Red and Purple Modernization (RPM)
RPM – Phase One

• Build the **Red-Purple Bypass** north of Belmont
• Modernize stations, track and structure **Lawrence to Bryn Mawr**
  – Expand ADA accessibility with elevators, platform expansion
• Track work to repair slow zones along the entire corridor, beyond the Phase One Improvements
• Modernize signal system to increase capacity and reliability
• **Two** Environmental Assessments, analyzing community and environmental impacts, will be conducted
  – One for the **Red-Purple Bypass Project**
  – The other for the **Lawrence to Bryn Mawr Modernization Project**
• Combined, the Phase One projects are estimated to cost $1.7 billion at completion
RPM IS NEEDED NOW

• Runs on structures built more than 90 years ago
  = higher maintenance cost and slow travel speeds

• Shelters customers in stations built in the 1920’s
  = cramped and not ADA accessible

• Has had a 40% increase in morning and evening ridership over last five years
  = crowding and less reliability

• Provides 1 out of every 5 CTA train rides
  = great potential!
**Challenge:** Red, Purple, and Brown Line Intersection

- Up to **150,000 rides** pass through the busy rail intersection near Belmont every weekday.
- A single Brown Line train can delay three other trains at a time.
- Trains that should take only 1 minute to travel through the intersection can take **over 4 minutes**.
  - Over 40% of weekday trains are delayed.
  - Delays weekday trains 450 hours a year.
  - Results in unreliable service.
  - Makes adding service difficult.

“Your attention please! We are **standing** momentarily waiting for signal clearance.”
Proposed Solution: Red-Purple Bypass

- The **largest capacity improvement** in the entire RPM corridor
- Allows trains to travel **50-60% faster** through intersection compared to today
- Saves customers **half a million hours annually**
- Allows **30% of additional service** and less crowding
- **Improves reliability** for all Red, Purple and Brown Line trains
RPM Phase One: Red-Purple Bypass
Concept rendering looking north from Belmont platform
Property Displacements

The CTA’s RPM Phase One projects would require some existing properties to be acquired to accommodate:

• Expanded station platforms
• Reduction in curves
• The Red-Purple Bypass
• Construction staging areas
Property Displacements: A Comparison

<table>
<thead>
<tr>
<th>Project</th>
<th>Red and Purple Modernization – Phase One</th>
<th>Brown Line Capacity Expansion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red-Purple Bypass</td>
<td>Leland to Hollywood Modernization</td>
<td>2006-2008 For reference</td>
</tr>
<tr>
<td>TOTAL Primary Building Displacements</td>
<td>16</td>
<td>3</td>
</tr>
</tbody>
</table>

To mitigate the impact of acquisition, property owners are protected by the Federal Uniform Act on relocation assistance and property acquisition. Property owners:

- Would be paid **not less than fair market value** for their land and buildings
- May be eligible for compensation **equal to the original purchase price** of the property
- Would be **compensated for the cost of relocating** their business or residence

CTA is committed to reducing impacts:

- CTA has already conducted studies to reduce impacts and successfully reduced building impacts to less than half of previous alternatives
- CTA will continue to work with the community and property owners to minimize property impacts.
RPM – Phase One Next Steps

Continuing dialogue with the public

RPM Open Houses
- Spring 2014

Complete and publish EAs – Host Public Hearings
- Spring 2015

FTA Concurrence
- Fall 2015
  Apply for Engineering

Start Construction
- 2017
  (3-4 year period)

Complete Phase One, bringing modern stations and faster service

Spring 2014
Spring 2015
2017
Red and Purple Modernization (RPM) program

THANK YOU