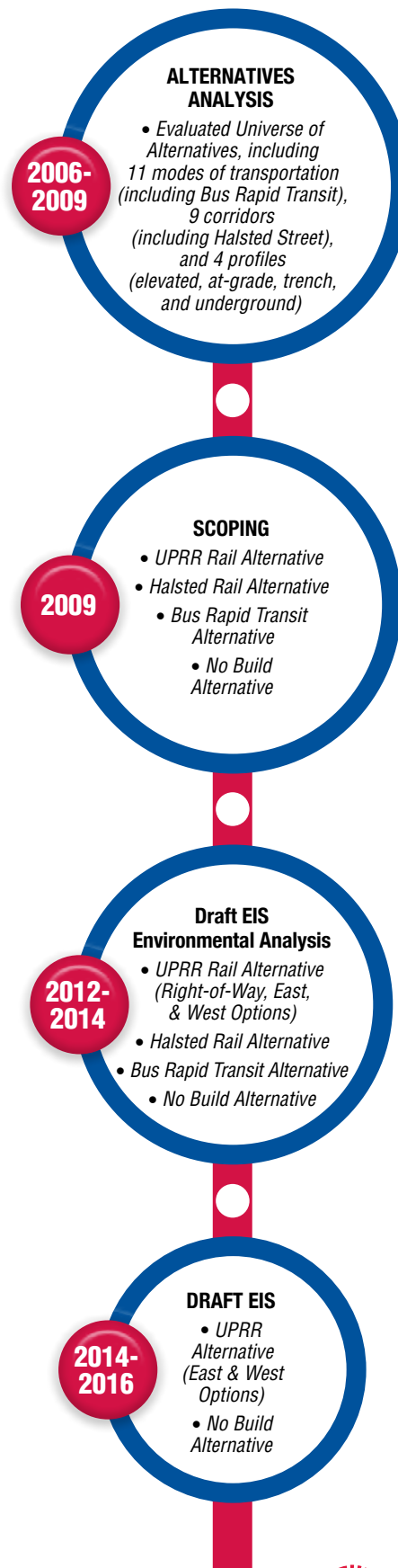
In preparation for the Draft EIS and based on the outcomes of the Alternatives Analysis, CTA evaluated the following alternatives and options between 2012 and 2014:

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

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

### No Build Alternative

The No Build Alternative is a required alternative as part of the NEPA environmental analysis and is used for comparison purposes to assess the relative benefits and impacts of implementing the UPRR Alternative. The No Build Alternative represents future conditions if the UPRR Alternative were not implemented. No new infrastructure would be built as part of the RLE Project.





# Locally Preferred Alternative Union Pacific Railroad Alternative



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

The Locally Preferred Alternative would include the following features:

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

**Two alignment options are being studied in the Draft EIS:**

### East Option

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

### West Option

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

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

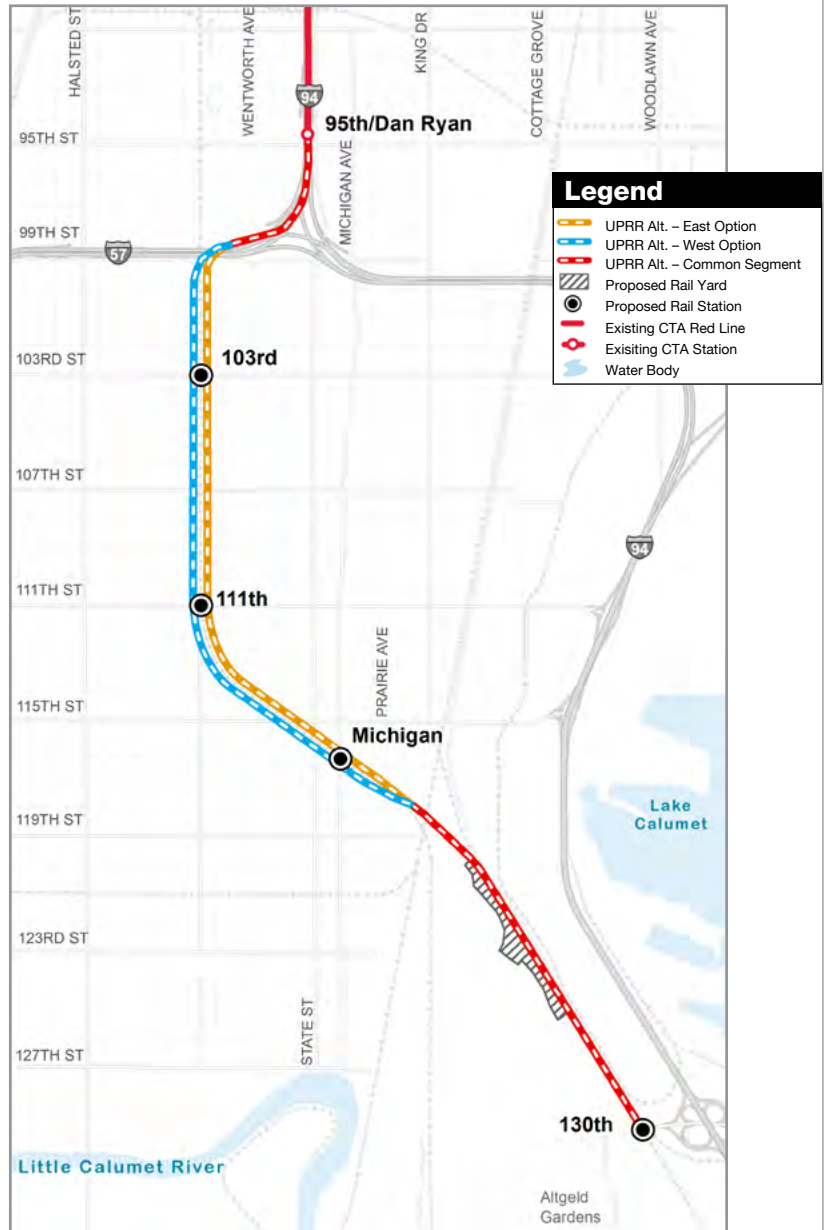






Photo simulation of the West Option along Eggleston Avenue and Fernwood Parkway Facing South towards 103rd Street



Photo simulation of East Option at 103rd Street Facing Northwest



Photo simulation of East Option at 111th Street Facing West



## Summary of Benefits and Impacts



Potential environmental benefits and impacts are detailed in Chapters 3–8 of the Draft EIS and are summarized below.

### Transportation (Chapter 3)

Both the East and West Options would have no adverse impacts on transportation after mitigation. Transit passengers would benefit from increased access to transit, faster travel times, reduced congestion at 95th Street Terminal, direct rail service, and potential connections to regional commuter rail. Under both the East and West Options, adverse vehicular traffic impacts would occur at fifteen intersections in the project area before mitigation. Potential mitigation measures include adjusting traffic signal timing and installation of traffic detection technology to provide green signal phases in responses to traffic presence and volume. Impacts would not be adverse after mitigation. Pedestrians would benefit from upgraded intersections adjacent to stations with ADA-accessible curb ramps and



replacement of deteriorated sidewalks. The East Option would result in pedestrian safety impacts at the 103rd Street, 111th Street, and Michigan Avenue stations because passengers would need to cross active UPRR tracks to access the station's parking facility. Potential mitigation measure include traffic signals (if warranted), surveillance cameras, alarms notification (flashing blue lights), sidewalk lighting in the immediate vicinity, pedestrian crossing treatments (refuge medians with appropriate signage), and police patrols.

In 2014 and 2015, CTA refined the project alignment along I-57 by shifting a portion of the alignment to the shoulder of the expressway, which would reduce impacts to traffic; however, construction within the I-94 and I-57 right-of-way would require temporary lane closures. Because UPRR freight operations would still be active in the UPRR right-of-way during construction of either option, CTA would need to move signal devices or install temporary signals to replace existing signals during construction of viaducts. Because the West Option would cross the freight tracks in two locations, construction at crossing would be phased to minimize impacts to freight operations.

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

The proposed park & ride facilities at the 103rd Street, 111th Street, and Michigan Avenue stations, as well as the substation just north of Michigan Avenue for both the East and West Options would be inconsistent with adjacent land uses, but would not create an adverse impact after mitigation. The proposed Michigan Avenue station parking structure would have ground-floor retail and community facility space, which could help offset the land use and economic impacts of displacements. The East and West Options could spur economic revitalization and the development of more livable, transit-supportive communities near the proposed stations. The Chicago Metropolitan Agency for Planning states that the RLE Project would increase access to jobs; access to jobs within 1 hour of the proposed 111th Street station would increase by 56 percent.

### Displacements (Section 4.2)

The East Option would affect 260 parcels (106 buildings) and the West Option would affect 205 parcels (46 buildings). The East Option would displace primarily single-family residences. The West Option would displace more commercial and industrial properties but overall fewer properties than the East Option.

The Red Line Extension Project would provide

**better transit access**

to affordable housing, jobs, services, and educational opportunities enhancing livability and neighborhood vitality.





# Summary of Benefits and Impacts

Because all construction activities would occur within the street right-of-way or on land acquired for the permanent right-of-way, yard and shop, and park & ride facilities, there would be no temporary construction-related displacement or relocation impacts for either option. Permanently displaced owners and tenants would be compensated and relocated per the Uniform Act and FTA guidelines. The Uniform Act mandates that relocation services and payments be made available to eligible residents, businesses, and non-profit organizations displaced as a direct result of any project undertaken by a federal agency or with federal financial assistance.

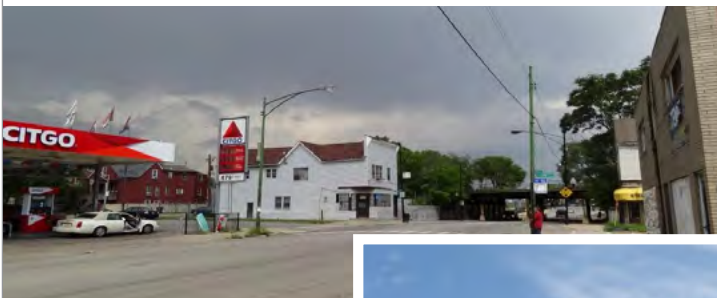
### Neighborhoods and Communities (Section 4.3)

Both the East and West Options would have permanent adverse impacts on community character and cohesion in Roseland and West Pullman because of the adverse visual impacts created by the track structure and stations. Passengers would benefit from improved mobility with reduced travel times and from increased access to community resources in the project area. The new rail extension would facilitate access to community resources near the station locations. The East Option would affect three community resources, and the West Option would also affect

three community resources; impacts to these community resources would not be adverse after mitigation. Construction would introduce temporary, intermittent visual, noise, and dust impacts; would cause increased truck traffic; and would require temporary street closures and detours. Access to businesses could be temporarily limited on an intermittent basis. Construction impacts would not be adverse after mitigation.

### Visual Impacts (Section 4.4)

Both the East and West Options would introduce permanent adverse visual impacts and new visual elements to areas within view of the track structure and stations. The East Option would create an adverse visual impact north of I-57 and at the intersection of 117th Street and Prairie Avenue because of the change in the visual setting due to the height of the elevated track structure. The West Option would create an adverse visual impact north of I-57, between 99th Street and 103rd Street, near the 103rd Street Station, and at the Michigan Avenue station park & ride facility because of the change in the visual setting due to the height of the elevated track structure, stations, and park & ride. These impacts would remain adverse despite mitigation. Mitigation measures would include landscaping (such as planting larger trees near structures to break the sight lines, with smaller scale landscaping near the streets to mimic landscaping on the opposite side of the streets), and creating pedestrian-friendly surroundings. Construction would create temporary adverse impacts due to the construction work zone.



Existing Conditions

West Option Michigan Avenue Station and Parking Structure Facing Northwest along Michigan Avenue



Photo Simulation

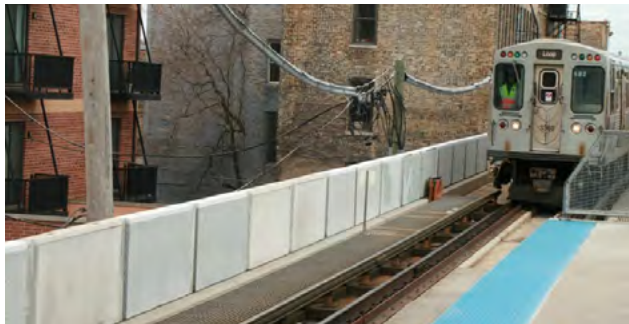
# Summary of Benefits and Impacts



## Noise and Vibration (Section 4.5)

|             | Noise-sensitive receivers within moderate impact contour | Noise-sensitive receivers within severe impact contour |
|-------------|--|--|
| East Option | 574  | 82   |
| West Option | 738  | 48   |

The noise analysis established impact boundaries, within which sensitive receivers (such as residences) would be affected by the noise created by the proposed project. To reduce noise impacts below FTA noise impact criteria, CTA would construct a noise barrier approximately 4 feet in height, which would provide a 10-dBA reduction in noise along both sides of the elevated track structure from the 95th Street Terminal to 119th Street. No moderate or severe noise impacts would remain after mitigation. Construction noise levels are not expected to exceed



Noise Barriers

Existing Conditions



East Option Elevated Track Structure adjacent to the Roseland Pumping Station, Facing South on Harvard Avenue



Photo Simulation

the FTA-recommended construction noise limits. The construction contractor would employ noise-reducing construction best management practices.

The elevated track structures would result in vibration levels that would be below the FTA impact criterion and no mitigation measures would be required.

## Safety and Security (Section 4.6)

Safety refers to freedom from harm resulting from unintentional acts or circumstances. Unintentional acts or circumstances include all incidents within the CTA right-of-way, such as collisions, derailments, fires, property damage, injuries, and fatalities. A large number of pedestrians would likely cross the major streets near the 103rd and 111th Street stations without positive traffic control (marked crosswalks or signalized intersections with pedestrian countdowns) to reach the proposed stations, which would be an adverse impact on pedestrian safety. Permanent safety impacts would not be adverse after mitigation. Mitigation measures would include installing traffic signals (if warranted), surveillance cameras, alarm notifications (flashing blue lights), pedestrian crossing treatments, or installing additional passive or active safety devices to enhance the safety devices already in place at existing grade crossings.

Security refers to freedom from harm resulting from intentional acts or circumstances, including crime. 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; however, research indicates that some risk would remain, particularly in low-income neighborhoods. There would be no permanent security impacts. There would be no



## Summary of Benefits and Impacts



construction-related safety or security impacts after the implementation of safety and construction best management practices.

### Historic and Cultural Resources (Section 4.7)

An adverse effect on a historic resource is found when a project would alter (directly or indirectly) any of the characteristics of a historic property that qualify the property for inclusion in the National Register of Historic Places in a manner that would diminish the integrity of the resource's location, design, setting, materials, workmanship, feeling, or association. The East Option would have "no adverse effects" on one resource (the Roseland Pumping Station), and "no effects" on other resources. The East Option would have "no adverse effects" (and not "no effect") on Roseland Pumping Station because the new aerial track structure would be located within 9 feet of the Roseland Pumping Station at its nearest point; the building would not have to be removed. The West Option would have no effect on any historic resources.

Since 2012, FTA and CTA have coordinated with the State Historic Preservation Office and consulting parties to discuss properties and districts in the area of potential effect that were eligible for listing on the National Register of Historic Places as well as potential project effects.

### Hazardous Materials (Section 4.8)

CTA identified six High Concern sites within the permanent envelope of the East Option and six High Concern sites within the permanent envelope of the West Option. Implementation of the UPRR Alternative could result in benefits through the cleanup and/or removal of contaminated material during construction. Daily operations or maintenance activities that require earthmoving in contaminated areas would have the potential to result in permanent hazardous material impacts from accidental spills or hazardous material releases. Permanent and construction-related impacts would not be adverse after the implementation of standard practices and best management practices.

### Wetlands (Section 4.9)

CTA identified 15 wetland areas totaling 15.34 acres of potentially affected wetlands at the site of the 130th Street station and the 120th Street

yard and shop. The precise quantity of wetlands affected would be confirmed based on the actual footprint to be determined in final design. If there are jurisdictional wetlands (wetlands that are regulated by the U.S. Army Corps of Engineers) and they cannot be avoided, CTA would provide compensatory mitigation. Impacts on wetlands would be mitigated through compensatory mitigation, if required. Construction staging areas would be sited outside of wetlands as much as possible, but if there were any temporary impacts, those wetlands would be restored after construction.

### Indirect and Cumulative Impacts (Chapter 5)

The RLE Project takes into account and is being coordinated with other projects being conducted in the past, present, and reasonably foreseeable future in the project area. Implementation of the East or West Option could result in potential redevelopment because of increased accessibility to jobs, attraction of new development near RLE stations, and overall livability improvements. The surrounding communities would benefit from the cumulative impacts of other planned and programmed projects in the project area because they would improve access to jobs, places of interest, and residences, and would result in a reduction of air emissions.

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

The No Build Alternative and the UPRR Alternative East and West Options would have limited or no impacts on the following resource areas: air quality, water quality, floodplains, vegetation and wildlife habitat, threatened and endangered species, geology and soils, and energy. Based on the nature of these resource areas, impacts would be similar for both the East and West Options.

### Environmental Justice (Chapter 7)

Environmental Justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income. CTA and FTA considered the potential for disproportionately high and adverse impacts on low-income and minority populations that could result from the UPRR Alternative. The project area consists entirely of predominantly minority populations, some of which are also low-income. All of the benefits and impacts of the project would occur within these minority and

# Summary of Benefits and Impacts



low-income areas (EJ populations). Few benefits would occur outside of the minority and low-income areas. As such, both the East and West Options would have impacts on EJ populations; however, none of the impacts would be disproportionately high and adverse. FTA and CTA have undertaken outreach and ongoing coordination with affected communities to identify EJ populations, discussed project impacts and benefits, and mitigation measures where relevant.

## Parks – Section 4(f) (Chapter 8)

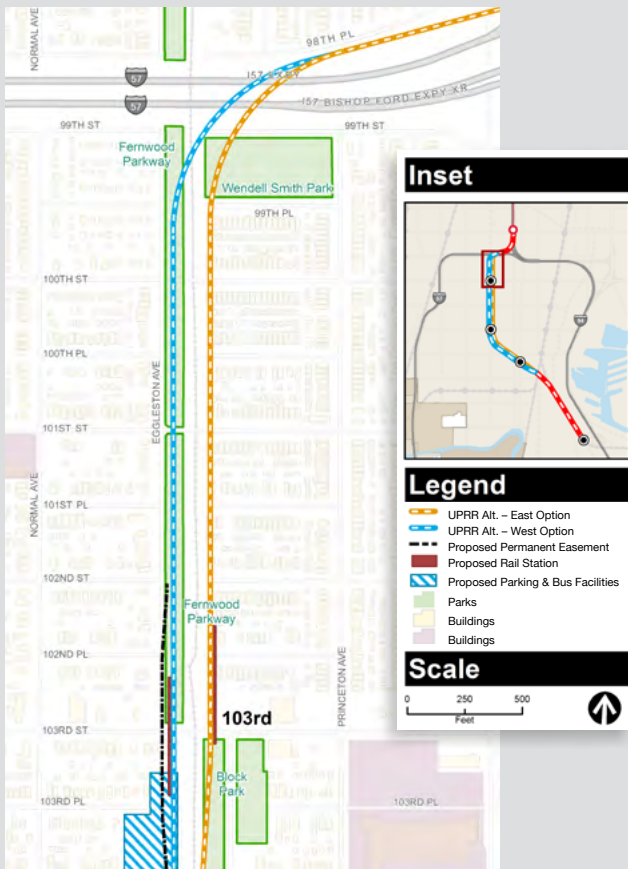
### East Option

Under the East Option, the northwest corner of Wendell Smith Park and the western parcel of Block Park would be permanently affected. Both Wendell Smith Park and Block Park would continue to provide

park space after implementation of the RLE Project, but park space would be reduced. Both parks would remain active during construction with the exception of the overlapped portion of the parks.

### West Option

Under the West Option, a portion of Fernwood Parkway from 99th Street to 103rd Street between the existing UPRR tracks and Eggleston Avenue would be affected. Temporary closure of the overlapped section of Fernway Parkway would be necessary during construction. There would be a short-term closure of Wendell Smith Park during construction, but no permanent impacts.



Parks affected by the East and West Options

### Addressing Impacts to Parks

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

#### Mitigation Measures for both the East and West Options

- Provide new replacement parks in or near affected community areas
- Restore/landscape any disturbed areas on impacted parkland
- Incorporate context sensitive design features at impacted parks

#### Additional Mitigation Measures for the East Option at Wendell Smith Park

- Provide one larger baseball field in Wendell Smith Park
- Relocate junior-sized baseball field in replacement park
- Relocate walking path and replace benches and other amenities in Wendell Smith Park

#### Additional Mitigation Measures for the West Option at Fernwood Parkway

- Potential to install new bike path beneath elevated structure in unused greenspace in Fernwood Parkway



## Summary of Benefits and Impacts



| Criteria   | No Build Alternative | Union Pacific Railroad Alternative East Option | Union Pacific Railroad Alternative West Option |
|--|----------------------|--|--|
| <b>Goal 1 - Reduce Transit Times</b>   |                      |  |  |
| <b>Travel Times Between Stations<sup>1,2</sup></b>   |                      |  |  |
| 130th Street to 95th Street Terminal   | 28 minutes           | 14 minutes                                     | 14 minutes                                     |
| 130th Street to Jackson Station (Loop)   | 58 minutes           | 39 minutes                                     | 39 minutes                                     |
| <b>Would the proposed stations serve transit-dependent communities?</b>                                      | No                   | Yes  | Yes  |
| <b>Would there be new direct service to Altgeld Gardens?</b>   | No                   | Yes  | Yes  |
| <b>Goal 2 - Increase Travel Choices</b>  |                      |  |  |
| <b>Would there be better access to regional employment centers and local commercial areas?</b>               | No                   | Yes  | Yes  |
| <b>Would potential connections to other public transportation modes within the project area be possible?</b> | No                   | Yes  | Yes  |
| <b>Would geographic isolation be reduced?</b>  | No                   | Yes  | Yes  |
| <b>How many stations would have Park &amp; Ride Facilities?</b>  | 0                    | 4 of 4   | 4 of 4   |
| <b>Total Park &amp; Ride Spaces</b>  | 0                    | 3,700  | 3,700  |
| <b>Goal 3 - Increase Economic Competitiveness</b>  |                      |  |  |
| <b>Would nearby development be encouraged?</b>   | No                   | Yes  | Yes  |
| <b>Goal 4 - Minimize Environmental Impacts</b>   |                      |  |  |
| <b>Displacements and Relocations</b>   |                      |  |  |
| Properties   | 0                    | 260  | 205  |
| Buildings  | 0                    | 106  | 46   |
| <b>Noise Impacts After Mitigation</b>  |                      |  |  |
| Receivers with Moderate Impacts (before mitigation/after mitigation)   | 0                    | 574 / 0  | 738 / 0  |
| Receivers with Severe Impacts (before mitigation/after mitigation)   | 0                    | 83 / 0   | 49 / 0   |
| <b>Park Impacts (Not Adverse After Mitigation)<sup>3</sup></b>   |                      |  |  |
| Construction Phase   | 0 parks              | 2 parks  | 2 parks  |
| Permanent  | 0 parks              | 2 parks  | 1 park   |
| Permanent (acres)  | 0 acres              | 1.6 acres                                      | 1.9 acres                                      |
| Would there be community character impacts after mitigation?   | No                   | Yes  | Yes  |
| Would there be visual and aesthetic impacts after mitigation?  | No                   | Yes  | Yes  |
| <b>Goal 5 - Provide the Best Value</b>   |                      |  |  |
| <b>Projected Ridership (per weekday)</b>   | 0                    | 42,000   | 42,000   |
| <b>Capital Costs<sup>4</sup></b>   | \$0                  | \$2.26 Billion                                 | \$2.30 Billion                                 |
| <b>Annual Change in O&amp;M Costs<sup>5</sup></b>  | No Change            | +\$17.4 Million                                | +\$17.4 Million                                |

N/A = Not Applicable

1 Source: CTA 2009

2 Travel time between stations does not include wait time at 130th Street.

3 Based on the Section 4(f) analysis. Findings contingent on continued coordination process.

4 Year of expenditure dollars

5 O&amp;M = Operations and maintenance. Difference from No Build Alternatives shown in year 2015 dollars

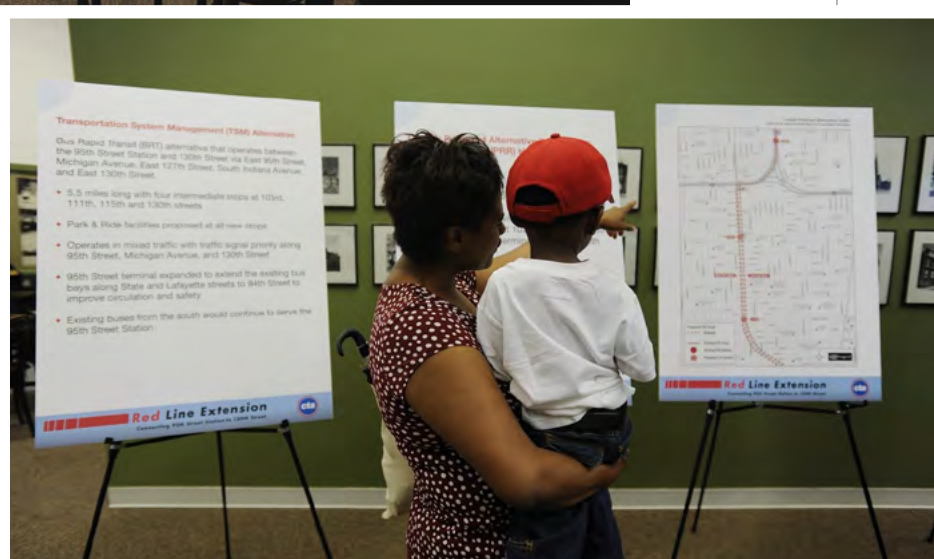
## Public Involvement



Community outreach for the RLE Project started with the Alternatives Analysis in 2006, continued with NEPA scoping in 2009, and will continue through the Draft EIS and Final EIS phases of the project. □

**To date, CTA has held 10 public meetings for this project with more than 800 community members in attendance.** CTA has met with many community organizations and public agencies as part of the planning process, including coordination related to historic resources (Section 106). Additional details about the public outreach process is described in Chapter 10 of the Draft EIS. CTA will continue to involve and consult with the community as the project proceeds through design and into construction.

CTA will host a public hearing to solicit comments from the community about findings presented in the Draft EIS. Comments received during the public comment period, including the public hearing, will be reviewed by FTA and CTA, and will be entered into public record. Written comments will also be accepted at any time during the public comment period via e-mail to: [RedExtension@transitchicago.com](mailto: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. A summary of the public hearing and responses to comments received will be included in the Final EIS.





## Project Costs and Funding



CTA is pursuing a wide range of local, state, and federal funding sources, including federal New Starts funds, with the help and support of the community. New Starts projects expand rail service into an area that is not within the current transit footprint, and therefore entail a relatively longer environmental and planning process. The New Starts process is very competitive; CTA must compete with other New Starts projects from across the country that are already in line for funding.

|   | No Build  | East Option     | West Option     |
|---|-----------|-----------------|-----------------|
| Capital Costs <sup>1</sup>              | \$0       | \$2.26 Billion  | \$2.30 Billion  |
| Annual Change in O&M Costs <sup>2</sup> | No Change | +\$17.4 Million | +\$17.4 Million |

<sup>1</sup> Year of expenditure dollars  
<sup>2</sup> O&M = Operations and maintenance. Difference from No Build Alternative shown in year 2015 dollars.

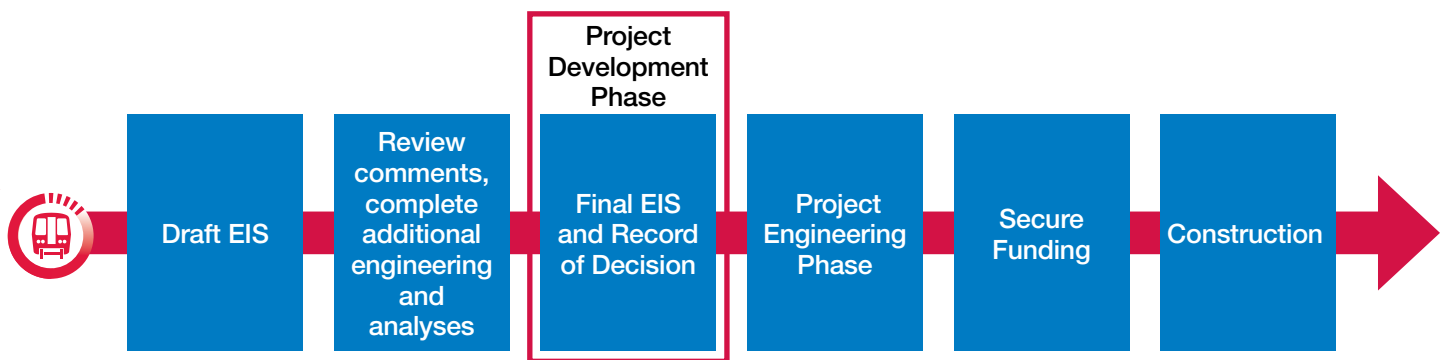
## Next Steps

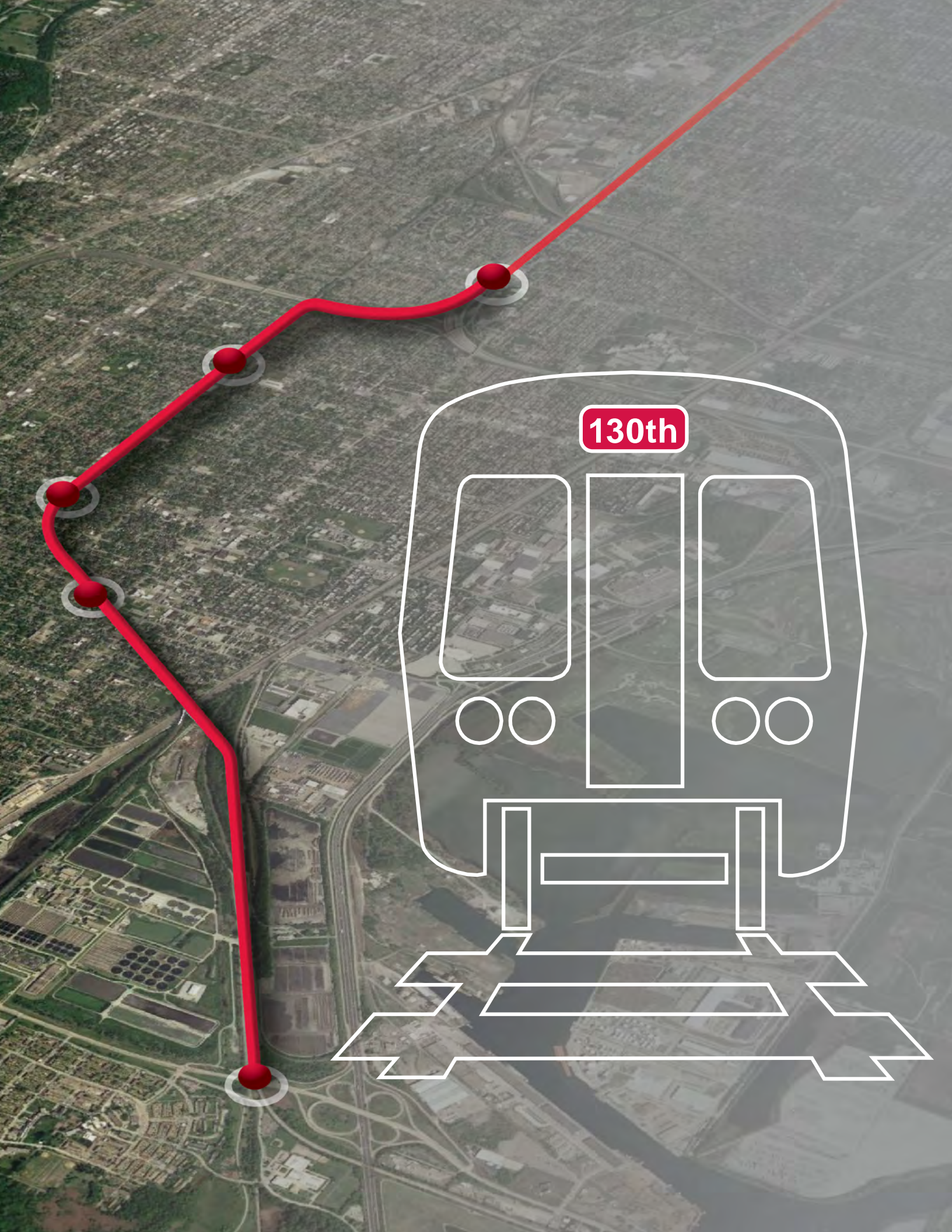


FTA and CTA will review the comments received during the public comment period, complete additional engineering and analyses required, and prepare the Final EIS. Concurrently, CTA will also request entry into the FTA New Starts Project Development phase. The Final EIS will include and address all of the comments received during the Draft EIS public comment period. The Final EIS will document the results of the Draft EIS process, confirm whether the East or West Option is the selected option, and include a list of committed final mitigation measures. FTA intends to issue a

single document that consists of the Final EIS and Record of Decision, unless it is determined that circumstances, such as changes to the proposed action, anticipated impacts, or other new information, preclude issuance of such a combined document.

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





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