

Red-Purple Bypass Project

SUMMARY

Chicago, Illinois | May 2015



Chicago Transit Authority





PROJECT SUMMARY

Introduction and Project Overview



The Chicago Transit Authority (CTA) is undertaking an initiative to completely rebuild the northern portion of the Red Line from Belmont station to Howard station and the Purple Line from Belmont station to Linden station. The Red and Purple Modernization (RPM) Program would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, paving the way for CTA to significantly increase train capacity and improve service for generations to come.

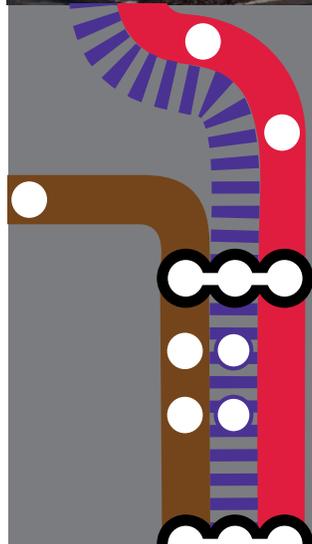
RPM Phase One

This massive, multistaged program would be completed in phases and would provide riders with all the benefits of modern service and infrastructure when complete. As part of the program, the Federal Transit Administration (FTA) and CTA have been analyzing proposed improvements to the line. Phase One of the RPM Program includes the Red-Purple Bypass Project and the Lawrence to Bryn Mawr Modernization Project. Within the RPM corridor, Phase One also includes corridor signal and other interim track improvements, which are not anticipated to have any significant environmental impacts. CTA is developing preliminary designs for these interdependent projects, while each undergoes separate environmental review. This Environmental Assessment (EA) covers the Red-Purple Bypass Project.

Red-Purple Bypass Project

The Red-Purple Bypass Project would construct a fifth track bypass just north of Belmont station where the CTA rail system Red, Purple, and Brown line tracks converge at an existing flat junction. Improvements would also include reconstruction of approximately 0.3 mile of the mainline Red and Purple line tracks from Belmont station on the south to the segment of track between Newport and Cornelia Avenues on the north. This project would modernize infrastructure and expand capacity, reduce passenger travel times, and improve system mobility and safety at one of the largest bottlenecks in the CTA rail system.

About this Summary



FTA and CTA have prepared an Environmental Assessment (EA) for the Red-Purple Bypass Project. The EA is a federally mandated document that evaluates the significance of impacts of the transportation project proposal. This summary provides an overview of the content and process used to prepare the EA.

Contents of this project summary include the following:

- The purpose and need for the Red-Purple Bypass Project
- A summary of the planning process and alternatives that led to this project proposal
- A description of the proposed project, identified as the Build Alternative
- A summary of the potential benefits and impacts of the Build Alternative, along with proposed mitigation measures for adverse impacts
- An overview of the public outreach and process
- Project commitments and next steps

Purpose of the Environmental Assessment (EA) 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 NEPA process provides a decision-making framework to consider the purpose and need for a proposed action, potential design solutions, project costs, and relative benefits.

The EA provides a detailed assessment of social, economic, and environmental impacts of the proposed project and recommends measures to address the identified impacts.

Following public feedback on the EA, FTA will issue a finding on the proposed project based on the significance of impacts identified during the NEPA process. The finding will guide future planning and implementation of the project.

Project Purpose and Need



Project Purpose

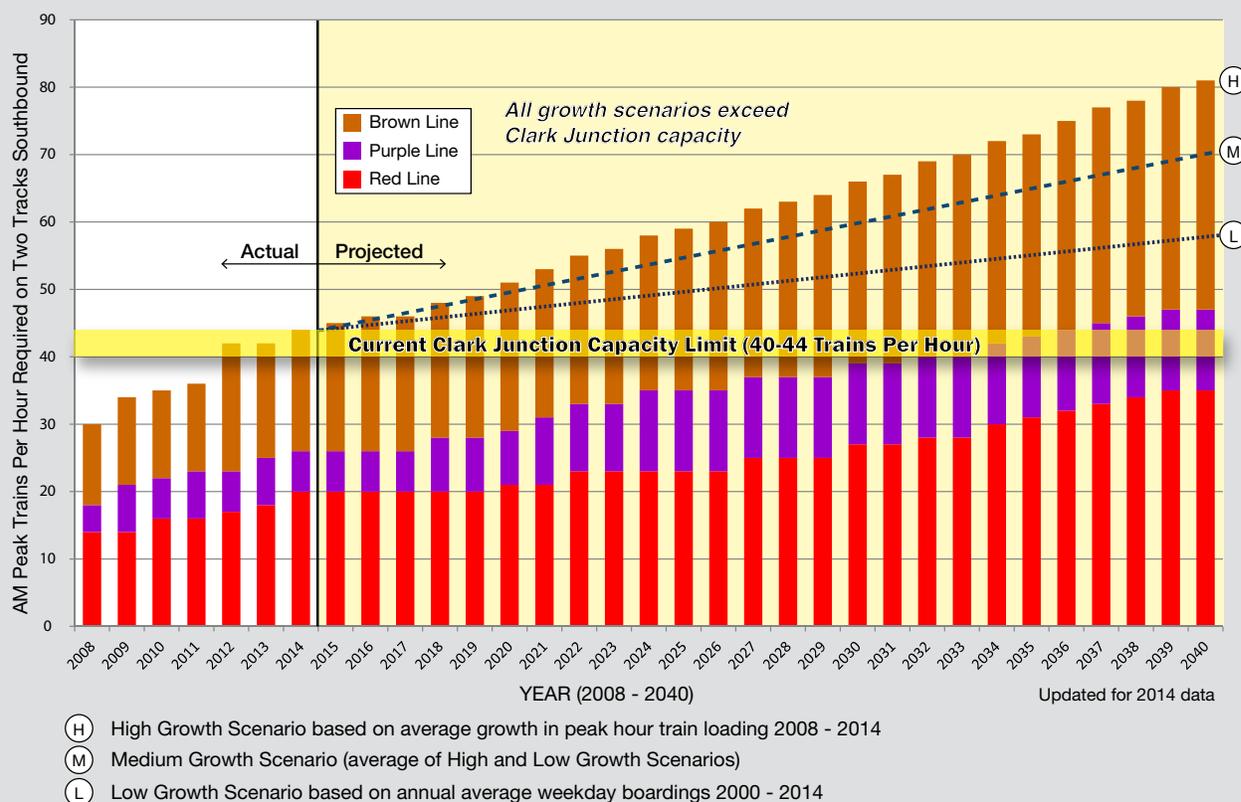
The purpose of the Red-Purple Bypass Project is to improve capacity, travel time, ride quality, and safety in one of CTA's highest ridership corridors. The project would allow CTA to increase functional capacity to meet ridership demands while maintaining or improving the quality, speed, and passenger comfort of each ride and improving access to job markets and destinations.

The capacity expansion would have the added benefit of bringing this critical infrastructure into a state of good repair, improving efficiency and service reliability and extending the overall life of the transit system by 60 to 80 years.

Need for the Project

- A substantial number of transit customers rely on the existing train line to connect Chicago's North Side and northern suburbs with the Loop (Chicago's central business district) and the rest of the metropolitan area.
- Peak ridership demand exceeds existing infrastructure capacity.
- Passenger crowding is common on trains.
- Delays occur frequently at Clark Junction.
- Overall train speeds are reduced due to cross traffic and antiquated infrastructure.
- Existing infrastructure is substantially past its useful life.
- Maintaining safe operating conditions becomes more difficult and costly as the infrastructure ages.

Clark Junction: A Problem of Capacity



Clark Junction is the largest constraint in the RPM corridor, limiting capacity on all three lines that pass through this area. General rail transit design guidance recommends junctions be grade separated when trains operate as frequently as they do through Clark Junction. The number of trains CTA needs to operate to meet crowding standards in the peak hour is already within the range of maximum capacity at Clark Junction, and demand has been growing.

Alternatives Development Process

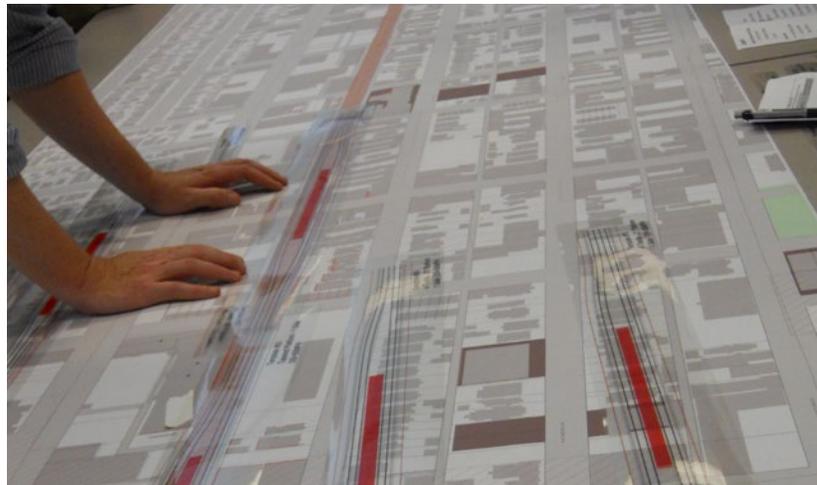
The proposed project evaluated in this EA was developed and evolved through a multiyear planning process that began in 2009. From 2009 to 2013, CTA has continued to refine the Build Alternative based on technical analyses and through continual dialogue with the community.



- 2009–2010:** CTA conducted a vision study between fall 2009 and fall 2010 to understand the public’s priorities and concerns, conduct an existing conditions analysis, and frame project alternatives. The analysis helped define the purpose and need and included a high-level evaluation of potential improvements to the corridor. The process included four public meetings attended by over 300 people, a website, a comment period, and a direct mail survey sent to over 11,000 residents and businesses along the corridor.
- 2011:** In January 2011, the NEPA scoping process began. The purpose of this process was to inform the public about the project and gather input on the scope of the environmental studies, draft purpose and need statement, and alternatives to be evaluated. Four public scoping meetings provided the public with an opportunity to comment on the project purpose and need, alternatives to be considered, and issues and areas of concern to be considered in the Draft Environmental Impact Statement for the entire 9.6-mile RPM corridor.
- 2012:** CTA held two community update meetings in early 2012, which allowed attendees to learn about refined alternatives for the RPM corridor based on public scoping, review project information, and clarify their understanding of the project and environmental process. The bypass at Clark Junction was introduced at public open house meetings in February 2012.
- 2013:** During 2013, CTA conducted additional research and a conceptual design process to look at ways to further minimize environmental impacts. In late 2013, FTA and CTA developed a tailored approach for phased improvements to the RPM corridor.
- 2014:** CTA announced the Red-Purple Bypass Project to the public in April 2014. Throughout spring 2014, CTA held a number of focused community group meetings and held a public open house. These meetings were conducted to gather early input from the public on the proposed improvements and determine areas of concern to be analyzed and documented within the EA.



Red and Purple Modernization Design Charette (2012)



Alternatives Studied and Eliminated



CTA considered a number of alternatives to address the capacity constraint at Clark Junction and to reduce property impacts. Further details on these alternatives and reasons for elimination are provided in the EA document and are summarized briefly below.

Underground Tunnel (Subway)

During very early concept development, CTA examined an underground tunnel. The middle two tracks currently carrying the Red Line would descend into the tunnel immediately north of Belmont station. For operational reasons, Purple Line trains would merge with Red Line trains into the tunnel.

Major Reasons for Elimination

- Substantially larger project footprint for construction
- Greater impacts on properties and the community
- Longer construction duration and greater costs
- Substantial service disruption during construction
- Would not allow phasing of the RPM Program

Track 4 Bypass

Track 4 is the easternmost rail track passing through Belmont station, currently used by the northbound Purple and Brown line trains. Northbound Red and Purple line trains would merge onto a single northbound track south of Belmont station. The northbound Brown Line track would ramp upward just north of Belmont station and then curve to the west.

Major Reasons for Elimination

- Would not eliminate property impacts
- Introduces a new capacity constraint in the system
- Would not meet purpose and need for the project

Bypass using (Red Line) Center Tracks

This alternative would remove the existing conflict between the Red and Brown line trains by creating a bypass for the two center tracks above the existing Brown Line track curve. Because the distance from the north end of the Belmont station platform to the existing crossing would be insufficient for ramp to reach the required vertical clearance, the northbound Brown Line track curve would need to be moved north of its current location.

Major Reasons for Elimination

- Would not eliminate property impacts
- Severe operational impacts during construction
- Bus shuttles insufficient to meet passenger needs during construction
- Would not meet the purpose and need for the project

Stacking Tracks

During public outreach efforts, “stacking” the Purple Line tracks over the Red Line tracks was suggested as a potential means to narrow the mainline (north-south) right-of-way requirements in the vicinity of Newport Avenue and reduce property impacts.

Major Reasons for Elimination

- Longer project length required
- Wider right-of-way required
- Would result in greater property impacts
- Substantial operational issues
- Visual impact of double-stacked structure

The **Red-Purple Bypass Project**

has evolved through **six years of planning**,
consideration of **over 20 alternatives**,

and public outreach efforts throughout
every major phase of planning.

Alternatives Considered



This EA compares the No Build Alternative and Build Alternative for the Red-Purple Bypass Project.

No Build Alternative

The No Build Alternative is required as part of the NEPA environmental analysis and is used for comparison to assess the relative benefits and impacts of the Build Alternative. It represents the future situation that would likely exist if the Red-Purple Bypass Project were not implemented.

Key Characteristics of the No Build Alternative

- Includes typical ongoing maintenance and repairs, including funding for emergency repairs at historical levels
- Does not expand capacity
- Does not modernize infrastructure to improve service quality or travel times
- Limited benefits that only provide a short-term extension of structure life

Build Alternative

The Red-Purple Bypass Project Build Alternative consists of constructing a fifth track bypass for the northbound Brown Line and reconstruction of approximately 0.3 mile of the mainline Red and Purple line tracks from Belmont station on the south to the segment of track between Newport and Cornelia Avenues on the north. The project area is in the Lakeview community area.

The project would address current and future ridership demands, decrease travel times, raise overall system reliability and safety, reduce noise levels, and provide a modern track structure with a renewed useful life of 60 to 80 years while supporting future growth and development in the project area and beyond.

Key Characteristics of the Build Alternative

- Replacement of the existing flat junction with a new fifth track bypass
- Reconstruction of mainline Red and Purple line tracks, removing existing slow curves and meeting modern design and safety standards
- Installation of a closed-deck, aerial track structure with noise barriers (approximately 3 to 5 feet in height) to minimize noise impacts
- Address functional and structural capacity issues in the project area for the next 60 to 80 years

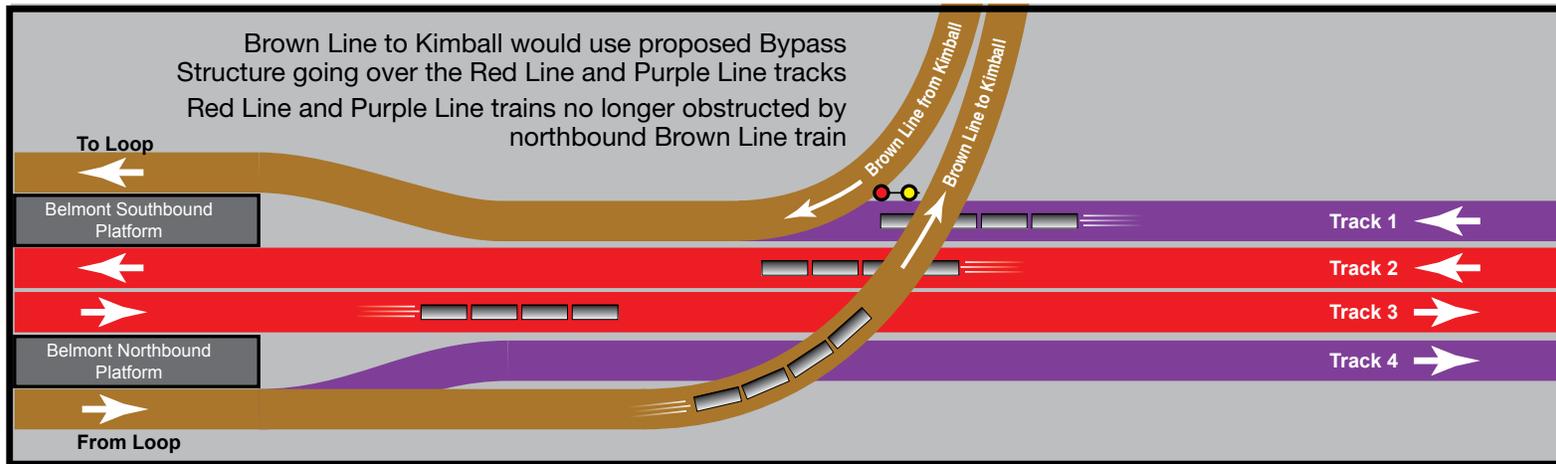
The following sections describe major physical elements of the Build Alternative, the anticipated construction and implementation schedule, and cost and funding considerations.

Existing views and conceptual renderings of the Build Alternative are also provided. A video of the proposed bypass is available on the project website as well.

Fifth Track Bypass

The Build Alternative would provide a grade-separated junction allowing northbound Brown Line trains to cross unimpeded over the other tracks on a new aerial structure, resulting in increased capacity for all three lines while also improving travel time

and overall system reliability and safety. Based on conceptual engineering, the bypass track would be approximately 40 to 45 feet above the existing ground level (up to 22 feet above the existing tracks) at its highest point.



Schematic of the Red-Purple Bypass Project Build Alternative

Not to Scale

Key Benefits

- Removes the largest physical constraint (flat junction) in the RPM corridor
- Allows CTA to increase peak service on the Red Line by up to 30 percent
- Allows CTA to add up to eight more trains per hour during rush hour on the Red Line alone
- Additional capacity provided would allow CTA to accommodate up to 7,200 more passengers per hour

Key Impacts

- Additional right-of-way would be required to accommodate the new bypass.

How the Build Alternative Reduces Impacts

- To minimize impacts on adjacent properties, CTA conducted detailed surveys to accurately identify properties required for the project. The identified properties would provide enough space for construction, as well as permanent right-of-way needs.



Current view of the junction north of Belmont



Conceptual rendering of the junction north of Belmont

Mainline Tracks

The existing open-deck, steel mainline structure would be modernized from Belmont station on the south to the stretch of track between Newport and Cornelia Avenues on the north. To meet modern design standards, including provisions for worker safety, the modernized track structure would be wider than the existing track structure. The alignment of the new structure would eliminate the existing short-radius curves. The new closed-deck, aerial structure would have direct-fixation track and welded rail. Noise barriers (approximately 3 to 5 feet in height) are proposed for both sides of the track deck for the full length of the project limits.

Key Benefits

- Removes existing speed-restrictive curves to improve speed and ride quality
- Meets all modern design standards and improves safety
- Minimizes noise and vibration impacts using

a closed-deck structure with welded rail and noise barriers

- Together with the new bypass, curve straightening would save passengers more than ½ million hours in travel time annually

Key Impacts

- Additional right-of-way would be required to straighten slow curves and meet modern track spacing requirements.

How the Build Alternative Reduces Impacts

- Construction of the Build Alternative would cause limited disruptions to transit service.
- A closed-deck structure with noise barriers (3 to 5 feet in height) on both sides of the track deck is proposed to reduce noise transmission at and below track level. The Build Alternative would reduce noise levels for 70 percent of noise-sensitive-receiver clusters (mostly residences) in the impact area.

Photo and Artistic Conceptual Rendering of Proposed Red-Purple Bypass with and without Redevelopment at Clark Street and Buckingham Place, Facing Northwest



Existing Conditions



Build Alternative (without redevelopment)



Build Alternative (with redevelopment)

Photo and Artistic Conceptual Rendering of Proposed Red-Purple Bypass with and without Redevelopment at Clark Street near Roscoe Street, Facing Northwest



Existing Conditions



Build Alternative (without redevelopment)



Build Alternative (with redevelopment)

Photo and Artistic Conceptual Rendering of Proposed Red-Purple Bypass with and without Redevelopment at Clark Street and Newport Avenue, Facing South



Existing Conditions



Build Alternative (with Vautravers Building moved and without redevelopment)



Build Alternative (with Vautravers Building moved and redevelopment)



How the Project Would Be Constructed

CTA developed a conceptual staging plan for construction with the goal of limiting impacts on passengers during peak periods.

Construction Stages

- Three conceptual stages for construction are proposed: early work, construction of the new bypass, and construction of the mainline tracks.
- Early work would include demolition of buildings and utility relocation in preparation for construction, among other tasks. This stage would not affect train operations in the project area.
- Construction of the new bypass and mainline track structure would result in some temporary operational changes, and service disruptions would be scheduled to occur during weekends and off-peak periods when possible to limit impacts on riders.

Construction Sites

- Construction would take place within existing CTA right-of-way and on the properties that

would be acquired to accommodate the proposed track alignment.

- Properties identified for acquisition would be sufficient in size to support construction of the project, while limiting street closures and other construction-related impacts in the neighborhood.

Construction Implementation Schedule

- Contingent upon funding, construction of the Build Alternative could begin as soon as 2017 and take approximately 48 to 52 months to construct, including early work.
- The project is proposed as a design-build project, which would allow the greatest flexibility in addressing construction needs and use of innovative strategies to reduce construction timelines and/or costs. As such, timelines for construction may be reduced.

Project Costs and Funding Considerations

Preliminary construction costs for Red-Purple Bypass Project were estimated based on conceptual engineering. These estimates will be refined through ongoing preliminary engineering.

- Anticipated capital costs for the Red-Purple Bypass Project are approximately \$570 million in year-of-expenditure dollars, inclusive of repair work on the Brown Line tracks east of Seminary Avenue.
- CTA is intending to seek Capital Investment Grant (CIG) program funding from FTA for the Red-Purple Bypass Project. The CIG program, more commonly known as the New Starts, Small Starts, and Core Capacity Program, involves a multiyear, multistep process that project sponsors must complete before a project is eligible for funding. The steps in the process and the basic requirements of the

program can be found on FTA's website at www.fta.dot.gov

- CTA proposes to use a mixture of federal, state, and local funds to fund this project. Use of federal funds requires a local match (state and local funds) equal to more than half of the project costs. CTA is continuing to work with federal, state, and local agencies and elected officials to secure the necessary funding to keep this project moving forward with the support of the community.
- CTA is investigating the potential for cost-saving strategies through alternative construction and financing methods.

NEPA Analysis

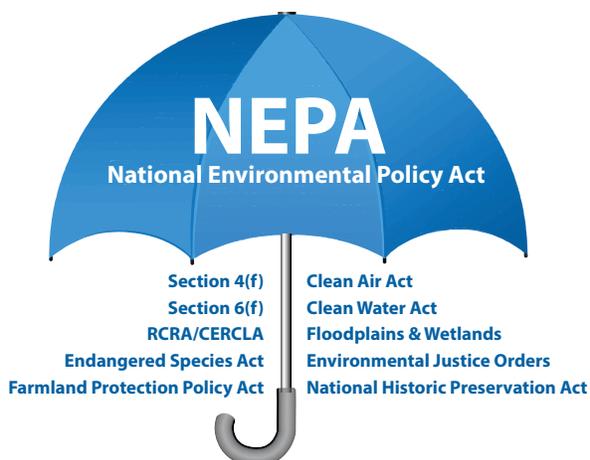


Potential adverse environmental impacts are detailed in Chapter 3 of the EA and summarized below.

Transportation (Section 3.1)

The Build Alternative would result in positive benefits to transportation, increasing both train capacity and speeds for Red, Purple, and Brown lines. Temporary impacts on transportation would be related to construction:

- Temporary service disruptions to the Red, Purple and Brown lines would be scheduled to occur during weekends and off-peak periods when possible to limit impacts on passengers.
- Bus bridges (shuttles) would be used for Brown Line riders between Belmont and Southport stations during a limited number of weekends while the new bypass is tied into the Brown Line tracks. A Red Line bus bridge between Belmont and Addison stations would be used during a limited number of weekends while tying in tracks or installing special trackwork.
- Temporary short-term street closures/detours or lane restrictions would occur along roadways and alleys beneath the existing and proposed structure.
- On-street parking would be subject to temporary impacts due to road closures, detours, or lane restrictions.
- Temporary sidewalk and bicycle lane closures would occur, to maintain a safe work zone.



Displacements (Section 3.2)

As a result of the Build Alternative, 21 properties (16 buildings) would be permanently displaced for construction and permanent right-of-way. These properties would include commercial, residential, and mixed-use buildings, vacant lots, and private

surface parking lots. Displaced owners and tenants would be compensated and relocated per the Uniform Act and FTA guidelines.

During construction, existing CTA right-of-way and properties acquired for the project would be used for construction activities and materials storage to minimize street closures within the project area. Because of the complexity of the engineering required, the exact area of each property needed for the final track realignment would be determined as part of the design-build phase of the project. The remainder of any property acquired would become available for potential redevelopment after construction. All potential redevelopment would be independent of the project and coordinated with the community.

Land Use and Economic Development (Section 3.3)

Construction of the Build Alternative would have a temporary adverse impact on economic development in the project area because of property displacements and associated project construction. Construction would not substantially influence regional construction costs. Property acquisition would temporarily reduce property tax revenues. Impacts would be temporary pending redevelopment of the parcels acquired.

All potential redevelopment would be independent of the project, and would be consistent with surrounding land uses and City zoning standards. Mitigation measures are proposed to limit the duration of construction impacts on land use and economic development. CTA would develop a Neighborhood Redevelopment Plan in cooperation with the City of Chicago, local chambers of commerce, the alderman's office, and the community. CTA would work with the City to provide incentives to encourage any potential redevelopment, consistent with regional and local development plans, as soon as construction activities allow.

Neighborhood, Community, and Business Impacts (Section 3.4)

The Build Alternative would result in temporary adverse impacts on the surrounding neighborhoods, businesses, and communities due to construction activities. Construction activities, are anticipated to last approximately 48 to 52 months, including early work.

Temporary construction impacts could include noise, vibration, dust, temporary utility disruption, detours, altered access to businesses and residences, negative visual and aesthetic changes from demolition and construction, changes in emergency vehicle routing, construction vehicle emissions, and truck traffic throughout the project area. Parcels used for construction may affect the community street life and cohesion, which in turn could affect businesses within the project area. Temporary detours, alleyway closures, and partial lane closures would reduce mobility throughout the project area.

Before construction, CTA would develop and implement a Construction Outreach and Coordination Plan. The plan would include specific programs to assist local businesses and residents affected by construction. CTA is also committed to developing a Neighborhood Redevelopment Plan, in cooperation with the City of Chicago, local chambers of commerce, the alderman's office and the community.

Historic and Archeological Resources (Section 3.5)

The project would result in adverse effects on three historic resources:

1. Elevated Track Structure (Red and Purple lines)
2. Vautravers Building (947–949 W. Newport Avenue)
3. Newport Avenue Historic District

FTA and CTA, in consultation with Illinois Historic Preservation Agency (IHPA) developed a Memorandum of Agreement (MOA) to resolve the adverse effects. The Draft MOA is provided in the full EA documentation and will be circulated for signature by the agencies following public comment on the EA. The MOA outlines a series of commitments that would protect the historic resources, where possible.

Mitigation proposed for the track structure would include historic documentation and developing an interpretive display to convey the significance of the North Red Line track structure. CTA's preferred option, contingent upon feasibility and cost findings, is to move the Vautravers Building approximately 29 feet to the west of the existing location. If the findings of the analysis on feasibility and costs for some reason do not allow CTA to move the building, the next viable option will be to preserve key architectural features of the building. The results of this analysis will not be complete until after the environmental phase of this project. Historic documentation for the Newport Avenue Historic District would be updated pending this feasibility assessment.

Visual Impacts (Section 3.6)

Construction of the Build Alternative would result in temporary adverse impacts on the surrounding visual environment due to construction work zones. The Build Alternative would introduce visual changes and new visual elements to areas within view of the track structure. While visual changes would be perceivable once built, the resulting visual impacts are expected to be congruent with the inherent, established character and scale of the surrounding environment to the largest extent possible. Mitigation measures proposed for neighborhood, community, and business impacts, such as the Neighborhood Redevelopment Plan, would ensure community engagement through construction and implementation.

Noise and Vibration (Sections 3.7 and 3.8)

At approximately 70 percent of the noise-sensitive receiver clusters analyzed for this EA, existing noise levels would be substantially reduced as a result of the Build Alternative because the existing open-deck steel structure would be replaced with a quieter, closed-deck, aerial structure. At six of the 56 noise-sensitive receiver clusters identified, potential noise increases were predicted. The noise-sensitive receivers were predominately located on either side of the rail line between Belmont Avenue and School Street where noise increases would likely result from installation of special trackwork or due to building demolition in the project area. The EA provides mitigation measures for reducing noise levels below FTA adverse noise impact thresholds.

Similarly, vibration increases were predicted at six of the 56 vibration-sensitive receiver clusters in the project area. The EA provides mitigation measures to reduce vibration levels below FTA adverse vibration impact thresholds.

Project construction would require the use of heavy earthmoving equipment, pneumatic tools, and other equipment causing a temporary noise impact due to construction. Temporary vibration impacts during construction would include demolition of buildings, construction of aerial structures, pavement breaking, and ground compaction. Construction noise and vibration would be reduced with alternate operational methods, scheduling, equipment choice, acoustical treatments, and implementation of best management practices.

Hazardous Materials (Section 3.9)

No significant impacts due to hazardous materials are anticipated to result from the Build Alternative. Three Moderate Concern sites (sites of potential

risk due to previous land uses or with known contamination that has been addressed) were identified near the project area and one Moderate Concern site was identified within the proposed construction area. Federal, state, and local laws and regulations regarding hazardous materials would be followed before and during construction, and best management practices are proposed to avoid and minimize the potential for impacts before and during construction.

Environmental Justice (Section 3.10)

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 Build Alternative. The Build Alternative would not disproportionately affect low-income or minority populations (EJ populations). The Build Alternative would result in temporary adverse construction impacts on neighborhoods surrounding the project.

CTA conducted specialized outreach to EJ populations during development of the Build Alternative to ensure awareness of the proposed project, and most importantly, to provide opportunities for EJ populations to have meaningful participation in the review of the project and its respective benefits and impacts. Further details on this outreach are provided in the EA.

Indirect and Cumulative Impacts (Section 3.11)

No indirect impacts, such as induced growth or related environmental impacts, are anticipated to result from the Build Alternative. After construction, new sites would become available for potential redevelopment consistent with existing and proposed land uses and zoning. Potential redevelopment of the properties may result in a net increase in square footage of commercial space and residential units. Growth would be consistent with planned growth and would not result in a substantial change in population trends or result in any negative impacts on public services in the area.

The Build Alternative takes into account and is being coordinated with other projects occurring in the near future near or adjacent to the corridor, including the City's North Lakeshore Drive Plan, private development, and other elements of RPM Phase One. While passengers may experience delays when passing through construction zones for the RPM Phase One projects, the remaining impact of these plans in combination with the proposed Build Alternative would be largely beneficial to transit riders and the surrounding community.

Public Involvement



Multiyear public involvement has been crucial in the development of this project. From the initiation of the 9.6-mile RPM corridor vision study in 2009 through the development of the Build Alternative evaluated in this EA in 2014, CTA has continued to solicit feedback from the public. This feedback has shaped development of the phased approach for implementing the RPM corridor vision and definition of the Build Alternative.

Full details on the extensive public outreach efforts undertaken on this project may be found within the EA document.

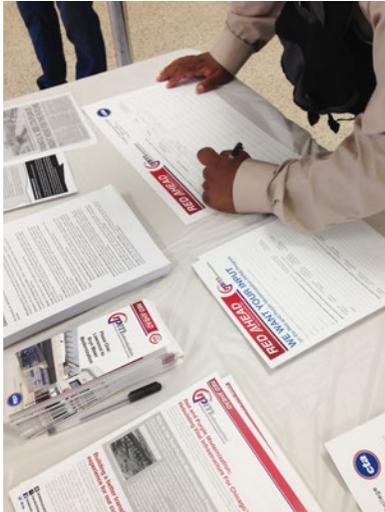
Public Input Requested

The FTA has issued a Notice of Availability for this EA to provide the public an opportunity to review and comment on the EA. A 30-day comment period has been established to take formal comments. All comments received during the 30-day public

comment period and responses to comments will be published as part of the final NEPA decision document.

A copy of the EA is available on the CTA website (transitchicago.com/RPMProject) in plain text and pdf formats, at CTA headquarters (567 W. Lake Street, 2nd Floor, Chicago, IL 60661), and at the 44th Ward Alderman's Office (3223 N. Sheffield Avenue, Chicago, IL 60657). Hard copies of the EA are also available at the following libraries during the public review period:

- Merlo Library
644 W. Belmont Avenue, Chicago, IL 60657
- Lincoln Belmont Library
1659 W. Melrose Street, Chicago, IL 60657
- Harold Washington Library Center
400 S. State Street, Chicago, IL 60605



A public hearing is scheduled to solicit comments from the community about findings presented in the EA. The location of the public hearing is ADA-compliant and accessible by public transit. Comments received during the public hearing will be submitted to FTA and will be entered into the public record.

Written comments will also be accepted at any time during the public comment period via e-mail to RedPurpleBypass@transitchicago.com and U.S. mail to Chicago Transit Authority, Strategic Planning, 10th Floor, Attn: Red-Purple Bypass Project, 567 W. Lake Street, Chicago, IL 60661.

Commitments

CTA is committed to a number of activities to minimize impacts. Additional details on mitigation measures are provided within each resource area of the EA. The final NEPA decision document will contain a detailed listing of all project commitments.

Efforts to reduce the potential impacts of the project due to property displacements will include the following:

- **Compensation to Displaced Property Owners** All displaced owners and tenants will be compensated and relocated per the Uniform Act and FTA guidelines. Property owners would be paid not less than fair market value for their land and buildings.
- **Additional Support to Displaced Property Owners** CTA, in coordination with the City of Chicago and the Ward 44 alderman’s office, will provide informational resources, permitting support, and points of contact for displaced business owners to find suitable sites for relocation.
- **Neighborhood Redevelopment Plan** Prior to construction, CTA will work with the City, Ward 44 alderman’s office, chambers of commerce, and the surrounding community to develop a plan for redevelopment following construction. This plan will identify development opportunities for parcels remaining after construction that will fit within

the context of the neighborhood, and outline incentives to encourage potential redevelopment and minimize the duration of temporary construction impacts.

Efforts to ensure community outreach, involvement, and adequate notice of construction impacts on the surrounding community and businesses within the project area will include the following:

- **Community Input Meetings** CTA will lead meetings with local residents and business owners regarding the project and anticipated construction impacts.
- **Construction Outreach Coordination Plan** The plan will include specific programs to assist local businesses and residents affected by construction. CTA will develop a Small Business Outreach Plan as part of this effort for businesses affected directly or indirectly by construction and implementation of the project.

- **Dedicated Webpage** A dedicated webpage will be updated and maintained by CTA to provide passengers with information regarding work planned, scheduling, progress of the overall program, and other pertinent construction details.
 - **Construction Updates and Notifications** CTA Government and Community Relations staff will continue to coordinate with local businesses before any street or sidewalk closure to notify them of issues and schedules affecting their business. In addition, the same information will be provided to the Ward 44 alderman's office and flyers will be posted in the area and on the RPM Program website.
- Efforts to minimize the impacts to riders and the surrounding community during construction will include:
- **Minimizing Service Disruption** Temporary service disruptions to the Red, Purple and Brown lines will be scheduled to occur during weekends and off-peak periods when possible to limit impacts on passengers. Bus shuttle service during limited weekends will be provided, as needed, to provide continual service for passengers when trains are not operating through construction area.
 - **Road Closures and Detours** Detailed Maintenance of Traffic and Access plans will be developed to ensure safety during construction, continued emergency access, and to coordinate alternative access, garbage and delivery services.
 - **Off-Street Parking** CTA will require the contractor to provide designated off-street parking areas for workers to maintain on-street parking availability for the general public.
- Continued efforts will be undertaken through project development and construction to minimize disruption to communities and businesses during construction.

Next Steps



The following are major next steps in the process during 2015:

- CTA will respond to public comments on the EA and submit it to FTA.
 - FTA will issue a NEPA Decision Document summarizing results of the EA including all comments and responses.
 - CTA will complete preliminary engineering in fall 2015.
 - CTA will apply to FTA to start the next phase of the CIG funding program – Engineering.
- Once Engineering is complete and funding is secured, CTA would begin construction of this project. Contingent on these factors, construction could begin as early as 2017. CTA will continue to work with the alderman's office and community groups to host community meetings as further project details are known.

