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Applicant: Illinois Department of Transportation
Application Number: HSR2011000204
Project Title: High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a -
Projects (Final Design/Construction)CREATE Project P1 - Englewood
Flyover
Status: Awarded

Online Forms

1. SF-424 Application for Federal Assistance (Version 2.0)
2. SF-LLL Disclosure of Lobbying Activities
3. SF-LLL Disclosure of Lobbying Activities
4. SF-424 Application for Federal Assistance Version 2

Additional Information to be Submitted

1. HSIPR Track 1a - FD/Construction Application Form (Required; Upload template as an attachment)
 - (Upload #1): P1 1A
2. Track 1a FD/Construction and Track 4 Supporting Form (General Info, Detailed Capital Cost Budget, Annual Capital Cost Budget, Project Schedule) (Required; Upload template as an attachment)
 - (Upload #2): 1a Support form
3. Preliminary Engineering (PE) Documentation (Required for FD/Construction; Upload your own document as an attachment)
 - (Upload #3): P1 Project Report
4. Service NEPA Documentation (Required; Upload your own document as an attachment) and Project NEPA Documentation (Optional; Upload your own document as an attachment; Required prior to award for FD/Construction projects)
 - (Upload #4): P1 Tech Memo
 - (Upload #5): P1 CE
 - (Upload #6): Create Feasibility Plan
 - (Upload #7): P1 NEPA
5. Project Management Plan or Equivalent (Required; Upload your own document as an attachment)
 - (Comments): See Section E1 of 1A application.
6. Stakeholder Agreements (Required; Upload your own document as an attachment)
 - (Upload #8): Stakeholders - P1
7. Financial Plan or Equivalent (Required; Upload your own document as an attachment)
 - (Comments): See section E3 of 1A application.
8. SF424C-Construction Budget (Required; Upload template as an attachment)
 - (Upload #9): 424C P1 Project

9. SF424D Assurances-Construction (Required; Upload template as an attachment)
 - (Upload #10): 424 D P1 Project
10. Federal Railroad Administration Assurances & Certifications (Required; Upload template as an attachment)
 - (Upload #11): Assurances and Certification
11. NEPA Documentation (Required for FD/Construction; Upload your own document as an attachment)
12. Comprehensive Executed Partnership Agreements (Optional; Upload your own document as an attachment; Required prior to award)
13. Map of Planned Investments (Optional; Upload your own document as an attachment)
14. Additional Supporting Documents (Optional; Upload your own document as an attachment)

Note: Upload document(s) printed in order after online forms.

Application for Federal Assistance SF-424

Version 02

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision		* If Revision, select appropriate letter(s): <div style="border: 1px solid black; height: 15px; width: 100%;"></div> * Other (Specify) <div style="border: 1px solid black; height: 15px; width: 100%;"></div>															
* 3. Date Received: <div style="border: 1px solid black; padding: 2px;">08/24/2009</div>		4. Applicant Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>																	
5a. Federal Entity Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		* 5b. Federal Award Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>																	
State Use Only:																			
6. Date Received by State: <div style="border: 1px solid black; padding: 2px;">08/24/2009</div>		7. State Application Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>																	
8. APPLICANT INFORMATION:																			
* a. Legal Name: <div style="border: 1px solid black; padding: 2px;">Illinois Department of Transportation</div>																			
* b. Employer/Taxpayer Identification Number (EIN/TIN): <div style="border: 1px solid black; padding: 2px;">37-1355033</div>		* c. Organizational DUNS: <div style="border: 1px solid black; padding: 2px;">133600754</div>																	
d. Address:																			
<table style="width: 100%;"><tr><td style="width: 15%;">* Street1:</td><td><div style="border: 1px solid black; padding: 2px;">100 W. Randolph</div></td></tr><tr><td>Street2:</td><td><div style="border: 1px solid black; padding: 2px;">JRTC, Suite 6-600</div></td></tr><tr><td>* City:</td><td><div style="border: 1px solid black; padding: 2px;">Chicago</div></td></tr><tr><td>County:</td><td><div style="border: 1px solid black; padding: 2px;">Cook</div></td></tr><tr><td>* State:</td><td><div style="border: 1px solid black; padding: 2px;">Illinois</div></td></tr><tr><td>Province:</td><td><div style="border: 1px solid black; height: 15px; width: 100%;"></div></td></tr><tr><td>* Country:</td><td><div style="border: 1px solid black; padding: 2px;">UNITED STATES</div></td></tr><tr><td>* Zip / Postal Code:</td><td><div style="border: 1px solid black; padding: 2px;">60601-3229</div></td></tr></table>				* Street1:	<div style="border: 1px solid black; padding: 2px;">100 W. Randolph</div>	Street2:	<div style="border: 1px solid black; padding: 2px;">JRTC, Suite 6-600</div>	* City:	<div style="border: 1px solid black; padding: 2px;">Chicago</div>	County:	<div style="border: 1px solid black; padding: 2px;">Cook</div>	* State:	<div style="border: 1px solid black; padding: 2px;">Illinois</div>	Province:	<div style="border: 1px solid black; height: 15px; width: 100%;"></div>	* Country:	<div style="border: 1px solid black; padding: 2px;">UNITED STATES</div>	* Zip / Postal Code:	<div style="border: 1px solid black; padding: 2px;">60601-3229</div>
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* Zip / Postal Code:	<div style="border: 1px solid black; padding: 2px;">60601-3229</div>																		
e. Organizational Unit:																			
Department Name: <div style="border: 1px solid black; padding: 2px;">Illinois Department of Transpo</div>		Division Name: <div style="border: 1px solid black; padding: 2px;">DPIT</div>																	
f. Name and contact information of person to be contacted on matters involving this application:																			
<table style="width: 100%;"><tr><td style="width: 30%;">Prefix: <div style="border: 1px solid black; padding: 2px;">Mr</div></td><td style="width: 70%;">* First Name: <div style="border: 1px solid black; padding: 2px;">George</div></td></tr><tr><td>Middle Name: <div style="border: 1px solid black; padding: 2px;">E</div></td><td></td></tr><tr><td colspan="2">* Last Name: <div style="border: 1px solid black; padding: 2px;">Weber</div></td></tr><tr><td>Suffix: <div style="border: 1px solid black; height: 15px; width: 100%;"></div></td><td></td></tr></table>				Prefix: <div style="border: 1px solid black; padding: 2px;">Mr</div>	* First Name: <div style="border: 1px solid black; padding: 2px;">George</div>	Middle Name: <div style="border: 1px solid black; padding: 2px;">E</div>		* Last Name: <div style="border: 1px solid black; padding: 2px;">Weber</div>		Suffix: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>									
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Middle Name: <div style="border: 1px solid black; padding: 2px;">E</div>																			
* Last Name: <div style="border: 1px solid black; padding: 2px;">Weber</div>																			
Suffix: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>																			
Title: <div style="border: 1px solid black; padding: 2px;">Bureau Chief</div>																			
Organizational Affiliation: <div style="border: 1px solid black; padding: 2px;">Illinois Department of Transportation</div>																			
* Telephone Number: <div style="border: 1px solid black; padding: 2px;">312-793-4222</div>		Fax Number: <div style="border: 1px solid black; padding: 2px;">312-793-1251</div>																	
* Email: <div style="border: 1px solid black; padding: 2px;">george.weber@illinois.gov</div>																			

Application for Federal Assistance SF-424

Version 02

9. Type of Applicant 1: Select Applicant Type:

State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

-Passenger and Freight Railroad Programs

11. Catalog of Federal Domestic Assistance Number:

20.319

CFDA Title:

High-Speed Rail/Intercity Passenger Rail Program

*** 12. Funding Opportunity Number:**

FR-HSR-09-002

* Title:

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)

13. Competition Identification Number:

FR-HSR-09-002-010440

Title:

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)

14. Areas Affected by Project (Cities, Counties, States, etc.):

Chicago - Cook County

*** 15. Descriptive Title of Applicant's Project:**

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)CREATE Project P1 - Englewood Flyover

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="132687845"/>
* b. Applicant	<input type="text" value="43309571"/>
* c. State	<input type="text" value="0"/>
* d. Local	<input type="text" value="0"/>
* e. Other	<input type="text" value="2674000"/>
* f. Program Income	<input type="text" value="0"/>
* g. TOTAL	<input type="text" value="178671416"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on
- ☒ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☐ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

☐ Yes ☒ No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:

Application for Federal Assistance SF-424

Version 02

*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

Upload #1

Applicant: Illinois Department of Transportation
Application Number: HSR2011000204
Project Title: High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a -
Projects (Final Design/Construction)CREATE Project P1 - Englewood
Flyover
Status: Awarded
Document Title: P1 1A

Project Name: Date of Submission: Version Number:

High-Speed Intercity Passenger Rail (HSIPR) Program

Application Form

Track 1a–Final Design (FD)/Construction

& Track 4–FY 2009 Appropriations Projects

Welcome to the Track 1a Final Design (FD)/Construction and Track 4 Application for the Federal Railroad Administration's High-Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 1a FD/Construction and/or Track 4 are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application and in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at HSIPR@dot.gov.

Instructions:

- Please complete the HSIPR Application electronically. See Section G for a complete list of the required application materials.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 1a and/or Track 4 project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your FD/Construction Project, please indicate "N/A."
- Narrative questions should be answered concisely within the limitations indicated.
- Applicants must upload this completed application and all other application materials to www.GrantSolutions.gov by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government's fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: HSIPR@dot.gov

A. Point of Contact and Applicant Information

(1) Application Point of Contact (POC) Name: Mr. George E. Weber		POC Title: Bureau Chief - Railroads		
Street Address: 100 West Randolph Street, JRTC- Suite 6-600	City: Chicago	State: IL	Zip Code: 60601	Telephone Number: (312)793-4222
Fax: (312)793-1251		Email: george.weber@illinois.gov		

(2) **Name of lead State or organization applying** (*only States may apply for Track 4*): Illinois Department of Transportation

(3) **Name(s) of additional States and/or organizations applying in this group** (*if applicable*): Michigan, Indiana, Ohio, Wisconsin, Iowa, Missouri, Nebraska, Minnesota

(4) **Is this project for which you are applying for HSIPR funding related or linked to additional applications for HSIPR funding that may be submitted in this or subsequent rounds of funding?** ☐ Yes ☒ No ☐ Maybe
If “yes” or “maybe,” provide the following information:

Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Proposed (<i>if known</i>)	Status of Application
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied

Project Name: IL-CREATE P1 Date of Submission: 08/24/09 Version Number: 1

B. Project Overview

(1) FD/Construction Project Name: IL-CREATE P1
(2) Indicate the Track under which you are applying: Track 1a - FD/Construction <i>Please note if you are applying for Track 1a–FD/Construction and Track 4 <u>concurrently</u>, you must submit two separate versions of this application into www.GrantSolutions.gov (one for Track 1a –FD/Construction and one for Track 4–FY 2009 Appropriations Projects).</i>
(3) Indicate the activity(ies) for which you are applying (check both if applicable): <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> Final Design <input checked="" type="checkbox"/> Construction </div>
(4) What are the anticipated start and end dates for the FD/Construction Project? (mm/yyyy) <div style="display: flex; justify-content: space-between;"> Start Date: 10/2010 End Date: 9/2012 </div>
(5) Total Cost of the FD/Construction Project (year of expenditure (YOE) Dollars*): \$ 140M <p>Please provide proposed inflation assumptions and methodology, if applicable in the space below. Please limit response to 1,000 characters.</p> <p>Inflation is assumed to be 4.5% each year. This level was suggested by AAR for use in all rail projects, specifically CREATE rail projects. CREATE stakeholders including IDOT, CDOT & FHWA have accepted 4.5% inflation per year as suitable for planning purposes. The project expenditures have been allocated to the years 2010 (15%), 2011 (45%) & 2012 (40%)</p> <p>Of the total cost of the FD/Construction Project, how much would come from the FRA HSIPR Program: (YOE Dollars**) \$ 133M (YOE = 2010/2012) CREATE Design Approval Cost Estimate and Schedule Form 3.1 attached</p> <p>Indicate percentage of total cost to be covered by <u>matching funds</u> 5 % <i>Applications submitted under Track 4 require at least a 50 percent non-Federal match to be eligible for HSIPR funding.</i></p> <p><small>* Year-of-Expenditure (YOE) dollars are inflated from the base year. ** This is the amount for which the applicant is applying.</small></p>
(6) Project Overview Narrative. Please limit response to 5,000 characters. <p>Provide an overview of the main features and characteristics of the FD/Construction Project, including:</p> <ul style="list-style-type: none"> The location of the project including name of rail line(s), State(s), and relevant jurisdiction(s) (include map if available in supporting documentation). Identification of service(s) that would benefit from the project, the stations that would be served, and the State(s) where the service operates. How the project was identified through a planning process and how the project is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service. How the project will fulfill a specific purpose and need in a cost-effective manner. The project's independent utility. The specific improvements contemplated. Any use of railroad assets or rights-of-way, and potential use of public lands and property. Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the project. <p>CREATE Project P1 is located at the Englewood Interlocking (on the tracks elevated over 63rd and State Streets); where Metra's Rock Island District mainline crosses Norfolk Southern's Dearborn Division "Chicago Line" mainline at grade. It's located entirely within the city limits of Chicago, in Cook County, Illinois, and bounded roughly by 57th Place on the north,</p>

69th Street on the south, State Street on the east and Yale Avenue on the west. The NS mainline at this location is also a major right-of-way for Amtrak intercity passenger trains between Chicago and points east and part of an FRA designated HSR Corridor.

Direct benefits would accrue to following Amtrak intercity services:

- Michigan Services (between Chicago and various Michigan locations).
 - o Illinois: Chicago
 - o Indiana: Hammond-Whiting, Michigan City
 - o Michigan: Niles, Dowagiac, Kalamazoo, Battle Creek, East Lansing, Flint, Durand, Lapeer, Port Huron, Jackson, Ann Arbor, Dearborn, Detroit, Royal Oak, Birmingham, Pontiac, New Buffalo, St. Joseph, Bangor, Holland, Grand Rapids
- Lake Shore Limited
 - o Illinois: Chicago
 - o Indiana: South Bend, Elkhart, Waterloo
 - o Ohio: Toledo, Sandusky, Elyria, Cleveland, Alliance
 - o Pennsylvania: Erie
 - o New York: Buffalo, Rochester, Syracuse, Utica, Schenectady, Albany-Rensselaer, Hudson, Rhinecliff-Kingston, Poughkeepsie, Croton-Harmon, New York City
- o Massachusetts: Pittsfield, Springfield, Worcester, Framingham, Boston
 - Capital Limited
 - o Illinois: Chicago
 - o Indiana: South Bend, Elkhart, Waterloo
 - o Ohio: Toledo, Sandusky, Elyria, Cleveland, Alliance
 - o Pennsylvania: Pittsburg, Connellsville
 - o Maryland: Cumberland, Rockville
 - o West Virginia: Martinsburg, Harpers Ferry
 - o District of Columbia: Washington

With the completion of CREATE Project P4, Amtrak plans to reroute the Illini and Saluki, operating daily between Chicago and Carbondale, Illinois, and the City of New Orleans, operating daily between Chicago, Illinois and New Orleans, Louisiana, through this interlocking. The reroute of these trains cannot be accomplished without the completion of Project P1.

In addition to current Amtrak service, four High-Speed Rail Corridors of the “Chicago Hub Network” will pass through this location. The MWRRS understands that the Englewood Flyover is needed to relieve a major chokepoint between Chicago Union Station and points east and south. Completion of the CREATE Project P1 is the keystone to any service expansion to the east.

This project will eliminate significant delays between Metra Rock Island District trains, Amtrak passenger trains and NS freight trains at Englewood. This will result in improved schedule reliability for current Amtrak and Metra trains, as well as future MWRRS trains. Several design alternatives were evaluated including elevating the NS tracks over Metra, but the final project design was found to be the most cost-effective option. This project is a stand-alone project that does not require any additional or related projects.

The project scope includes construction of the flyover and approach bridges, embankment, retaining walls, relocated main tracks, temporary running tracks, yard track relocations and associated infrastructure improvements to support 3 new grade separated tracks to carry Metra operations over the 4 tracks of NS(3 existing & 1 future), 2 future tracks for the Midwest High Speed Rail Initiative. Signal improvements (interlocking) benefiting Amtrak and Norfolk Southern and Metra. Existing Englewood crossing diamonds to be removed.

Most of the new elevated structure, or flyover, will be constructed on Metra Rock Island District right-of-way. Some Norfolk Southern property will be required for temporary use during construction. Viaducts carrying Metra Rock Island District tracks over 60th Street and 66th Street will be removed and filled in as part of the project. Cul-de-sacs, with ADA-compliant sidewalks, will be constructed on both sides of the tracks once these viaducts are filled in. The existing Metra Rock Island District crosses over I-90/I-94 (Dan Ryan), and CTA’s Red Line, just south of Englewood.

Metra’s Rock Island District currently operates 68 daily commuter trains through the Englewood Interlocking. With the

completion of CREATE Component Project P-2, Metra's SouthWest Service, with 30 daily trains, will be re-routed to operate through this location. Metra's proposed SouthEast Service, with projected 12-52 daily trains, is also planned to operate through this location.

Chicago Rail Link has a contract with Metra to handle all industrial switching on the Rock Island District, and has operating rights through the Englewood Interlocking.

NS's 63rd Street Intermodal Terminal (Park Manor Yard) is located immediately east of Englewood. NS's 47th Street Intermodal Terminal is located about 1.2 miles (railroad) west of Englewood. All NS intermodal trains operating to or from 47th Street operate through this interlocking.

(7) Status of Activities: Are any FD or Construction activities that are part of this planned investment underway or completed?

☒ Yes (Final Design) ☐ Yes (Construction) ☐ No

If "Yes," please describe the activities that are underway or completed in the table below.¹ If more than three activities, please detail in Section F of this application.

Activity	Description	Completed? (If yes, check box)	Actual Initiation Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
Advance Phase II Work	Viaduct closures at 60 th & 66 th Sts. - Final Design	<input type="checkbox"/>	5/2009	9/2009
Phase II Design	Final Design of flyover and related project components	<input type="checkbox"/>	expected 10/2009	expected 12/2010 or earlier
		<input type="checkbox"/>		

(8) Describe the project service objectives (check all that apply):

☒ Additional Service Frequencies ☒ Increased Average Speeds/Shorter Trip Times
☒ Improved Service Quality ☐ Other (Please Describe):
☒ Improved On-Time Performance on Existing Route

(9) Types of capital investments contemplated (check all that apply):

☒ Structures (bridges, tunnels, etc.) ☐ Rolling Stock Refurbishments
☒ Track Rehabilitation ☐ Rolling Stock Acquisition
☐ New or restored sidings/passing tracks ☐ Support Facilities (Yards, Shops, Admin. Buildings)
☒ Major Interlockings ☐ Grade Crossing Improvements
☐ Station(s) ☐ Electric Traction
☒ Communication, Signaling and Control ☒ Other (Please Describe): **Grade Separation of at-grade railroad crossing Metra x NS/Amtrak**

(10) Right-of-Way-Ownership. Provide information for all railroad right-of-way owners in the FD/Construction Project area. Where railroads currently share ownership, identify the primary owner. *If more than three owners, please detail in Section F of this application.*

¹ Please note: (a) requests for reimbursement of costs incurred prior to enactment of the relevant appropriations will not be considered and (b) supporting documentation for activities may also be required as noted in Appendix 2 of the HSIPR Guidance.

Type of Railroad	Railroad Right-of-Way Owner	Route Miles	Track Miles	Status of Agreements to Implement Projects		
Class 1 Freight	Norfolk Southern	.31	1.0	No Agreement, but Host Railr		
Commuter Rail	Metra	1.6	3.2	No Agreement, but Host Railr		
Amtrak	Norfolk Southern	3.1	1.0	No Agreement, but Host Railr		
(11) Services. Provide information for all existing rail services within project boundaries (freight, commuter, and intercity passenger). <i>If more than three services, please detail in Section F of this application.</i>						
Type of Service	Name of Operator	Top Speed Within Project Boundaries		Number of Route-Miles Within Project Boundaries	Average Number of Daily One-Way Train Operations ² within Project Boundaries	Notes
Freight	Norfolk Southern	Passenger	Freight	.31	26	8/2009
Intercity Passenger	Amtrak	50		.31	14	8/2009
Commuter	Metra	40	20	1.6	68	8/2009
(12) Rolling Stock Type. Describe the fleet of locomotives, cars, self-powered cars, and/or trainsets that would be intended to provide the service upon completion of the project. <i>Please limit response to 1,000 characters.</i> N/A						
(13) Intercity Passenger Rail Operator. Provide the status of agreements with partners that will operate the benefiting high-speed rail/intercity passenger rail service(s) upon completion of the planned investment (e.g., Amtrak). Name of Operating Partner: Amtrak, NS, Metra Agreement of 8/13/2009 Status of Agreement: Final executed agreement on project scope/outcomes						
(14) Benefits to Other Types of Rail Service(s). Are benefits to non-intercity-passenger rail services (e.g., commuter, freight) foreseen? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If “Yes”, provide further details in Section E, Question 2.						

² One daily round-trip train operation should be counted as two daily one-way train operations.

Project Name: Date of Submission: Version Number:

C. Eligibility Information

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (only States may apply for Track 4):

- ☒ State
☐ Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

- ☐ Group of States
☐ Interstate Compact
☐ Public Agency established by one or more States
☐ Amtrak in cooperation with a State or States

(2) Establish Completion of Preliminary Engineering. In the space(s) below, please list the documents that establish completion of Preliminary Engineering for the project covered by this application. See HSIPR Guidance Appendix 2.2. If more than four references need to be listed, please place the additional information in Question F.

Document Name	Completion Date (mm/yyyy)
CREATE PROGRAM - PROJECT P1 - RAILROAD IMPROVEMENT PROJECT AT 63RD AND STATE STREETS - PHASE I PROJECT REPORT & DESIGN APPROVAL	1/2009

(3) Establish Completion of NEPA Documentation (the date document was issued and how documentation can be verified by FRA). The following are approved methods of NEPA verification (in order of FRA preference): 1) References to large EISs and EAs that FRA has previously issued, 2) Web link if NEPA document is posted to a website (including www.fra.gov), 3) Electronic copy of non-FRA documents attached with supporting documentation, or 4) a hard copy of non-FRA documents (large documents should not be scanned but should be submitted to FRA via an express delivery service). See HSIPR Guidance Section 1.6 and Appendix 3.2.9.

Documentation	Date (mm/yyyy)	Describe How Documentation Can be Verified
<input checked="" type="checkbox"/> Categorical Exclusion Documentation	09/2008	4 - hard copy of Class of Action determination Document
<input type="checkbox"/> Final Environmental Assessment		
<input type="checkbox"/> Final Environmental Impact Statement		

(4) Indicate if there is an environmental decision from FRA (date document was issued and web hyperlink if available).

Documentation	Date (mm/yyyy)	Hyperlink (if available)
<input checked="" type="checkbox"/> Categorical Exclusion Determination	10/1/08	
<input type="checkbox"/> Finding of No Significant Impact		
<input type="checkbox"/> Record of Decision		

Project Name: Date of Submission: Version Number:

D. Public Return on Investment

(1) 1A. Transportation Benefits. *See HSIPR Guidance Section 5.1.1.1. Please limit response to 8,000 characters:*

How is the project anticipated to improve Intercity Passenger Rail (IPR) service? Describe the overall transportation benefits, including information on the following (*please provide a level of detail appropriate to the type of investment*):

- **IPR network development:** Describe improvements to intermodal connections and access to stations as well as actual and potential expansions to the IPR network that may result from the project (including opportunities for interoperability with other services).
- **IPR service performance improvements** (*also provide specific metrics in table 1B below*): Please describe service performance improvements directly related to the project, as well as a comparison with the existing service (*without project*). Describe relevant reliability improvements (e.g., increases in on-time performance, reduction in operating delays), reduced schedule trip times, increases in frequencies, aggregate travel time savings (resulting from reductions to both schedule time and delays, expressed in passenger-minutes), and other relevant performance improvements.
- **IPR service results** (*also provide specific metrics in table 1B below*): Describe relevant outcomes of the service improvement such as increases in ridership, passenger-miles, and other results in comparison with the existing service (*without project*).
- **Suggested supplementary information** (*only when applicable*):
 - **Transportation Safety:** Describe overall safety improvements that are anticipated to result from the FD/Construction Project, including railroad and highway-rail grade crossing safety benefits, and benefits resulting from the shifting of travel from other modes to safer IPR service.
 - **Cross-modal benefits from the FD/Construction Project, including benefits to:**
 - ✓ **Commuter Rail Services** – Service improvements and results (applying the same approach as for IPR above).
 - ✓ **Freight Rail Services** – Service performance improvements (e.g., increases in reliability and capacity), results (e.g. increases in ton-miles or car-miles of the benefiting freight services), and/or other congestion, capacity or safety benefits.
 - ✓ **Congestion Reduction/Alleviation in Other Modes; Delay or Avoidance of Planned Investments** – Aviation and highway congestion reduction/alleviation, and/or other capacity or safety benefits. Describe any planned investments in other modes of transportation that may be avoided or delayed due to the improvement to IPR service that will result from the project.

IPR network development

There are no Amtrak intercity or commuter rail passenger stations within the immediate vicinity of project location. However, completion of this project will reduce a serious potential delay threat to westbound Amtrak trains terminating at Chicago Union Station. Improved on-time performance of these trains would provide more reliable intermodal connections with scheduled outbound Metra commuter trains at Union Station and nearby Ogilvie Transportation Center.

Completion of this project will facilitate construction and operation of two planned High Speed Rail mainline tracks through this location.

IPR service performance improvements

Today 14 Amtrak intercity passenger trains must compete with 68 daily Metra Rock Island District commuter trains for access through the limited track space of the Englewood Interlocking, which is controlled by Metra.

Both Amtrak and Metra have specific plans to reroute substantial numbers of additional passenger trains through the Englewood Interlocking. Completion of several CREATE component projects could easily increase current passenger train volumes at this location by almost 50 percent within a few years. Delays to Norfolk Southern intermodal trains attempting to operate through the Englewood Interlocking today frequently have a direct impact on Amtrak intercity trains operating over the same tracks.

Norfolk Southern currently has a 30 mph restriction on both of its main tracks through the Englewood Interlocking. With removal of the Interlocking it is anticipated that operating speeds on Amtrak intercity passenger trains could be increased from 30 to 50 mph.

IPR service results

It is anticipated that without this project, as train volumes increase on Amtrak, Metra and Norfolk Southern, the potential for delays will subsequently increase. Recent experience has shown that deteriorating on-time performance does have a negative impact on Amtrak ridership levels.

Supplementary information

Transportation Safety:

All rail lines in the immediate vicinity of the project are elevated above street level, so no highway-rail grade crossings will be directly impacted by this project. Elimination of the crossing at grade of the Metra Rock Island District and Norfolk Southern mainlines will result in an inherently safer operation, also benefitting Amtrak.

Cross-Modal benefits:

- Commuter Rail Services

Completion of this project will facilitate the transfer of Metra's SouthWest Service from Chicago Union Station to La Salle Street Station. This transfer will free up much needed gate and track capacity at Union Station, which will directly benefit the expansion of Amtrak Intercity and High Speed Rail Services. It will also facilitate the implementation of Metra's proposed SouthEast Service, which will extend rail commuter service to an underserved region.

- Freight Rail Service

Intermodal has been one of the freight rail industry's fastest growing markets in recent years. While growth has temporarily stalled as a result of the current recession, it is anticipated that intermodal volumes will resume growing as the overall economy improves. Completion of this project would directly benefit Norfolk Southern intermodal trains operating to and from NS' nearby 47th and 63rd Street Terminals. More efficient operation of these intermodal trains would directly benefit Amtrak intercity trains operating on the same NS tracks.

1B. Operational and Ridership Benefits Metrics: In the table(s) below, provide information on the anticipated transportation benefits and ridership changes projected to result from the project. Please do not include benefits and changes that would occur even if the project is not implemented (for example, as a result of population or economic growth factors).

Project/Program Metric	Actual— FY 2008 levels	Projected Totals by Year (Actual Levels <u>Plus</u> Project-Caused Changes Only)		“X” If N/A or Unsure
		First Full Year After Project Completion	Fifth Full Year After Project Completion	
Annual passenger-trips		no change	no change	<input type="checkbox"/>
Annual passenger-miles (millions)		no change	no change	<input type="checkbox"/>
Annual IPR seat-miles offered (millions)		no change	no change	<input type="checkbox"/>
Average number of daily round train trip operations (typical weekday)		no change	no change	<input type="checkbox"/>
On-time performance (OTP) ³ – percent of trains on time at endpoint terminals	36%	Potentially 44%	44%	<input type="checkbox"/>
Average train operating delays: minutes of en-route delays per 10,000 train-miles ⁴	2415 (weighted average)	2250	2250	<input type="checkbox"/>
Top operating speed (mph)	50mph	50 mph	50 mph	<input type="checkbox"/>
Average scheduled operating speed (mph) (between endpoint terminals)	45 mph	potentially 50mph	50 mph	<input type="checkbox"/>

(2) 2A. Economic Recovery Benefits. *This section is required for Track 1a, and optional for Track 4. Please limit response to 4,000 characters. For more information, see Section 5.1.1.2 of the HSIPR Guidance.*

Describe the contribution the FD/Construction Project is intended to make towards economic recovery and reinvestment, including information on the following:

- How the project will result in the creation and preservation of jobs, including number of onsite and other direct jobs (on a 2,080 work-hour per year, full-time equivalent basis), and timeline for achieving the anticipated job creation.
- How the different phases of the project will affect job creation (consider the construction period vs. operating period)
- How the project will create or preserve jobs or new or expanded business opportunities for populations in Economically Distressed Areas (consider the construction period vs. operating period)
- How the project will result in increases in efficiency by promoting technological advances.
- How the project represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits and describe how the project was identified as a solution to a wider economic challenge)
- If applicable, how the project will help to avoid reductions in State-provided essential services.

The estimated construction cost for this project is \$140M. The schedule originally developed in the preliminary design phase calls for duration of 2 years and 8 months. The estimated number of direct construction-related jobs to be created by this project is 430 jobs per year, for the 2.5 year life of the project. This does not include any indirect jobs.

³ As calculated and reported by Amtrak according to its existing procedures and definitions. An example can be found at page E-7 of the May 2009 Monthly Performance Report at <http://www.amtrak.com/pdf/0905monthly.pdf>. ‘On-time’ is defined as within the distance-based thresholds originally issued by the Interstate Commerce Commission, which are: 0 to 250 miles and all Acela trains—10 minutes; 251 to 350 miles—15 minutes; 351 to 450 miles—20 minutes; 451 to 550 miles—25 minutes; and 551 or more miles—30 minutes.

⁴ As calculated by Amtrak according to its existing procedures and definitions. Useful background can be found at pages E-1 through E-6 of Amtrak’s May, 2009 Monthly Performance Report at <http://www.amtrak.com/pdf/0905monthly.pdf>

Metra has issued an RFP for final design of the Englewood Flyover and received final proposals on July 15, 2009. It is assumed that final selection will be made in September 2009, with completion of fee negotiations in late October 2009. NTP would follow in early November 2009.

Planning assumptions for the completion of final design and construction for project P1 are as follows:

- NTP final design = November 2009.
- Design duration to final construction bid package submittal to Metra = 14 months, January 2011.
- Award of construction would occur in March 2011, with full activities commencing in April 2011
- Construction duration assumed to be 2 construction seasons – end construction November 2012

For this project the CREATE Partners have previously agreed that Metra will be the prime railroad contractor and will be responsible for managing the bid process.

Metra has established a Disadvantaged Business Enterprise (DBE) program in accordance with 49 Code of Federal Regulations Part 26 (49 CFR Part 26) of the U.S. DOT, to ensure that socially and economically disadvantaged companies have an equal opportunity to participate in USDOT assisted contracts. Full details of this DBE program are available on Metra's website at www.metrarail.com/DBE/.

CREATE maintains a website (www.createprogram.org) which provides specific information on "Doing Business with CREATE". The website provides detailed information on current bid solicitations with a direct link to Metra. Interested parties can also sign up via the website to receive new bid solicitations electronically when they become available.

The CREATE website also provides electronic links to the following lists of DBE/MBE/WBE contractors:

- City of Chicago MBE/WBE registered contractors.
- Illinois Unified Certification Program (IL UCP) for DBE's.
- U.D. DOT Office of Small and Disadvantaged Business Utilization Small Business Transportation Resource

Center – Great Lakes Region

The Illinois seasonally adjusted statewide unemployment rate for June 2009 rose to 10.3 percent, an increase of +.02 percent over May, according to the Illinois Department of Employment Security. Statewide, the number of unemployed in Illinois is the highest since November 1983. The Construction sector lost 5,400 jobs in June, its largest monthly job loss this year. Most of these job losses were concentrated in the Northeast Illinois Region, which includes Chicago and Cook County. Since the onset of the recession in December 2007 Illinois has lost 47,100 jobs in construction (through June).

The larger neighborhood area around the Englewood Project location has historically been one of the most "Economically Distressed Areas" in the greater Chicago region. According to the 2000 Census, for the seven Census Tracts in the immediate project vicinity, the percentage of families below the census poverty level ranged from a low of 18.9% to a high of 58.9%, with most tracts at 31.2% and greater.

As part of the formal community outreach program for CREATE, a number of public meetings have been held in the local neighborhood during the past three years. One purpose of these meetings was to make local businesses aware of new or expanded business opportunities directly related to the Englewood Flyover Project. In addition, direct lines of communication have been established with City of Chicago Aldermen in the immediate vicinity of the project. The CREATE partners (CDOT, IDOT and the Railroads) have been supportive of the Chicago City Colleges to provide an ongoing construction training curriculum and program at Dawson College.

2B. Job Creation: Provide the following information about job creation through the life of the FD/Construction Project. Please consider construction, maintenance, and operations jobs.

Anticipated number of <u>annual</u> onsite and other direct jobs created (on a 2080 work-hour per year, full-time equivalent basis)	FD/ Construction Period	First full Year of Operations	Fifth full Year of Operations
	430	N/A	N/A

(3) Environmental Benefits. *Please limit response to 4,000 characters.*

How will the FD/Construction project improve environmental quality, energy efficiency, and reduction in the Nation's dependence on oil? Address project-caused changes in the following:

- Any projected reductions in key emissions (CO₂, O₃, CO, PM_x, and NO_x) and their anticipated effects. Provide any available forecasts of emission reductions from a baseline of existing service for the first and fifth years of full operation (*provide supporting documentation if available*).
- Any expected energy and oil savings from traffic diversion from other modes and changes in the sources of energy for transportation. Provide any available information on changes from the baseline of the existing service for the first and fifth years of full operation (*provide supporting documentation if available*).
- Use of green methods and technologies. Address green building design, "Leadership in Environmental and Energy Design" building design standards, green manufacturing methods, energy efficient rail equipment, and/or other environmentally-friendly approaches.

Reduction in delays to Amtrak and freight trains will result in reduction of the number of stationary trains waiting for signals with engines idling. Metra operations severely restrict the ability of NS to move freight and passenger traffic on its Chicago Line between the hours of 6am and 9am and 4pm to 6pm each day. By grade separating the conflicting operations, this project will greatly reduce train delays and thus diesel motor emissions.

Correspondingly, reduction in delays to Amtrak and freight trains at Englewood will greatly reduce the non-productive fuel consumption that currently occurs at this location.

In similar fashion, noise from idling trains adjacent to residential areas will be reduced as trains are better able to move smoothly through the project area

Emissions of air pollutants would be lower because the proposed project would improve the operation of railroads with the project area. The project would result in lower congestion and fewer delays of railroad operations, which would reduce fuel consumption compared with future conditions without the proposed project. Lower fuel consumption would directly reduce future emissions of air pollutants from locomotives operating in the project

	HC	CO	NO _x	PM ₁₀	PM _{2.5}	SO ₂
Year	(tons/ year)					
2005						
Existing						
Condition	2.59	6.81	49.7	1.64	1.51	4.07
2015						
Build						
Alternative	2.83	9.13	50.3	1.77	1.63	0.0327
2015						
No Build	3.12	10.1	55.5	1.95	1.79	0.0361

(4) Livable Communities Project Benefits Narrative. *(For more information, see Section 5.1.1.3 of the HSIPR Guidance, Livable Communities). Please limit response to 3,000 characters.*

How will the FD/Construction Project foster Livable Communities? Address the following:

- Integration with existing high density, livable development: Provide specific examples, such as (a) central business districts with walking/biking and (b) public transportation distribution networks with transit-oriented development.
- Development of intermodal stations: Describe such features as direct transfers to other modes (both intercity passenger transport and local transit).

N/A

Project Name: Date of Submission: Version Number:

E. Project Success Factors

(1) Project Management Approach and Applicant Qualifications Narrative: *Please provide separate responses to each of the following. Additional information on project management is provided in Section 5.1.2.1 of the HSIPR Guidance, Project Management.*

1A. Applicant qualifications. *Please limit response to 2,000 characters.*

Management experience: Does the applicant have experience in managing rail investment projects and managing projects of a similar size and scope to the one proposed in this application?

☒ Yes - Briefly describe experience (brief project(s) overview, dates)

☐ No- Briefly describe expected plan to build technical and managerial capacity; provide reference to Project Management Plan.

1B. Describe the organizational approach for the different project stages included in this application (final design, construction), including the roles of staff, contractors and project stakeholders in implementing the project. For construction activities, provide relevant information on work forces, including railroad contractors and grantee contractors. *Please limit response to 2,000 characters.*

It is anticipated that construction activities for this specific project will be managed under the overall framework of the original CREATE Partners Agreement. That Agreement calls for Metra to assume direct contracting responsibility for this project. Metra has considerable experience in this area and will follow their existing bid and contracting procedures and policies using existing staff. Metra maintains a list of qualified contractors for this kind of work, including DBE's, and it is anticipated that contractors will be selected from this pre-qualified list. Full details are available on the Metra website.

Final design specifications will be provided by the design contractor to Metra to facilitate Metra's role in securing construction contractors and supervising the actual construction process. Metra staff will be responsible for overall construction supervision of this project using the same procedures as they do today for Metra construction projects. Payments to contractors will be funneled from Illinois DOT (Applicant) through Metra.

1C. Does the FD/Construction Project require approval by FRA of a waiver petition from a Federal railroad safety regulation? (Reference to, or discussion of, potential waiver petitions will not affect FRA's handling or disposition of such waiver petitions.)

☐ YES- If yes, explain and provide a timeline for obtaining the waivers

☒ NO

Please limit response to 1,500 characters.

1D. Provide a preliminary self-assessment of project uncertainties and mitigation strategies (consider funding risk, schedule and budget risk and stakeholder risk). Describe any areas in which the applicant could use technical assistance, best practices, advice or support from others, including FRA. *Please limit response to 2,000 characters.*

Project Uncertainties

1. Ability to meet schedule requirements of funding
2. Ability to meet schedule requirements of funding
3. Time required for outside agency review
4. Availability of materials; timeliness of delivery

Mitigation Strategy

1. Establish parallel design tracks accelerating discrete project components with potential to go to early construction, thereby reducing overall design schedule

2. Prepare & bid separate construction packages for Force Account work and project components that can be initiated in advance of the main flyover work.
3. Accelerate design of elements needing outside agency review to 90% as quickly as possible so that review is removed from the critical path
4. Advance communication with material sources to “pre-order based on 60% design

(2) Stakeholder Agreements Narratives. *Additional information on Stakeholder Agreements is provided in Section 5.1.2.2 of the HSIPR Guidance.*

Under each of the following categories, describe the applicant’s progress in developing requisite agreements with key stakeholders. In addition to describing the current status of any such agreements, address the applicant’s experience in framing and implementing similar agreements, as well as the specific topics pertaining to each category.

2A. Ownership Agreements – Describe how agreements will be finalized with railroad infrastructure owners listed in the “Right-of-Way Ownership” and “Service Description” tables in Section B. If appropriate, “owner(s)” may also include operator(s) under trackage rights or lease agreements. Describe how the parties will agree on project design and scope, project benefits, project implementation, use of project property, project maintenance, scheduling, dispatching and operating slots, project ownership and disposition, statutory conditions and other essential topics. Summarize the status and substance of any ongoing or completed agreements. *Please limit response to 2,000 characters.*

All essential topics described in Section 2A. Ownership Agreements, are covered under the CREATE Joint Statement of Understanding, JSU Amendments 1 & 2, and the Joint Statement on Governance Structure.

2B. Operating Agreements – Describe the status and contents of agreements with the intended operator(s) listed in “Services” table in the Project Overview section above. Address project benefits, operation and financial conditions, statutory conditions, and other relevant topics. *Please limit response to 2,000 characters.*

Both Metra and Norfolk Southern are active participants in the CREATE Program through their membership in the Association of American Railroads. As such they are subject to the following CREATE agreements:

- Joint Statement of Understandings Regarding the Proposed CREATE Project (JSU)
- JSU Amendments 1, 2 & 3
- Joint Statement Regarding CREATE Governance Structure

Amtrak intercity passenger trains operate over Norfolk Southern tracks at the project location

The Englewood Flyover was originally conceived as a component project of the CREATE Program. Its CREATE Component Project Identifier is P-1.

On June 13, 2003, the CREATE Partners signed a Joint Statement of Understandings Regarding the Proposed CREATE Project. This 14-page document, commonly referred to as the “JSU”, contains a series of Terms and Conditions that are intended to apply to all CREATE component projects, as well as to the overall management and implementation of the CREATE Program.

The First Amendment to the JSU was signed on December 23, 2004, and the Second JSU Amendment was signed on June 24, 2005. The original document plus the two amendments constitute the current governing Terms and Conditions for participants in the CREATE Program and individual CREATE component projects.

The Joint Statement Regarding CREATE Governance Structure was entered into on June 13, 2003, in order to implement the JSU and in particular to describe the Governance Structure agreed to by the Stakeholders (as defined in the JSU).

Copies of all referenced documents are available on the CREATE Program website at www.createprogram.org., under the heading “Final CREATE Feasibility Study”.

The three primary CREATE Partners are,

- Association of American Railroads (AAR)
- Chicago Department of Transportation (CDOT)

- Illinois Department of Transportation (IDOT)

Participating in CREATE through their respective memberships in the AAR are the following rail carriers: BNSF, CN, CP, CSX, NS, UP, Metra, and Amtrak.

2C. Selection of Operator – This question applies to Track 1a only. If the proposed operator railroad was not selected competitively, please provide a justification for its selection, including why the selected operator is most qualified, taking into account cost and other quantitative and qualitative factors, and why the selection of the proposed operator will not needlessly increase the cost of the project or of the operations that it enables or improves. *Please limit response to 1,000 characters.*

Amtrak - existing service

2D. Other Stakeholder Agreements – Provide relevant information on other stakeholder agreements including State and local governments. *Please limit response to 2,000 characters.*

SEE ITEM 2B

2E. Agreements with operators of other types of rail service – Describe any cost sharing agreements with operators of non-intercity passenger rail service (e.g., commuter, freight). *Please limit response to 2,000 characters.*

SEE ITEM 2B

(3) Financial Information.

3A. Capital Funding Sources. Please provide the following information about your funding sources (if applicable).

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding ⁵	Type of Funds	Dollar Amount (YOE Dollars)	% of Project Cost	Describe Uploaded Supporting Documentation to Help FRA Verify Funding Source
IDOT & Railroads	Existing	Committed		7,000,000	5	
	New	Committed				
	New	Committed				

⁵ Reference Notes: The following categories and definitions are applied to funding sources:

Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed project/program without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or State Capital Investment Program CIP or appropriation. Examples include dedicated or approved tax revenues, State capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project/program, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project/program.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor's control (e.g., the project development schedule extends beyond the State Rail Program period).

Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for State/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

3B. Capital Investment Financial Agreements: Describe any cost sharing contribution the applicant intends to make towards the FD/Construction Project, including its source, level of commitment, and agreement to cover cost increases or financial shortfalls. Describe the status and nature of any agreements between funding stakeholders that would provide for the applicant's proposed match, including the responsibilities and guarantees undertaken by the parties. Provide a brief description of any in-kind matches that are expected. *Please limit response to 2,000 characters.*

The Illinois Department of Transportation and the freight railroads have agreed to commit \$7 million to this project. As a state agency, IDOT has no independent authority to cover any unforeseen cost increases or financial shortfalls, unless funds were authorized and appropriated by the Illinois General Assembly.

Metra will be providing project management services specifically to this project as part of their overall financial contribution to the CREATE Program. Since this project was originally part of the CREATE Program it is subject to the following agreements between the various CREATE stakeholders (which include applicant):

- Joint Statement of Understandings Regarding the Proposed CREATE Project (2003)
- First and Second Amendments to the JSU (2004, 2005)
- Joint Statement Regarding CREATE Governance Structure (2003)
- Amendment 1 CREATE Final Feasibility Plan August 2009

Full copies of all of these agreements are available on the CREATE Program website at www.createprogram.org.

3C. Operating Financial Plan: Does the applicant expect that the State operating subsidy requirements for the benefiting intercity passenger rail service will significantly increase, **as a result of the project**, during the first five years after project completion?

☐ Yes ☒ No

If "Yes," please complete the table below (in YOE dollars) and answer the following questions. *Please limit response to 2,000 characters.*

(a) How did you project future State operating subsidies for the benefiting service(s); and

(b) What are the source, nature, and likelihood of the funding that will enable the State to finance the projected increases in annual operating subsidies due to the project?

Subsidy	Actual— FY 2009 levels (YOE Dollars)	Projected Totals by Year (Actual Levels <u>Plus</u> Project Caused Changes Only) (YOE Dollars)	
		First Full Year After Project Completion	Fifth Full Year After Project Completion
State operating subsidy (total for all benefiting services)			
<p>(4) Financial Management Capacity and Capability – Provide audit results and describe applicant capability to absorb potential cost overruns, financial shortfalls, or financial responsibility for potential disposition requirements (include as supporting documentation as needed). Provide statutory references/ legal authority to build and oversee a rail capital investment. <i>Please limit response to 2,000 characters.</i></p> <p>The applicant is the State of Illinois, Department of Transportation. The point of contact within IDOT is the Bureau of Railroads, which is part of the Division of Intermodal & Public Transportation, reporting to the Office of Secretary. The Illinois Department of Transportation's Bureau of Accounting and Auditing's Audit Section, located within the Office of Finance and Administration, of has the authority to audit both Federally and State funded projects and grants.</p> <p>The Illinois Department of Transportation has no independent authority to absorb potential cost overruns or financial shortfalls related to any capital project. IDOT's budget is authorized and appropriated by the Illinois General Assembly subject to approval by the Illinois Governor.</p> <p>On January 1, 1972, by an Act of the 77th Illinois General Assembly, the state of Illinois established a Department of Transportation, headed by a Secretary reporting to the state's Governor. This department assumed the responsibilities of the Department of Public Works and Buildings and the Office of Mass Transportation from the Department of Local Government Affairs.</p> <p>The statutory reference/legal authority for the applicant to build and oversee a rail capital investment in general is found in Illinois Administrative Code Title 44: Government Contracts, Procurement and Property Management, Subtitle B: Supplemental Procurement Rules, Chapter IX: Department of Transportation, Part 660 – Contract Procurement. In addition, specific authority comes from the Joint Statement of Understanding Regarding the Proposed CREATE Project, signed on June 13, 2003, by then Illinois Secretary of Transportation Timothy Martin. On August 13, 2009, the Amendment 1 CREATE Final Feasibility Plan August 2009 was issued clarifying and updating the Program management and operations</p>			
<p>(5) Timeliness of Project Completion – Provide the following information on the dates and duration of key activities, if applicable. <i>For more information, see Section 5.1.3.1 of the HSIPR Guidance, Timeliness of Project Completion.</i></p>			
Final Design Duration:	14 months		
Construction Duration:	18 months		
Rolling Stock Acquisition Duration:	N/A months		
Rolling Stock Testing Duration:	N/A months		
Service Operations Start date:	N/A (mm/yyyy)		
<p>(6) If applicable, describe how the project will promote domestic manufacturing, supply and other industries, including United States-based equipment manufacturing and supply industries. Please limit response to 1,500 characters.</p> <p>This project will require a large quantity of construction materials & equipment, manufacture and delivery of materials and other construction related supplies, the means to accumulate and distribute materials and supplies, & vehicles. All Metra sponsored projects have a "Buy America" provision, so domestic industries will be positively impacted. The project will require gravel, concrete, structural steel, rail, ties, ballast, pipe, tools, and other construction materials. Heavy equipment will be purchased and maintained, as will trucks of all sizes for delivery of materials, tools and equipment to the site.</p>			
<p>(7) If applicable, describe how the project will help develop US professional railroad engineering, operating,</p>			

planning and management capacity needed for sustainable HSR/IPR development in the United States, including promotion of a diverse workforce. *Please limit response to 1,500 characters.*

The final design of this project will be performed in 14 months or less. During that time, over 100 engineering professionals will participate in some aspect of the work. Young engineers already on staff will gain invaluable experience while working in a project of this scope. It is likely that new engineering grads will be hired to supplement staff already engaged. It is also likely that as the lead project of the CREATE Program, the design will generate a case study of the efforts and lessons learned. The case study will be shared in an industry forum, likely AREMA.

Project Name: IL-CREATE P1 Date of Submission: 8/24/09 Version Number: 1

F. Additional Information

(1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section E, Question 1B). *This section is optional.*

Project Name: IL-CREATE - P1 Date of Submission: 8/24/09 Version Number: 1

G. Summary of Supporting Materials

Application Form	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> This Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> General Info.	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
<input checked="" type="checkbox"/> Detailed Capital Cost Budget	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
<input checked="" type="checkbox"/> Annual Capital Cost Budget	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
<input checked="" type="checkbox"/> Project Schedule	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Documents	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Map of the Planned Investment		✓	Application Question B.6	Map of the Planned Investment location. Please upload into <i>GrantSolutions</i> .	None
Standard Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form

<input checked="" type="checkbox"/> SF 424C: Budget Information-Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424D: Assurance Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA's website at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf . The document should be signed by an authorized certifying official for the applicant. Submit through <i>GrantSolutions</i> .	Form

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

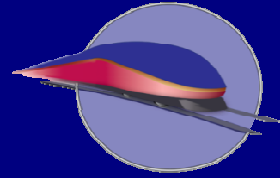
Upload #2

Applicant: Illinois Department of Transportation
Application Number: HSR2011000204
Project Title: High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a -
Projects (Final Design/Construction)CREATE Project P1 - Englewood
Flyover
Status: Awarded
Document Title: 1a Support form

HSIPR Program Application

Supporting Forms

Track 1a - FD/Construction & Track 4



Welcome to the Supporting Forms for the HSIPR Program Track 1a - FD/Construction & Track 4 Application. To begin, save this Excel workbook to your computer and open the file. The buttons below will help you to easily navigate the forms contained in this file. To get started click on the button labeled "1. General Info."

Note 1: Yellow cells require you to enter values and blue cells are set up to auto-populate based on formulas that are embedded in the forms. These formulas are supplied for your convenience but you may choose to enter your own values into blue cells in which you do not wish to use the formulas provided.

Note 2: For purposes of this application, "Fiscal Year (FY)" refers to the Federal fiscal year (October 1- September 30).

Color Key for Completing this Form:

Cell Type/Color:	Applicant Must Input Value	Template will Auto-Populate (see note 1 above)	FRA Use Only: Applicant Does Not Complete
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1. General Info. (click here first)

2. Capital Cost Info. (Standard Cost Categories for reference)

2a. Detailed Capital Cost Budget

2b. Annual Capital Cost Budget

3. Project Schedule

General Information

Please enter the requested data into the yellow cells.
This information will auto-populate other areas of the Supporting Forms.

Project Name
(same as on Application Form)

IL-CREATE P1

Lead State or Organization

Illinois

Point-of-Contact (POC) Name

George Weber

Date of Submission

08/24/09

Version of Submission

1

Track
(choose either "Track 1a", "Track 4" or "Track 1a and 4")*

1a

* Please note if you are applying for Track 1a - FD Construction and Track 4 concurrently, **you must submit two separate versions** of this document in www.GrantSolutions.gov. (One for Track 1a - FD/Construction and one for Track 4 FY 2009 Appropriations Projects)

If you wish to use FRA's auto-populated formulas to help complete the capital cost information, please enter the requested data into the yellow cells. You may chose to enter your own values into the capital cost budget forms if you do not wish to use the auto-populated formulas.

Capital Cost Categories*

10 Track Structures and Track
20 Stations, Terminals, Intermodal
30 Support Facilities: Yards, Shops, Admin. Bldgs
40 Sitework, ROW, Land, Existing Improvements & Special Conditions
50 Communications & Signaling
60 Electric Traction
70 Vehicles
80 Professional Services (applies to Cats. 10-60)
90 Unallocated Contingency
100 Finance Charges

Contingency Rate Assumption (%)

15%

15%

15%

15%

15%

15%

15%

15%

15%

15%

Inflation Rate Assumption (%)

5%

5%

5%

5%

5%

5%

5%

5%

5%

5%

* See "Capital Cost Info." for definitions and explanations of the Standard Capital Cost (SCC) Categories.

HSIPR Program Application Supporting Forms
Track 1a - FD/Construction and Track 4

OMB No. 2130-0583

FRA Standard Cost Categories for Capital Projects/Programs*		Notes
10 TRACK STRUCTURES & TRACK		
10.01	Track structure: Viaduct	Include elevated track structure of significant length consisting of multiple spans of generally equal length
10.02	Track structure: Major/Movable bridge	Include all elevated track structures with a movable span, and/or with a span of significant length (generally of approximately 400" or longer)
10.03	Track structure: Undergrade Bridges	Include elevated track structure of greater than 20 feet that does not fall into 10.01 and 10.02
10.04	Track structure: Culverts and drainage structures	Include all minor undergrade passageways (generally of 20 feet or less in width)
10.05	Track structure: Cut and Fill (> 4' height/depth)	Include grading and subgrade stabilization of roadbed
10.06	Track structure: At-grade (grading and subgrade stabilization)	All grading and subgrade stabilization of roadbed not included under cost categories 10.01 through 10.05 and 10.07
10.07	Track structure: Tunnel	Definition self-explanatory
10.08	Track structure: Retaining walls and systems	Definition self-explanatory
10.09	Track new construction: Conventional ballasted	Include all ballasted track construction on prepared subgrade, on new or existing rights-of-way
10.10	Track new construction: Non-ballasted	Include all slab, direct fixation, embedded, and other non-ballasted track construction on prepared subgrade, on new or existing rights-of-way
10.11	Track rehabilitation: Ballast and surfacing	Include undercutting, ballast cleaning, tamping, and surfacing not associated with new track construction
10.12	Track rehabilitation: Ditching and drainage	Definition self-explanatory
10.13	Track rehabilitation: Component replacement (rail, ties, etc)	Definition self-explanatory
10.14	Track: Special track work (switches, turnouts, insulated joints)	Include minor turnouts and interlocking, such as crossovers and turnouts at the ends of passing tracks
10.15	Track: Major interlockings	Significant interlockings at major stations and where routes converge from three or more directions
10.16	Track: Switch heaters (with power and control)	Include cost of power distribution equipment from commercial power source to interlocking location
10.17	Track: Vibration and noise dampening	Definition self-explanatory
10.18	Other linear structures including fencing, sound walls	Definition self-explanatory
20 STATIONS, TERMINALS, INTERMODAL		As associated with stations, include costs for rough grading, excavation, station structures, enclosures, finishes, equipment; mechanical and electrical components including HVAC, ventilation shafts and equipment, station power, lighting, public address/customer information systems; safety systems such as fire detection and prevention, security surveillance, access control, life safety systems, etc. Include all construction materials and labor regardless of who is performing the work.
20.01	Station buildings: Intercity passenger rail only	Definition self-explanatory
20.02	Station buildings: Joint use (commuter rail, intercity bus)	Definition self-explanatory
20.03	Platforms	Definition self-explanatory
20.04	Elevators, escalators	Definition self-explanatory
20.05	Joint commercial development	Construction at station sites intended to support non-transportation commercial activities (shopping, restaurants, residential, office space). Do not include cost of incidental commercial use of station space intended for use by passengers (newsstands, snack bar, etc). Costs may not be allowable for Federal reimbursement
20.06	Pedestrian / bike access and accommodation, landscaping, parking lots	Include sidewalks, paths, plazas, landscape, site and station furniture, site lighting, signage, public artwork, bike facilities, permanent fencing
20.07	Automobile, bus, van accessways including roads	Include all on-grade paving
20.08	Fare collection systems and equipment	Include fare sales and swipe machines, fare counting equipment
20.09	Station security	Definition self-explanatory
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS		
30.01	Administration building: Office, sales, storage, revenue counting	Definition self-explanatory
30.02	Light maintenance facility	Include service, inspection, and storage facilities and equipment
30.03	Heavy maintenance facility	Include heavy maintenance and overhaul facilities and equipment
30.04	Storage or maintenance-of-way building/bases	Definition Self-explanatory
30.05	Yard and yard track	Include yard construction and track associated with yard
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS		Include all construction materials and labor regardless of who is performing the work.
40.01	Demolition, clearing, site preparation	Include project/program-wide clearing, demolition and fine grading
40.02	Site utilities, utility relocation	Include all site utilities-storm, sewer, water, gas, electric
40.03	Hazardous material, contaminated soil removal/mitigation, ground water treatments	Include underground storage tanks, fuel tanks, other hazardous materials and treatments, etc.
40.04	Environmental mitigation: wetlands, historic/archeology, parks	Include other environmental mitigation not listed
40.05	Site structures including retaining walls, sound walls	Definition self-explanatory
40.06	Temporary facilities and other indirect costs during construction	Definition self-explanatory
40.07	Purchase or lease of real estate	If the value of right-of-way, land, and existing improvements is to be used as in-kind
40.08	Highway/pedestrian overpass/grade separations	Definition self-explanatory
40.09	Relocation of existing households and businesses	In compliance with Uniform Relocation Act

HSIPR Program Application Supporting Forms
Track 1a - FD/Construction and Track 4

OMB No. 2130-0583

50 COMMUNICATIONS & SIGNALING		
50.01	Wayside signaling equipment	Definition Self-explanatory
50.02	Signal power access and distribution	Definition Self-explanatory
50.03	On-board signaling equipment	Include on-board cab signal, Automatic Train Control (ATC), and Positive Train Control (PTC) related equipment
50.04	Traffic control and dispatching systems	Definition self-explanatory
50.05	Communications	Definition self-explanatory
50.06	Grade crossing protection	Definition self-explanatory
50.07	Hazard detectors: dragging equipment high water, slide, etc.	Definition self-explanatory
50.08	Station train approach warning system	Definition self-explanatory
60 ELECTRIC TRACTION		
60.01	Traction power transmission: High voltage	Definition self-explanatory
60.02	Traction power supply: Substations	Definition self-explanatory
60.03	Traction power distribution: Catenary and third rail	Definition self-explanatory
60.04	Traction power control	Definition self-explanatory
70 VEHICLES		
		Include professional services associated with the vehicle component of the project/program. These costs may include agency staff oversight and administration, vehicle consultants, design and manufacturing contractors, legal counsel, warranty and insurance costs, etc.
70.00	Vehicle acquisition: Electric locomotive	Definition self-explanatory
70.01	Vehicle acquisition: Non-electric locomotive	Definition self-explanatory
70.02	Vehicle acquisition: Electric multiple unit	Definition self-explanatory
70.03	Vehicle acquisition: Diesel multiple unit	Definition self-explanatory
70.04	Veh acq: Loco-hauled passenger cars w/ ticketed space	Include cars with coach space, sleeping compartments, etc.
70.05	Veh acq: Loco-hauled passenger cars w/o ticketed space	Include dedicated food service, lounge, baggage and other service support cars
70.06	Vehicle acquisition: Maintenance of way vehicles	Definition self-explanatory
70.07	Vehicle acquisition: Non-railroad support vehicles	Include hi-rail bucket trucks, and other highway vehicles
70.08	Vehicle refurbishment: Electric locomotive	Definition self-explanatory
70.09	Vehicle refurbishment: Non-electric locomotive	Definition self-explanatory
70.10	Vehicle refurbishment: Electric multiple unit	Definition self-explanatory
70.11	Vehicle refurbishment: Diesel multiple unit	Definition self-explanatory
70.12	Veh refurb: Passeng. loco-hauled car w/ ticketed space	Include coaches, sleeping cars, etc.
70.13	Veh refurb: Non-passeng loco-hauled car w/o ticketed space	Include food service, lounge, baggage and other service support cars
70.14	Vehicle refurbishment: Maintenance of way vehicles	Definition self-explanatory
70.15	Spare parts	Definition self-explanatory
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)		
80.01	Service Development Plan/Service Environmental	Cat. 80 applies to Cats. 10-60. Cat. 80 includes all professional, technical and management services related to the design and construction of infrastructure (Cats. 10 - 60) during the preliminary engineering, final design, and construction phases of the project/program (as applicable). This includes environmental work, design, engineering and architectural services; specialty services such as safety or security analyses; value engineering, risk assessment, cost estimating, scheduling, ridership modeling and analyses, auditing, legal services, administration and management, etc. by agency staff or outside consultants.
80.02	Preliminary Engineering/Project Environmental	
80.03	Final design	
80.04	Project management for design and construction	
80.05	Construction administration & management	
80.06	Professional liability and other non-construction insurance	
80.07	Legal; Permits; Review Fees by other agencies, cities, etc.	
80.08	Surveys, testing, investigation	
80.09	Engineering inspection	Definition self-explanatory
80.10	Start up	Definition self-explanatory
90 UNALLOCATED CONTINGENCY		
		Includes unallocated contingency, project/program reserves. Document allocated contingencies for individual line items on Detailed Capital Cost Budget.
100 FINANCE CHARGES		
		Include finance charges expected to be paid by the project/program sponsor/grantee prior to either the completion of the project or the fulfillment of the FRA funding commitment, whichever occurs later in time. Finance charges incurred after this date should not be included in Total Project Cost. Derive finance charges from the project's financial plan, based on an analysis of the sources and uses of funds.

*NOTE: To help evaluate and compare the costs of different projects, FRA has developed 10 main Standardized Capital Cost Categories. These are provided to establish consistency in the use of the worksheets. The SCC cost breakdown is based on a traditional Design Bid Build model. If your project is Design Build, to the best of your ability, separate construction costs from design, administration, testing, etc. Put all construction costs in 10 through 60. Put design, administration, testing, etc. in "80 Professional Services." If you are not sure where to put a certain element of the project, consider the issue in general terms, using this sheet as a guide.

HSIPR Program Application Supporting Forms
Track 1a - FD/Construction and Track 4

OMB No. 2130-0583

Detailed Capital Cost Budget

Instructions:

To assist FRA in comparing projects, this form provides a breakdown of capital cost using Standard Cost Categories (SCCs). Definitions of FRA's SCCs can be found in the "Capital Cost 1 this workbook. The data you enter in this form should be drawn from budget estimates or analysis you have available for your project.

1. Enter values in the yellow cells below. You should only provide data for those costs categories associated with this project; leave others blank.
2. The light blue cells will auto-populate based on the assumptions you entered in "General Info." If you did not enter assumptions, or you wish to change the auto-populated data, you values in the light blue cells.
3. Explain any large discrete, identifiable and/or unique capital investments in the space provided at the end of this form. Where an explanation is appropriate, place an asterisk in the fa column to denote that an explanation is provided. Please include the reference to the Cost Category number in your explanation. Example: "10.07: Tunnel at xxxx [location], x.x miles in l consists of one twin-tube New Austrian Tunneling Method tunnel with cross-passages located every .25 miles."
4. For purposes of this application "Base Year Dollars" are Fiscal Year (FY) 2010 Dollars.

Project Name:	IL-CREATE P1
Track:	1a

APPLICANT INPUTS

	Unit	Quantity	Unit Cost (Base Yr/FY 10*)	Non-Unit Based Costs	Total Allocated Cost (Base Yr/FY10 Dollars)	Allocated Contingency (Base Yr/FY10 Dollars)	TOTAL COST (Base Yr/FY10 Dollars)
10 TRACK STRUCTURES & TRACK					\$ 96,700,743.00	\$ 14,505,111.45	\$ 111,205,854.45
10.01 Track structure: Viaduct	Miles				\$ -	\$ -	\$ -
10.02 Track structure: Major/Movable bridge				\$ 96,700,743.00	\$ 96,700,743.00	\$ 14,505,111.45	\$ 111,205,854.45
10.03 Track structure: Undergrade Bridges					\$ -	\$ -	\$ -
10.04 Track structure: Culverts and drainage structures	#				\$ -	\$ -	\$ -
10.05 Track structure: Cut and Fill (> 4' height/depth)	Miles				\$ -	\$ -	\$ -
10.06 Track structure: At-grade (grading and subgrade stabilization)	Miles				\$ -	\$ -	\$ -
10.07 Track structure: Tunnel					\$ -	\$ -	\$ -
10.08 Track structure: Retaining walls and systems	Miles				\$ -	\$ -	\$ -
10.09 Track new construction: Conventional ballasted					\$ -	\$ -	\$ -
10.10 Track new construction: Non-ballasted					\$ -	\$ -	\$ -
10.11 Track rehabilitation: Ballast and surfacing					\$ -	\$ -	\$ -
10.12 Track rehabilitation: Ditching and drainage					\$ -	\$ -	\$ -
10.13 Track rehabilitation: Component replacement (rail, ties, etc)					\$ -	\$ -	\$ -
10.14 Track: Special track work (switches, turnouts, insulated joints)					\$ -	\$ -	\$ -
10.15 Track: Major interlockings					\$ -	\$ -	\$ -
10.16 Track: Switch heaters (with power and control)					\$ -	\$ -	\$ -
10.17 Track: Vibration and noise dampening					\$ -	\$ -	\$ -
10.18 Other linear structures including fencing, sound walls	Miles				\$ -	\$ -	\$ -
20 STATIONS, TERMINALS, INTERMODAL					\$ -	\$ -	\$ -
20.01 Station buildings: Intercity passenger rail only					\$ -	\$ -	\$ -
20.02 Station buildings: Joint use (commuter rail, intercity bus)					\$ -	\$ -	\$ -
20.03 Platforms					\$ -	\$ -	\$ -
20.04 Elevators, escalators					\$ -	\$ -	\$ -
20.05 Joint commercial development					\$ -	\$ -	\$ -
20.06 Pedestrian / bike access and accommodation, landscaping,					\$ -	\$ -	\$ -
20.07 Automobile, bus, van accessways including roads					\$ -	\$ -	\$ -
20.08 Fare collection systems and equipment					\$ -	\$ -	\$ -
20.09 Station security					\$ -	\$ -	\$ -
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS					\$ -	\$ -	\$ -
30.01 Administration building: Office, sales, storage, revenue counting					\$ -	\$ -	\$ -
30.02 Light maintenance facility					\$ -	\$ -	\$ -
30.03 Heavy maintenance facility					\$ -	\$ -	\$ -
30.04 Storage or maintenance-of-way building/bases					\$ -	\$ -	\$ -
30.05 Yard and yard track					\$ -	\$ -	\$ -
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS					\$ 85,000.00	\$ 12,750.00	\$ 97,750.00
40.01 Demolition, clearing, site preparation					\$ -	\$ -	\$ -
40.02 Site utilities, utility relocation					\$ -	\$ -	\$ -
40.03 Hazardous material, contaminated soil removal/mitigation, ground water treatments					\$ -	\$ -	\$ -
40.04 Environmental mitigation: wetlands, historic/archeology, parks					\$ -	\$ -	\$ -
40.05 Site structures including retaining walls, sound walls					\$ -	\$ -	\$ -
40.06 Temporary facilities and other indirect costs during construction					\$ -	\$ -	\$ -
40.07 Purchase or lease of real estate				\$ 85,000.00	\$ 85,000.00	\$ 12,750.00	\$ 97,750.00
40.08 Highway/pedestrian overpass/grade separations					\$ -	\$ -	\$ -
40.09 Relocation of existing households and businesses					\$ -	\$ -	\$ -
50 COMMUNICATIONS & SIGNALING					\$ 4,825,027.00	\$ 723,754.05	\$ 5,548,781.05
50.01 Wayside signaling equipment				\$ 4,825,027.00	\$ 4,825,027.00	\$ 723,754.05	\$ 5,548,781.05
50.02 Signal power access and distribution					\$ -	\$ -	\$ -
50.03 On-board signaling equipment					\$ -	\$ -	\$ -
50.04 Traffic control and dispatching systems					\$ -	\$ -	\$ -
50.05 Communications					\$ -	\$ -	\$ -
50.06 Grade crossing protection					\$ -	\$ -	\$ -
50.07 Hazard detectors (dragging equipment, , slide, etc.)					\$ -	\$ -	\$ -

HSIPR Program Application Supporting Forms
Track 1a - FD/Construction and Track 4

OMB No. 2130-0583

Project Name:	IL-CREATE P1
Track:	1a

APPLICANT INPUTS					Total Allocated Cost (Base Yr/FY10 Dollars)	Allocated Contingency (Base Yr/FY10 Dollars)	TOTAL COST (Base Yr/FY10 Dollars)
	Unit	Quantity	Unit Cost (Base Yr/FY 10*)	Non-Unit Based Costs			
50.08 Station train approach warning system					\$ -	\$ -	\$ -
60 ELECTRIC TRACTION					\$ -	\$ -	\$ -
60.01 Traction power transmission: High voltage					\$ -	\$ -	\$ -
60.02 Traction power supply: Substations	#				\$ -	\$ -	\$ -
60.03 Traction power distribution: Catenary and third rail	#				\$ -	\$ -	\$ -
60.04 Traction power control					\$ -	\$ -	\$ -
Construction Subtotal (10-60)					\$ 101,610,770.00	\$ 15,241,615.50	\$ 116,852,385.50

HSIPR Program Application Supporting Forms
Track 1a - FD/Construction and Track 4

OMB No. 2130-0583

Project Name:	IL-CREATE P1
Track:	1a

APPLICANT INPUTS

	Unit	Quantity	Unit Cost (Base Yr/FY 10*)	Non-Unit Based Costs	Total Allocated Cost (Base Yr/FY10 Dollars)	Allocated Contingency (Base Yr/FY10 Dollars)	TOTAL COST (Base Yr/FY10 Dollars)
70 VEHICLES					\$ -	\$ -	\$ -
70.00 Vehicle acquisition: Electric locomotive	#				\$ -	\$ -	\$ -
70.01 Vehicle acquisition: Non-electric locomotive	#				\$ -	\$ -	\$ -
70.02 Vehicle acquisition: Electric multiple unit	#				\$ -	\$ -	\$ -
70.03 Vehicle acquisition: Diesel multiple unit	#				\$ -	\$ -	\$ -
70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space	#				\$ -	\$ -	\$ -
70.05 Veh acq: Loco-hauled passenger cars w/o ticketed space	#				\$ -	\$ -	\$ -
70.06 Vehicle acquisition: Maintenance of way vehicles	#				\$ -	\$ -	\$ -
70.07 Vehicle acquisition: Non-railroad support vehicles	#				\$ -	\$ -	\$ -
70.08 Vehicle refurbishment: Electric locomotive	#				\$ -	\$ -	\$ -
70.09 Vehicle refurbishment: Non-electric locomotive	#				\$ -	\$ -	\$ -
70.10 Vehicle refurbishment: Electric multiple unit	#				\$ -	\$ -	\$ -
70.11 Vehicle refurbishment: Diesel multiple unit	#				\$ -	\$ -	\$ -
70.12 Veh refurb: Passeng. loco-hauled car w/ ticketed space	#				\$ -	\$ -	\$ -
70.13 Veh refurb: Non-passeng loco-hauled car w/o ticketed space	#				\$ -	\$ -	\$ -
70.14 Vehicle refurbishment: Maintenance of way vehicles	#				\$ -	\$ -	\$ -
70.15 Spare parts					\$ -	\$ -	\$ -
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)					\$ 17,099,924.00	\$ 2,564,988.60	\$ 19,664,912.60
80.01 Service Development Plan/Service Environmental					\$ -	\$ -	\$ -
80.02 Preliminary Engineering/Project Environmental					\$ -	\$ -	\$ -
80.03 Final design				\$ 7,429,850.00	7,429,850.00	1,114,477.50	8,544,327.50
80.04 Project management for design and construction					\$ -	\$ -	\$ -
80.05 Construction administration & management				\$ 9,670,074.00	9,670,074.00	1,450,511.10	11,120,585.10
80.06 Professional liability and other non-construction insurance					\$ -	\$ -	\$ -
80.07 Legal; Permits; Review Fees by other agencies, cities, etc.					\$ -	\$ -	\$ -
80.08 Surveys, testing, investigation					\$ -	\$ -	\$ -
80.09 Engineering inspection					\$ -	\$ -	\$ -
80.10 Start up					\$ -	\$ -	\$ -
Subtotal (10-80)					\$ 118,710,694.00	\$ 17,806,604.10	\$ 136,517,298.10
90 UNALLOCATED CONTINGENCY							
Subtotal (10-90)							\$ 136,517,298.10
100 FINANCE CHARGES							
TOTAL CAPITAL COSTS (10-100)							\$ 136,517,298.10

Space provided for additional descriptions of capital costs.
 See Example under "Instructions" above. Please include references to specific Cost Category numbers.

OMB No. 2130-0583

[illegible]

HSIPR Program Application Supporting Forms
Track 1a - FD/Construction and Track 4

OMB No. 2130-0583

Explanation Provided? (if so use *)

[illegible]

Journal Pre-proof

Annual Capital Cost Budget

Instructions:

This form should provide a breakdown by year of the capital costs entered in the previous "Detailed Capital Cost Budget". The data you enter in this form should be drawn from budget estimates or analysis you have available for your project.

1. In the yellow cells in the "Base Year/ FY 2010 Dollars" table, enter the annual dollar figures for each cost category in Base Year/FY 10 Dollars. In the yellow cells of the "Year of Expenditure (YOE)" table, enter the actual cost of FY 2009 activities. In both tables as appropriate, the blue cells will auto-populate with Base Year/FY 10 Dollars if you entered assumed inflation rates in the "General Info" tab. If you did not enter assumed inflation rates, or you wish to make your own calculations, you may enter values in the light blue cells. Note: This form should reflect Federal Government Fiscal Years (FY) from October 1 through September 30.

2. In the "Base Year/ FY 2010 Dollars" table, the numbers in the "Double Check Total" column will auto-populate from the "Detailed Capital Cost Budget" in the previous tab. The numbers in the "Base Yr/FY 10 Total" column will be the sum of the annual data entered to the left. The two columns should match for each Standard Cost Category. If the entries in the "Double Check Total" column are red, the Base Year/FY 10 values you entered in the previous tab do not match the values entered in this tab.

3. The light blue Year of Expenditure (YOE) information will auto-populate if you entered assumed inflation rates in the "General Info" tab. If you did not enter assumed inflation rates, or you wish to make your own calculations, you may enter values in the light blue cells.

Note: Track 1a - FD/Construction projects must be completed within 2 years of obligation of the funds.

Project Name: IL-CREATE P1

Track: 1a

BASE YEAR/ FY 2010 DOLLARS	2009	2010	2011	2012	2013	2014	2015	Base Yr /FY 10 Total*	Double Check Total
10 TRACK STRUCTURES & TRACK	\$ -	\$ 16,143,679.00	\$ 50,610,432.00	\$ 44,451,743.45				\$ 111,205,854.45	\$ 111,205,854.45
20 STATIONS, TERMINALS, INTERMODAL	\$ -							\$ -	\$ -
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$ -							\$ -	\$ -
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS	\$ -	\$ 97,750.00						\$ 97,750.00	\$ 97,750.00
50 COMMUNICATIONS & SIGNALING	\$ -			\$ 5,548,781.05				\$ 5,548,781.05	\$ 5,548,781.05
60 ELECTRIC TRACTION	\$ -							\$ -	\$ -
70 VEHICLES	\$ -							\$ -	\$ -
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)	\$ -	\$ 1,614,367.00	\$ 5,061,043.00	\$ 12,989,502.60				\$ 19,664,912.60	\$ 19,664,912.60
90 UNALLOCATED CONTINGENCY	\$ -							\$ -	\$ -
100 FINANCE CHARGES	\$ -							\$ -	\$ -
Total Project Cost (10-100)	\$ -	\$ 17,855,796.00	\$ 55,671,475.00	\$ 62,990,027.10	\$ -	\$ -	\$ -	\$ 136,517,298.10	\$ 136,517,298.10

YEAR OF EXPENDITURE (YOE) DOLLARS	2009	2010	2011	2012	2013	2014	2015	YOE Total**
10 TRACK STRUCTURES & TRACK	\$ -	\$ 16,143,679.00	\$ 52,887,901.44	\$ 48,542,415.14	\$ -	\$ -	\$ -	\$ 117,573,995.58
20 STATIONS, TERMINALS, INTERMODAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS	\$ -	\$ 97,750.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 97,750.00
50 COMMUNICATIONS & SIGNALING	\$ -	\$ -	\$ -	\$ 6,059,407.63	\$ -	\$ -	\$ -	\$ 6,059,407.63
60 ELECTRIC TRACTION	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
70 VEHICLES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)	\$ -	\$ 1,614,367.00	\$ 5,288,789.94	\$ 14,184,861.58	\$ -	\$ -	\$ -	\$ 21,088,018.51
90 UNALLOCATED CONTINGENCY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
100 FINANCE CHARGES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost (10-100)	\$ -	\$ 17,855,796.00	\$ 58,176,691.38	\$ 68,786,684.34	\$ -	\$ -	\$ -	\$ 144,819,171.72

* For the purpose of this application, base year dollars are considered FY 2010 dollars.

**Year-of-Expenditure(YOE) dollars are inflation-adjusted Base Year dollars. Applicants may determine their own inflation rate and enter it on the "General Info" tab. Applicants should also explain their proposed inflation assumptions (and methodology, if applicable) in the Application Form, Section B, Project Overview, Question (5).

Instructions:

1. In the yellow cells below, enter the anticipated "Start Date" and "End Date" for each high level activity (e.g., Final Design, Construction, Service Ops).
2. Illustrate the anticipated timing and duration of each task item on the chart below. Shade the quarters or months for each corresponding year in which work will take place on a task. Shade all cells in the corresponding row in which activity will take place. Enter an 'X' in a cell to shade that cell.
3. Complete this process for all of the tasks, both high-level tasks (e.g., Final Design) and subtasks (e.g., Issue request for bids, make awards of FD contracts).

Note: All Track 1a - FD/Construction projects must be completed within 2 years of obligation.

														Project Name:		IL-CREATE P1																																																									
														Track:		1a																																																									
														Years 2009 - 2012 by Month																								Years 2013-2015 by Quarter																																			
														2009												2010												2011												2012												2013				2014				2015			
														Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4												
Final Design (FD)														10/01/09		12/01/10																																																									
Issue requests for bids, make awards of FD contracts																																																																									
FD Drawings; and cost estimate, schedule refinement																																																																									
Issue requests for construction bids																																																																									
Submit request / receive FRA approval for construction																																																																									
Make awards of construction contracts																																																																									
Construction														10/01/10		09/01/12																																																									
Construct infrastructure																																																																									
Acquire and test vehicles																																																																									
Service Ops - Closeout																																																																									
Service Operations																																																																									
Completion of project/program close-out, resolution of claims																																																																									

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is 2130-0583.

Compatibility Report for hsiprsuppformstrack1atrack4.xls
Run on 8/24/2009 22:02

The following features in this workbook are not supported by earlier versions of Excel. These features may be lost or degraded when you save this workbook in an earlier file format.

Significant loss of functionality

of occurrences

Any effects on this object will be removed. Any text that overflows the boundaries of this graphic will appear clipped.	12
	'Main Page!A1:T24 'General Info.!A1:R52 'Capital Cost Info.!A1:BT2566 'Annual Capital Cost Budget!A1:DJ42 'Schedule !A1:GZ1101
Some cells have overlapping conditional formatting ranges. Earlier versions of Excel will not evaluate all of the conditional formatting rules on the overlapping cells. The overlapping cells will show different conditional formatting.	3
	'Schedule '!M21:BL22 'Schedule '!M18:BL19 'Schedule '!M12:BL16

Upload #3

Applicant: Illinois Department of Transportation
Application Number: HSR2011000204
Project Title: High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a -
Projects (Final Design/Construction)CREATE Project P1 - Englewood
Flyover
Status: Awarded
Document Title: P1 Project Report

GrantSolutions.gov was not able to attach this document to due to size restrictions.
Please download the attachment individually.

Upload #4

Applicant: Illinois Department of Transportation
Application Number: HSR2011000204
Project Title: High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a -
Projects (Final Design/Construction)CREATE Project P1 - Englewood
Flyover
Status: Awarded
Document Title: P1 Tech Memo



TranSystems

1051 Perimeter Drive
Suite 1025
Schaumburg, IL 60173-5058
Tel 847.605.9600
Fax 847.605.9610

www.transystems.com

CREATE - TECHNICAL MEMORANDUM PROJECT P1

TO: Larry Wilson, IDOT

DATE: July 13, 2009

FROM: Grace L. Dysico, PE, TranSystems

Re: CREATE Project P1: Additional proposed work and PESA Refresh

The purpose of this technical memorandum is to summarize the new scope of work items to the CREATE Project P1 project, identify any additional impacts to the environmental resources, and identify any resolutions of these impacts.

Scope of Work for P1 as identified in the October 1, 2008 approved ECAD

The Build Alternative in the October 1, 2008 approved ECAD proposes to raise the existing two-track (proposed three-track) Metra RID Line approximately 29 feet to fly over the existing three-track (proposed six-track) NS alignment. The total project length is 8,400 feet or 1.55 miles.

The proposed alignment of the flyover would be shifted to the west to reduce curvature, increase operating speeds, and to allow two tracks to remain operational during construction. The design speed for the new tracks is 79 mph. A maximum profile grade of 2 percent was used on the approaches to the new flyover structure over the NS tracks. Besides the flyover structure, new bridge structures would be required at 69th Street, 67th Street, Wentworth Avenue, Dan Ryan Expressway, 61st Street and 59th Street. It is proposed to fill the existing viaducts at 66th and 60th Streets in lieu of constructing new bridges at those locations. This reduces the cost of the possible need to shift the existing 66th Street bridge. It also eliminates the cost to construct new bridges at both streets and to maintain the bridges in the future. The community will experience little or no adverse travel since there is an available crossing under the Metra RID only one block away from each location. The 61st Street viaduct is an alternate route for the 60th Street viaduct closure. Drainage improvements will be included for the 61st Street viaduct to provide positive drainage. Gaps in the sidewalk along 61st Street and 59th street will be filled in between LaSalle and State Streets.

New Scope of Work Proposed for P1

The revised proposed Build Alternative will include proposed sidewalk construction to fill in gaps in the existing sidewalk on 60th Street between the Metra RID railroad tracks and State Street, LaSalle Street between 61st Street and 59th Street, and State Street between 61st Street and 59th Street. All of this work will be within the existing right-of-way of the roadways. These sidewalks are alternate pedestrian routes due to the 60th



CREATE Project P1
Technical Memorandum
July 13, 2009
Page 2

Street viaduct closure. The ESR Addendum D submittal incorporated these additional areas. See the included aerial exhibits showing the Addendum D area outlined in yellow dashed lines and blue clouds.

Public Involvement

The approved Build Alternative requires temporary easements to construct some retaining walls. No proposed right-of-way is required and no significant impacts have been identified for this project. However, the proposed closures of the 66th Street and 60th Street viaducts required public involvement activities.

A Public Information Meeting was held on June 26, 2007 at Antioch Baptist Church. The meeting was attended by over 60 people, including representatives from IDOT, City of Chicago, CTA, Metra, NS, and state and city elected officials. Eight people asked questions. Three comment sheets were submitted. One was a request to be added to the email contact list, another was in support of the project, and the third requested Metra to consider a new station at 63rd and State Street and to keep the viaduct open at 60th Street. Letters were mailed to two residents who asked specific questions about the 60th Street viaduct closure.

A Public Hearing was held on January 17, 2008 at the Antioch Baptist Church. 35 people attended the meeting, including IDOT, City of Chicago, Metra, NS, and state and city elected officials. Two people asked questions, two comment sheets were submitted, and one comment was recorded with the court reporter. Of the five total comments/questions made, two were statements in support of the project, one requested Metra to consider a new station at 63rd Street near Kennedy King College and inquired about employment opportunities, and two comments expressed concern about the 60th Street viaduct closure. Response letters were sent out to answer the inquiries.

The new proposed sidewalk construction along 60th Street, State Street, and LaSalle Street will be within existing right-of-way and therefore does not require any additional public involvement.

Environmental Reevaluation

The revised project study limits as identified in ESR Addendum D is required for the construction of new proposed sidewalk. As a result of this new work the environmental resources were re-analyzed for potential impacts. A summary of findings follows:

- I. **Social/Economic** – The proposed new Scope of Work will not change the results to items I.1 to I.8. For item I.9, Pedestrian & Bicycle Facilities, new sidewalks will be included to fill in gaps in the existing sidewalk on 60th Street between the Metra RID railroad tracks and State Street, LaSalle Street between 61st Street and 59th Street, and State Street between 61st Street and 59th Street. Construction of the additional sidewalk enhances the mitigation measure of providing continuous sidewalk facilities in the vicinity of the 60th Street viaduct closure. All new sidewalks constructed will comply with and meet the requirements of the American with Disabilities Act (ADA) 1990.

- II. **Agricultural** – The proposed sidewalk construction is within existing roadway right-of-way and is within the corporate limits of the City of Chicago. There is no agriculture land production involved within the revised limits of this project. Therefore this work will not change the results to this resource as documented in the ECAD approved on October 1, 2008.
- III. **Cultural** – Cultural Resource clearance for ESR Addendum D was issued on May 27, 2009. No cultural resources will be impacted within the revised project limits. This work will not change the results to items III.1 through III.3 as documented in the ECAD approved on October 1, 2008.
- IV. **Air Quality** – This work will not change the results to items IV.1 and IV.2 as documented in the ECAD approved on October 1, 2008.
- V. **Noise & Vibration** – The revised proposed work will not change the results to this resource item as documented in the ECAD approved on October 1, 2008.
- VI. **Energy** – The revised proposed work will not change the results to this resource item as documented in the ECAD approved on October 1, 2008.
- VII. **Natural Resources** – The BDE Natural Resources Unit coordinated the project with the IDNR Natural Heritage Database. The original project area and Addendums A and C were renewed and Addendum D was screened. The Natural Resources Review Tool has no record of state or federally listed species, natural areas or nature preserves within the project corridor. The Biological Resource clearance was issued May 26, 2009. The revised proposed work will not change the results to this resource item as documented in the ECAD approved on October 1, 2008.
- VIII. **Water Quality/Resources** – The revised proposed work will occur within the existing roadway right-of-way. There are no surface water resources within the revised proposed work areas. Therefore, the revised proposed work will not change the results to this resource item as documented in the ECAD approved on October 1, 2008.
- IX. **Flood Plains** – The revised proposed work will occur within the existing roadway right-of-way. There are no 100-year flood plains or regulatory floodways in the vicinity of the project. Therefore, the revised proposed work will not change the results to this resource item as documented in the ECAD approved on October 1, 2008.
- X. **Wetlands** – The BDE Natural Resources Unit reviewed the project and determined that the project does not require wetland surveys. No wetlands were identified within the revised project limits. The original project area and Addendums A and C were renewed and Addendum D was screened. The Wetland Resource clearance was issued May 26, 2009. The revised proposed work will not change the results to this resource item as documented in the ECAD approved on October 1, 2008.

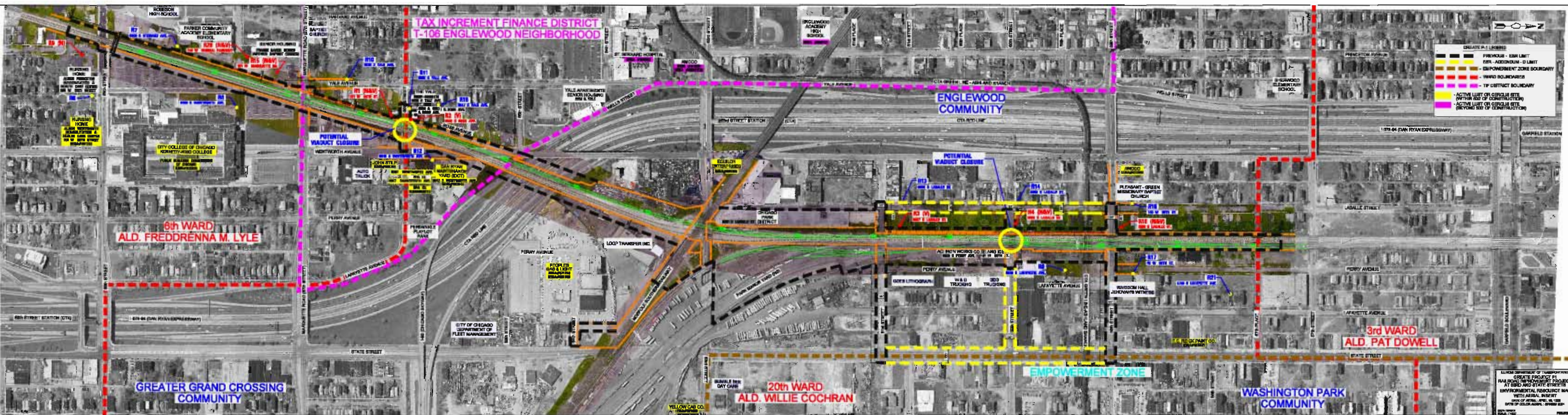
- XI. Special Waste** – A re-validation of the January 2008 PESA Memorandum for the study area was completed in June 2009 since over six months have lapsed and construction has not yet been initiated. The re-validation area includes the original ESR limits and Addendum A through C.

A review of updated environmental database records and the project areas has determined that the land uses of property which may be disturbed during the proposed Project P1 construction activities have not changed since the Final PESA Memorandum. The property owners surveyed for the Final PESA have not changed. The land use of the areas included in Addendums A through C also remains the same. Therefore, it is recommended that the PESA documentation as included in the Final Project Report of January 2009 remain valid. This re-validation is considered valid for six months, or until December, 2009.

A Special Waste Screening was conducted for the ESR Addendum D areas following the *CREATE Railroad Property Special Waste Procedures* (July, 2006) and the BDE Procedure Memorandum 66-09A. Based on subsection 27-2.02 Special Waste Screening procedures/methodology, the screening found a "Determination of No Further Action Necessary". Please see the attached Special Waste Screening Memorandum (June 5, 2009) and Screening Criteria Flowchart (Figure 27-2A of BDE Procedure Memorandum 66-09A).

No other revisions to the proposed work are anticipated and do not change the results to this resource item as documented in the ECAD approved on October 1, 2008.

- XII. Special Lands** - The revised proposed work will occur within the existing roadway right-of-way and therefore this work will not change the results to items XII.1 through XII.3 as documented in the ECAD approved on October 1, 2008.
- XIII. Other Issues** - There are no other environmental issues associated with the revised proposed work and therefore this work will not change the results to this resource item as documented in the ECAD approved on October 1, 2008.





FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
STA.	TO STA.	COOK	1	1
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SEE SHEET NO. 2
MATCH LINE STA. 340+00

ILLINOIS DEPARTMENT OF TRANSPORTATION
CREATE PROJECT P-1
RAILROAD IMPROVEMENT PROJECT
AT 63RD AND STATE STREETS
ENVIRONMENTAL SURVEY REQUEST
ADDENDUM D

DATE OF
AERIAL: APRIL 16, 1998
DATE OF COLOR
AERIAL: APRIL, 2004

DATE: 05/20/09
DRAWN BY: CEC
CHECK BY: GLD



Illinois Department of Transportation

Memorandum

To: George Weber
From: Charles Ingersoll By: J. A. Walthall
Subject: Cultural Resource Clearance
Date: May 27, 2009

CREATE P-1
Cook County
CREATE P-1 (Metra Rock Island RR), Addendum D
Job No. P-30-006-04
Seq. 11734D

Attached is a copy of the "Environmental Survey Request Form" submitted for the above project. It is the opinion of our professional staff that no Cultural Resource survey is required for this project. This determination follows the stipulations of the joint agreement for the Exclusion of Classes of "No Effect" from Illinois SHPO Coordination ratified by FHWA, the SHPO, and IDOT on July 17, 1995. The signed request form attached is your evidence of coordination.

Attachment

JAW:km

Chicago Region Environmental & Transportation
Efficiency (CREATE) Project
Environmental Survey Request Addendum

A. Project Information ☒ Bio ☒ Cultural ☒ Wetlands ☐ Special Waste

Submittal Date: 05/21/2009 Sequence No: 11734 D

District: 1 Requesting Agency: Other Railroad Project Identifier: P-1

Contract #: Job No.: P- 30-006-04

Counties: Cook

Route: Metra Rock Island RR Marked:

Street: Section:

Municipality(ies): City of Chicago (Englewood Neighborhood) Project Length: 2.4140 km 1.5 miles

From To (At): 69th St. to 57th St.

Quadrangle: Englewood Township-Range-Section: 38N-14E-16,21

Anticipated Design Approval: 01/26/2009

B. Reason for Submittal: (Check all that apply)

☐ Acquisition of additional ROW or easement Addendum: acres Total Project: 20,000 acres

☐ In-Stream Work Stream Name:

☒ Other: Because of proposed sidewalk construction to fill in gaps in existing sidewalk on 60th St betwn the Metra RID RR tracks & State St, LaSalle St betwn 61st St & 59th St, **** (See next page)

☐ Field Sign Off (Bio & Cultural Only)

C. Addendum Description: New sidewalk work outside original ESR limits and update original project biological clearance.

D. Tree Removal?: Yes Number?: 50 ha/ acres

Wetland delineation performed by: End. Species Consultation performed by:

E. Contact Person: Lawrence B. Wilson **Local Contact Person:** Grace Dysico

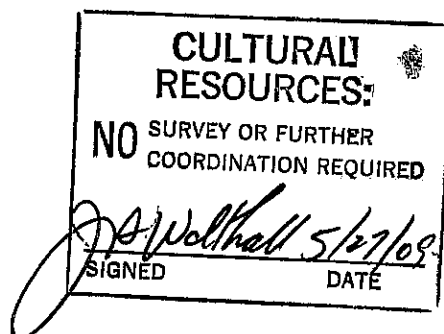
Telephone #: (312) 793-3507 ext. Telephone #: (847) 407-5247 ext.

Env. Contact: E-Mail: gldysico@transystems.com

Telephone #: Title/Company:

F. ☐ Update Entire Project
☒ Addendum Only

☐ Field Sign Off (Bio & Cultural Only) ☒ Received in CO 05/22/2009





Illinois Department of Transportation

Memorandum

To: George E. Weber
From: Charles J. Ingersoll By: Thomas C. Brooks *Thomas C. Brooks*
Subject: Biological and Wetland Resources Review*
Date: May 26, 2009

*CREATE

P-1

From 69th Street to 57th Street

Job No.: P-30-006-04 (BDE Seq. No.: 11734, 11734 A, C and D)

City of Chicago

Cook County

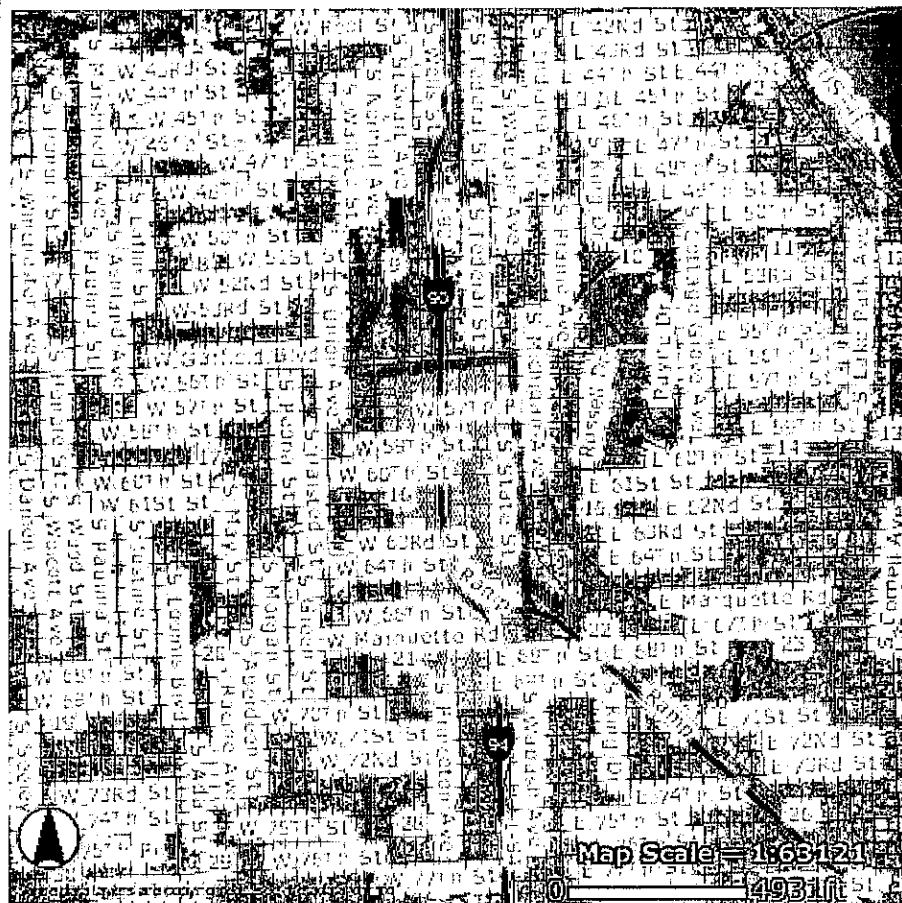
The BDE Natural Resources Unit and the Illinois Department of Natural Resources have reviewed this project. The project, as described on the Environmental Survey Request Form, does not require biological or wetland surveys.

The original project area and Addendums A and C were renewed and the Addendum D area was screened. The result of that submittal is that the Natural Resources Review Tool has no records of state or federally listed species, natural areas or nature preserves within the project corridor (NRRT/WIRT Report dated May 26, 2009).

Attachments: NRRT/WRRT Report

JMV

**Area: 1.236 square
miles = 795.972
acres**



Tue May 26 10:51:08 CDT 2009



Memo

1051 Perimeter Drive, Suite 1025
Schaumburg, IL 60173-5058

T 847-605-9600
F 847-605-9610

www.transystems.com

To: Larry Wilson, IDOT/DPIT
Walt Zyznieuski, IDOT/BDE

From: Grace Dysico, P.E.
Environmental Lead

Date: June 5, 2009

Subject: CREATE Project P1
Special Waste Screening
for ESR Addendum D Areas

This summarizes the results of the Special Waste Screening for the CREATE P1 project's additional project areas included in the ESR Addendum D submittal. The purpose of this screening is to comply with the BDE Procedure Memorandum 66-09A, subsection 27-2.02 Special Waste Screening (May 21, 2009) for Non Railroad ROW areas.

The additional non-railroad ROW areas are shown outlined in yellow dashed lines and blue clouds on the attached exhibits. The areas were added to include the extra sidewalk areas requested by Alderman Cochran to complete the pedestrian route due to the 60th Street viaduct closure.

Description of Additional Areas

At 60th Street, the limits were extended 625 feet on the east side of the Metra RID to encompass the work along both sides of 60th Street. New sidewalk on both sides of 60th Street is proposed to be constructed to fill in the gaps in the existing sidewalk. The proposed sidewalk will be constructed within the existing roadway ROW. The limits extend east of State Street to account for any possible ADA improvements.

At LaSalle Street, the limits were added between 61st Street and 59th Street to encompass the work along the east side of LaSalle Street. New sidewalk on the east side of LaSalle Street is proposed to be constructed to fill in the gaps in the existing sidewalk. The proposed sidewalk will be constructed within the existing roadway ROW.

At State Street, the limits were added between 61st Street and 59th Street to encompass the work along the west side of State Street. New sidewalk on the west side of State Street is proposed to be constructed to fill in the gaps in the existing sidewalk. The proposed sidewalk will be constructed within the existing roadway ROW.

These sidewalks are alternate pedestrian routes due to the 60th Street viaduct closure.

Special Waste Procedures/Methodology

The additional non-railroad ROW areas must follow the BDE Procedure Memorandum 66-09A, subsection 27-2.02 Special Waste Screening (May 21, 2009). The memorandum indicates that the project shall follow the

Special Waste Assessment (SWA) Screening Criteria flowchart in Figure 27-2A for documenting the screening results. The SWA Screening Criteria flowchart has been completed and is attached.

Conclusion for CREATE P1

Based on the Special Waste Assessment (SWA) Screening Criteria flowchart in Figure 27-2A, the proposed work within these new non railroad ROW areas, on-site observations, and update of previously examined databases a "Determination of No Further Action Necessary" was made.

The CREATE Project P1 is in compliance with the *CREATE Railroad Property Special Waste Procedures* (July 2006) for the additional ESR Addendum D non-railroad ROW study areas. A "Determination of No Further Action Necessary" was made and the Final PESA Report (January 2008) remains valid.

G:\CH04\0017\Environmental\Special Waste\2009 06-05 SW Screening for ESR Add DIP1 Memo_Combined SW Screen 06-05-09.doc

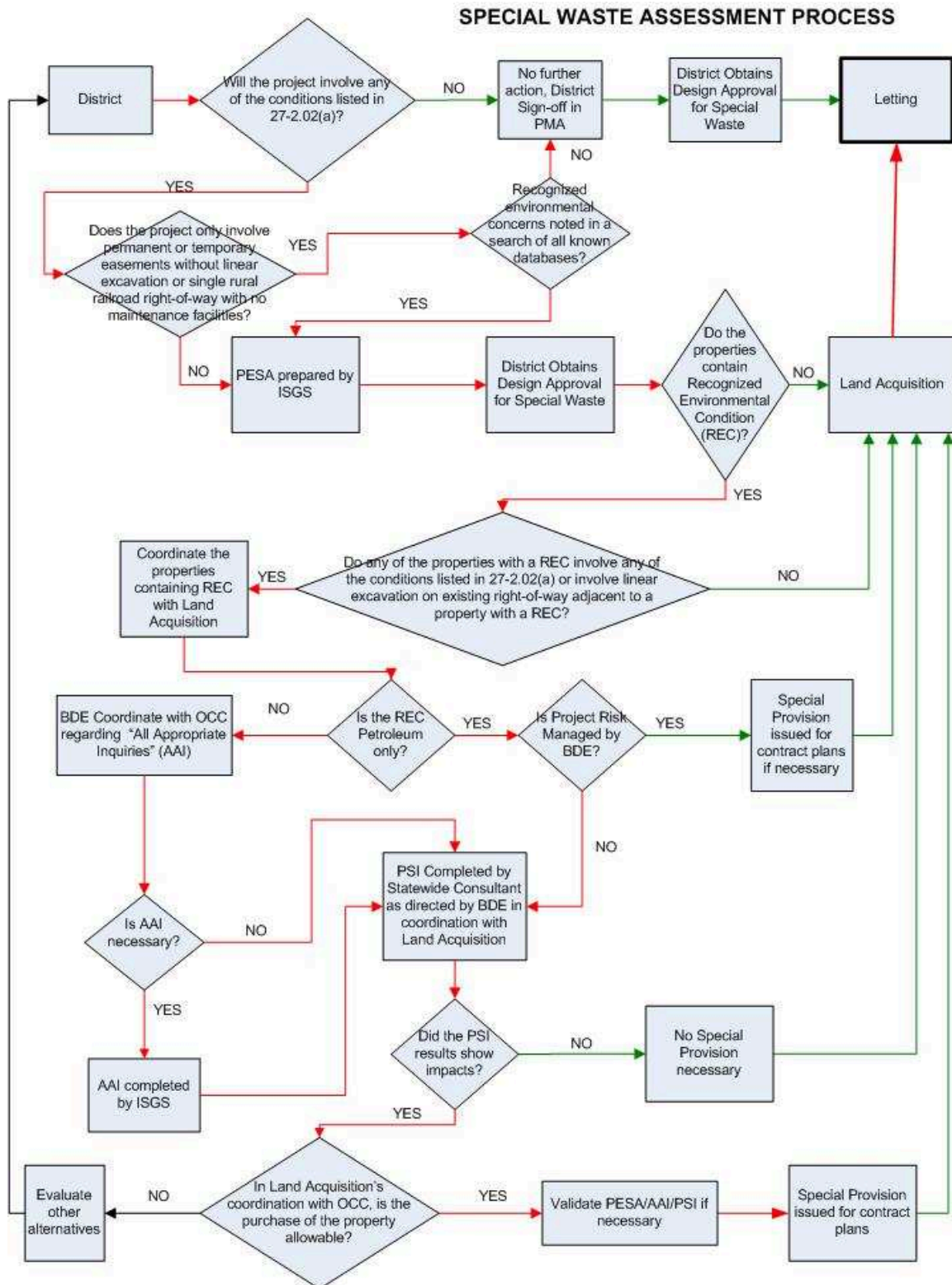


Figure 27-2A

27-2.02(a) No Further Action Determination (District Sign-Off)

The district may sign-off on the project and not undertake further action to identify and evaluate special wastes or other regulated substance contamination if completion of the SWA screening process results in the determination that the project does not involve any of the following:

1. new right-of-way or easements,
2. railroad right-of-way other than single rail rural with no maintenance facilities,
3. building demolition/modification, or
4. linear excavation, or subsurface utility relocation;

For projects involving only permanent or temporary easements (and none of the other conditions listed above) the district can still sign-off on the project if, after searching all known databases, the district determines that the project does not involve a listed CERCLIS site within one mile (1.6 km) of the project; a listed Leaking Underground Storage Tank (LUST) within 1000 ft (300 m) of the project; or a listed Underground Storage Tank (UST) or Resource Conservation and Recovery Act (RCRA) facility located on property involving the easement.

The district individual preparing the SWA Screen/Survey Request Form shall sign and date the form. The district shall ensure the form is retained in the project file and included in the environmental documentation for the project to support the finding that the application of the screening criteria did not indicate potential for special waste or other regulated substance contamination warranting further investigation.

27-2.02(b) Further Assessment Determined Necessary

If application of the SWA screening procedure leads to a determination that further assessment of the project for special wastes or other regulated substance contamination is required, a Preliminary Environmental Site Assessment (PESA) will be necessary. In some cases, non-petroleum property(ies) may require the PESA to be re-conducted under the "All Appropriate Inquiry" (AAI) standard in order to give the Department the appropriate CERCLA liability protection. A Preliminary Site Investigation (PSI) may also be necessary, depending upon the results of the PESA and/or AAI.

On November 1, 2006, 40 Code of Federal Regulation (CFR) 312 became effective; this rule defined AAI on what is required for due diligence to avoid Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) liability (Superfund liability). The AAI Rule implements the 2002 Small Business Liability Relief and Brownfields Revitalization Act (2002 Brownfield Act), which aimed to clarify and expand the potential defenses to strict liability under CERCLA. To qualify for CERCLA's defenses to strict liability (i.e. as an innocent purchaser, a bona fide prospective purchaser, or a contiguous property owner), a defendant must show it conducted AAI

Upload #5

Applicant: Illinois Department of Transportation
Application Number: HSR2011000204
Project Title: High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a -
Projects (Final Design/Construction)CREATE Project P1 - Englewood
Flyover
Status: Awarded
Document Title: P1 CE

Federal Railroad Administration (FRA) CATEGORICAL EXCLUSION WORKSHEET

Note: The purpose of this worksheet is to assist proposal sponsors in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for proposals, which may qualify as Categorical Exclusions and to assist the FRA in evaluating requests from project sponsors for categorical exclusion determinations. Categorical Exclusions are categories of actions (i.e. types of projects) that the FRA has determined, based on its experience, typically do not individually or cumulatively have a significant effect on the human environment and which generally do not require the preparation of either an environmental impact statement or an environmental assessment.

Submission of the worksheet by itself does not meet NEPA requirements. FRA must concur in writing with the proposal sponsor's Categorical Exclusion recommendation for NEPA requirements to be met. Please complete this worksheet using compatible word processing software and submit and transmit the completed form in electronic format.

<i>For Agency Use</i>	<i>Date Received:</i>
<i>Reviewed By:</i> <i>Date:</i>	<i>Recommendation for action:</i> <input type="checkbox"/> Accept <input type="checkbox"/> Return for Revisions <input type="checkbox"/> Not Eligible
<i>Comments:</i>	
<i>Concurrence by Counsel:</i> <input type="checkbox"/> Accept Recommendation <input type="checkbox"/> Return with Comments	<i>Reviewed By:</i> <i>Date:</i>
<i>Comments:</i>	
<i>Concurrence by Approving Official:</i>	<i>Date:</i>

I. PROPOSAL DESCRIPTION

Proposal Sponsor Illinois Department of Transportation	Date Submitted 08/24/2009	FRA Identification Number (if any)
Proposal Title CREATE Project P1 - Railroad Improvement Project at 63rd and State Streets		
Location (Include Street Address, City or Township, County, and State) 63 rd & State Streets, Chicago, IL 60609		
Contact Person George Weber	Phone (312) 793-4222	E-mail Address george.weber@illinois.gov
<p>Note: Fully describe the proposal including specifics that may be of environmental concern such as: widening an embankment to stabilize roadbed; repairing or replacing bridge piers foundations, including adding rip-rap in a waterway; earthwork and altering natural (existing) drainage patterns and creating new water discharge; contaminated water needing treatment; building a new or adding on to a shop building; fueling or collection of fuel or oil and contaminated water; building or extending a siding; and building or adding on to a yard.</p>		

Description of Proposal

An ECAD document was submitted to the Illinois Department of Transportation in September 2008. The document was approved as a Categorical Exclusion and signed by IDOT Bureau of Railroads and FHWA in October of 2008. The ECAD Document is attached to this application.

The proposed project raises the existing two-track (proposed three-track) Metra Rock Island District Line approximately 29 feet to fly over the existing three-track (proposed six-track) NS alignment. The total project length is 8,400 feet or 1.55 miles. On the south, the project begins just south of 69th Street; it extends north along the Metra Rock Island District to 57th Place. Although the project is adjacent to several other CREATE Projects, it has independent utility: the proposed improvements will provide benefits to Amtrak, future HSR, railroad freight traffic and Metra's commuter traffic immediately upon completion of this stand alone project. The project cost is estimated at \$139,671,416 of which \$132,687,845 (95%) is requested of FRA with the remaining 5% to be contributed by the CREATE Partners including the State of Illinois.

The proposed alignment of the flyover would be shifted to the west to reduce curvature, increase operating speeds, and to allow two tracks to remain operational during construction. The design speed for the new tracks is 79 mph. A maximum profile grade of 2 percent was used on the approaches to the new flyover structure over the NS tracks. Besides the flyover structure, new bridge structures would be required at 69th Street, 67th Street, Wentworth Avenue, Dan Ryan Expressway, 61st Street and 59th Street. It is proposed to fill the existing viaducts at 66th and 60th. The project will construct over 2,700' of retaining wall, which will require temporary access easements to be obtained. No business or residential relocations are planned due to project activities. All federal, state and local permitting processes will be followed; we anticipate that NPDES and various City of Chicago permits will be required.

Purpose and Need of Proposal**Background on the CREATE PROGRAM**

The overall goals of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program are to improve freight and passenger rail operations, and to improve highway operations in the Chicago metropolitan area while reducing the environmental impacts of rail operations on the general public. The CREATE Program includes the development of five freight and passenger rail transportation corridors in the Chicago metropolitan area, and also includes rail-highway grade separation projects (over or under-passes to grade-separate railroads and highways) on existing rail lines outside the five corridors.

Chicago area freight and passenger rail traffic suffers from congestion, low operating speeds and delays due to traffic demands that exceed the capacity of the Chicago Rail System. The development of the five rail corridors includes the upgrading of existing track structure, the double-tracking or triple-tracking of certain lines, the construction of rail-highway grade separations and rail-rail flyovers, the installation of new or improved signaling, and various other additions and improvements. This proposed work will significantly improve freight and passenger rail operations. In addition, the CREATE Program proposes re-routing existing Metra service in order to assist Metra in increasing their capacity and ability to adequately serve the region. Many stations do not have the capacity to handle additional trains which limits the ability for Metra to expand their services. Other stations, conversely, are under-utilized and represent a potential solution. The CREATE Program includes the installation of connections that will shift service to the under-utilized stations thereby enabling Metra to expand their system. The Program also benefits some Amtrak intercity trains.

Additionally, there are many rail-highway at-grade intersections throughout the Chicago metropolitan area that cause vehicular delays and congestion, and contribute to air pollution in the region. The construction of the rail-highway grade separations will improve traffic operations and air quality in the Chicago metropolitan area.

CREATE PROJECT P1 - Purpose and Need

The purpose of this project is to provide a safer and more efficient rail transportation facility along the Metra Rock Island District (RID) Line and the Norfolk Southern (NS) Chicago Line. The existing at-grade crossing of these two lines is one of the Chicago area's major rail junctions. Metra trains are given priority over the freight and Amtrak trains which use the NS tracks. This results in capacity and operational problems with movements between NS's 47th Street Yard (west of Englewood) and Park Manor Yard (east of Englewood), as well as delays for NS and Amtrak trains on the NS Main Line as they wait for the Metra trains to clear the crossing.

The need of the proposed improvement is to address the system capacity and operational deficiencies, reducing train delays, and improving safety. In the absence of CREATE Project P1, congestion and conflict between, passenger, freight and commuter rail will continue at this location.

II. NEPA CLASS OF ACTION

Answer the following questions to determine the proposal's potential class of action.

A. Will the proposal substantially impact the natural, social and / or human environment?

☐ YES (Contact FRA)

☒ NO (Continue)

Actions that will significantly impact the environment require preparation of an Environmental Impact

Statement. These proposals typically include construction or extension of rail lines or rail facilities including passenger, high speed, or freight rail activities.

- B. Is the significance of the proposal's social, economic or environmental impacts unknown?**
☐ YES (Contact FRA) ☒ NO (Continue)
- C. Does Section 4(f) of the Department of Transportation Act apply?** (i.e. proposal requires the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance, as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site.)
☐ YES (Contact FRA) ☒ NO (Continue)
- D. Is the proposal likely to require detailed evaluation of more than a few potential impacts?**
☐ YES (Contact FRA) ☒ NO (Continue)
- E. Is the proposal likely to generate intense public discussion or concern, even though it may be limited to a relatively small subset of the community?**
☐ YES (Contact FRA) ☒ NO (Continue)
- F. Is the proposal inconsistent with any Federal, State, or local law, regulation, ordinance, or Judicial or administrative determination relating to environmental protection?**
☐ YES (Contact FRA) ☒ NO (Continue)
- G. Is the proposal an integral part of a program of current Federally supported actions which, when considered separately, would not be classified as major actions, but when considered together may result in substantial impacts?**
☐ YES (Contact FRA) ☒ NO (Continue)

If the answer to any of the questions B through G is "YES", contact the FRA to determine whether the proposal requires preparation of an Environmental Assessment.

- H. Is the proposal consistent with one of the following potential Categorical Exclusions?**
 FRA Procedures for Considering Environmental Impacts, 64 FR 28545 (May 26, 1999)
☒ YES (Mark category and continue as indicated) ☐ NO (Contact FRA)
- ☐ Financial assistance or procurements solely for planning or design activities that do not commit the FRA or its applicants to a particular course of action affecting the environment. (*stop and submit to FRA*)
- ☐ State rail assistance grants for acquisition. (*Continue to Part III*)
- ☐ Operating assistance to a railroad to continue existing service or to increase service to meet demand, where the assistance will not result in a change in the effect on the environment. (*stop and submit to FRA*)
- ☐ Acquisition of existing railroad equipment, track and bridge structures, electrification, communication, signaling or security facilities, stations, maintenance of way and maintenance of equipment bases, and other existing railroad facilities or the right to use such facilities, for the purpose of conducting operations of a nature and at a level of use similar to those presently or previously existing on the subject properties. (*Complete Part III, Sections H, I, U, & V and submit to FRA*)
- ☐ Research, development and/or demonstration of advances in signal, communication and/or train control systems on existing rail lines provided that such research, development and/or demonstrations do not require the acquisition of substantial amounts of right-of-way, and do not substantially alter the traffic density [or operational] characteristics of the existing rail line. (*Continue to Part III*)
- ☐ Temporary replacement of an essential rail facility if repairs are commenced immediately after the occurrence of a natural disaster or catastrophic failure. (*Continue to Part III*)

- ☒ Changes in plans for a proposal for which an environmental document has been prepared, where the changes would not alter the environmental impacts of the action. (*Continue to Part III describing the full consequences of the changes only*)
- ☐ Maintenance of: existing railroad equipment; track and bridge structures; electrification, communication, signaling, or security facilities; stations; maintenance-of-way and maintenance-of-equipment bases; and other existing railroad-related facilities. ("Maintenance" means work, normally provided on a periodic basis, which does not change the existing character of the facility, and may include work characterized by other terms under specific FRA programs) (*Continue to Part III*)
- ☐ Financial assistance for the construction of minor loading and unloading facilities, provided that proposals are consistent with local zoning, do not involve the acquisition of a significant amount of land, and do not significantly alter the traffic density characteristics of existing rail or highway facilities. (*Continue to Part III*)
- ☐ Minor rail line additions including construction of side tracks, passing tracks, crossovers, short connections between existing rail lines, and new tracks within existing rail yards, provided that such additions are consistent with existing zoning, do not involve acquisition of a significant amount of right of way, and do not substantially alter the traffic density characteristics of the existing rail lines or rail facilities. (*Continue to Part III*)
- ☐ Improvements to existing facilities to service, inspect, or maintain rail passenger equipment, including expansion of existing buildings, the construction of new buildings and outdoor facilities, and the reconfiguration of yard tracks. (*Continue to Part III*)
- ☐ Environmental remediation through improvements to existing and former railroad track, infrastructure, stations and facilities, for the purpose of preventing or correcting environmental pollution of soil, air or water. (*Continue to Part III*)
- ☐ Replacement, reconstruction, or rehabilitation of an existing railroad bridge, including replacement with a culvert, that does not require the acquisition of a significant amount of right-of-way. (*Continue to Part III*)

III. **PROPOSAL INFORMATION FOR CATEGORICAL EXCLUSIONS**

Complete Part III unless indicated otherwise in Part II and submit to FRA.

For work to fixed facilities, maps displaying the following, as applicable, are required to be attached for FRA review:

- Proposal vicinity
- Proposal Site Plan indicating the USGS Quadrangle and Section
- Other Information as necessary to complete Part III

A. **Describe how the proposal satisfies the purpose and need identified in Part I:**

This project will raise the existing two-track (proposed three-track) Metra RID Line to fly over the existing three-track (proposed six-track) NS alignment. Since the Metra RID Line trains handle commuter traffic almost exclusively, their ability to travel up grades associated with a flyover structure surpasses that of a typical freight train.

While remaining within existing Metra right of way, the proposed alignment of the flyover would be shifted to the west to reduce curvature, increase operating speeds, and to allow Metra to remain operational during construction. Besides the flyover structure, new bridge structures would be required at 67th Street, Wentworth Avenue, Dan Ryan Expressway, 61st Street and 59th Street. It is proposed to fill the existing viaducts at 66th and 60th Streets in lieu of constructing new bridges at those locations. This reduces the cost to move the existing 66th Street bridge. It also eliminates the cost to construct new bridges at both streets and to maintain the bridges in the future. Closing the 60th Street viaduct also allows greater flexibility in the design to minimize impacts to Metra operations during the various construction stages. The community will experience little or no adverse travel since there is an available crossing under

the Metra RID only one block away from each location. The 61st Street viaduct is an alternate route for the 60th Street viaduct closure. Drainage improvements will be included for the 61st Street viaduct to provide positive drainage. Gaps in the sidewalk along 61st Street will be filled in between LaSalle and State Streets.

The proposed action will eliminate conflicts between Metra RID commuter trains and NS freight and Amtrak passenger trains. By eliminating these conflicts, the existing rail infrastructure can be used more efficiently and the capacity of both routes will be increased. The construction of the proposed Metra RID Flyover over the NS eliminates delays experienced by both freight and passenger trains using the NS Chicago Line; they will no longer be constrained by Metra's RID operations.

This project will eliminate bottlenecks caused by the intersection of the crossing railroad tracks. The preferred alternative for construction was selected because of its ability to satisfy the purpose and need of the project while not significantly affecting the natural and human environment. All other alternatives either do not satisfy the project purpose and need, result in more environmental impacts, or are more costly than the Preferred Build Alternative.

- B. Location & Land Use:** *For fixed facilities, attach a map or diagram, at an appropriate scale, identifying the location of the proposal site and if applicable, the surrounding land uses and zoning of the site and surrounding properties. If the proposal would require many pages of maps or diagrams, include only a location map and contact FRA to determine if additional information is required. A map or diagram that identifies locations of critical resource areas, wetlands, potential historic sites, or sensitive noise receptors such as schools, hospitals, and residences should be included if there is the potential for impacts to these resources.*

Briefly describe the existing land use of the proposal site and surrounding properties and resources.

The adjacent land use is a mixture of commercial operations, industrial facilities, an automobile salvage yard, a waste transfer station, and residences.

See location map - Section 3 Figure 1 within the attached P1 ECAD document

- C. Historic Resources:** *If any cultural, historic, or archaeological resources are located in the immediate vicinity of the proposal, check and describe the resource(s) and then describe any potential effect of the proposal on the resource(s). Consultation with the SHPO is necessary when these resources are potentially affected.*

☐ **Cultural:** The Cultural Resource Clearances for the project were received on January 10, 2005. There are no cultural resources within the project limits

☐ **Historical:** The Cultural Resource Clearances for the project were received. There are no historic bridges, districts, buildings or cultural resources within the project limits.

☐ **Archaeological:** The Cultural Resource Clearances for the project were received on January 10, 2005, October 29, 2007 & March 7, 2008. There are no archaeological sites or resources within the project study limits.

Has consultation with the State Historic Preservation Officer occurred? If so, describe and attach relevant correspondence.

☐ Consultation with SHPO:

D. Public Notification: *Briefly describe any public outreach efforts undertaken on behalf of the proposal, if any. Indicate opportunities the public has had to comment on the proposal (e.g., Board meetings, open houses, special hearings).*

Public Information Meeting (PIM) held on Tuesday, June 26, 2007 at the Antioch Baptist Church, from 7:00 p.m. to 9:00 p.m.

Indicate prominent concerns expressed by agencies or the public regarding the proposal, if any.

Temporary easements are required to construct some retaining walls. No proposed right-of-way is required and no significant impacts have been identified for this project. However, the proposed closures of 66th Street and 60th Street require public involvement activities.

A Public Information Meeting was held on June 26, 2007 at Antioch Baptist Church. The meeting was attended by over 60 people, including representatives from IDOT, City of Chicago, CTA, Metra, NS, and state and city elected officials. Eight people asked questions. Three comment sheets were submitted. One was a request to be added to the email contact list, another was in support of the project, and the third requested Metra to consider a new station at 63rd and State Street and to keep the viaduct open at 60th Street. Letters were mailed to two residents who asked specific questions about the 60th Street viaduct closure.

A Public Hearing was held on January 17, 2008 at the Antioch Baptist Church. 35 people attended the meeting, including IDOT, City of Chicago, Metra, NS, and state and city elected officials. Two people asked questions, two comment sheets were submitted, and one comment was recorded with the court reporter. Of the five total comments/questions made, two were statements in support of the project, one requested Metra to consider a new station at 63rd Street near Kennedy King College and inquired about employment opportunities, and two comments expressed concern about the 60th Street viaduct closure.

Three response letters were sent out. The first letter was sent to the resident inquiring about a new Metra station and employment. The response indicated that the project does not include any new station construction, but that his inquiry would be forwarded to Metra. A copy of the letter was provided to Metra. Regarding project related construction jobs, it was explained that construction related employment would be provided through Metra's bid process where local contractors and suppliers may have opportunities for construction related jobs and assignments. For long-term, non-construction related employment, a Contact List of Class I Railroad partners was provided such that he could inquire about employment opportunities with each of the railroads.

Letters were sent to the two residents with concerns about the 60th Street viaduct closure and dust control during construction. The letters indicated that based on the Viaduct Closure Study completed there would be minimal impacts from the closure because there are alternate two-way routes within one block of 60th Street.

Changes to emergency response, walking patterns, and access to parks, schools and libraries would be minimal because of the existing roadway grid network. Adverse travel from the closure is expected to be minimal. The letter also stated that a viaduct closure ordinance will need to be passed by the City Council and that coordination will

continue with the Alderman and City on this issue. Lastly, it was stated that the project partners (Metra, IDOT, and CDOT) have agreed to provide adequate dust control during construction to address concerns about construction site dust and cleanliness.

E. Transportation: *Would the proposal have a detrimental effect on other railway operations or impact road traffic, or increase demand for parking?*

☒ No (continue) ☐ Yes, describe potential transportation, traffic, and parking impacts, and address capacity constraints and potential impacts to existing railroad and highway operations. Include maps or diagrams indicating any impacts and any proposed modifications to existing railways or roadways or parking facilities. Also, summarize any consultation that has occurred with other railroads or highway authorities whose operations this project will impact.

The project includes the closure and infill of the viaducts at 60th St. & 66th St. within the project limits. Neither of the proposed closures will negatively impact vehicular or pedestrian traffic in the area as there are viable alternatives to the use of the closed streets within 1 block in all directions. One of the project commitments contained within the ECAD is that sidewalks along alternate routes in the vicinity of 60th Street will be repaired/replaced as needed to assure an ADA compliant route around the closure.

F. Noise and Vibration: *Are permanent noise or vibration impacts likely?*

☐ No (continue) ☒ Yes, describe how the proposal will involve noise impacts. If the proposal will result in a change in noise sources (number or speed of trains, stationary sources, etc.) and sensitive receptors (residences, hospitals, schools, parks, etc.) are present, apply screening distances for noise and vibration assessment found in FRA noise impact assessment guidance manual (and FTA's manual as needed) and compare proposal location with nearest receptor(s). If the screening distance is not achieved, attach a "General Noise and/or Vibration Assessment."

Noise ☒ Vibration ☒

Refer to CREATE P1 Noise and Vibration Study dated 2007 and attached

As a result of the general assessment(s) are there noise or vibration impacts?

☐ No (continue) ☒ Yes (Describe and provide map identifying sensitive receptors):

Refer to CREATE P1 Noise and Vibration Study dated 2007 and attached

G. Air Quality: *Does the proposal have the potential to increase concentrations of ambient criteria pollutants to levels that exceed the NAAQS, lead to the establishment of a new non-attainment area, or delay achievement of attainment?*

☒ No (continue) ☐ Yes, attach an emissions analysis for General Conformity regarding Carbon Monoxide (CO), Ozone (O₃), Particulate Matter (PM₁₀), Nitrous Oxides (NO_x), and Carbon Dioxide (CO₂), and include a hot spot analysis if indicated. Describe any substantial impacts from the proposal.

This project does not meet the definition of a project of air quality concern as defined in 40 CFR 93.123(b)(1). Because CREATE P1 would not increase passenger trains by 50 percent and would not exceed the particulate emission equivalent of 10,000 trucks, it has been determined that the project will not cause or contribute to any new localized PM_{2.5} or PM₁₀ violations or increase the frequency or severity of any PM_{2.5} or PM₁₀ violations. EPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

Refer to ENVIRONMENTAL CLASS OF ACTION DETERMINATION - Project P1 Railroad Improvement Project at 63rd and State Streets, attached

Is the proposal located in a Non-Attainment or Maintenance area?

☐ No (continue) ☒ Yes, for which of the following pollutants:

☐ Carbon Monoxide (CO) ☒ Ozone (O₃) ☒ Particulate Matter (PM₁₀)

H. Hazardous Materials: *Does the proposal involve the use or handling of hazardous materials?*

☒ No (continue) ☐ Yes, describe use and measures that will mitigate any potential for release and contamination.

I. Hazardous Waste: *If the proposal site is in a developed area or was previously developed or used for industrial or agricultural production, is it likely that hazardous materials will be encountered by undertaking the proposal?* (Prior to acquiring land or a facility with FRA funds, FRA must be consulted regarding the potential presence of hazardous materials)

☐ No, explain why not and describe the steps taken to determine that hazardous materials are not present on the proposal site and then continue to question I.

☒ Yes, complete a Phase I site assessment and attach.

If a Phase I survey was completed, is a Phase II site assessment recommended?

☐ No (continue) ☒ Yes, describe the mitigation and clean-up measures that will be taken to remediate any hazardous materials present and what steps will be taken to ensure that the local community is protected from contamination during construction and operation of the proposal.

Preliminary Site Investigation (PSI) recommended, currently scheduled to be completed 9/2009 - see PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT For CREATE PROJECT P-1 Chicago, Cook County, Illinois Prepared for TranSystems Corporation - Prepared by Huff & Huff, Inc. January, 2008, Attached

J. Property Acquisition: *Is property acquisition needed for the proposal?*

☒ No (continue) ☐ Yes, indicate whether the acquisition will result in relocation of businesses or individuals. **Note:** *To ensure eligibility for Federal participation, grantees may not acquire property with either local funding or Federal funds prior to completing the NEPA process and receiving written FRA concurrence in both the NEPA recommendation and property appraisals.*

Temporary construction easements will be required for construction of

retaining walls. These easements average 10'x 35' and will be required at approximately 35 parcels.

- K. Community Disruption and Environmental Justice:** *Does the proposal present potentially disruptive impacts to adjacent communities?*
☒ No (continue) ☐ Yes, provide a socio-economic profile of the affected community. Indicate whether the proposal will have a disproportionately high and adverse effect on minority or low-income populations. Describe any potential adverse effects and any community resources likely to be impacted. Describe outreach efforts targeted specifically at minority or low-income populations.
- L. Impacts On Wetlands:** *Does the proposal temporarily or permanently impact wetlands or require alterations to streams or waterways?*
☒ No (continue) ☐ Yes, show wetlands and waters on the site map and classification. Describe the proposal's potential impact to on-site and adjacent wetlands and waters and attach any coordination with the State and US Army Corps of Engineers.
- M. Floodplain Impacts:** *Is the proposal located within the 100-year floodplain or are regulated floodways affected?*
☒ No (continue) ☐ Yes, describe the potential for impacts due to changes in floodplain capacity or water flow, if any. If impacts are likely, attach scale maps describing potential impacts and describe any coordination with regulatory entities.
- N. Water Quality:** *Are protected waters of special quality or concern, essential fish habitats, or protected drinking water resources present at or directly adjacent to the proposal site?*
☒ No (continue) ☐ Yes, describe water resource and the potential for impact from the proposal, and any coordination with regulatory entities.
The project will apply for NPDES permit.
- O. Navigable Waterways:** *Does the proposal cross or have effect on a navigable waterway?*
☒ No (continue) ☐ Yes, describe potential for impact and any coordination with US Coast Guard.
- P. Coastal Zones:** *Is the proposal in a designated coastal zone?*
☒ No (continue) ☐ Yes, describe coordination with the State regarding consistency with the coastal zone management plan and attach the State finding if available.
- Q. Prime and Unique Farmlands:** *Does the proposal involve the use of any prime or unique farmlands?*
☒ No (continue) ☐ Yes, describe potential for impact and any coordination with the Soil Conservation Service of the US Department of Agriculture.
- R. Ecologically Sensitive Areas And Endangered Species:** *Are any ecologically sensitive natural areas, designated wildlife or waterfowl refuges, or designated critical habitat areas (woodlands, prairies, wetlands, rivers, lakes, streams, and geological formations determined to be essential for the survival of a threatened or endangered species) within or directly adjacent to the proposal site?*
☒ No (continue) ☐ Yes, describe them and the potential for impact. Describe any consultation with the State and the US Fish and Wildlife Service about the impacts to these natural areas and on threatened and endangered fauna and flora that may be affected. If required prepare a biological assessment and attach.

S. Safety And Security: *Are there safety or security concerns about the proposal?*

- ☒ No (continue) ☐ Yes, describe the safety or security concerns and the measures that would need to be taken to provide for the safe and secure operation of the proposal after its construction.

T. Construction Impacts: *Are major construction period impacts likely?*

- ☒ No (continue) ☐ Yes, describe the construction plan and identify impacts due to construction noise, utility disruption, debris and spoil disposal, and address air and water quality impacts, safety and security issues, and disruptions of traffic and access to property and attach scale maps as necessary.

U. Cumulative Impacts: *Are cumulative impacts likely?*

A "cumulative impact" is the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts may include ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or resulting from smaller actions that individually have no significant impact. Determining the cumulative environmental consequences of an action requires delineating the cause-and-effect relationships between the multiple actions and the resources, ecosystems, and human communities of concern.

- ☒ No (continue) ☐ Yes, describe the reasonably foreseeable:
- (a) Direct impacts, which are caused by the action and occur at the same time and place.
 - (b) Indirect impacts, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect impacts may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

V. Related Federal, State, or Local Actions: *Indicate whether the proposal requires any of the following actions (e.g., permits) by other Agencies and attach copies of relevant correspondence. It is not necessary to attach voluminous permit applications if a single cover Agency transmittal will indicate that a permit has been granted. Permitting issues can be described in the relevant resource discussion in sections B-S above.*

- ☐ **Section 106** *Historic and Culturally Significant Properties*
- ☐ **Section 401/404** *Wetlands and Water*
- ☐ **USCG 404** *Navigable Waterways*
- ☐ **Executive Orders** *Wetlands, Floodplains, Environmental Justice*
- ☐ **Clean Air Act** *Air Quality*
- ☐ **Endangered Species Act** *Threatened and Endangered Biological Resources*
- ☐ **Magnuson-Stevens Fishery Conservation and Management Act** *Essential Fish Habitat*
- ☐ **Safe Drinking Water Act**

☒ **Other State or Local Requirements** (Describe) City of Chicago permit required for connection to storm sewers

X. Mitigation: Describe mitigation measures which address identified impacts and have been incorporated into the proposal, if any.

Environmental Commitments:

☐ Closure of the 66th and 60th Street viaducts will require aldermanic and City Council approvals. The City's viaduct closure process will be followed and continue in Phase 2 Design Engineering. If the viaducts are not approved for closure, the ECAD Document will be reassessed.

☐ The 60th Street viaduct will not be closed until the following 61st Street improvements are completed: Reestablishing the pavement crown and curb line to provide positive drainage. Continuous sidewalk along the north side of 61st Street and along the south side of 59th Street will be provided from LaSalle Street to State Street.

☐ The noise and vibration analysis for this project will be reassessed if: a) the project is revised in a manner in which impacts of the project may change due to the project revisions (e.g. a new track alignment is moved closer to a receptor), or b) the CREATE Program's train model is updated due to projects being removed or added to the CREATE Program.

☐ Procurement and compliance with all federal, state and local permits (NPDES, 404, etc.) required for this proposed improvement will be the responsibility of the individual railroad(s), or their consultants or contractors, as applicable.

☐ No construction activities will be initiated on any portions of the property owned by the participating railroads and within the PSI footprint prior to the completion of the PSI, testing for lead paint and subsequent studies (as required). The remediation requirements as recommended in the PSI reports (if any) shall be implemented. The management of all excavated materials shall be in accordance with applicable federal and state laws and regulations during construction.

☐ Arrangements will be made to address construction site dust and ensure cleanliness during the project's construction. Adequate dust control will be provided during construction.

APPENDIX A-1
ENVIRONMENTAL CLASS OF ACTION DETERMINATION
SEPTEMBER 2008

CREATE
Chicago Region Environmental and Transportation Efficiency Program

ENVIRONMENTAL CLASS OF ACTION DETERMINATION

Project P1
Railroad Improvement Project at 63rd and State Streets

Cook County
Chicago, Illinois

Prepared for:
Illinois Department of Transportation

September 2008

ENVIRONMENTAL CLASS OF ACTION DETERMINATION

CREATE P1

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Class of Action Determination Document

CREATE Project P1
Route: (Railroad Improvement Project at 63rd and State Streets) **City:** Chicago
Section: **County:** Cook
Location/Termini: 59th Street to 69th Street **Job Number:** P-30-006-04

Purpose and Need:

The CREATE PROGRAM

The overall goals of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program are to improve freight and passenger rail operations, and to improve highway operations in the Chicago metropolitan area while reducing the environmental impacts of rail operations on the general public. The CREATE Program includes the development of five freight and passenger rail transportation corridors in the Chicago metropolitan area, and also includes rail-highway grade separation projects (over or under-passes to grade-separate railroads and highways) on existing rail lines outside the five corridors. (See Figure 1A, CREATE Program Map.)

Chicago area freight and passenger rail traffic suffers from congestion, low operating speeds and delays due to traffic demands that exceed the capacity of the Chicago Rail System. The development of the five rail corridors includes the upgrading of existing track structure, the double-tracking or triple-tracking of certain lines, the construction of rail-highway grade separations and rail-rail flyovers, the installation of new or improved signaling, and various other additions and improvements. These improvements will significantly improve freight and passenger rail operations.

In addition, the CREATE Program proposes re-routing existing Metra service in order to assist Metra in increasing their capacity and ability to adequately serve the region. Many stations do not have the capacity to handle additional trains which limits the ability for Metra to expand their services. Other stations, conversely, are under-utilized and represent a potential solution. The CREATE Program includes the installation of connections that will shift service to the under-utilized stations thereby enabling Metra to expand their system. The Program also benefits some Amtrak intercity trains.

Additionally, there are many rail-highway at-grade intersections throughout the Chicago metropolitan area that cause vehicular delays and congestion, and contribute to air pollution in the region. The construction of the rail-highway grade separations will improve traffic operations and air quality in the Chicago metropolitan area.

CREATE PROJECT P1

The purpose of this project is to provide a safer and more efficient rail transportation facility along the Metra Rock Island District (RID) Line and the Norfolk Southern (NS) Chicago Line. (See Figure 1, Location Map and Figure 2, Aerial Photo and Environmental Resource Map.) The existing at-grade crossing of these two lines is one of the Chicago area's major rail junctions. Metra trains are given priority over the freight and Amtrak trains which use the NS tracks. This results in capacity and operational problems with movements between NS's 47th Street Yard (west of Englewood) and Park Manor Yard (east of Englewood), as well as delays for NS and Amtrak trains on the NS Main Line as they wait for the Metra trains to clear the crossing.

The need of the proposed improvement is to address the system capacity and operational deficiencies, reduce train delays, and improve safety.

Project Alternatives:

The No-Action Alternative involves maintaining the existing crossing at its current level and location, and does not address the need for this project.

Three proposed Build Alternatives were evaluated to address the need of the project. They are summarized as follows:

Bypass Routing of the Metra Rock Island District Trains

This alternative analyzed the feasibility of operating the Metra RID trains on another route. Some of the primary considerations included:

- This alternative would require new connections and could result in new traffic conflicts between Metra and freight carriers.
- Property acquisition would be required.
- Dispatching coordination would be required between Metra, NS, Canadian National (CN) and Amtrak.
- Moving the RID Line to another route with less capacity and controlled by others is not feasible or practical.
- Metra has invested heavily in maintenance and capital improvements along the RID Line.
- Metra has a maintenance and layover facility for locomotives and cars at 47th Street along the RID line. Access to this facility would still have to be maintained.

After completion of a field inspection of the proposed bypass route, it was determined that use of a parallel route was not a viable and practical option because of the lack of dispatching control, additional delays, costs, property acquisitions, and environmental and economic impacts. Therefore, this alternative was dropped from further consideration.

NS Flyover over Metra RID at Englewood Junction

This alternative would raise the existing three-track (future six-track) NS alignment to fly over the existing two-track (future three-track) Metra RID Line. A six-track flyover would be considerably more than twice as costly as the required three-track flyover required to bring the Metra tracks up and over the NS tracks. Engineering challenges included:

- West of the Englewood Junction, the NS crosses over the Dan Ryan Expressway and under the CTA Green Line. The Dan Ryan Bridge would require reconstruction in addition to the required raising of the CTA Green Line to maintain adequate clearance over the NS. This would impact transit operations and likely require property acquisition.
- The total project length for the NS over Metra is much greater than the length required for Metra over the NS. This is due to the lower maximum grade for freight train operations (one percent vs. two percent). The increased length would increase the costs for all aspects of the projects – bridges, retaining walls, track, etc. and would create significantly greater impact on the community.
- The NS tracks within Englewood interlocking presently include three turnouts and one crossover. There would be a very high cost associated with the location and staging of this signalized interlocking onto a new flyover structure along the NS.

This alternative was not considered a viable and practical option because of its cost, operational efficiency issues, and environmental and economic impacts. Therefore, this alternative was dropped from further consideration.

Metra RID Flyover over the NS at Englewood Junction (Preferred Build Alternative)

This alternative would raise the existing two-track (proposed three-track) Metra RID Line to fly over the existing three-track (proposed six-track) NS alignment. Since the Metra RID Line trains handle commuter traffic almost exclusively, their ability to travel up grades associated with a flyover structure surpasses that of a typical freight train. This alternative faces similar challenges to the NS Flyover over Metra in that the Dan Ryan Expressway and CTA Green Line are in close proximity, as are the NS Park Manor Yard and other bridges over local streets. The following make this alternative more favorable:

- Commuter trains can negotiate steeper grades than freight trains (two percent vs. one percent) because of their high horsepower to tonnage ratio. The steeper grades allow for a considerable reduction in project length, and therefore a significant reduction in project cost.

- This steeper grade allows the Metra RID to return to existing grade prior to crossing under the CTA Green Line, thus avoiding impacts to the Green Line structure and transit operations along the Green Line.
- The grade also allows the connection from the NS Park Manor Yard to the Metra RID to occur near its existing location, thereby avoiding property acquisition and business displacement along the east side of the Metra RID.
- Only three tracks would be required on the flyover rather than the six tracks (4 NS, 1 CN, 1 Amtrak) required if the NS line were raised over the RID Line. The structure to carry the three tracks would be much less costly.

The proposed alignment of the flyover would be shifted to the west to reduce curvature, increase operating speeds, and to allow Metra to remain operational during construction. Besides the flyover structure, new bridge structures would be required at 67th Street, Wentworth Avenue, Dan Ryan Expressway, 61st Street and 59th Street. It is proposed to fill the existing viaducts at 66th and 60th Streets in lieu of constructing new bridges at those locations. This reduces the cost to move the existing 66th Street bridge. It also eliminates the cost to construct new bridges at both streets and to maintain the bridges in the future. Closing the 60th Street viaduct also allows greater flexibility in the design to minimize impacts to Metra operations during the various construction stages. The community will experience little or no adverse travel since there is an available crossing under the Metra RID only one block away from each location. The 61st Street viaduct is an alternate route for the 60th Street viaduct closure. Drainage improvements will be included for the 61st Street viaduct to provide positive drainage. Gaps in the sidewalk along 61st Street will be filled in between LaSalle and State Streets.

The proposed action will eliminate conflicts between Metra RID commuter trains and NS freight and Amtrak passenger trains. By eliminating these conflicts, the existing rail infrastructure can be used more efficiently and the capacity of both routes will be increased. The construction of the proposed Metra RID Flyover over the NS eliminates delays experienced by both freight and passenger trains using the NS Chicago Line; they will no longer be constrained by Metra's RID operations.

The Metra RID Flyover over the NS is the Preferred Build Alternative and will expand the system capacity and improve operations. It also minimizes impacts to the environment and does not require property acquisition. It will eliminate bottlenecks caused by the intersection of the crossing railroad tracks. It was selected because of its ability to satisfy the purpose and need of the project while not significantly affecting the natural and human environment. All other alternatives either do not satisfy the project purpose and need, result in more environmental impacts, or are more costly than the Preferred Build Alternative.

Environmental Consequences:

The following issue areas were identified as having "Impacts Present." See the ECAD Record for impacts/mitigation discussion.

- Social/Economic – Title VI and Other Protected Groups
- Social/Economic – Environmental Justice
- Noise & Vibration
- Natural Resources – Trees
- Special Waste

Environmental Commitments:

- Closure of the 66th and 60th Street viaducts will require aldermanic and City Council approvals. The City's viaduct closure process will be followed and continue in Phase 2 Design Engineering. If the viaducts are not approved for closure, the ECAD Document will be reassessed.
- The 60th Street viaduct will not be closed until the following 61st Street improvements are completed: Reestablishing the pavement crown and curb line to provide positive drainage. Continuous sidewalk along the north side of 61st Street and along the south side of 59th Street will be provided from LaSalle Street to State Street.

- The noise and vibration analysis for this project will be reassessed if: a) the project is revised in a manner in which impacts of the project may change due to the project revisions (e.g. a new track alignment is moved closer to a receptor), or b) the CREATE Program's train model is updated due to projects being removed or added to the CREATE Program.
- Procurement and compliance with all federal, state and local permits (NPDES, 404, etc.) required for this proposed improvement will be the responsibility of the individual railroad(s), or their consultants or contractors, as applicable.
- No construction activities will be initiated on any portions of the property owned by the participating railroads and within the PSI footprint prior to the completion of the PSI, testing for lead paint and subsequent studies (as required). The remediation requirements as recommended in the PSI reports (if any) shall be implemented. The management of all excavated materials shall be in accordance with applicable federal and state laws and regulations during construction.
- Arrangements will be made to address construction site dust and ensure cleanliness during the project's construction. Adequate dust control will be provided during construction.

Public Involvement:

Temporary easements are required to construct some retaining walls. No proposed right-of-way is required and no significant impacts have been identified for this project. However, the proposed closures of 66th Street and 60th Street require public involvement activities.

A Public Information Meeting was held on June 26, 2007 at Antioch Baptist Church. The meeting was attended by over 60 people, including representatives from IDOT, City of Chicago, CTA, Metra, NS, and state and city elected officials. Eight people asked questions. Three comment sheets were submitted. One was a request to be added to the email contact list, another was in support of the project, and the third requested Metra to consider a new station at 63rd and State Street and to keep the viaduct open at 60th Street. Letters were mailed to two residents who asked specific questions about the 60th Street viaduct closure.

A Public Hearing was held on January 17, 2008 at the Antioch Baptist Church. 35 people attended the meeting, including IDOT, City of Chicago, Metra, NS, and state and city elected officials. Two people asked questions, two comment sheets were submitted, and one comment was recorded with the court reporter. Of the five total comments/questions made, two were statements in support of the project, one requested Metra to consider a new station at 63rd Street near Kennedy King College and inquired about employment opportunities, and two comments expressed concern about the 60th Street viaduct closure.

Three response letters were sent out. The first letter was sent to the resident inquiring about a new Metra station and employment. The response indicated that the project does not include any new station construction, but that his inquiry would be forwarded to Metra. A copy of the letter was provided to Metra. Regarding project related construction jobs, it was explained that construction related employment would be provided through Metra's bid process where local contractors and suppliers may have opportunities for construction related jobs and assignments. For long-term, non-construction related employment, a Contact List of Class I Railroad partners was provided such that he could inquire about employment opportunities with each of the railroads.

Letters were sent to the two residents with concerns about the 60th Street viaduct closure and dust control during construction. The letters indicated that based on the *Viaduct Closure Study* completed there would be minimal impacts from the closure because there are alternate two-way routes within one block of 60th Street. Changes to emergency response, walking patterns, and access to parks, schools and libraries would be minimal because of the existing roadway grid network. Adverse travel from the closure is expected to be minimal. The letter also stated that a viaduct closure ordinance will need to be passed by the City Council and that coordination will continue with the Alderman and City on this issue. Lastly, it was stated that the project partners (Metra, IDOT, and CDOT) have agreed to provide adequate dust control during construction to address concerns about construction site dust and cleanliness.

Conclusion: The attached Class of Action Determination Record documents the analyses and results accomplished to determine the appropriate level of environmental documentation for this project.

Based on the analyses of environmental consequences as documented in the attached Class of Action Determination Record, this project has been determined to meet the Categorical Exclusion definition contained in 23 CFR 771.117. The project will not induce significant impacts to planned growth or land use for the area; will not require the relocation of significant numbers of people; will not have a significant impact on any natural, cultural, recreational, historic or other resource; will not involve significant air, noise, or water quality impacts; will not have significant impacts on travel patterns; and will not otherwise, either individual or cumulatively, have any significant environmental impact.

<u>George E Weber</u>	<u>9/29/08</u>
IDOT	Date
<u>Walt Zygmunt</u>	<u>10/1/08</u>
Environment Section Representative - IDOT Bureau of Design and Environment	Date
<u>Scott McSaid</u>	<u>10/1/08</u>
FHWA Design Engineer	Date

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Route: P1 (Railroad Improvement at 63rd and State Streets)

Section:

Location/Termini: 59th Street to 69th Street

County: Cook

Job Number: P-30-006-04

Date of Field Review: October 6, 2004

Date of Initial Presentation: November 3, 2004

Date of Latest Revision: September 26, 2008

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results				Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description		Yes	No		
I. Social/Economic									
1. Relocations - Business and Residential	10/06/04		10/06/04	FIELD REVIEW – Due to the need to accommodate proposed geometric improvements and R.O.W. acquisition, there is potential for commercial building removals. Comparable replacement property is available within the project local. If necessary, all acquisition activities and benefits will comply with the provisions of the uniform relocation assistance and real property acquisition policies act of 1970 and procedures contained in the Illinois Department of Transportation Land Acquisition Procedures Manual. Potential business impacts include: 1. 6543 S. Wentworth Avenue (IDOT Dan Ryan Maintenance Yard) 2. 6201 S. LaSalle Street (former Candle Factory, now Chicago Park District) 3. 6028 S. Perry Avenue 4. 101 W. 60 th Street (gld)					
			3/15/05	The Preferred Alternative, Metra RID Flyover the NS at Englewood Junction, avoids right-of-way acquisition from commercial properties. While Temporary Easements may be required from residential properties for retaining wall construction potentially impacting detached garage structures at 6633 S. Yale Ave. and 6635 S. Yale Ave., there are no residential building removals associated with the Preferred Alternative. (gld)					
			1/10/08	The location of the retaining wall near 6633 and 6635 S. Yale Avenue has been moved to avoid any construction impact to the detached garage structures. A temporary easement will still be required along the east side of these properties. (gld)				1/10/08	C
2. Changes in Travel Patterns	10/06/04		10/06/04	FIELD REVIEW – The Englewood Flyover has far-reaching positive impacts in improving rail traffic within the Chicagoland area. Improving Metra Commuter service, Amtrak Passenger service, as well as freight traffic on the Norfolk Southern line. There is potential for a change in the travel patterns at the intersection of Wentworth Avenue/Ross Avenue. (gld)					
			11/03/04	Potential road closures include the 60 th Street and 66 th Street Viaducts. (gld)					
			5/23/06	A Viaduct Closure Study was completed 5/23/2006 (see Proposed Viaduct Closure Report). There will only be minor changes in travel patterns as a result of the closure of the 60 th Street and 66 th Street viaducts. Alternate routes are available within one block of each viaduct therefore there is no impact on travel patterns. (gld)					

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
			6/26/07	The viaduct closures on 60 th and 66 th Streets were presented at a Public Information Meeting. Two residents raised concerns on closure of the 60 th Street viaduct due to reported flooding of the adjacent 61 st Street viaduct and over additional travel required because of the road closure. (gld)			
			9/27/07	Letter sent to the two residents outlining the action plan to address drainage issues and noting that the adverse travel would be reviewed. These issues will be addressed at the Public Hearing. (gld)			
			1/17/08	The Public Hearing was held at the Antioch Baptist Church. 35 people signed the meeting roster. 2 questions were asked during the Q&A period, 2 written comments and 1 recorded comment were received at the hearing. The comment period ended on 1/31/08 and no other comments were received during the 14-day period. Responses to all comments received will be provided. (gld)			
			3/14/08	<p>Three response letters were sent out to residents who made a comment at the Public Hearing. The first letter was sent to the resident inquiring about a new Metra station and employment. The response indicated that the project does not include any new station construction, but that his inquiry would be forwarded to Metra. A copy of the letter was provided to Metra. Regarding project related construction jobs, it was explained that construction related employment would be provided through Metra's bid process where local contractors and suppliers may have opportunities for construction related jobs and assignments. For long-term, non-construction related employment, a Contact List of Class I Railroad partners was provided such that he could inquire about employment opportunities with each of the railroads.</p> <p>Letters were sent to the two residents with concerns about the 60th Street viaduct closure and dust control during construction. The letters indicated that based on the <i>Viaduct Closure Study</i> completed there would be minimal impacts from the closure because there are alternate two-way routes within one block of 60th Street. Changes to emergency response, walking patterns, and access to parks, schools and libraries would be minimal because of the existing roadway grid network. Adverse travel from the closure is expected to be minimal. The letter also stated that a viaduct closure ordinance will need to be passed by the City Council and that coordination will continue with the Alderman and City on this issue. Lastly, it was stated that the project partners (Metra, IDOT, and CDOT) have agreed to provide adequate dust control during construction to address concerns about construction site dust and cleanliness. (gld)</p>			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
			3/17/08	Based on the <i>Viaduct Closure Study</i> prepared for the 60 th and 66 th Street viaducts, there will be no adverse impacts to travel patterns because there are alternate two-way routes within one block of 60 th and 66 th Streets. Disruptions of emergency response, walking patterns, and access to parks, schools and libraries would be minimal because of the existing roadway grid network. Traffic counts and studies found that the volume of re-directed vehicles and pedestrians would be minimal and can be accommodated along the existing street and sidewalk network. The project will include construction of a continuous sidewalk along the north side of 61 st Street from LaSalle Street to State Street. (gld)		4/10/08	C
3. Economic Impacts	10/06/04		10/06/04	<p>FIELD REVIEW – Due to the need to accommodate proposed geometric improvements and R.O.W. acquisition, there is potential for impacts to a few businesses. However, access to the majority of businesses will not change due to this project.</p> <p>Potential impacted businesses include:</p> <ol style="list-style-type: none"> 1. 6543 S. Wentworth Avenue (IDOT Dan Ryan Maintenance Yard) 2. 6201 S. LaSalle Street (former Candle Factory, now Chicago Park District) 3. 6028 S. Perry Avenue 4. 101 W. 60th Street <p>The north lead track to the Norfolk Southern Park Manor Yard will be impacted by the project. (gld)</p>			
			3/15/05	The Preferred Alternative will not impact any business or commercial properties. It will require the realignment of multiple parallel yard tracks in the Park Manor Yard (NS). Operations at the Park Manor Yard will be temporarily affected during construction, but post-construction operations will be as good as or better than existing conditions. (gld)		3/15/05	C
4. Change in Land Use & Economic Development		10/06/04	10/06/04	FIELD REVIEW – Existing land use is a mix of residential (RS-3, RM-6, RT-4), commercial (C1-1, C1-2), and manufacturing (M1-2). The project passes through the Englewood Neighborhood (T-106) TIF District. Zoning plans for the City of Chicago have been reviewed for planned growth and economic development. The proposed project will not cause a conflict with existing local or regional land use plans. No change in proposed land use is anticipated due to this project. (gld)			C

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
5. Community Cohesion	10/06/04		10/06/04	FIELD REVIEW – The project passes through the Englewood, Washington Park, and Greater Grand Crossing Communities of the City of Chicago. There will be no impacts to community cohesion because the project follows an existing elevated alignment and will not divide or isolate any existing neighborhoods. The individual single family homes in this corridor do not appear to be established from developments. (gld)			
			11/03/04	Potential road closures include the 60 th Street and 66 th Street Viaducts. (gld)			
			5/23/06	A Viaduct Closure Study was completed 5/23/2006 (see Proposed Viaduct Closure Report). The closures will not further divide or isolate any existing neighborhoods. Alternate routes are available within one block of each viaduct, therefore closure of the 60 th Street and 66 th Street viaducts will have no impact on community cohesion. (gld)			
			6/05/07	Concern raised by Alderman Cochran over lack of green space/parks in the area east of the Dan Ryan bounded by 63 rd Street on the south and 59 th Street on the north. (gld)			
			6/26/07	The viaduct closures on 60 th and 66 th Streets were presented at a Public Information Meeting. Two residents raised concerns over additional travel required because of the road closure at the 60 th Street viaduct. (gld)			
			9/27/07	Letter sent to the two residents outlining the action plan to address drainage issues and noting that the adverse travel would be reviewed. These issues will be addressed at the Public Hearing. (gld)			
			1/17/08	The Public Hearing was held at the Antioch Baptist Church. 35 people signed the meeting roster. 2 questions were asked during the Q&A period, 2 written comments and 1 recorded comment were received at the hearing. The comment period ended on 1/31/08 and no other comments were received during the 14-day period. Responses to all comments received will be provided. (gld)			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
			3/14/08	<p>Three response letters were sent out to residents who made a comment at the Public Hearing. The first letter was sent to the resident inquiring about a new Metra station and employment. The response indicated that the project does not include any new station construction, but that his inquiry would be forwarded to Metra. A copy of the letter was provided to Metra. Regarding project related construction jobs, it was explained that construction related employment would be provided through Metra's bid process where local contractors and suppliers may have opportunities for construction related jobs and assignments. For long-term, non-construction related employment, a Contact List of Class I Railroad partners was provided such that he could inquire about employment opportunities with each of the railroads.</p> <p>Letters were sent to the two residents with concerns about the 60th Street viaduct closure and dust control during construction. The letters indicated that based on the <i>Viaduct Closure Study</i> completed there would be minimal impacts from the closure because there are alternate two-way routes within one block of 60th Street. Changes to emergency response, walking patterns, and access to parks, schools and libraries would be minimal because of the existing roadway grid network. Adverse travel from the closure is expected to be minimal. The letter also stated that a viaduct closure ordinance will need to be passed by the City Council and that coordination will continue with the Alderman and City on this issue. Lastly, it was stated that the project partners (Metra, IDOT, and CDOT) have agreed to provide adequate dust control during construction to address concerns about construction site dust and cleanliness. (gld)</p>			
			3/17/08	<p>Based on the <i>Viaduct Closure Study</i> prepared for the 60th and 66th Street viaducts, there will be no adverse impacts to community cohesion because there are alternate two-way routes within one block of 60th and 66th Streets. Disruptions of emergency response, walking patterns, and access to parks, schools and libraries would be minimal because of the existing roadway grid network. Traffic counts and studies found that the volume of re-directed vehicles and pedestrians would be minimal and can be accommodated along the existing street and sidewalk network. The project will include construction of a continuous sidewalk along the north side of 61st Street from LaSalle Street to State Street. (gld)</p>		4/10/08	C
6. Public Facilities and Services	10/06/04		10/06/04	<p>FIELD REVIEW – The project will have no impact on access to Public Facilities and Services. No road closures are anticipated, therefore Emergency Services will not be affected. This project will not affect the operations of the CTA Red Line or Green Line. (gld)</p>			
			11/03/04	<p>Potential road closures include the 60th Street and 66th Street Viaducts. (gld)</p>			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
			5/23/06	A Viaduct Closure Study was completed 5/23/2006 (see Proposed Viaduct Closure Report). Closure of the 60 th Street and 66 th Street viaducts will have no impact on Emergency Services since nearby alternate routes are available with little or no increase in response time. The closures will also not affect the operations of or access to the CTA Red Line or Green Line, therefore the project will not affect Public Facilities and Services. (gld)			
			1/17/08	The Public Hearing was held at the Antioch Baptist Church. 35 people signed the meeting roster. 2 questions were asked during the Q&A period, 2 written comments and 1 recorded comment were received at the hearing. The comment period ended on 1/31/08 and no other comments were received during the 14-day period. Responses to all comments received will be provided. (gld)			
			2/20/08	The construction staging plans provides for two Metra tracks to be operational at all times. However, in the event that some construction activities may require short term interruption of Metra services, patrons would be bussed between stations until the tracks are reopened. This construction staging has been utilized on other Metra bridge improvements and is typically undertaken during the weekend evenings to minimize the patrons' inconvenience. Impacts to the patrons should be minimal based on the proposed construction staging plans. (gld)			
			3/14/08	<p>Three response letters were sent out to residents who made a comment at the Public Hearing. The first letter was sent to the resident inquiring about a new Metra station and employment. The response indicated that the project does not include any new station construction, but that his inquiry would be forwarded to Metra. A copy of the letter was provided to Metra. Regarding project related construction jobs, it was explained that construction related employment would be provided through Metra's bid process where local contractors and suppliers may have opportunities for construction related jobs and assignments. For long-term, non-construction related employment, a Contact List of Class I Railroad partners was provided such that he could inquire about employment opportunities with each of the railroads.</p> <p>Letters were sent to the two residents with concerns about the 60th Street viaduct closure and dust control during construction. The letters indicated that based on the <i>Viaduct Closure Study</i> completed there would be minimal impacts from the closure because there are alternate two-way routes within one block of 60th Street. Changes to emergency response, walking patterns, and access to parks, schools and libraries would be minimal because of the existing roadway grid network. Adverse travel from the closure is expected to be minimal. The letter also stated that a viaduct closure ordinance will need to be passed by the City Council and that coordination will continue with the Alderman and City on this issue. Lastly, it was stated that the project partners (Metra, IDOT, and CDOT) have agreed to provide adequate dust control during construction to address concerns about construction site dust and cleanliness. (gld)</p>			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
			3/17/08	Based on the <i>Viaduct Closure Study</i> prepared for the 60 th and 66 th Street viaducts, there will be no adverse impacts to public facilities and services because there are alternate two-way routes within one block of 60 th and 66 th Streets. Disruptions of emergency response, walking patterns, and access to parks, schools and libraries would be minimal because of the existing roadway grid network. Traffic counts and studies found that the volume of re-directed vehicles and pedestrians would be minimal and can be accommodated along the existing street and sidewalk network. The project will include construction of a continuous sidewalk along the north side of 61 st Street from LaSalle Street to State Street. Construction related impacts to Metra services should be minimal to none based on the proposed construction staging plans. (gld)		4/10/08	C
7. Title VI and Other Protected Groups	10/06/04		10/06/04	FIELD REVIEW – GIS Census information indicates that the project passes adjacent or through areas with a 98% to 100% minority population. The project will follow “Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities,” 36 CFR Part 1191 to ensure the project meets the goals of the Americans with Disabilities Act (ADA).			
			2/25/05	A noise and vibration analysis will be completed to determine possible impacts. (gld)			
			2/25/05	Meeting held with Alderman Troutman to present scope and status of project. (gld)			
			5/05/05	Meeting held with Alderman Lyle to present scope and status of project. (gld)			
			9/16/05	Meeting held with Illinois Representative Dunkin to present scope and status of project. (gld)			
			10/18/05	Meeting held with Illinois Senator Hunter to present scope and status of project. (gld)			
			12/30/05	CREATE Program information sent to Senators Hunter and Collins and Representatives Patterson and Dunkin. (gld)			
			1/24/06	Meeting held with Illinois Senator Collins to present scope and status of project. (gld)			
			2/17/06	Meeting held with Illinois Representative Patterson to present scope and status of project. (gld)			
			5/01/06	Examination of the US Year 2000 census data indicate a high percentage of minority population in the census tracts adjoining the project (See Appendix A). Regarding compliance with the Americans with Disability Act, there are no facilities or buildings relevant to ADA.			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
				Groups of racial minorities are present in the project area. Groups of ethnic, religious, elderly or handicapped people are not present within the project area. No groups or individuals have been, or will be, excluded from participation in public involvement activities, denied the benefit of the project, or subjected to discrimination in any way on the basis of race, color, age, sex, national origin or religion. (gld)			
			5/15/06	Meeting held with Illinois Representative Golar to present scope and status of project. (gld)			
			6/14/06	2 nd meeting held with Alderman Lyle to present an update on the project. (gld)			
			7/27/06	2 nd meeting held with Alderman Troutman to present an update on the project. (gld)			
			5/10/07	3 rd meeting held with Alderman Lyle to present an update on the project. (gld)			
			6/05/07	1 st meeting held with Alderman Cochran (new 20 th Ward alderman) to present scope and status of project. (gld)			
			6/26/07	Public Information Meeting held. (gld)			
			9/12/07	Noise and vibration assessments were completed for the project (See Section V. Noise & Vibration for more detail). The noise assessment indicates that there will be moderate noise which impacts affect minority population groups. Avoidance is not an option to addressing these impacts since there is no alternate alignment possible. A noise abatement evaluation was conducted. There is no feasible and reasonable measure to mitigate the noise impact.			
				There are also vibration impacts that do affect minority population groups. Avoidance is not an option to addressing these impacts since there is no alternate alignment possible. Planning and design of special track work and/or buffer zones are not viable mitigation measures to reduce the project's vibration impacts to the extent that would result in the project having no vibration impacts. However, the following maintenance procedures will be accomplished by the rail industry to mitigate vibration impacts through minimizing vibration sources: <ul style="list-style-type: none"> ▪ Regularly scheduled rail grinding ▪ Wheel truing programs ▪ Vehicle reconditioning programs ▪ Use of wheel-flat detectors (gld)			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
			1/17/08	The Public Hearing was held at the Antioch Baptist Church. 35 people signed the meeting roster. 2 questions were asked during the Q&A period, 2 written comments and 1 recorded comment were received at the hearing. The comment period ended on 1/31/08 and no other comments were received during the 14-day period. Responses to all comments received will be provided. (gld)			
			3/14/08	<p>Three response letters were sent out to residents who made a comment at the Public Hearing. The first letter was sent to the resident inquiring about a new Metra station and employment. The response indicated that the project does not include any new station construction, but that his inquiry would be forwarded to Metra. A copy of the letter was provided to Metra. Regarding project related construction jobs, it was explained that construction related employment would be provided through Metra's bid process where local contractors and suppliers may have opportunities for construction related jobs and assignments. For long-term, non-construction related employment, a Contact List of Class I Railroad partners was provided such that he could inquire about employment opportunities with each of the railroads.</p> <p>Letters were sent to the two residents with concerns about the 60th Street viaduct closure and dust control during construction. The letters indicated that based on the <i>Viaduct Closure Study</i> completed there would be minimal impacts from the closure because there are alternate two-way routes within one block of 60th Street. Changes to emergency response, walking patterns, and access to parks, schools and libraries would be minimal because of the existing roadway grid network. Adverse travel from the closure is expected to be minimal. The letter also stated that a viaduct closure ordinance will need to be passed by the City Council and that coordination will continue with the Alderman and City on this issue. Lastly, it was stated that the project partners (Metra, IDOT, and CDOT) have agreed to provide adequate dust control during construction to address concerns about construction site dust and cleanliness. (gld)</p>			
			3/17/08	<p>Based on the <i>Viaduct Closure Study</i> prepared for the 60th and 66th Street viaducts, there will be no adverse impacts to Title VI and other protected groups because there are alternate two-way routes within one block of 60th and 66th Streets. Disruptions of emergency response, walking patterns, and access to parks, schools and libraries would be minimal because of the existing roadway grid network. Traffic counts and studies found that the volume of re-directed vehicles and pedestrians would be minimal and can be accommodated along the existing street and sidewalk network. The project will include construction of a continuous sidewalk along the north side of 61st Street from LaSalle Street to State Street.</p> <p>Construction related impacts to Metra services and access to transit services should be minimal to none based on the proposed construction staging plans. (gld)</p>			
					4/10/08		C

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
8. Environmental Justice	10/06/04		10/06/04	FIELD REVIEW – GIS Census information indicates that the project passes adjacent or through areas experiencing poverty levels of up to 59%. A noise and vibration analysis will be completed to determined possible impacts. (gld)			
			2/25/05	Meeting held with Alderman Troutman to present scope and status of project. (gld)			
			5/05/05	Meeting held with Alderman Lyle to present scope and status of project. (gld)			
			9/16/05	Meeting held with Illinois Representative Dunkin to present scope and status of project. (gld)			
			10/18/05	Meeting held with Illinois Senator Hunter to present scope and status of project. (gld)			
			12/30/05	CREATE Program information sent to Senators Hunter and Collins and Representatives Patterson and Dunkin. (gld)			
			1/24/06	Meeting held with Illinois Senator Collins to present scope and status of project. (gld)			
			2/17/06	Meeting held with Illinois Representative Patterson to present scope and status of project. (gld)			
			5/01/06	There is a large minority population in the census tracts adjoining the project. In aggregate, in the tracts surrounding the project, an average of approximately 40% of the overall population fall below the poverty level. A breakdown of the income and racial characteristics of the area surrounding the project is included in Appendix A. (gld)			
			5/15/06	Meeting held with Illinois Representative Golar to present scope and status of project. (gld)			
			6/14/06	2 nd meeting held with Alderman Lyle to present an update on the project. (gld)			
			7/27/06	2 nd meeting held with Alderman Troutman to present an update on the project. (gld)			
			5/10/07	3 rd meeting held with Alderman Lyle to present an update on the project. (gld)			
			6/05/07	1 st meeting held with Alderman Cochran (new 20 th Ward alderman) to present scope and status of project. (gld)			
			6/26/07	Public Information Meeting held. (gld)			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
			9/12/07	<p>Noise and vibration assessments were completed for the project (See Section V. Noise & Vibration for more detail). The noise assessment indicates that there will be moderate noise impacts which affect minority population groups. Avoidance is not an option to addressing these impacts since there is no alternate alignment possible. A noise abatement evaluation was conducted. There is no feasible and reasonable measure to mitigate the noise impact.</p> <p>There are also vibration impacts that do affect minority population groups. Avoidance is not an option to addressing these impacts since there is no alternate alignment possible. Planning and design of special track work and/or buffer zones are not viable mitigation measures to reduce the project's vibration impacts to the extent that would result in the project having no vibration impacts. However, the following maintenance procedures will be accomplished by the rail industry to mitigate vibration impacts through minimizing vibration sources:</p> <ul style="list-style-type: none"> ▪ Regularly scheduled rail grinding ▪ Wheel truing programs ▪ Vehicle reconditioning programs ▪ Use of wheel-flat detectors <p>(gld)</p>			
			1/17/08	<p>The Public Hearing was held at the Antioch Baptist Church. 35 people signed the meeting roster. 2 questions were asked during the Q&A period, 2 written comments and 1 recorded comment were received at the hearing. The comment period ended on 1/31/08 and no other comments were received during the 14-day period. Responses to all comments received will be provided. (gld)</p>			
			3/14/08	<p>Three response letters were sent out to residents who made a comment at the Public Hearing. The first letter was sent to the resident inquiring about a new Metra station and employment. The response indicated that the project does not include any new station construction, but that his inquiry would be forwarded to Metra. A copy of the letter was provided to Metra. Regarding project related construction jobs, it was explained that construction related employment would be provided through Metra's bid process where local contractors and suppliers may have opportunities for construction related jobs and assignments. For long-term, non-construction related employment, a Contact List of Class I Railroad partners was provided such that he could inquire about employment opportunities with each of the railroads.</p> <p>Letters were sent to the two residents with concerns about the 60th Street viaduct closure and dust control during construction. The letters indicated that based on the <i>Viaduct Closure Study</i> completed there would be minimal impacts from the closure because there are alternate two-way routes within one block of 60th Street. Changes to emergency response, walking patterns, and access to parks, schools and libraries would be minimal because of the existing roadway grid network. Adverse travel from the closure is expected to</p>			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
				be minimal. The letter also stated that a viaduct closure ordinance will need to be passed by the City Council and that coordination will continue with the Alderman and City on this issue. Lastly, it was stated that the project partners (Metra, IDOT, and CDOT) have agreed to provide adequate dust control during construction to address concerns about construction site dust and cleanliness. (gld)			
			3/17/08	Based on the <i>Viaduct Closure Study</i> prepared for the 60 th and 66 th Street viaducts, there will be no disproportionate impacts because there are alternate two-way routes within one block of 60 th and 66 th Streets. Disruptions of emergency response, walking patterns, and access to parks, schools and libraries would be minimal because of the existing roadway grid network. Traffic counts and studies found that the volume of re-directed vehicles and pedestrians would be minimal and can be accommodated along the existing street and sidewalk network. The project will include construction of a continuous sidewalk along the north side of 61 st Street from LaSalle Street to State Street. (gld)	4/10/08		C
9. Pedestrian & Bicycle Facilities	10/06/04		10/06/04	FIELD REVIEW – Pedestrian access to sidewalks will be maintained. Coordination with the City of Chicago will incorporate any planned or future pedestrian improvements within the project. The City of Chicago Bicycle Map indicates that a bike route is proposed for Marquette Road (67 th Street). Also, the map indicates that Garfield Boulevard and State Street from Marquette Road (67 th Street) south to 69 th Street are recommended on-road bike routes. (gld)			
			3/15/05	The above listed bike routes are not within the project limits and will not be affected by the project. Pedestrian access may be affected with the potential closures of the 60 th Street and 66 th Street Viaducts. (gld)			
			5/23/06	Viaduct Closure Study completed on 5/23/06 (See Proposed Viaduct Closure Report). Alternate routes within one block of the 60 th Street and 66 th Street viaducts are available, therefore closure of the viaducts will have no effect on pedestrian and bicycle facilities. (gld)			
			6/26/07	The viaduct closures on 60 th and 66 th Streets were presented at a Public Information Meeting. Two residents raised concerns over additional travel required because of the road closure at the 60 th Street viaduct. (gld)			
			9/27/07	Letter sent to each property owner outlining action plan to address drainage issues and noting that the adverse travel would be reviewed. These issues will be addressed at the Public Hearing. (gld)			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
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			1/17/08	The Public Hearing was held at the Antioch Baptist Church. 35 people signed the meeting roster. 2 questions were asked during the Q&A period, 2 written comments and 1 recorded comment were received at the hearing. The comment period ended on 1/31/08 and no other comments were received during the 14-day period. Responses to all comments received will be provided. (gld)			
			2/20/07	Gaps in the sidewalk along 59 th and 61 st Streets will be constructed to provide a continuous sidewalk facility. 59 th and 61 st Streets are alternates to the 60 th Street viaduct closure. (gld)			
			3/14/08	<p>Three response letters were sent out to residents who made a comment at the Public Hearing. The first letter was sent to the resident inquiring about a new Metra station and employment. The response indicated that the project does not include any new station construction, but that his inquiry would be forwarded to Metra. A copy of the letter was provided to Metra. Regarding project related construction jobs, it was explained that construction related employment would be provided through Metra's bid process where local contractors and suppliers may have opportunities for construction related jobs and assignments. For long-term, non-construction related employment, a Contact List of Class I Railroad partners was provided such that he could inquire about employment opportunities with each of the railroads.</p> <p>Letters were sent to the two residents with concerns about the 60th Street viaduct closure and dust control during construction. The letters indicated that based on the <i>Viaduct Closure Study</i> completed there would be minimal impacts from the closure because there are alternate two-way routes within one block of 60th Street. Changes to emergency response, walking patterns, and access to parks, schools and libraries would be minimal because of the existing roadway grid network. Adverse travel from the closure is expected to be minimal. The letter also stated that a viaduct closure ordinance will need to be passed by the City Council and that coordination will continue with the Alderman and City on this issue. Lastly, it was stated that the project partners (Metra, IDOT, and CDOT) have agreed to provide adequate dust control during construction to address concerns about construction site dust and cleanliness. (gld)</p>			
			3/17/08	Based on the <i>Viaduct Closure Study</i> prepared for the 60 th and 66 th Street viaducts, there will be no impacts to pedestrian and bicycle facilities because there are alternate two-way routes within one block of 60 th and 66 th Streets. Disruptions of emergency response, walking patterns, and access to parks, schools and libraries would be minimal because of the existing roadway grid network. Traffic counts and studies found that the volume of re-directed vehicles and pedestrians would be minimal and can be accommodated along the existing street and sidewalk network. The project will include construction of a continuous sidewalk along the north side of 61 st Street from LaSalle Street to State Street. (gld)			
						4/10/08	C

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
II. Agricultural							
		10/06/04	10/06/04	FIELD REVIEW – The project area is within the corporate limits of the City of Chicago. There is no agriculture land production involved with or within the limits of this project. No agri-business has been identified or is known to exist within the area involved with this project. The adjacent lands are either developed and/or zoned for purposes other than agriculture. Coordination is not required with the USDA Natural Resource Conservation Service (NRCS) and/or the Illinois Department of Agriculture in accordance with the IDOT cooperative working agreement because the project lies within the corporate boundary of the City of Chicago. (gld)			C
III. Cultural							
1. Archaeological Sites	10/06/04		10/28/04 1/10/05 5/05/05	The ESRF was submitted on October 28, 2004. (gld) The Cultural Resource Clearance was received on January 10, 2005. There are no archaeological sites or resources within the project study limits. (gld) The Cultural Resource Clearance for the ESRF Addendum A was received on May 5, 2005. There are no archaeological sites or resources within the project study limits. See Figure 3 for the Cultural Resource clearance memo. (gld)			
			3/10/08	The Cultural Resource Clearance for the ESRF Addendum C was received. There are no archaeological sites or resources within the added limits of Addendum C. See Figure 3 for the Cultural Resource clearance memo. (gld)		4/10/08	C
2. Historic Bridges	10/06/04		10/06/04	FIELD REVIEW – Based on the field review and review of the Historic Bridge Survey (08/08/04) provided by the Department, there are no historic bridges within the project limits. (gld)			
			1/10/05	The Cultural Resource Clearance was received on January 10, 2005. There are no historic bridges within the project study limits. (gld)			
			5/5/05	The Cultural Resource Clearance for the ESRF Addendum A was received on May 5, 2005. There are no historic bridges within the project study limits. See Figure 3 for the Cultural Resource clearance memo. (gld)			
			3/10/08	The Cultural Resource Clearance for the ESRF Addendum C was received. There are no historic bridges or cultural resources within the added limits of Addendum C. See Figure 3 for the Cultural Resource clearance memo. (gld)		4/10/08	C

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
3. Historic Districts and Buildings	10/06/04		10/06/04	FIELD REVIEW – “The Yale” (NRHP-98000178) at 6565 S. Yale Avenue is located in the vicinity of the project. It is anticipated that the project will not impact this property. A noise and vibration analysis will be completed to determine potential impact to historic properties. (gld)			
			5/5/05	The Cultural Resource Clearance for the ESRF Addendum A was received on May 5, 2005. See Figure 3 for the Cultural Resource clearance memo. (gld)			
			9/12/07	Noise and vibration assessments were completed for the project (See Section V. Noise & Vibration for more detail). The noise assessment indicates that there will be no noise or vibration impacts on “The Yale” historic property, although there are other N&V impacts to other buildings. An Environmental Survey Request form will be submitted for cultural resource evaluation for these properties. (gld)			
			10/15/07	ESRF Addendum submitted to update the cultural review for Historic Districts and Buildings for structures impacted by noise or vibration. (gld)			
			10/29/07	Received Cultural Resource Clearance. No Cultural Resource survey is required. See Figure 3 for the Cultural Resource clearance memo. (gld)			
			3/10/08	The Cultural Resource Clearance for the ESRF Addendum C was received. There are no cultural resources within the added limits of Addendum C. See Figure 3 for the Cultural Resource clearance memo. (gld)			
IV. Air Quality							4/10/08 C
1. Attainment/Nonattainment Status	10/06/04		10/06/04	<p>This project is included in the FY 2004-2009 Transportation Improvement Program (TIP) endorsed by the Policy Committee of the Chicago Area Transportation Study (CATS), the Metropolitan Planning Organization (MPO) for the region in which the project is located. Projects in the TIP are considered to be consistent with the 2030 regional transportation plan endorsed by CATS.</p> <p>On October 20, 2003 the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determined that the 2030 regional transportation plan conforms with the State Implementation Plan (SIP) and the transportation-related requirements of the 1990 Clean Air Act Amendments. On October 20, 2003, the FHWA and the FTA determined that the TIP also conforms with the SIP and the Clean Air Act Amendments. These findings were in accordance with 40 CFR Part 93, “Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 USC or the Federal Transit Act”. (gld)</p>			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		Status
	Yes	No	Date	Use Journal Type of Description	Yes	No	
			11/18/05	The project's design concept and scope are consistent with the project information used for the TIP conformity analysis. Therefore, this project conforms to the existing State Implementation Plan and the transportation-related requirements of the 1990 Clean Air Act Amendments. TIP number is 01-04-0020. (gld)			
			3/22/06	Project added to the FY 2007-2012 TIP and approved by the CATS Work Program Committee. (gld)			
			9/27/07	An air quality evaluation will be conducted to determine if the proposed project is a "Project of Air Quality Concern." (gld)			
			1/19/08	Preliminary analysis indicated the project is not of air quality concern. Preliminary analysis provided to IDOT for review and comment. (gld)			
			3/6/08	This project does not meet the definition of a project of air quality concern as defined in 40 CFR 93.123(b)(1). Because CREATE P1 would not increase passenger trains by 50 percent and would not exceed the particulate emission equivalent of 10,000 trucks, it has been determined that the project will not cause or contribute to any new localized PM2.5 or PM10 violations or increase the frequency or severity of any PM2.5 or PM10 violations. EPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis. (gld)		4/10/08	C
2. Microscale Analysis	10/06/04		10/28/04	FIELD REVIEW – Locomotive "Baseline" and projected emissions will be established using USEPA emission factors. (gld)			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results				Impacts Present (MM,DD,YY)		Status																												
	Yes	No	Date	Use Journal Type of Description			Yes	No																													
			8/17/05	<p>Emissions under the 2015 Build Alternative would be lower than emissions under the 2015 No Build Alternative, as follows:</p> <p>Emissions of air pollutants would be lower because the proposed project would improve the operation of railroads with the project area. The project would result in lower congestion and fewer delays of railroad operations, which would reduce fuel consumption compared with future conditions without the proposed project. Lower fuel consumption would directly reduce future emissions of air pollutants from locomotives operating in the project (See Appendix B for detailed analysis).</p> <table><tr><th>Year</th><th>HC (tons/year)</th><th>CO (tons/year)</th><th>NOx (tons/year)</th><th>PM₁₀ (tons/year)</th><th>PM_{2.5} (tons/year)</th><th>SO₂ (tons/year)</th></tr><tr><td>2005 Existing Condition</td><td>2.59</td><td>6.81</td><td>49.7</td><td>1.64</td><td>1.51</td><td>4.07</td></tr><tr><td>2015 Build Alternative</td><td>2.83</td><td>9.13</td><td>50.3</td><td>1.77</td><td>1.63</td><td>0.0327</td></tr><tr><td>2015 No Build</td><td>3.12</td><td>10.1</td><td>55.5</td><td>1.95</td><td>1.79</td><td>0.0361</td></tr></table> <p>(gld)</p>			Year	HC (tons/year)	CO (tons/year)	NOx (tons/year)	PM ₁₀ (tons/year)	PM _{2.5} (tons/year)	SO ₂ (tons/year)	2005 Existing Condition	2.59	6.81	49.7	1.64	1.51	4.07	2015 Build Alternative	2.83	9.13	50.3	1.77	1.63	0.0327	2015 No Build	3.12	10.1	55.5	1.95	1.79	0.0361			
Year	HC (tons/year)	CO (tons/year)	NOx (tons/year)	PM ₁₀ (tons/year)	PM _{2.5} (tons/year)	SO ₂ (tons/year)																															
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2015 No Build	3.12	10.1	55.5	1.95	1.79	0.0361																															
			5/18/06	<p>Closure of the 60th Street and 66th Street viaducts will cause a minor change in travel patterns and increase in traffic on adjacent routes. COSIM Pre-Screen for both locations failed. A full COSIM analysis will be required. (gld)</p>																																	

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
			10/10/06	<p>The air quality effects of the proposed project were analyzed using the Illinois Carbon Monoxide Screen for Intersection Modeling (COSIM) (See Appendix B). The “worst case” analysis provided by the COSIM model indicated that the proposed undertaking does not have the potential for contributing to a violation of the National Ambient Air Quality Standard for CO. CO concentrations for the worst case receptor were as follows:</p> <p><u>59th Street at Wentworth Avenue (Receptor #5)</u> Existing (2006) – 4.5 ppm Build – Time of Completion (TOC) (2010) – 4.4 ppm Build – TOC + 10 years ((2020) - 4.3 ppm Build – Design Year (2030) – 4.3 ppm</p> <p>No-Action – TOC (2010) – 4.4 ppm No-Action – TOC + 10 years (2020) – 4.3 ppm No-Action – Design Year (2030) – 4.3 ppm</p> <p><u>67th Street at Wentworth Avenue (Receptor #2)</u> Existing (2006) – 4.0 ppm Build – Time of Completion (TOC) (2010) – 3.7 ppm Build – TOC + 10 years ((2020) - 3.7 ppm Build – Design Year (2030) – 3.7 ppm</p> <p>No-Action – TOC (2010) – 3.7 ppm No-Action – TOC + 10 years (2020) – 3.7 ppm No-Action – Design Year (2030) – 3.7 ppm</p> <p>The results from this roadway improvement indicate the concentrations are below the 8-hour National Ambient Air Quality Standard of 9.0 ppm, which is necessary to protect the public health and welfare. (gld)</p>			
			10/16/07	Update COSIM Input worksheets submitted for reanalysis for 2008 volumes. (gld)			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		Status
	Yes	No	Date	Use Journal Type of Description	Yes	No	
			10/19/07	<p>Reanalysis results with 2008 volumes: The "worst case" analysis provided by the COSIM model indicated that the proposed undertaking does not have the potential for contributing to a violation of the National Ambient Air Quality Standard for CO. CO concentrations for the worst case receptor were as follows:</p> <p><u>59th Street at Wentworth Avenue (Receptor #5)</u> Existing (2008) – 4.5 ppm</p> <p><u>67th Street at Wentworth Avenue (Receptor #2)</u> Existing (2008) – 3.8 ppm</p> <p>The results from this roadway improvement indicate the concentrations for the updated 2008 volumes are below the 8-hour National Ambient Air Quality Standard of 9.0 ppm, which is necessary to protect the public health and welfare. (gld)</p>			
						11/7/07	C

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s																									
	Yes	No	Date	Use Journal Type of Description	Yes	No																										
3. Construction-Related Particulate Matter	7/28/05		7/28/05	<p>Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project area. (Equipment-related particulate emissions can be minimized if the equipment is well maintained.) The potential air quality impacts will be short-term, occurring only while demolition and construction work is in progress and local conditions appropriate.</p> <p>The potential for fugitive dust emissions typically is associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of materials. The potential is greatest during dry periods, periods of intense construction activity, and during high wind conditions.</p> <p>The contractor shall maintain the construction site to minimize dust conditions that would adversely affect construction or railroad operations, including equipment operation and worker safety. The contractor shall maintain the construction site to minimize spreading of dust to adjacent land and property owners including homes and businesses. The contractor shall also ensure the operating safety of adjacent highways and roadways is not adversely affected by spreading of dust from the construction site.</p> <p>Dust or dirt from the construction site, which accumulates on adjacent public or private streets, highways, or roads, shall be swept or washed off the roadway surface. Special care shall be taken during sweeping or washing of the roadway surface to adequately expose traffic markings and striping.</p> <p>The contractor shall immediately advise the railroad project engineer of any pending or actual exceptions taken by inspectors, citations issued or legal action taken by government agencies concerning cleanliness, sweeping and dust control. Complaints made directly to contractor by neighbors, businesses and others in vicinity of construction shall be handled in the same manner.</p> <p>Water shall not be used to limit the spread of dust or dirt when it may create a hazardous or objectionable condition such as electrification, ice, flooding, or pollution, or contribute to inferior quality construction. (gld)</p>			8/17/05	C																								
V. Noise																																
	10/06/04		10/06/0	<p>FIELD REVIEW – Potential noise and vibration receptors were identified at the following properties:</p> <table><thead><tr><th>Receptor</th><th>Address</th><th>Use</th><th>Station Location</th></tr></thead><tbody><tr><td>R-1</td><td>221 W. 66th St.</td><td>Residence</td><td>Sta. 572+75 Rt.</td></tr><tr><td>R-2</td><td>6536 S. Ross Ave.</td><td>Residence</td><td>Sta. 568+75 Rt.</td></tr><tr><td>R-3</td><td>6045 S. LaSalle St.</td><td>Residence</td><td>Sta. 535+75 Rt</td></tr><tr><td>R-4</td><td>5929 S. LaSalle St</td><td>Residence</td><td>Sta. 527+50 Rt.</td></tr><tr><td>R-5</td><td>255 W. 69th St.</td><td>Nursing Home</td><td>Sta. 594+00 Lt.</td></tr></tbody></table>	Receptor	Address	Use	Station Location	R-1	221 W. 66 th St.	Residence	Sta. 572+75 Rt.	R-2	6536 S. Ross Ave.	Residence	Sta. 568+75 Rt.	R-3	6045 S. LaSalle St.	Residence	Sta. 535+75 Rt	R-4	5929 S. LaSalle St	Residence	Sta. 527+50 Rt.	R-5	255 W. 69 th St.	Nursing Home	Sta. 594+00 Lt.				
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Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results				Impacts Present (MM,DD,YY)		Status	
	Yes	No	Date	Use Journal Type of Description				Yes		No
				<u>Receptor</u>	<u>Address</u>	<u>Use</u>	<u>Station Location</u>			
				R-6	201 W. 69 th St.	Nursing Home	Sta. 593+50 Lt.			
				R-7	6800 S. Stewart Ave.	Elementary School	Sta. 585+00 Rt.			
				R-8	6800 S. Wentworth Ave.	College	Sta. 585+00 Lt.			
				R-9 (gld)	5928 S. Lafayette Ave.	Residence	Sta. 527+20 Lt.			
			11/16/04	<u>Receptor</u>	<u>Address</u>	<u>Use</u>	<u>Station Location</u>			
				R-10	6630 S. Yale Ave.	Residence	Sta. 376+30 Rt.			
				R-11	6565 S. Yale Ave.	The Yale (NRHP)	Sta. 371+75 Rt.			
				R-12	6557 S. Wentworth Ave.	Residence	Sta. 370+50 Lt.			
				R-13	6034 S. LaSalle St.	Residence	Sta. 334+60 Rt.			
				R-14	5938 S. LaSalle St.	Residence	Sta. 328+40 Rt.			
				R-15 (gld)	301 W. Marquette Rd.	Residence	Sta. 380+70 Rt.			
			1/04/05	The FHWA, FTA and FRA agree that the Metra Noise and Vibration Mitigation Policy will be utilized as the policy for noise mitigation on the CREATE projects. (gld)						
			8/17/05	The FTA Transit Noise and Vibration Impact Assessment Methodology will be used to evaluate potential noise and vibration impacts. (gld)						
			9/12/07	The CREATE Noise and Vibration Assessment Methodology (July 2007) was utilized in performing the noise and vibration assessments. A noise screening was conducted to identify sensitive receptors (See Noise and Vibration Assessment report for receptor locations, screening limits and further details of the evaluation). In accordance with the Methodology, a general noise assessment of potential noise impacts to those receptors was conducted. The general noise assessment indicated that there are potential severe exterior noise level impacts to receptors R1, R1C and R2, and moderate exterior noise level impacts to receptors R1A, R1B, R3, R4, R18 and R20. There are also impacts based on interior noise levels to receptors R5, R7 and R15. In accordance with the Methodology, a detailed noise analysis was conducted for these 9 receptor sites. The detailed noise analysis resulted in moderate exterior noise level impacts at R1, R4, R18 and R20, and interior noise level impacts at R5, R7 and R15. The following summarizes the noise analysis:						

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results			Impacts Present (MM,DD,YY)		Status	
	Yes	No	Date	Use Journal Type of Description	Yes	No			
				General Noise Assessment Summary – Exterior Noise Levels					
				Receptor (Type*)	Existing Noise (dBA)	No-Build Noise (dBA)	Build Noise (dBA)	Impact Assessed	
				R1 (SFR)	65	65	71	Severe	
				R1A (SFR)	62	62	65	Moderate	
				R1B (SFR)	65	65	69	Moderate	
				R1C (SFR)	66	66	71	Severe	
				R2 (SFR)	65	65	70	Severe	
				R3 (SFR)	64	64	67	Moderate	
				R4 (SFR)	63	63	66	Moderate	
				R6 (Nursing Home)	54	54	55	None	
				R9 (SFR)	64	64	64	None	
				R10 (SFR)	56	56	57	None	
				R12 (SFR)	62	62	62	None	
				R13 (SFR)	59	59	60	None	
				R14 (SFR)	59	59	60	None	
				R18 (SFR)	63	63	66	Moderate	
				R19 (SFR/MFR)	56	56	58	None	
				R20 (SFR)	59	59	62	Moderate	
				R21 (SFR)	62	62	63	None	
				* Type: SFR – Single family residential; MFR – Multi-family residential					
				General Noise Assessment Summary – Interior Noise Levels					
				Receptor (Type*)	Existing Noise (dBA)	No-Build Noise (dBA)	Build Noise (dBA)	Impact Assessed	
				R5 (Nursing Home)	60	50	52	Impact	
				R7 (School)	52	52	55	Impact	
				R8 (College)	34	34	36	None	
				R11 (MFR)	45	45	49	None	
				R15 (Sr. Housing)	50	50	54	Impact	
				R16 (Church)	26	26	29	None	
				R17 (Church)	33	33	35	None	
				* Type: SFR – Single family residential; MFR – Multi-family residential					

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		Status																																																																																																																			
	Yes	No	Date	Use Journal Type of Description	Yes	No																																																																																																																				
				<p>The detailed assessments for the receptors with impacts follows:</p> <p>Detailed Noise Assessment Summary – Exterior Noise Levels</p> <table><tr><th>Receptor (Type*)</th><th>Existing Noise (dBA)</th><th>No-Build Noise (dBA)</th><th>Build Noise (dBA)</th><th>Impact Assessed</th></tr><tr><td>R1 (SFR)</td><td>64</td><td>64</td><td>66</td><td>None</td></tr><tr><td>R1A (SFR)</td><td>61</td><td>61</td><td>64</td><td>Moderate</td></tr><tr><td>R1B (SFR)</td><td>64</td><td>64</td><td>68</td><td>Moderate</td></tr><tr><td>R1C (SFR)</td><td>65</td><td>65</td><td>67</td><td>Moderate</td></tr><tr><td>R2 (SFR)</td><td>64</td><td>64</td><td>66</td><td>None</td></tr><tr><td>R3 (SFR)</td><td>63</td><td>63</td><td>65</td><td>None</td></tr><tr><td>R4 (SFR)</td><td>62</td><td>62</td><td>65</td><td>Moderate</td></tr><tr><td>R18 (SFR)</td><td>62</td><td>62</td><td>65</td><td>Moderate</td></tr><tr><td>R20 (SFR)</td><td>59</td><td>59</td><td>62</td><td>Moderate</td></tr></table> <p>* Type: SFR – Single family residential; MFR – Multi-family residential</p> <p>Detailed Noise Assessment Summary – Interior Noise Levels</p> <table><tr><th>Receptor (Type)</th><th>Existing Noise (dBA)</th><th>No-Build Noise (dBA)</th><th>Build Noise (dBA)</th><th>Impact Assessed</th></tr><tr><td>R5 (Nursing Home)</td><td></td><td></td><td></td><td></td></tr><tr><td>1st Floor</td><td>49</td><td>49</td><td>52</td><td>Impact</td></tr><tr><td>2nd Floor</td><td>50</td><td>50</td><td>52</td><td>Impact</td></tr><tr><td>3rd Floor</td><td>50</td><td>50</td><td>53</td><td>Impact</td></tr><tr><td>R7 (School)</td><td></td><td></td><td></td><td></td></tr><tr><td>1st Floor</td><td>51</td><td>51</td><td>54</td><td>Impact</td></tr><tr><td>2nd Floor</td><td>51</td><td>51</td><td>54</td><td>Impact</td></tr><tr><td>3rd Floor</td><td>52</td><td>52</td><td>54</td><td>Impact</td></tr><tr><td>4th Floor</td><td>52</td><td>52</td><td>55</td><td>Impact</td></tr><tr><td>R15 (Sr. Housing)</td><td></td><td></td><td></td><td></td></tr><tr><td>1st Floor</td><td>49</td><td>49</td><td>53</td><td>Impact</td></tr><tr><td>2nd Floor</td><td>50</td><td>50</td><td>53</td><td>Impact</td></tr></table>	Receptor (Type*)	Existing Noise (dBA)	No-Build Noise (dBA)	Build Noise (dBA)	Impact Assessed	R1 (SFR)	64	64	66	None	R1A (SFR)	61	61	64	Moderate	R1B (SFR)	64	64	68	Moderate	R1C (SFR)	65	65	67	Moderate	R2 (SFR)	64	64	66	None	R3 (SFR)	63	63	65	None	R4 (SFR)	62	62	65	Moderate	R18 (SFR)	62	62	65	Moderate	R20 (SFR)	59	59	62	Moderate	Receptor (Type)	Existing Noise (dBA)	No-Build Noise (dBA)	Build Noise (dBA)	Impact Assessed	R5 (Nursing Home)					1 st Floor	49	49	52	Impact	2 nd Floor	50	50	52	Impact	3 rd Floor	50	50	53	Impact	R7 (School)					1 st Floor	51	51	54	Impact	2 nd Floor	51	51	54	Impact	3 rd Floor	52	52	54	Impact	4 th Floor	52	52	55	Impact	R15 (Sr. Housing)					1 st Floor	49	49	53	Impact	2 nd Floor	50	50	53	Impact			
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	Yes	No	Date	Use Journal Type of Description	Yes	No	
				<p>As per the CREATE Noise and Vibration Assessment Methodology, a noise mitigation evaluation was conducted to address the noise impacts to these 12 receptors. The result was that there are no reasonable measures to mitigate the noise impacts for any of these receptors.</p> <p>L_{max} is a measure of the sound level for a single pass by event and is reported to more fully describe noise impacts. The existing L_{max} is 87 dBA (source is locomotives). The No-build L_{max} is also 87 dBA (source is locomotives) and the Build L_{max} is 91 dBA (source is locomotives).</p> <p>Similarly, as per the CREATE Noise and Vibration Assessment Methodology, a screening was conducted to identify sensitive receptors for Ground-borne Vibration (GBV) and Ground-borne Noise (GBN). After these were identified, a general assessment of potential GBV was conducted (see Noise and Vibration Assessment Report for receptor locations, screening limits and further details of the evaluation).</p> <p>Potential GBV impacts were identified for receptors R1, R1A, R1B, R1C, R2, R3, R4, R9, R15, R18, and R20. For commuter/passenger rail trains, vibrations from locomotives and railcars are not assessed separately. Locomotives create the highest vibration levels for commuter rail and have been assessed for this project.</p> <p>Ground-borne noise is directly related to GBV but with different impact assessment criteria. No potential GBN impacts have been identified.</p> <p>The following tables summarize the ground-borne vibration and the ground-borne noise impact analyses:</p>			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		Status																																																																																																			
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				<div>GBV Analysis Summary (Source: Locomotive)</div> <table><thead><tr><th>Receptor (Type*)</th><th>Existing GBV (VdB)</th><th>Build GBV (VdB)</th><th>Impact</th></tr></thead><tbody><tr><td>R1 (SFR)</td><td>74</td><td>83</td><td>Impact</td></tr><tr><td>R1A (SFR)</td><td>68</td><td>75</td><td>Impact</td></tr><tr><td>R1B (SFR)</td><td>73</td><td>91</td><td>Impact</td></tr><tr><td>R1C (SFR)</td><td>75</td><td>83</td><td>Impact</td></tr><tr><td>R2 (SFR)</td><td>75</td><td>84</td><td>Impact</td></tr><tr><td>R3 (SFR)</td><td>73</td><td>80</td><td>Impact</td></tr><tr><td>R4 (SFR)</td><td>68</td><td>75</td><td>Impact</td></tr><tr><td>R5 (Nursing Home)</td><td>65</td><td>70</td><td>No</td></tr><tr><td>R6 (Nursing Home)</td><td colspan="3">Receptor outside distances in FTA Fig. 10-1</td></tr><tr><td>R7 (School)</td><td>66</td><td>72</td><td>No</td></tr><tr><td>R8 (College)</td><td>63</td><td>67</td><td>No</td></tr><tr><td>R9 (SFR)</td><td>68</td><td>72</td><td>Impact</td></tr><tr><td>R10 (SFR)</td><td>63</td><td>69</td><td>No</td></tr><tr><td>R11 (MFR)</td><td>63</td><td>71</td><td>No</td></tr><tr><td>R12 (SFR)</td><td>68</td><td>70</td><td>No</td></tr><tr><td>R13 (SFR)</td><td>61</td><td>67</td><td>No</td></tr><tr><td>R14 (SFR)</td><td>60</td><td>66</td><td>No</td></tr><tr><td>R15 (Sr. Housing)</td><td>67</td><td>74</td><td>Impact</td></tr><tr><td>R16 (Church)</td><td>60</td><td>66</td><td>No</td></tr><tr><td>R17 (Church)</td><td>65</td><td>69</td><td>No</td></tr><tr><td>R18 (SFR)</td><td>69</td><td>76</td><td>Impact</td></tr><tr><td>R19 (SFR/MFR)</td><td>63</td><td>70</td><td>No</td></tr><tr><td>R20 (SFR)</td><td>67</td><td>74</td><td>Impact</td></tr><tr><td>R21 (SFR)</td><td colspan="3">Receptor outside distances in FTA Fig. 10-1</td></tr></tbody></table> <div>* Type: SFR – Single family residential; MFR – Multi-family residential</div>	Receptor (Type*)	Existing GBV (VdB)	Build GBV (VdB)	Impact	R1 (SFR)	74	83	Impact	R1A (SFR)	68	75	Impact	R1B (SFR)	73	91	Impact	R1C (SFR)	75	83	Impact	R2 (SFR)	75	84	Impact	R3 (SFR)	73	80	Impact	R4 (SFR)	68	75	Impact	R5 (Nursing Home)	65	70	No	R6 (Nursing Home)	Receptor outside distances in FTA Fig. 10-1			R7 (School)	66	72	No	R8 (College)	63	67	No	R9 (SFR)	68	72	Impact	R10 (SFR)	63	69	No	R11 (MFR)	63	71	No	R12 (SFR)	68	70	No	R13 (SFR)	61	67	No	R14 (SFR)	60	66	No	R15 (Sr. Housing)	67	74	Impact	R16 (Church)	60	66	No	R17 (Church)	65	69	No	R18 (SFR)	69	76	Impact	R19 (SFR/MFR)	63	70	No	R20 (SFR)	67	74	Impact	R21 (SFR)	Receptor outside distances in FTA Fig. 10-1				
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Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		Status
	Yes	No	Date	Use Journal Type of Description	Yes	No	
				<u>Construction Noise and Vibration</u> The construction of the proposed project could result in temporary noise and vibration increases within and adjacent to the project area. The noise and vibration will be generated primarily from trucks and heavy machinery used during construction. Any anticipated noise and vibration impacts will likely be confined to normal working hours, which are generally considered to be "noise and vibration tolerant" periods. Construction contractors need to be aware of local noise ordinances to assure compliance in Cook County and the City of Chicago. No adverse noise and vibration impacts are anticipated during the construction phase of the project. (gld)			
			3/10/08	Based on the CREATE Revised Noise and Vibration Methodology (December 2007), the noise and vibration results were reevaluated. The updated methodology does not change the Project P1 calculations or noise conclusions and remain valid. (gld)			
			3/19/08	The FHWA provided concurrence that the project's noise impacts are not considered significant. (gld)	4/10/08		C
VI. Energy							
		10/06/04	10/06/04	Construction of the proposed improvement will require indirect consumption of energy for processing materials, construction activities and maintenance for the track to be added within the project limits. Construction of the proposed improvement will reduce rail congestion and delays thereby reducing idling and slowing conditions. In the long term, post-construction operational energy requirements should offset construction and maintenance energy requirements and result in a net savings in energy usage. (gld)			C
VII. Natural Resources							
	10/06/04		10/06/04	FIELD REVIEW – Tree impacts are anticipated with this project. A vegetation survey and evaluation will be required. (gld)			
			10/28/04	The ESRF was submitted on October 28, 2004. (gld)			
			2/05/05	The BDE Natural Resources Unit has screened the project area and determined that there is no state or federally listed species, natural areas or nature preserves within the project corridor. (gld)			
			8/24/05	The BDE Natural Resource Unit has reviewed the project as described in the ESRF Addendum A and determined that no biological or wetland surveys are required as it is covered under the previous screening of January 18, 2005. See Figure 4 for the Biological & Wetland Resources clearance memo. (gld)			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
			9/16/05	A tree survey was conducted. There were 10 species trees identified within the proposed easement areas and 48 volunteer trees within Metra ROW, for a total of 58 trees which may be involved/impacted by the project. See Figure 5 for a summary of the Tree Survey Data. (gld)			
			9/21/05	Steps will be taken to protect and avoid tree impacts. Impacted trees in the easement areas will be replaced in accordance with the City of Chicago landscape Ordinance. (gld)			
			2/19/08	This project was submitted for Endangered Species Consultation Renewal. The IDNR Natural Heritage Database has no records of state or federally listed species, natural areas or nature preserves within the project corridor. (NRRT/WIRT report dated February 19, 2008). See Figure 4 for the renewal. (gld)			
			3/7/08	The Biological Resource Clearance for the ESRF Addendum C was received. There are no biologic or wetland resources within the added limits of Addendum C. See Figure 3 for the Cultural Resource clearance memo. (gld)	4/10/08		C
VIII. Water Quality/Resources							
1. Surface Water Resources/Quality		10/06/04	10/06/04	FIELD REVIEW – There are no streams or other bodies of water located within the vicinity of this project. The existing drainage is provided by a system of ditches, swales, and overland flow. The surface drainage will be conveyed by a system of swales, ditches, catch basins, storm sewers, and culverts. (gld)			
	3/14/08			The proposed improvements will construct a new Metra flyover bridge over the NS. Besides the flyover structure, new bridge structures would be constructed at 67 th Street, Wentworth Avenue, Dan Ryan Expressway, 61 st Street and 59 th Street. It is proposed to fill the existing viaducts at 66 th and 60 th Streets in lieu of constructing new bridges at those locations. The community will experience little or no adverse travel since there is an available crossing under the Metra RID only one block away from each location. The 61 st Street viaduct is an alternate route for the 60 th Street viaduct closure. Drainage improvements will be included for the 61 st Street viaduct to provide positive drainage. Improvements to 61 st Street include reestablishing the pavement crown and curb line to provide positive drainage. Continuous sidewalk along the north side of 61 st Street will be provided from LaSalle Street to State Street. (gld)		4/10/08	C

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
2. Permits	10/06/04		10/06/04	It is anticipated this project will result in the disturbance of one or more acres of total land area. Accordingly, it is subject to the requirement for a National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges from the construction sites. Permit coverage for the project will be obtained either under the IEPA General Permit for Stormwater Discharges from Construction Site Activities (NPDES Permit No. ILR10) or under an individual NPDES permit. Requirements applicable to such a permit will be followed, including the preparation of a Stormwater Pollution Prevention Plan. Such a plan shall identify potential sources of pollution which may reasonably be expected to affect the quality of stormwater discharges from the construction site and shall describe and ensure the implementation of practices which will be used to reduce the pollutants in discharges associated with construction site activity and to assure compliance with the terms of the permit. (gld)			
			8/17/05	Drainage work may require permits from the City of Chicago and the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC). (gld) A MWRDGC permit is not required. The City of Chicago will not typically allow a direct connection to City sewers; therefore a City of Chicago permit is not anticipated. However, a permit from the City of Chicago may be required for drainage connections. (gld)			
			1/19/08	City of Chicago permit will be required for the drainage improvements at the 61 st Street viaduct. Connections to the City sewer system within City roadway ROW will be required. 61 st Street is an alternate route for the 60 th Street viaduct closure. (gld)	2/20/08		C
3. Groundwater Resources/Quality		10/06/04	10/06/04	There are no sole-source aquifers in Illinois. (gld) This project will not create any new potential "routes" for groundwater pollution or any new potential "sources" of groundwater pollution as defined in the Illinois Environmental Protection Act (415 ILCS 5/3, et seq.). Accordingly, the project is not subject to compliance with the minimum setback requirements for community water supply wells or other potable water supply wells, as set forth in 415 ILCS 5/14, et seq. (gld)			
			1/13/05	Review of the USEPA website on 01/13/05 revealed that that there are no Designated Sole Source Aquifers in Illinois. (gld)			C

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
IX. Flood Plains							
1. 100-Year Flood Plain		10/06/04	10/06/04	FIELD REVIEW – A review of the FEMA FIRM Map #17031C0520 and #17031C0540 indicate that there are no floodplains located within the vicinity of this project (See Figure 6). (gld)			C
2. Regulatory Floodway		10/06/04	10/06/04	FIELD REVIEW – A review of the FEMA FIRM Map #17031C0520 and #17031C0540 indicate that there are no floodways located within the vicinity of this project. (gld)			C
X. Wetlands							
	10/06/04		10/06/04	FIELD REVIEW – A review of the NWI Map indicates that there are no wetlands located within the vicinity of this project (See Figure 7). (gld)			
			10/28/04	The ESRF was submitted on October 28, 2004. (gld)			
			2/05/05	The BDE Natural Resources Unit has screened the project area and determined that there are no jurisdictional wetlands within the project corridor. (gld)			
			8/24/05	The BDE Natural Resource Unit has reviewed the project as described in the ESRF Addendum A and determined that no biological or wetland surveys are required as it is covered under the previous screening of January 18, 2005. See Figure 4 for the Biological & Wetland Resources clearance memo. (gld)			
			2/19/08	This project was submitted for Endangered Species Consultation Renewal. The IDNR Natural Heritage Database has no records of state or federally listed species, natural areas or nature preserves within the project corridor. (NRRT/WIRT report dated February 19, 2008). See Figure 4 for the renewal. (gld)			
			3/7/08	The Biological Resource Clearance for the ESRF Addendum C was received. There are no wetland resources within the added limits of Addendum C. See Figure 3 for the Cultural Resource clearance memo. (gld)		4/10/08	C
XI. Special Waste							
	10/06/04		10/06/04	FIELD REVIEW – Potential sites will be identified within the project limits for the Illinois State Geologic Survey.			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s																																																			
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			3/15/05	The Special Waste Assessment Screening/Survey Request was submitted October 28, 2004. (gld)																																																						
			8/17/05	None of the above listed IEMA and EPA sites are within the project right-of-way. (gld)																																																						

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			9/21/05	<p>The Special Waste Assessment (SWA) Screening was conducted based on the August 2005 <i>CREATE Railroad Property Special Waste Procedures</i> and a Preliminary Environmental Site Assessment will be necessary. Eleven sites were identified to be within 500 feet of the construction limits. Those sites are:</p> <p>LUST Sites:</p> <table><thead><tr><th><u>IEMA#</u></th><th><u>Site Name</u></th><th><u>Address</u></th><th><u>Product Type</u></th></tr></thead><tbody><tr><td>901086</td><td>Yellow Cab Co.</td><td>35 East 63rd Street</td><td>Gasoline</td></tr><tr><td>871248</td><td>Peoples Gas & Light</td><td>38 West 64th Street</td><td>Unleaded Gas</td></tr><tr><td>931959</td><td>Peoples Gas & Light</td><td>38 West 64th Street</td><td>Diesel</td></tr><tr><td>903445</td><td>Illinois Dept. of Transportation</td><td>6543 S. Wentworth Ave.</td><td>Diesel</td></tr><tr><td>922565</td><td>Amoco Oil Co. #18588</td><td>59th Street /Wentworth Ave.</td><td>Gasoline</td></tr><tr><td>972328</td><td>Public Bldg. Commission of Chicago</td><td>6800 S. Wentworth Ave.</td><td>Used Oil</td></tr><tr><td>981758</td><td>John Stilp</td><td>6601 S. Wentworth Ave.</td><td>Gasoline</td></tr><tr><td>990305</td><td>Equilon Enterprises LLC</td><td>150 West 63rd St.</td><td>Unleaded Gas</td></tr><tr><td>991723</td><td>Alden Wentworth Co.</td><td>201 West 69th St.</td><td>Diesel</td></tr><tr><td>923331</td><td>E.C. Reick Paint Co.</td><td>5804 S. State St.</td><td></td></tr></tbody></table> <p>CERCLIS Sites:</p> <table><thead><tr><th><u>EPA ID</u></th><th><u>Site Name</u></th><th><u>Address</u></th></tr></thead><tbody><tr><td>ILN000508119 (gld)</td><td>Wentworth Mercury</td><td>6557 S. Wentworth</td></tr></tbody></table>	<u>IEMA#</u>	<u>Site Name</u>	<u>Address</u>	<u>Product Type</u>	901086	Yellow Cab Co.	35 East 63 rd Street	Gasoline	871248	Peoples Gas & Light	38 West 64 th Street	Unleaded Gas	931959	Peoples Gas & Light	38 West 64 th Street	Diesel	903445	Illinois Dept. of Transportation	6543 S. Wentworth Ave.	Diesel	922565	Amoco Oil Co. #18588	59 th Street /Wentworth Ave.	Gasoline	972328	Public Bldg. Commission of Chicago	6800 S. Wentworth Ave.	Used Oil	981758	John Stilp	6601 S. Wentworth Ave.	Gasoline	990305	Equilon Enterprises LLC	150 West 63 rd St.	Unleaded Gas	991723	Alden Wentworth Co.	201 West 69 th St.	Diesel	923331	E.C. Reick Paint Co.	5804 S. State St.		<u>EPA ID</u>	<u>Site Name</u>	<u>Address</u>	ILN000508119 (gld)	Wentworth Mercury	6557 S. Wentworth			
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			8/06/07	<p>Draft Preliminary Environmental Site Assessment (PESA) submitted to IDOT and FHWA for review. The PESA reviewed 11 sites within the project limits. Of these 11 sites, 4 have a LOW risk of encountering contamination, 2 have a MODERATE risk of encountering contamination, and 5 sites have been identified as having a HIGH risk of encountering contamination. The sites are:</p> <table><tr><th>Site Name or Facility Type</th><th>Address</th><th>Risk</th></tr><tr><td>JB Watts</td><td>50 W. 60th St.</td><td>LOW</td></tr><tr><td>American Drug Industries</td><td>5810 S. Perry Ave.</td><td>LOW</td></tr><tr><td>Candle Corp. of America</td><td>6201 S. LaSalle St.</td><td>HIGH</td></tr><tr><td>Parker CPC (Chicago Public Schools)</td><td>328 W. 69th St.</td><td>LOW</td></tr><tr><td>Loop Transfer Station (Allied Waste)</td><td>16 W. 64th St. (6400 S. State St.)</td><td>HIGH</td></tr><tr><td>Aero Auto Parts</td><td>6339 S. Wentworth Ave.</td><td>HIGH</td></tr><tr><td>Wentworth Mercury</td><td>6557 S. Wentworth Ave.</td><td>LOW</td></tr><tr><td>Triangular Property (reported former gas station)</td><td>6550 S. Wentworth Ave. (at 66th St. and Wentworth Ave.)</td><td>HIGH</td></tr><tr><td>Former Standard Oil Co.</td><td>5838 S. Perry Ave.</td><td>HIGH</td></tr><tr><td>Former Machine Shop, Electric Equipment Manufacturer, Auto Print Shop</td><td>300-350 W. 69th St. (Lot South of Parker School Physical Plant Building)</td><td>MODERATE</td></tr><tr><td>Goes Lithograph</td><td>42 W. 61st St.</td><td>MODERATE</td></tr></table> <p>Soil sampling is recommended at the areas identified with MODERATE and/or HIGH risk in areas where excavation will occur. (gld)</p>	Site Name or Facility Type	Address	Risk	JB Watts	50 W. 60 th St.	LOW	American Drug Industries	5810 S. Perry Ave.	LOW	Candle Corp. of America	6201 S. LaSalle St.	HIGH	Parker CPC (Chicago Public Schools)	328 W. 69 th St.	LOW	Loop Transfer Station (Allied Waste)	16 W. 64 th St. (6400 S. State St.)	HIGH	Aero Auto Parts	6339 S. Wentworth Ave.	HIGH	Wentworth Mercury	6557 S. Wentworth Ave.	LOW	Triangular Property (reported former gas station)	6550 S. Wentworth Ave. (at 66 th St. and Wentworth Ave.)	HIGH	Former Standard Oil Co.	5838 S. Perry Ave.	HIGH	Former Machine Shop, Electric Equipment Manufacturer, Auto Print Shop	300-350 W. 69 th St. (Lot South of Parker School Physical Plant Building)	MODERATE	Goes Lithograph	42 W. 61 st St.	MODERATE			
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			8/15/07	Comments received on Draft PESA. (gld)																																							
			8/28/07	Provided a Disposition of Comments and draft Property Owner Survey. (gld)																																							
			11/09/07	Property Owner Survey with Norfolk Southern completed. (gld)																																							
			12/03/07	Property Owner Survey with Metra completed. (gld)																																							
			1/11/08	Property Owner Survey with Allied Waste completed. (gld)																																							
			2/8/08	Final PESA Report approved by IDOT and concurrence requested from FHWA. (gld)																																							
			2/20/08	Final PESA Report approved by FHWA. (gld)																																							
			4/3/08	The Special Waste Assessment (SWA) Screening was completed for the additional areas included in ESR Addendum C. The areas were added to include all project construction limits which have been better defined as part of the Initial Geometrics development. Based on the proposed work in these																																							

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
				areas a "Determination of No Further Action Necessary" was recommended. (gld)			
			4/10/08	<p>The IDOT Bureau of Railroads has waived waiting for the results of further special waste investigations on the property owned by the participating railroad prior to environmental document approval per CREATE Railroad Property Special Waste Procedures (July 2006 version) Section 5.4.</p> <p>No construction activities will be initiated on any portions of the property owned by the participating railroad and within the PSI footprint prior to the completion of the PSI and subsequent studies (as required). The remediation requirements as recommended in the PSI reports (if any) shall be implemented. The management of all excavated materials shall be in accordance with applicable federal and state laws and regulations during construction. (gld)</p>			
			9/10/08	<p>An Addendum to the PESA was prepared to address the potential for lead based paint to exist on the bridge structures and soils immediately below and adjacent to the structures within the environmental study limits of the project.</p> <p>Due to the age of the railroad bridges which are estimated to be constructed from 1900-1910 based on interviews with the railroads, the presence of lead paint is suspected. From interviews with the railroads, virtually all the bridges involved are of similar age and therefore have a high likelihood of lead based paint.</p> <p>Therefore, it is recommended that lead analysis be conducted either as part of the PSI studies or the Phase 2 Design Engineering. Paint on the bridge structures and soils in close proximity to the structures where disturbance is anticipated should be analyzed for the presence of lead. (gld)</p>	9/10/08		C
XII. Special Lands							
1. 4(f)	10/06/04		10/06/04	FIELD REVIEW – The project does not involve any 4(f) land, although the Chicago Park District storage facility at 6201 S. LaSalle Street may be impacted. (gld)			
			1/19/05	The FHWA has determined that the Chicago Park District storage facility at 6201 S. LaSalle Street (former Candle Factory) is not utilized for recreational purposes. (gld)		1/19/05	C
2. 6(f)		10/06/04	10/06/04	FIELD REVIEW – The project does not involve any 6(f). Reviewed 10/20/00 listing of LWCF, OSLAD, and bike path projects for IDOT. (gld)			C

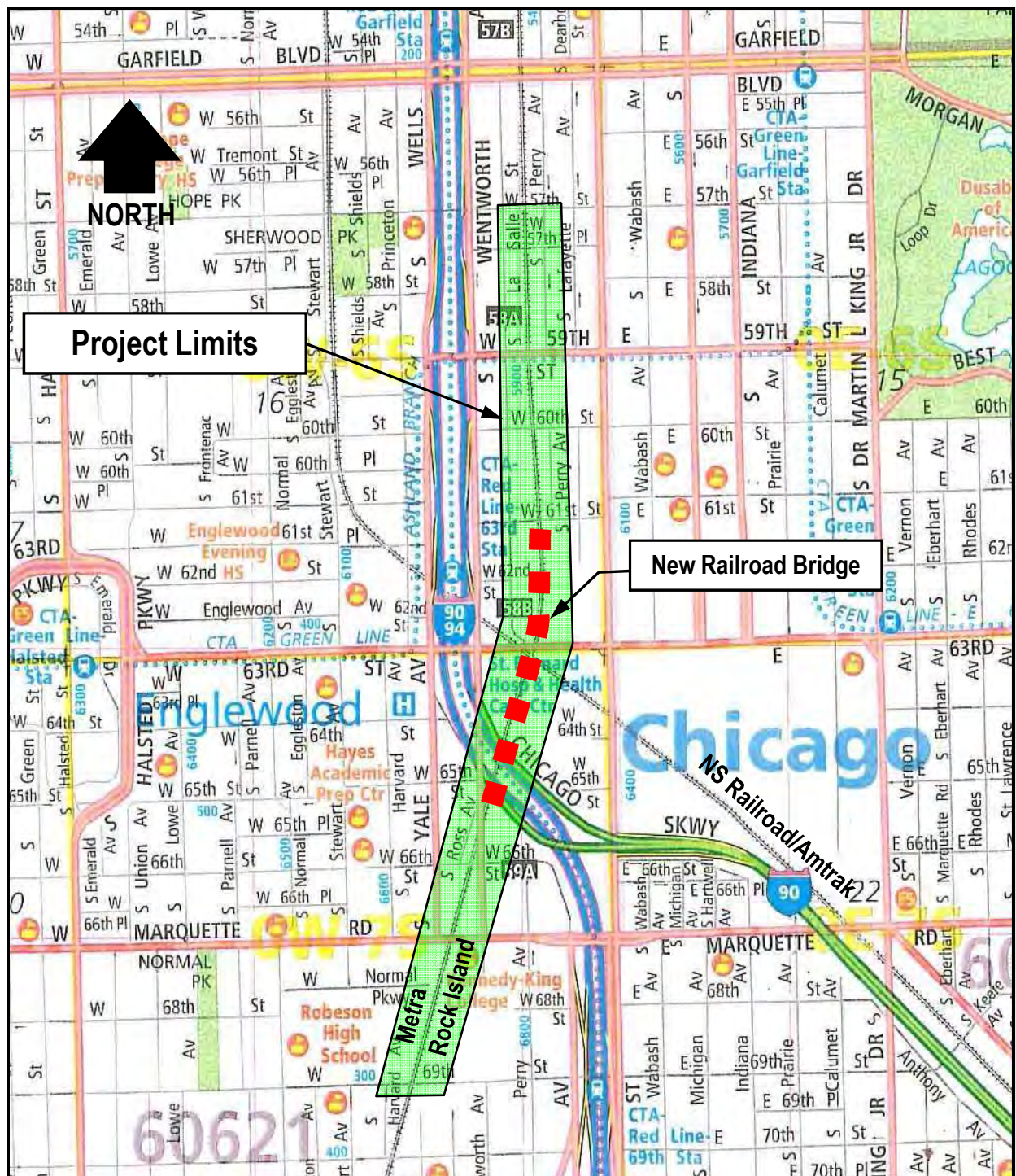
Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Date	Use Journal Type of Description	Yes	No	
3. Open Space Lands Acquisition and Development (OSLAD) Act Lands		10/06/04	10/06/04	FIELD REVIEW – The project does not involve lands that have Open Space Lands Acquisition and Development (OSLAD) funds involved in their purchase or development. Reviewed 10/20/00 listing of LWCF, OSLAD, and bike path projects for IDOT. (gld)			C
XIII. Other Issues							
	10/06/04		10/06/04	There are no other apparent environmental issues. (gld)		10/6/04	C

XIV. Permits Required (Check each that applies.)		
404 - Individual	<input type="checkbox"/>	See Resource and Issues # _____ for discussion.
404 - Nationwide	<input type="checkbox"/>	See Resource and Issues # _____ for discussion.
NPDES	<input checked="" type="checkbox"/>	See Resource and Issues # VIII, 2 for discussion.
Coast Guard	<input type="checkbox"/>	See Resource and Issues # _____ for discussion.
IDNR - Office of Water Resources	<input type="checkbox"/>	See Resource and Issues # _____ for discussion.
City of Chicago	<input checked="" type="checkbox"/>	See Resource and Issues # VIII, 2 for discussion.
	<input type="checkbox"/>	See Resource and Issues # _____ for discussion.
	<input type="checkbox"/>	See Resource and Issues # _____ for discussion.

XV. List of Preparers		
Initials	Name	Organization
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SECTION 3

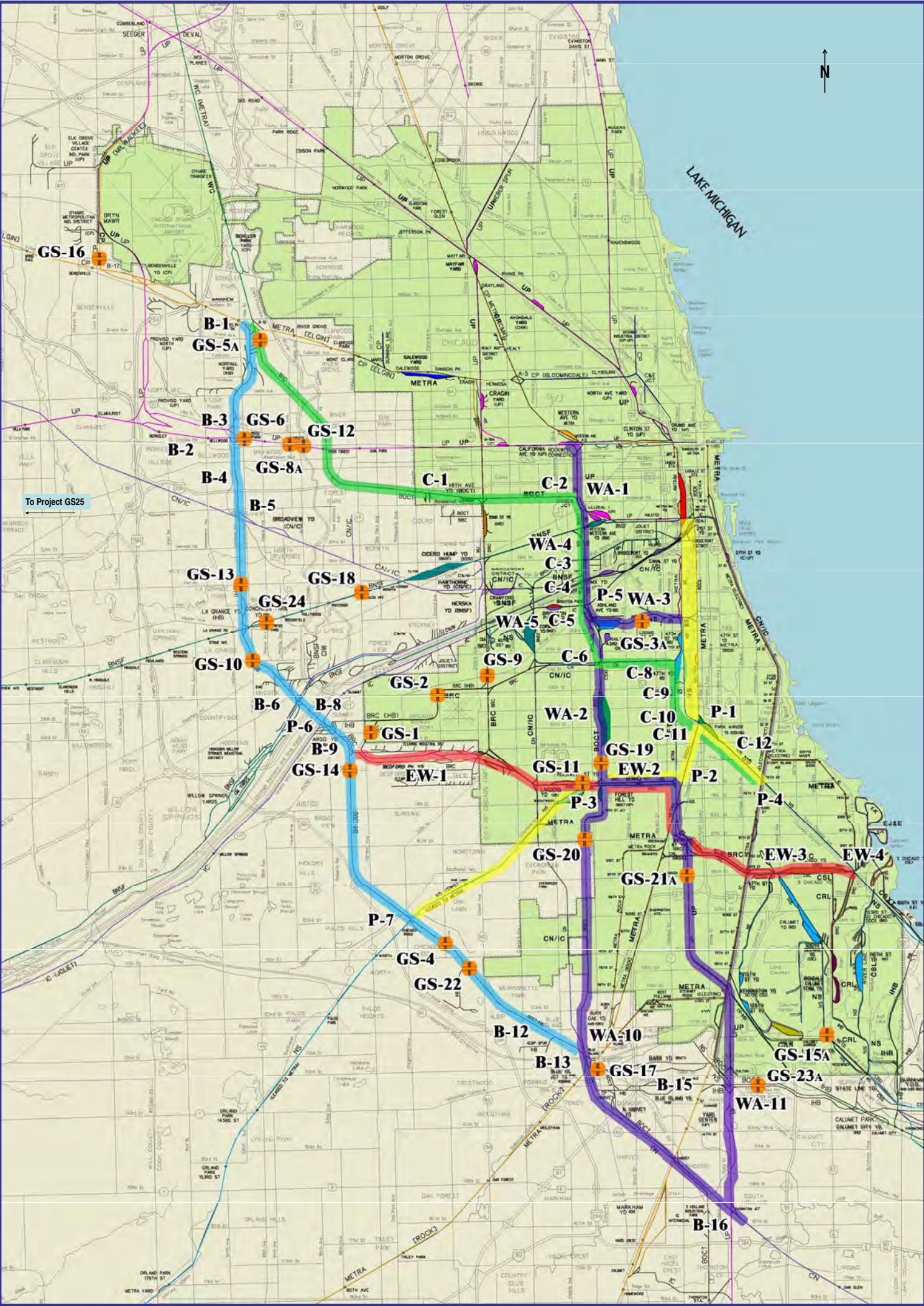
Figures



ILLINOIS DEPARTMENT OF TRANSPORTATION
CREATE PROJECT P1
RAILROAD IMPROVEMENT PROJECT
AT 63RD AND STATE STREETS

LOCATION MAP

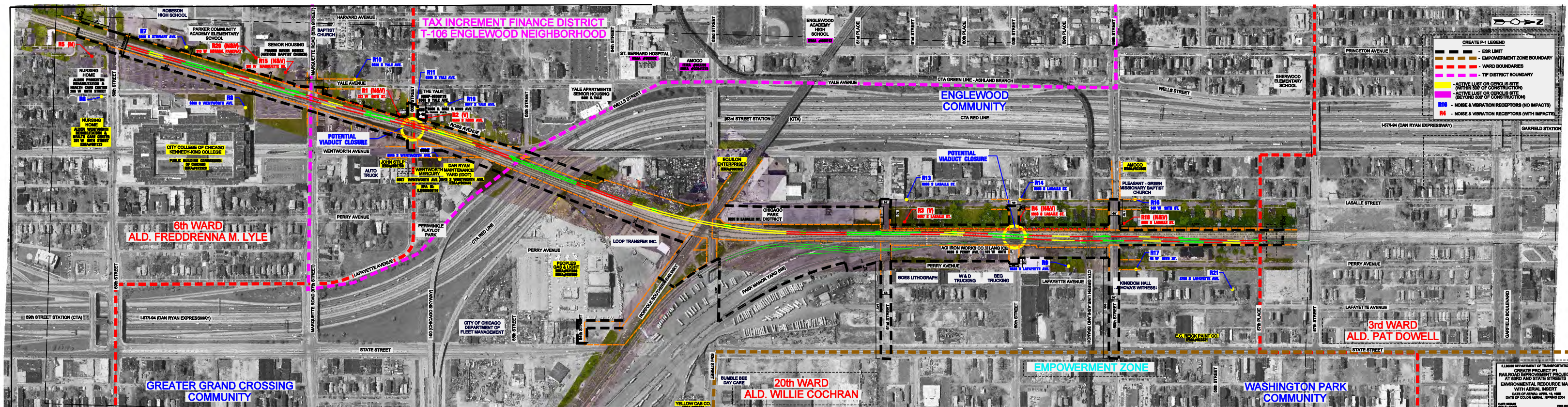
FIGURE 1



C R E A T E		
KEEPING THE GO IN CHICAGO		
PROJECT #	PROJECT DESCRIPTION	CORRIDOR
B1	CP double mainline connection to Beltway at B1 2.	Beltway Corridor
B2	Construct new main on UP: Elmhurst-Provo Jct. and upgrade IHB connection to 25 mph.	
B3	Install a second parallel connection between the IHB and Proviso Yard through the Melrose Connection to facilitate simultaneous moves.	
B4	Install TCS signalling on all tracks CP LaGrange-CP Hill. Includes upgrade of 21 runner to mainline.	
B5	Install Universal crossover, to include switches and signals, at CP Broadview, and power connection to the CNIC.	
B6	Construct 2nd southwest connection between IHB and BNSF. Install single left crossover for BNSF and Argo.	
B8	Upgrade TCS signalling Argo to CP Canal.	
B9	Provide double track connection, BOCT to BRC, East/West Corridor. Project includes crossovers at 71st St.	
B12	Add Additional Mainline CP Francisco to CP 123rd St.	
B13	Upgrade IHB-CN connection at Blue Is Jct.	
B15	Install TCS between CP Harvey to Dolton.	Western Avenue Corridor
B16	Install new interlocked southwest connection between CN and UP/CSXT.	
WA-1	Re-align & Signalize Ogden Jct. for double track connection from UP to BOCT & CJ mains.	
WA-2	Install TCS signalling on BOCT between Ogden Jct and 75th Street (Forest Hill).	
WA-3	Install TCS signalling CJ tracks between Ogden Jct and CP518, add additional mainline along Ashland Ave Yard, and extension of Yard Switching Lead.	
WA-4	Construct connection directly linking BNSF Chicago and Chillicothe Subs. Ash Street interlocking done in conjunction with CN to facilitate C-4.	
WA-5	Upgrade track, signal, and reconfigure Corwith Interlocking and remote CN Corwith Tower.	
WA - 10	Install universal interlocked connections between BOCT and CN to facilitate directional running.	
WA-11	Upgrade and reconfigure Dolton interlocking.	
EW-1	Construct 2 new main tracks, reconstruct thoroughfare, and rearrange connections.	East - West Corridor
EW-2	Improve track & signals for flexibility of routes from 80th St. to Forest Hill and 74th Street.	
EW-3	Re-align Pullman Jct. to incorporate BRC and NS mains from Pullman to 80th Street.	
EW-4	Improve connection form East-West Corridor to NS Mainline at CP 509.	
C-1	Upgrade double track between former WC property and Ogden Jct. Renew bridges, power connection to BRC at 14th Street.	
C-2	Install universal crossovers between mains, and preserve all existing connections to BOCT and CJ. Note project part of WA-1.	
C-3	Construct Single main track and preserve the BNSF connections from project WA-4.	
C-4	Remove diamonds, build connection between Airline Route and BNSF Route for movement to the CN Hawthorne Line. Note: Project part of WA-4.	
C-5	Install connections in Northwest and Southwest quadrants for movement between Airline Route and Joliet Line.	
C-6	Construct new double track.	Central Corridor
C-8	Construct new double track. Remove some trackage from former CWI to CP 518 leaving single track connection to new CWI Main from CP 518 to CP 57th St.	
C-9	Install connections from NS 51st Street Yard and new CWI Main to current CWI, and end of double track for Airline Route.	
C-10	Construct single track for Airline Route, and single track for parallel NS yard extension form 51st Street Yard to NS Chicago Subdivision.	
C-11	Install new bridge and single track for Airline Route over Dan Ryan Expressway.	
C-12	Construct single track for Airline Route.	
P-1	Grade separate Metra and NS.	
P-2	Grade separate Metra and BRC and connect Metra to Rock Island route.	
P-3	Grade separate Metra and BOCT.	
P-4	Install interlocked southwest connection between CN and NS.	Passenger Corridor
P-5	Grade separate CN over CSX/NS.	
P-6	Grade separate CN over IHB.	
P-7	Grade separate Metra over IHB.	
GS-1	63rd Street , Chicago	
GS-2	Central Avenue, Chicago	
GS-3A	Morgan Street, Chicago	
GS-4	Central Ave, Chicago Ridge	
GS-5A	Grand Ave, Franklin Park	
GS-6	25th Ave Melrose Park - Bellwood	
GS-7	Belmont Road, Downers Grove	Grade Separations
GS-8A	5th Ave, Maywood	
GS-9	Archer Ave, Chicago	
GS-10	47th/East Ave, LaGrange	
GS-11	Columbus, Chicago	
GS-12	1st Avenue, Maywood	
GS-13	31st Street, LaGrange Park	
GS-14	71st Street, Bridgeview	
GS-15A	Torrence Ave& 130th St, Chicago	
GS-16	Irving Park Road, Bensenville	
GS-17	Western Ave, Blue Island	Other
GS-18	Harlem, Berwyn	
GS-19	71st Street, Chicago	
GS-20	87th Street, Chicago	
GS-21A	95th Street, Chicago	
GS-22	115th Street, Alsip	
GS-23A	Cottage Grove, Dolton	
GS-24	Maple Ave, Brookfield	
GS-25	Roosevelt Road, West Chicago	
1	Technology Improvements related to Visibility and Electronic Requests.	
2	Elimination of 10 Towers through upgrade and remoting to new location. Note: Corwith Tower, 21st Street, 16th Street, and Dolton are included in the Corridor Projects.	
3	Viaduct Improvement Program.	
4	Grade Crossing Safety Program - Central Ave, 63rd St. & Racine/Morgan Grade Crossing Separations.	

ILLINOIS DEPARTMENT OF TRANSPORTATION
CREATE PROJECT P-1
RAILROAD IMPROVEMENT PROJECT
AT 63RD AND STATE STREETS
CREATE PROGRAM MAP

FIGURE 1A



APPENDIX A-2
PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT
MEMORANDUM

**MEMORANDUM
PRELIMINARY
ENVIRONMENTAL SITE ASSESSMENT
For
CREATE PROJECT P-1
Chicago, Cook County, Illinois**

**Prepared for
TranSystems Corporation**

**Prepared by
Huff & Huff, Inc.**

January, 2008

GLOSSARY OF ACRONYMS

BTEX	Benzene, toluene, ethyl benzene and total xylenes	NPL	National Priority Listing
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act	NRCS	Natural Resources Conservation Service (formerly Soil Conservation Service)
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System	OSFM	Office of the State Fire Marshal
FEMA	Federal Emergency Management Agency	OSHA	Occupational Safety and Health Administration
FHBM	Flood Hazard Boundary Maps	OVA	Organic Vapor Analyzer
FID	Flame Ionization Detector	PAH/PNA	Polynuclear Aromatic Hydrocarbons
FOIA	Freedom of Information Act	PCB	Polychlorinated Biphenyls
GC	Gas Chromatograph	PESA	Preliminary Environmental Site Assessment
HRS	Hazard Ranking System	PID	Photoionization Detector
HWRIC	Hazardous Waste Research and Information Center	ppm	Parts per million
ICC	Illinois Commerce Commission	RCRA	Resource Conservation and Recovery Act
IDOT	Illinois Department of Transportation	RPTA	Responsible Property Transfer Act
IEMA	Illinois Emergency Management Agency	ROW	Right-of-Way
IEPA	Illinois Environmental Protection Agency	SIC	Standard Industrial Classification
IMD	Illinois Manufacturers' Directories	TRI	Toxic Release Inventory
ISD	Illinois Services Directories	USEPA	United States Environmental Protection Agency
ISGS	Illinois State Geological Survey	UST	Underground Storage Tank
ISV	Initial Site Visit	VOC	Volatile Organic Compound
JULIE	Joint Utility Location Information for Excavators	XRF	X-ray Fluorescence Spectroscopy
LUST	Leaking Underground Storage Tank		

PRELIMINARY ENVIRONMENTAL RISK ASSESSMENT

This is the initial preliminary environmental site assessment (PESA) of natural and man-made hazards that may be encountered within the proposed CREATE P-1 Project area. The project is located along Metra Rock Island District (RID) rail lines associated with the diamond interchange with Norfolk Southern (NS) rail lines at 63rd Street. The P-1 Project limits extend from 69th Street on the south to 57th Place on the north. Based on the data collected and as of July 26, 2007, in conjunction with the date of the last physical examination of the project area on August 1, 2006, it is determined that this project primarily has a High Risk for the occurrence of hazardous materials.

A total of 128 sites were identified in the search conducted by Environmental Data Resources, Inc. (EDR) for the project area. Of those 128 sites, 53 required additional consideration with a total of 11 sites existing adjacent to or within the project corridor that require consideration within this document. This includes three sites that were identified on historic Sanborn maps as a former service station, former Standard Oil Co. Englewood Station, and a former iron works/machine shop/manufacturer of electrical equipment/auto print shop.

The adjacent properties that were identified in the search include: six RCRA sites, two UST sites, six FINDS sites, one solid waste facility, one CERCLIS-NFRAP site, and nine “orphan” or “unplottable” sites. However, based on a review of the information regarding the nine orphan sites it appears that none of these are adjacent to the corridor. The table below summarizes the sites and their associated risk for the occurrence of hazardous materials.

Site Name or Facility Type	Address	Database	Risk
JB Watts	50 W. 60 th Street	RCRA, FINDS	LOW
American Drug Industries	5810 S. Perry Avenue	RCRA, FINDS	LOW
Candle Corp. of America	6201 S. La Salle Street	RCRA, UST, FINDS	HIGH
Parker CPC (Chicago Public Schools)	328 W. 69 th Street	RCRA, FINDS	LOW
Loop Transfer Station (Allied Waste)	16 W. 64 th Street (6400 S. State Street)	SWF/LF, RCRA, FINDS, UST	HIGH
Aero Auto Parts	6339 S. Wentworth Avenue	FINDS	HIGH
Wentworth Mercury	6557 S. Wentworth Avenue	CERCLIS-NFRAP	LOW
Triangular Property (reported former gas station)	6550 S. Wentworth Avenue (at 66 th Street and Wentworth Avenue)	Sanborn Map	HIGH
Former Standard Oil Co.	5838 S. Perry Avenue	Sanborn Map	HIGH

Site Name or Facility Type	Address	Database	Risk
Former Machine Shop, Electrical Equipment Manufacturer, Auto Print Shop	300-350 W. 69 th Street (Lot South of Parker School Physical Plant Building)	Sanborn Map	MODERATE
Goes Lithograph	42 W, 61 st Street	FINDS, RCRA-LQG, HIST FTTS, AIRS	MODERATE

Based upon the following research including review of historical documents and site reconnaissance it is determined that this project has an overall HIGH Risk for the occurrence of hazardous materials, depending on the depth of excavations along the project corridor.

Risk Assessment is the method used to assign a relative risk factor to the probability and likely consequence of encountering man-made and natural hazards. A hazard is the set of inherent properties known to be dangerous to the environment. This rating has an implication for the level of hazard which might be encountered. However, a High Risk site might also be easily mitigated by proper methods.

The depth stipulation for triggering a Preliminary Site Investigation (PSI) at any of the properties assigned either a Moderate or High risk is 0 feet. Therefore, if any subsurface activities are proposed for these properties, a PSI would be required. The PSI would include soil borings being conducted and soil samples being collected and screened for appropriate analytical parameters based on the history of a particular property.

A High Risk is based on the presence of potentially hazardous compounds as documented by the Illinois Environmental Protection Agency. Per the CREATE Railroad Property Special Waste Procedures manual, high risk land uses include unregulated municipal or private dumps and landfills, waste segregation sites, waste piles, treatment plants and outfalls, oil, plastics, chemical, electrical, electronic, adhesives manufacturing plants, photo/printing/plating/battery shops, automotive bone yards, metals and paper processing plants, mining/agricultural/medical supply facilities, service stations, and dry cleaning and other cleaning operations facilities.

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1.0 INTRODUCTION

This is the initial report of a preliminary environmental site assessment of natural and man-made hazards that may be encountered at properties within the proposed CREATE Project P-1 corridor. Railroad corridor improvements are proposed on the Metra Rock Island District (RID) lines between 69th Street on the south and 57th Place on the north. The scope of the P-1 Project includes grade changes to the Metra RID lines to provide a flyover to separate the Metra RID over the NS lines at the diamond interchange near 63rd and State Streets. The flyover will span three NS tracks, a fourth future NS track, and future tracks for Canadian National and Amtrak. The maximum grade along the Metra RID is 2% necessitating reconstruction of the bridge over the Dan Ryan. No right-of-way acquisition is required as part of this improvement. Figure 1 depicts the project location map. This *Preliminary Environmental Site Assessment (PESA)* has been prepared to address the potential to encounter impacted media (soil and groundwater) within the study corridor.

The specific methods used to conduct this assessment are outlined in the CREATE Railroad Property Special Waste Procedures, July 2006 version, prepared by the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA). In addition, the PESA was performed in general accordance with the “Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process,” Standard Designation: E1527-05, as set forth by the American Society for Testing and Materials (ASTM) and the U.S. Environmental Protection Agency’s All Appropriate Inquiry (AAI) Rule (40 CFR part 312). Information was obtained through interviews and/or questionnaires submitted from property owners/occupants of the project corridor including METRA, Norfolk Southern Corporation (NS), and Loop Transfer Inc. (Loop 64th Transfer Station).

This assessment was prepared using historical and geological information including U.S. Geological Survey topographic maps, and file information from the Illinois Environmental Protection Agency (IEPA) and various other governmental agencies.

Man-made hazards have been identified and other potential detriments or considerations have been listed as are suitable within the scope of this preliminary survey. If new environmental information is received concerning this site, this report will be updated accordingly and the information made part of the permanent file. If such information is considered to have a significant impact on the findings of this report, the report will be corrected by addendum and resubmitted.

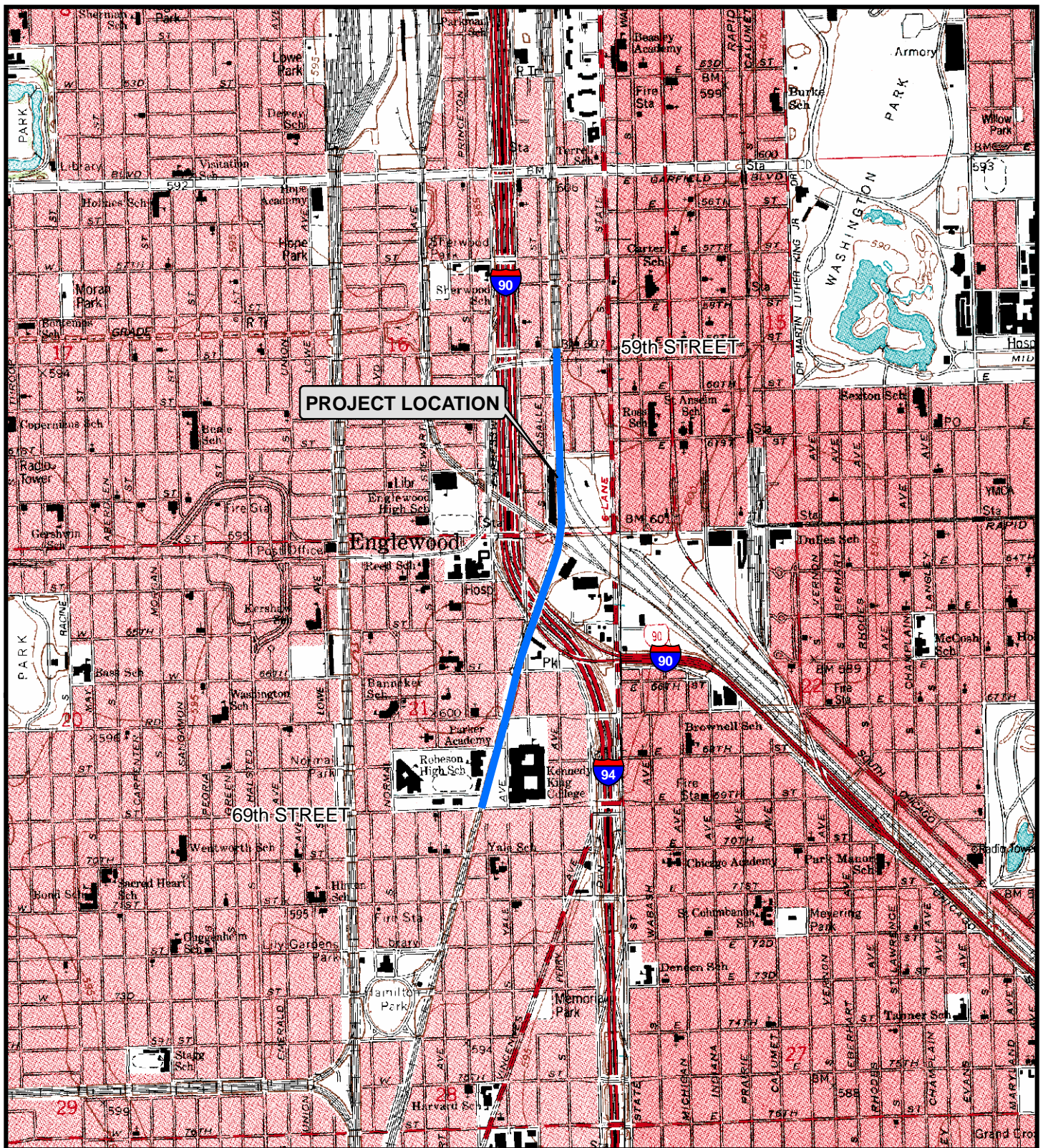
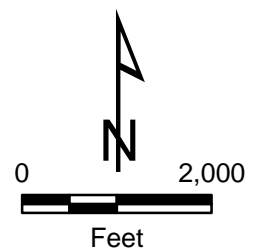


FIGURE 1
SITE LOCATION MAP
CREATE PROJECT P-1
CHICAGO, COOK COUNTY, ILLINOIS

SOURCE, U.S. DEPARTMENT OF THE INTERIOR, U.S. GEOLOGICAL SURVEY
 ENGLEWOOD AND JACKSON PARK QUADS



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2.0 PROJECT BACKGROUND

2.1 Project Location

The CREATE Project P-1 is located on the Metra RID lines between 69th Street on the south and 57th Place on the north (See Figure 2), within the City of Chicago. No additional ROW acquisition is anticipated.

2.2 Project Description

The proposed scope of the P-1 Project includes grade changes to the Metra RID lines to provide a flyover to separate the Metra RID over the NS lines at the diamond interchange near 63rd and State Streets. The flyover will span three NS tracks, a fourth future NS track, and future tracks for Canadian National and Amtrak. The maximum grade along the Metra RID is 2% necessitating reconstruction of the bridge over the Dan Ryan.

2.3 Surrounding Land Uses

The adjacent land use is a mixture of commercial operations, industrial facilities, an automobile salvage yard, a waste transfer station, and residences.

2.4 Site Geology

Northeastern Illinois is primarily covered by Pleistocene glacial drift deposits overlying Silurian carbonate bedrock. Drift thickness varies from less than 10 feet to greater than 200 feet in Cook County. Based on the general soil map within the *Soil Survey of DuPage and Parts of Cook County, Illinois*, two soil mapping units are shown within the CREATE P-1 project limits. The soils within the project limits are silty/clayey soils on uplands and lake plains that have a silty or clayey surface layer and subsoil and sandy/loamy soils on uplands that have a loamy, silty, or sandy subsoil. These soils are poorly drained to well drained and are moderately permeable or slowly permeable. The soils that exist in the project area are associated with formation in glacial lake sediment and glacial outwash and consist of the following units:

- Urban land-Milford, built-up areas and deep nearly level (7), and
- Urban land-Selma-Oakville, built-up areas and deep, level to undulating (15)

2.5 Site Hydrogeology

Local topography in the area of the project corridor is generally flat. Surface water drainage is primarily directed toward the storm water system.

The Illinois State Geological Survey published a map titled “Potential for Contamination of Shallow Aquifers in Illinois” (a.k.a. “Berg Map”; Berg et al, 1984), which is included in Appendix A. The system used to develop the map evaluates the general ability of the upper horizons of soil to contain and attenuate contaminants resulting from activities occurring above or within those soil horizons. Soils with the least potential for containment and attenuation allow water, and thereby contaminants,

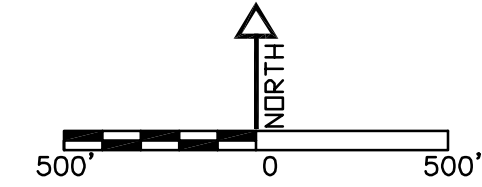
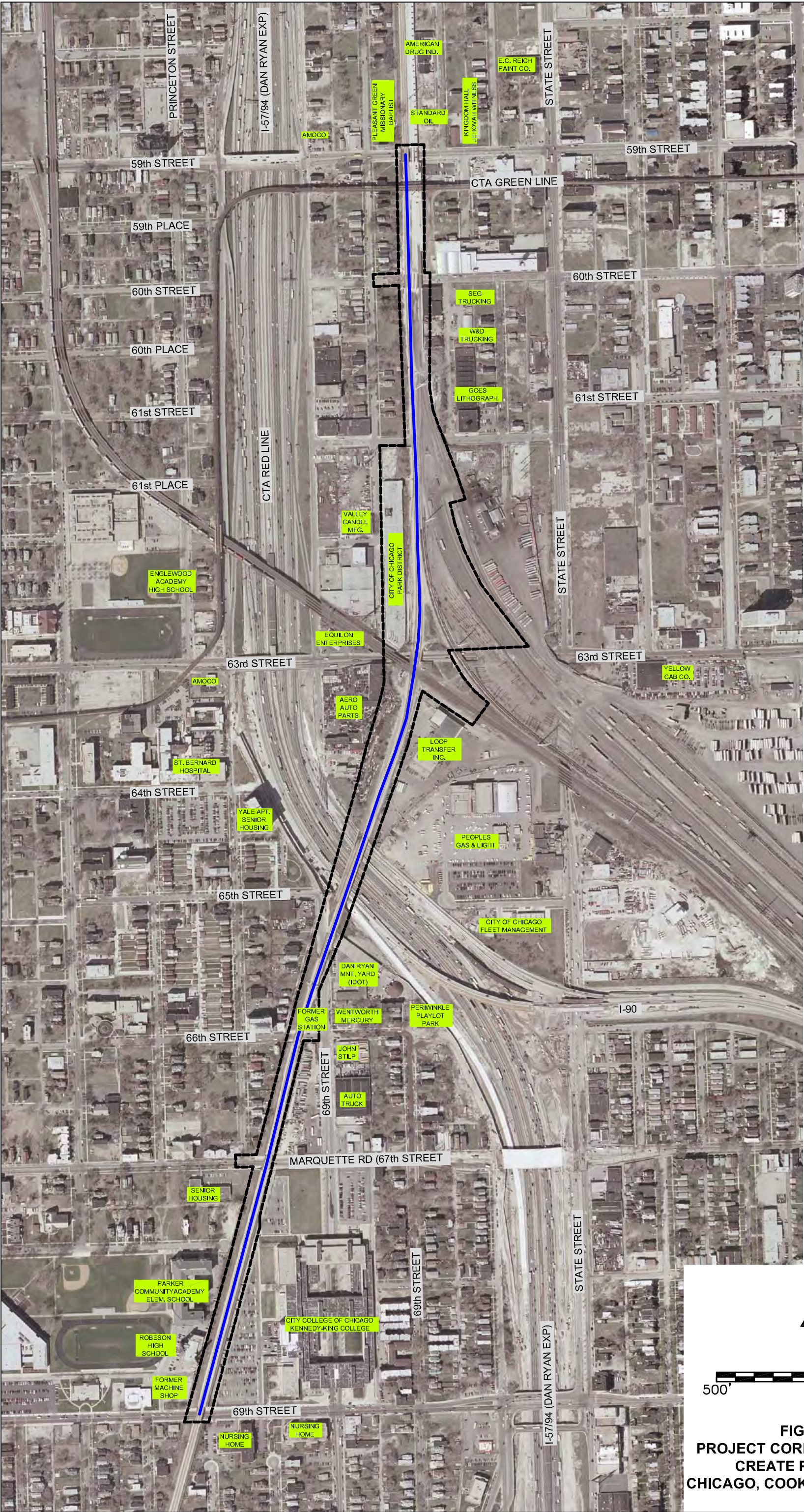


FIGURE 2
PROJECT CORRIDOR OVERVIEW
CREATE PROJECT P-1
CHICAGO, COOK COUNTY, ILLINOIS

to move through them rapidly. As the potential for containment and attenuation increases, the potential for aquifer contamination decreases.

The Berg Map indicates the geology through the project limits as primarily one geological description, as follows:

- E: Uniform, relatively impermeable silty or clayey till at least 50 ft thick; no evidence of interbedded sand and gravel.

According to the Berg Map, this geology has a relatively moderate to low potential for aquifer contamination. The site location has been mapped onto the Berg Map and can be found in Appendix A.

2.6 Solid Waste Disposal Sites

The Northern Illinois Planning Commission (NIPC) Solid Waste Inventory Map was reviewed for Cook County, this information is also now included in the database review conducted by EDR. Sites within 0.5 mile of the project area were reviewed for potential impacts. According to the NIPC Solid Waste Inventory Map and the EDR database review, no solid waste sites exist within 0.5 miles of the project corridor.

2.7 Natural Hazards

Wetlands were not evaluated by H&H. None appear on the National Wetland Inventory map for this urban area.

2.8 Historical Land Use

2.8.1 Sanborn Map Coverage

Sanborn Maps were reviewed for portions of the project corridor to obtain additional information on select properties. Sanborn Fire Insurance maps for the area were obtained for years including 1895, 1926, 1950, 1975, 1988, and 1992. Limited information was obtained from the Sanborn map reviews, and photo copies of the Sanborn maps are included in Appendix B.

1895 On the 1895 Sanborn maps, the most important information found relates to the former Standard Oil property at 5814 Armour Avenue (currently S. Perry Avenue). This property was a bulk oil storage facility. The former candle factory at 6201 S. La Salle is listed as Argile & Kirby Hay & Feed and the property south of Parker Elementary School at 408 W. 69th Street (later Sanborns show this as 300 W. 69th street) indicate this property is a Carriage & Wagon Works facility with Painting listed on the map.

1926 On the 1926 Sanborn maps, again, the most important information relates to the former Standard Oil property from 5800 to at least 5836 Grove Avenue (former Armour, current S. Perry) and the apparent expansion of property use to include oil tanks. The property at 6201 S. La Salle indicates the presence of three structures. However, no additional information is

presented. The property at 300 W. 69th Street is listed as Auto & Print shop on this map and the current automobile salvage yard property southwest of the diamond interchange is a series of businesses including South Side Shipping and Storage, Englewood Lumber & Supply Co., Armour & Co. Cold Storage, Fire Department (Co. 51)/Police Department and various other businesses.

1950 On the 1950 Sanborn maps the Standard Oil property no longer lists Standard Oil as the company name, though 18 oil tanks enclosed in concrete walls can clearly be seen. Now the north portion of this property is occupied by American Drug Companies who still exist at this location. The property at 6201 S. La Salle still appears to be virtually vacant with only three structures noted. The area of the current junk yard shows track sidings for rail lines where cars are currently parked. The triangular property at 6550 S. Wentworth Avenue is a series of five small parcels prior to occupancy by a filling station and the property at 300 S. 69th street is listed as Iron Works, Machine Shop, and Manufacturer of Electrical Equipment.

1975 On the 1975 Sanborn maps, the tanks at the former Standard Oil property, now 5858 S. Perry Avenue show up only as the concrete vault structures with no notations about the tanks. The property at 300 W. 69th Street is vacant and the property at 6550 S. Wentworth is depicted as a filling station. Very little information is shown for the junk yard property or the property at 6201 S. La Salle.

1988 On the 1988 Sanborn maps the concrete tank structures are still evident at the former Standard Oil at 5858 s. Perry Avenue. The property at 300 W. 69th Street again appears vacant; however, a day care center is indicated immediately to the west. The property at 6550 S. Wentworth Avenue is still depicted as a filling station. The properties at 6201 S. La Salle Street and along the area of the current junk yard appear the same as they did on the 1975 Sanborn.

1992 On the 1992 Sanborn maps, the properties are depicted virtually the same as the properties discussed in the 1988 Sanborn section.

2.8.2 Aerial Photographs

Aerial photographs of the project area were obtained from EDR. The earliest photograph available is dated 1952. Photographs from 1963, 1972, 1988, and 1994 were also reviewed, and copies are included in Appendix A.

1952 In the 1952 aerial photograph, neither the Dan Ryan nor the Chicago Skyway expressways are present on this aerial. The current Chicago Park District Property (former candle factory) immediately northwest of the diamond interchange only shows a single structure and appears to possibly be railroad property. The Peoples Energy MGP site at 63rd and State Streets and the neighboring Loop Transfer station does not yet exist and this location also appears to be railroad property. The auto salvage yard immediately SW of the diamond interchange does not yet exist and land use appears to be either residential or commercial. Structures of unknown use are noted for the triangle property at the intersection of 66th Street

and Wentworth Avenue (suspected former service station). Overall, there were more residential properties along the corridor than currently exist.

1963 The 1963 aerial photograph now shows the presence of the Dan Ryan and Skyway expressways. The property use for the former candle factory, the Loop Transfer Station, the Peoples Energy MGP site appears the same as the 1952 aerial depicts. The structures on the triangle property at 66th Street are no longer visible. The current salvage yard property that appeared to be residential in the 1952 aerial photograph has changed and appears to have cars parked at the far northwest portion of their property.

1972 The 1972 aerial photograph depicts the project corridor similar to the 1963 aerial. However, a notable change has taken place at the Peoples Energy MGP site with a large gas holder structure being replaced with parking. In addition, it appears that the salvage yard has more vehicles stored on the property project area and surrounding properties appear the same as in the 1967 aerial photograph. Other notable properties appear to be the same as the 1963 photograph.

1988 The 1988 aerial photograph depicts additional changes including the addition of the structures that currently exist at the former candle factory (current Chicago Park District Property), the Loop Transfer Station structures are present, apparent expansion of the salvage yard property, and a long structure is noted on the triangle property at 66th and Wentworth.

1994 The 1994 aerial photograph appears similar to the 1988 aerial. The salvage yard area appears to have expanded its vehicle storage footprint.

2.8.3 Interview With Property Owners

TranSystems, on behalf of H&H, submitted a questionnaire to the property owners, occupants, or operators of the subject property along the project corridor including METRA, Norfolk Southern Corporation, and Loop Transfer Inc. Information received from these property owners is summarized below.

METRA Information

The environmental site assessment questionnaire was completed during a conference call interview with representatives from TranSystems, H&H, and METRA on December 3, 2007. The METRA employees interviewed include Bill Wettstein (Structural Engineer), James Wilhelms (Assistant Chief Engineering Officer), and Pascal Luciano (Director Design Engineering). The METRA employees have been associated with the rail operations at METRA Rock Island District (RID) for 17, 20, and 14 years, respectively.

The north-south rail lines currently occupied by METRA – Commuter Rail Division of Regional Transportation Authority of Northeast Illinois, Rock Island District were obtained from the Regional Transportation Authority on December 31, 1984. Prior to Regional Transportation

Authority's ownership in the early 1980s, the property was occupied by Chicago Rock Island & Pacific Railroad and included both freight and commuter services.

According to METRA employees interviewed, there are no previous Phase I or Phase II Environmental Site Assessment reports related to this property.

The only structures that currently exist include railroad bridges, signal bridges, signal bungalows, and Commonwealth Edison (ComEd) power line support poles. An historic structure, removed in the mid 1990's was named the Englewood Tower Building (as seen on Sanborn maps) that was used for dispatching activities. This structure was located southeast of the current diamond interchange.

There are no potable water wells or monitoring wells associated with this property according to METRA personnel. There is also no wastewater generated, chemicals are not used on the property, and there is no knowledge of current or historic USTs/ASTs. In addition, METRA reports that they have no knowledge of either hazardous or non-hazardous waste being generated associated with the property.

Currently there is no storage of equipment or materials that are known to contain PCBs; however, METRA has no knowledge of historical conditions, nor are they aware of any transformers located on the property.

METRA is unaware of any environmental liens or activity use limitations with respect to their property. No fires, environmental or nuisance complaints were reported by METRA.

Based on the information obtained from the interview, there are no changes to the assessment that was previously based on historical research and site reconnaissance. Historical use as a railroad indicates that preliminary borings be conducted to screen for the presence of special waste, consistent with preliminary assessment provided by ISGS and subsequently by H&H. The location of the proposed borings associated with this property, are located to the southeast of the diamond interchange (B-2b and B-2c).

A copy of the interview documentation is included in Appendix B.

Norfolk Southern Corporation

The environmental site assessment questionnaire was completed during a conference call interview with representatives from Transystems, H&H, and Norfolk Southern Corporation (NS) on November 9, 2007. The NS employees interviewed include Chuck Allen (Superintendent Chicago Transportation Coordination Office (CTCO)) and Bryan Salley (Engineer Environmental Operations) who have been familiar with the property for 5 and 2 years, respectively.

The rail lines currently occupied by NS and NS/METRA (some lines are sole use, some are joint use) since June 1, 1999 were obtained from METRA. Prior to METRA's ownership, the property was occupied by Chicago Rock Island & Pacific Railroad in 1981-1982. Historic owners and/or

tenants include the Pennsylvania Railroad & New York Central from an unknown date to February 1, 1968; Pennsylvania Central Railroad from February 1, 1968 to April 1, 1976; Consolidated Rail Corporation (Conrail) from April 1, 1976 to June 1, 1999. Current operations include both mainline (for the life of the site) and intermodal operations associated with the adjoining Park Manor Yard (since 1967).

According to NS employees interviewed, there are no previous Phase I or Phase II Environmental site Assessment reports related to this property.

The only structures reported to currently exist along the project corridor include railroad bridges at 61st and 63rd streets which were built in the period of 1900-1910.

There are no potable water wells or monitoring wells associated with this property according to NS personnel. There is also no wastewater generated, chemicals are not used on the property, and there is no knowledge of current or historic USTs/ASTs. However, at the Park Manor Intermodal Yard Power Shop adjacent to the east of the project corridor, NS reports the existence of one 10,000-gallon diesel UST, two 490-gallon ASTs (engine oil and hydraulic oil), one 250-gallon used oil AST, two 250-gallon bulk containers with soap (M52) for an oil water separator and various chemicals in 55-gallon drums (4-hydraulic fluid, one each of gear/lube oil, anti-freeze, and transmission fluid). The Power Shop area is approximately 270 feet east of the project corridor.

Waste disposal related to intermodal yard activities include two 20-yard trash dumpsters handled by Allied Waste; one 5-yard dumpster for scrap material handled by Panozzo disposal; a 1-yard dumpster for used oil filters handled by Safety Kleen; a 250-gallon AST of used oil handled by Waste Management; and a 500-gallon capacity oil/water separator with disposal by Pro-Liquid or Heritage. The exact location of these dumpsters was not provided and is expected to be associated with the location of the Power Shop building which is greater than 250 feet east of the project corridor.

Historic spill information associated with NS property was provided by NS in the October 16, 2007 letter to George Weber, Chief Bureau of Railroads at the Illinois Department of Transportation. Three spills are identified including:

- May 13, 2004 at 63rd Street – During transfer of container OOLU 603233, it rolled and released 10 gallons of diesel fuel from the refrigerated tank onto pavement. The spilled material was contained, remediated, and properly disposed of.
- May 27, 2004 at 63rd Street – Bio remediation on unit NS 9390. The remediation was for human blood. The contaminated area was remediated with appropriate disposal of the material.
- October 15, 2006 at 63rd Street – During uncoupling from a trailer the fuel line on container AXXZ 548557 was ruptured (a refrigerated container) and 20 gallons was released on to a paved parking area. Nineteen 25-liter cans of olive oil were damaged resulting in the release. The contaminated area was remediated and the material properly disposed.

In addition to the three spills documented in the October 16, 2007 letter, NS reported that there was a historic diesel spill related to a derailed locomotive in the 1990s while under Conrail ownership. The exact location and actions taken by Conrail are unknown to NS and NS assumes that the situation was taken care of properly.

The exact location of the spills is not currently known and the three documented in the letter do not appear to pose a threat since they were minor and reportedly handled appropriately. The locomotive derailment has the potential for a larger release. However, the spill was reportedly within the intermodal truck yard area and therefore some unknown distance from the project corridor. NS also reports that any spills on their property are handled by physical removal and proper disposal of the material in question.

Currently there is no storage of equipment or materials that are known to contain PCBs within the project area according to NS. However, transformers do exist within the intermodal yard and NS reports that they have tested their own transformers and PCBs were not detected. NS also reports that there are no ComEd transformers within the project corridor area.

NS reports that there have been no significant fires at the site and that there have been no environmental complaints. Noise complaints have been filed and are being addressed as part of the proposed construction process.

Based on the information obtained from the interview, there are no changes to the assessment that was previously based on historical research and site reconnaissance. Historical use as a railroad indicates that preliminary borings be conducted to screen for the presence of special waste, consistent with preliminary assessment provided by ISGS and subsequently by H&H. The location of the proposed borings associated with this property, are located to the southeast of the diamond interchange (B-2b and B-2c). Historical information regarding activities at the Park Manor Intermodal Yard does not impact the project due to separation distance to remedial activities and magnitude of spills.

A copy of the interview documentation is included in Appendix B.

Loop Transfer Incorporated (Loop 64th)

H&H initially contacted Bob Kalebich the General Manager/Chicago Sorting Stations/Chicago Transfer Stations to conduct an interview. Mr. Kalebich deferred us to other personnel at the Loop 64th Transfer Station and due to logistics involved with organizing an interview with all the appropriate parties, an Environmental Site Assessment Questionnaire was submitted to Loop 64th in lieu of conducting the interview. The questionnaire was completed by Clair Hoeksema the Site supervisor and returned to H&H on January 11, 2008. Clair has been associated with the property for ten years.

The Loop 64th Transfer Station, owned by Loop Transfer, Inc. since August 1998 accepts residential waste from the City of Chicago and processes recyclables out of the waste stream. Commercial waste is also accepted and transferred to area landfills. Loop Transfer Inc. did not provide information regarding historic owners or occupants of the property, which appears to be

part of the railroad property on 1952-1972 aerial photographs, and appears similar to the current layout on the 1988 aerial photograph.

No information was provided in the questionnaire (Section A5) regarding previous Phase I and Phase II Environmental Site Assessment reports or other investigation reports. Therefore, it is unknown if reports exist or if investigation activities have been conducted for this site.

The structures reported to currently exist on the Loop 64th Transfer Station Property include the ticket office, a waste transfer building (to transfer waste out of the facility) and a materials sorting/recycling building (to sort the recyclable material for hauling out of the facility). None of these structures are in conflict with the proposed project corridor.

There are no potable water wells or monitoring wells associated with this property according to Loop Transfer Inc. personnel. However, H&H has knowledge from a neighboring facility (Integrus/Peoples Energy-South Shop) that two monitoring wells exist on the far eastern portion of the property. They were installed as part of a Leaking Underground Storage Tank investigation at the Peoples South Shop Facility and are located approximately 125 feet east of the project corridor. Based on results of an excavation project to remediate the petroleum impacts on the Peoples Energy south shop site, results indicate that petroleum impacts from this release will have no affect on the CREATE P-1 project corridor due to separation distance.

There is reportedly no wastewater generated and the property is on the City of Chicago combined sewer system.

Reported chemical usage is limited to drummed oil, grease, and hydraulic oil stored in 55-gallon drums on secondary containment pallets in the sorting area and one 1,000-gallon diesel AST is reported to exist south of the ticket office and has secondary containment. Loop Transfer Inc. reports the existence of three empty 800-gallon USTs southwest of the sorting building and four-800 gallon USTs southeast of the sorting area. These tanks are reported to have been filled with sand by the previous owner. No further documentation was provided. H&H will work with Loop Transfer Inc. to determine the exact location of the tanks and distance from the project corridor. In addition, a FOIA will be submitted to the City of Chicago Department of Environment to obtain additional information.

Waste disposal related to household and commercial trash transfer operations with a reported annual quantity of 113,572 tons transferred to area landfills in Indiana and Illinois by various haulers. Loop Transfer Inc. reports no hazardous waste streams and that there has been no on-site treatment of hazardous waste.

There is no current or historic equipment or materials on site that are known to contain PCBs as reported by Loop Transfer Inc. However, they report there are various ComEd owned transformers on site, the exact locations and possible PCB content is unknown.

Loop Transfer Inc. reports that there have been no significant fires at the site and that there have been no environmental complaints.

Based on the information obtained from the questionnaire completed by Loop Transfer Inc., there are no changes to the assessment that was previously based on historical research and site reconnaissance. Historical use as a waste transfer station with historical USTs and adjacent railroad activities along the length of their property and easement access to the northwest corner of the property southeast of the diamond interchange (location of former Englewood tower and adjacent depot) indicates that preliminary borings be conducted to screen for the presence of contaminated soils and petroleum products.

This assessment is consistent with the preliminary assessment provided by ISGS and subsequently by H&H. The location of the proposed borings associated with this property, are located to the southeast of the diamond interchange and along the western property boundary adjacent to the rail corridor (B-2b, B-2c, and B-2e).

A copy of the questionnaire documentation is included in Appendix B.

3. CURRENT ENVIRONMENTAL STATUS OF ADJACENT PROPERTIES

3.1 Local, State, and Federal Database Search

Environmental Data Resources, Inc. (EDR) conducted the Local, State, and Federal database search per the ASTM guidelines. The database search was performed in accordance with the specifications of ASTM Phase I ESA 1527-05 standards and search distances. The following databases were searched:

<u>Database</u>	<u>Data Release Date</u>	<u>ASTM Search Distance</u>
• National Priorities List (NPL)	5/03/2007	1.0 mile
• Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)	03/21/2007	0.5 mile
• CERCLIS No Further Remedial Action Planned Sites (NFRAP)	03/19/2007	0.5 mile
• RCRA-CORRACTS facilities	06/04/2007	1.0 mile
• Resource Conservation and Recovery Act-Treatment, Storage and Disposal Facilities (RCRA-TSD)	06/05/2007	0.5 mile
• RCRA-Large Quantity Generators (RCRA-LQG)	06/05/2007	adjoining & target property
• RCRA-Small Quantity Generators (RCRA-SQG)	06/05/2007	adjoining & target property
• Emergency Response Notification System (ERNS)	04/24/2007	target property
• Registered Underground Storage Tanks (UST)	04/24/2007	adjoining & target property
• Leaking Underground Storage Tank Listing (LUST)	04/24/2007	0.5 mile
• Toxic Chemical Release Inventory System (TRIS)	04/27//2007	0.25 mile
• Voluntary Cleanup, Oversight and Assistance Program (VCP)	05/14/2007	0.5 mile
• Facility Index System (FINDS)	05/14/2007	1.0 mile*
• Drycleaners	04/02/2007	0.25 mile*
• Engineering Controls (EC)	04/02/2007	target property
• Institutional Controls (IC)	04/02/2007	target property
• Solid Waste Facilities/Landfill Sites (SWF/LF)	05/21/2007	0.5 mile
• State Hazardous Waste Sites (SHWS)	04/11/2007	1.0 mile
• BROWNFIELDS	05/14/2007	0.5 mile

* ASTM does not provide a search distance for these databases.

Table 1 below lists the facilities along the project corridor identified during the database search and Appendix B contains the record search report.

TABLE 1 SUMMARY OF EDR DATABASE REVIEW

EDR Database Search	Number of Sites Identified Within Corridor
Northeastern Illinois Planning Commission's (NIPC)	0
Underground Storage Tank Sites (UST)	26
Leaking Underground Storage Tank Sites (LUST)	15
Site Remediation Program Sites (SRP)	3
Comprehensive Environmental Response, Compensation, and Liability Information System – (Superfund) – No Further Remedial Action Planned (CERCLIS-NFRAP)	1
Hazardous Materials Incident Report System (HMIRS)	1
Section Seven Tracking System (SSTS) – Section 7 of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)	2
Material Licensing Tracking System (MLTS) – Maintained by Nuclear Regulatory Commission	1
Solid Waste Facilities/Landfill Sites (SWF/LF)	1
Spills list (SPILLS)	1
Manufactured Gas Plants (EDR Proprietary Records)	2 (same property)

The subject property (railroad corridor) was not identified in the record search. A total of 128 sites were identified in the search conducted by Environmental Data Resources, Inc. (EDR) for the project area. Of those 128 sites, 53 required additional consideration with a total of 11 sites existing adjacent to or within the project corridor that require consideration within this document. This includes three sites that were identified on historic Sanborn maps as a former service station at 6550 S. Wentworth Avenue, former Standard Oil Co. Englewood Station at 5838 S. Perry Avenue, and a former iron works/machine shop/manufacturer of electrical equipment/auto print shop at 300 W. 69th Street.

The adjacent properties that were identified in the search include: six RCRA sites, two UST sites, six FINDS sites, one solid waste facility, one CERCLIS-NFRAP site, the two sites identified by Sanborn Map review, and nine “orphan” or “unplottable” sites. However, based on a review of the information regarding the nine orphan sites it appears that none of these are adjacent to the corridor. The 11 sites mentioned above are discussed in Section 3.3. Figures 3 and 4 present the sites with their respective risk level for encountering contaminated media.



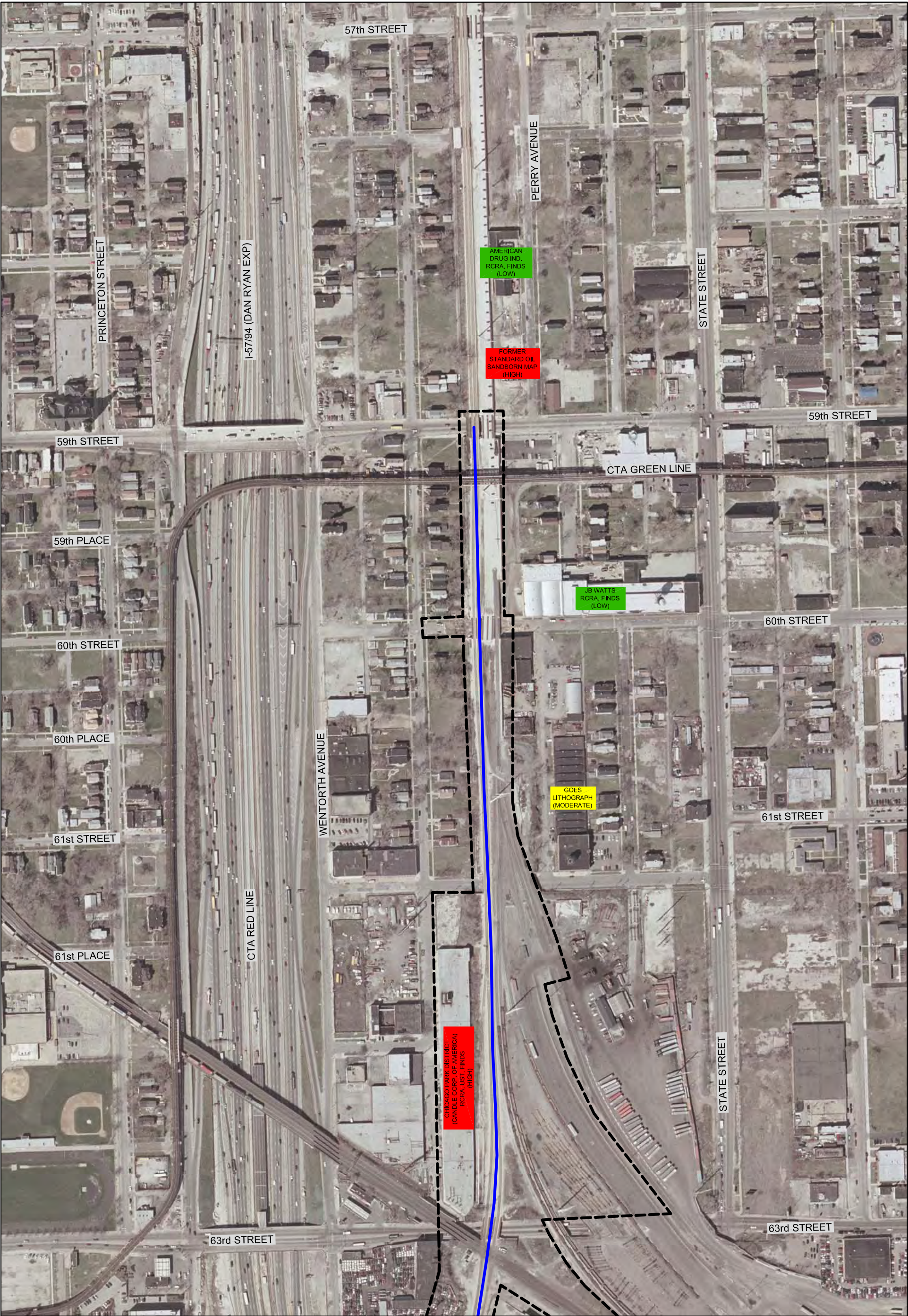
RISK

- HIGH
- MODERATE
- LOW

FIGURE 3
69th STREET TO 63rd STREET
CREATE PROJECT P-1
CHICAGO, COOK COUNTY, ILLINOIS

300' 0 300'

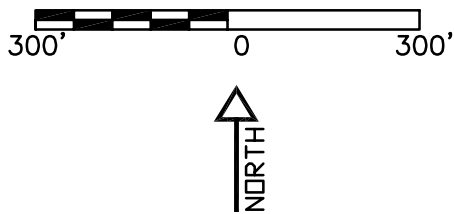
NORTH



RISK

<div></div>	HIGH
<div></div>	MODERATE
<div></div>	LOW

FIGURE 4
63rd STREET TO 57th STREET
CREATE PROJECT P-1
CHICAGO, COOK COUNTY, ILLINOIS



3.2 Summary of Freedom of Information Act (FOIA) Requests

Based on the database review conducted by EDR and the ancillary information collected by Huff & Huff, a FOIA request was submitted to the Illinois EPA – Bureau of Land, US EPA, and/or Chicago DOE for several sites of potential concern that required additional assessment (*See Appendix B*) including:

- Candle Corp. of America at 6201 S. La Salle Street
- Loop Transfer Station/Allied Waste at 16 W. 64th street/6400 S. State Street
- Aero Auto Parts at 6339 S. Wentworth Avenue
- Former Gas Station at 6550 S. Wentworth Avenue
- Standard oil Co. Englewood Station at 5838 S. Perry Avenue
- Former properties at 300-350 W. 69th Street (lot south of Parker School)
- Goes Lithograph at 42 W. 61st Street

3.3 Description of Sites

3.3.1 50 W. 60th Street

According to records obtained from EDR, this property (J B Watts Co. Inc.) is identified as a RCRA-SQG (ILR000114249) with no violations found. During the site visit, the property was determined to be adjacent on the east side of the railroad corridor at 60th Street. No additional information could be obtained from the Sanborn maps. Based on the data reviewed, the risk of encountering contaminated media is LOW.

3.3.2 5810 S. Perry Avenue

According to records obtained from EDR, this property (American Drug Industries) is identified as a RCRA-SQG (ILR000066431), a SSTS site, and a UST site. During the site visit the property was determined to be adjacent to the railroad corridor to the east just south of 57th Place. This property appears to be north of the project corridor extent (north of 59th Street). No RCRA violations are reported, UST records indicate four tanks have been removed ranging in size from 1,500 gallons to 5,000 gallons with three removed in 1985 and one removed in 1999. All four tanks are reported as containing a hazardous substance. The SSTS information relates to repackaging or relabeling copper sulfate crystals. No additional information was obtained from the Sanborn maps. Based on limited information regarding the USTs and the use of fungicide products the assessment would be at least moderate. However, due to the separation distance of approximately 450 ft from the northern extent off the project corridor, the risk of encountering contaminated media is assessed as LOW.

3.3.3 6201 S. La Salle Street

According to records obtained from EDR, this property (Candle Corp. of America) is identified as a RCRA-LQG (ILR982070393), a UST, and a FINDS site. The EPA Toxic Release inventory (TRI) database includes information related to glycol ethers as the chemical category for this facility. Three USTs have been abandoned in placed: one with kerosene as the product, another product not listed and the third listed as a hazardous substance. This property is currently occupied by the

Chicago Park District located adjacent to the corridor immediately north of 63rd street, extending north to 61st Street. It should be noted that the same company name (and also the name Valley Candle Manufacturing) comes up for 141 W. 62nd Street which is one property west of the La Salle Street facility. This property is identified as a RCRA-SQG, a UST, a FINDS (AIRS and AFS), and an SSTS site. The UST information indicates two USTs with little information other than one indicating “no permit paraffin wax”. RCRA information indicates no violations found; the AIRS information indicates emissions of VOCs, nitrogen oxides, particulate matter (operating permit withdrawn December 11, 1998). The SSTS information relates to citronella candle production as a pesticide. In addition, the ISGS meeting minutes from January 26, 2006, reference a recent incident at this site, though no discussion of the actual incident was provided, and no additional information was available. Therefore, based on the various sources, data gaps and the proximity of this location to the project corridor the risk of encountering contaminated media is assessed as HIGH.

3.3.4 328 W. 69th Street

According to records obtained, this property (Parker Elementary School) is identified as a RCRA-SQG (ILR000027524) and a FINDS site (ACES information). Limited information is available for this property with RCRA information indicating no violations. In the ISGS meeting minutes from January 26, 2006, there is a discussion related to a heating plant building and a sign on the door that states “fuel room”. However, no tank records were found for this site. During the August 1, 2006 site visit, Jeremy Reynolds of H&H noticed the presence of coal along the fenceline between the physical plant and the railroad right-of-way, which is assumed to be the historic energy source for the school. Also the CREATE improvements in this location would likely have filling activities rather than cutting or excavation activities. Therefore, based on data bas results and expected project activities, the risk of encountering contaminated media is LOW.

3.3.5 16 W. 64th Street/6400 S. State Street

According to records obtained, this property (Loop Transfer Station/Allied Waste) is listed as a UST, a RCRA-LQG (ILR000138933), and a SWF/LF (S104908399) site. There are five USTs registered for this property (2-diesel fuel, transmission oil, used oil, hydraulic oil). The RCRA information indicates no violations found, and the SWF/LF information is related to the facility being a licensed solid waste transfer station. This property exists adjacent to the east side of the railroad corridor immediately south of the diamond interchange with the NS rail lines, extending south to the Dan Ryan. Information obtained from the questionnaire submitted by Loop Transfer Inc. is generally consistent with information found from other sources. Due to facility operations, closed USTs of unknown condition, and the proximity to the corridor, the risk of encountering contaminated media is potential HIGH.

3.3.6 6339 S. Wentworth Avenue

According to records obtained, this property (Aero Auto Parts) is listed as a FINDS site (ACES information). ACES refers to the Illinois Agency Compliance and Enforcement System to facilitate the permitting operations. This facility is adjacent to the west side of the railroad corridor immediately south of the diamond interchange and is an auto salvage yard. Auto salvage yards typically are associated with PCBs, heavy metals, volatiles organic chemicals and polynuclear aromatic compounds (PNAs). Based on facility operations immediately adjacent to the corridor and

anticipated structure construction in this area, the risk of encountering contaminated media from this property is HIGH.

3.3.7 6557 S. Wentworth Avenue

According to records obtained from EDR, this property (Wentworth Mercury) is identified as a FINDS and a CERCLIS-NFRAP site. Database information regarding the mercury incident indicates a release in a basement drain in a residential structure. Removal action was taken and the site has been archived in September 2004. This property exists across Wentworth Avenue (to the east) from the railroad corridor. Therefore, the distance from the project corridor and history indicate the risk of encountering contaminated media from this site is LOW.

3.3.8 6550 S. Wentworth Ave./Triangle Property by W. 66th St., Wentworth and Metra ROW

According to information obtained, this property was identified in the ISGS meeting minutes from January 26, 2006 as a former gas station. The site visit conducted on August 1, 2006 included visual evidence of possible former dispenser locations (indicative of a former gas station). This information was corroborated by reviewing Sanborn maps that indicated a filling station on the 1992, 1988, and 1975 Sanborns. Due to the limited information and data gaps, the risk of encountering contaminated media at this location is HIGH.

3.3.9 5838 S. Perry Avenue

According to information obtained, this property was identified on the 1950 Sanborn map as having numerous oil tanks. Sanborn maps from 1926 and 1895 indicate this is a former Standard Oil Co – Englewood Station Property with tanks in concrete vault structures. This property is located immediately northeast of the northern extent of the corridor project at 59th Street and S. Perry Avenue. Although this property did not show up on any of the database reviews, due to the limited information from the Sanborn maps confirming previous property use as a bulk petroleum storage facility and subsequent data gaps, the risk of encountering contaminated media at this location is HIGH.

3.3.10 300-350 W. 69th Street

This property, immediately south of the Parker Elementary School Physical Plant was identified only on Sanborn maps. Information on the Sanborn maps indicates that this property was used as an iron works/machine shop and manufacturer of electrical equipment (1950), an auto and print shop (1926), and a carriage & wagon works with painting operations (1895). The site visit conducted on August 1, 2006 indicated that this site is either vacant or used as a parking lot. Due to the limited information regarding past property use and data gaps, the risk of encountering contaminated media at this location is MODERATE.

3.3.11 42 W. 61st Street

According to records obtained from EDR, this property (Goes Lithograph) is identified as a FINDS, RCRA-LQG (ILD005144456), AIRS, and HIST FTTS site. Database information is consistent with

lithographic printing operations. No violations were found for the RCRA information or the HIST FTTS inspection. The AIRS information includes emissions for VOCs, CO, NO₂, SO₂, Ammonia, and particulate matter. Removal action was taken and the site has been archived in September 2004. This property exists approximately 200 feet east of the corridor along the north side of W. 61st Street. Though the property exists only about 100 feet east of the easternmost track since several tracks exist here at the north end of a rail yard. This property exists on the Sanborn maps dating back to at least 1926 (was not evident on 1895 Sanborn). Therefore, given the facility operations, age of facility, and the distance from the project corridor, the risk of encountering contaminated media from this site is MODERATE.

4.0 SITE INSPECTION

Mr. Jeremy Reynolds, P.G. of Huff & Huff, Inc. and Christopher Comin of TranSystems completed a limited site walk-thru on August 1, 2006. Access was limited to public rights-of-way as there was no access agreement with Metra at the time, nor did we have permission to visit any of the adjoining private properties. Photographs of the project area are located in Appendix C.

All areas were inspected on foot and/or from an automobile to the best of our ability given the access constraints. This inspection was conducted to confirm information obtained in records searches conducted previously by ISGS.

5.0 FINDINGS AND SAMPLING RECOMMENDATIONS

5.1 Findings

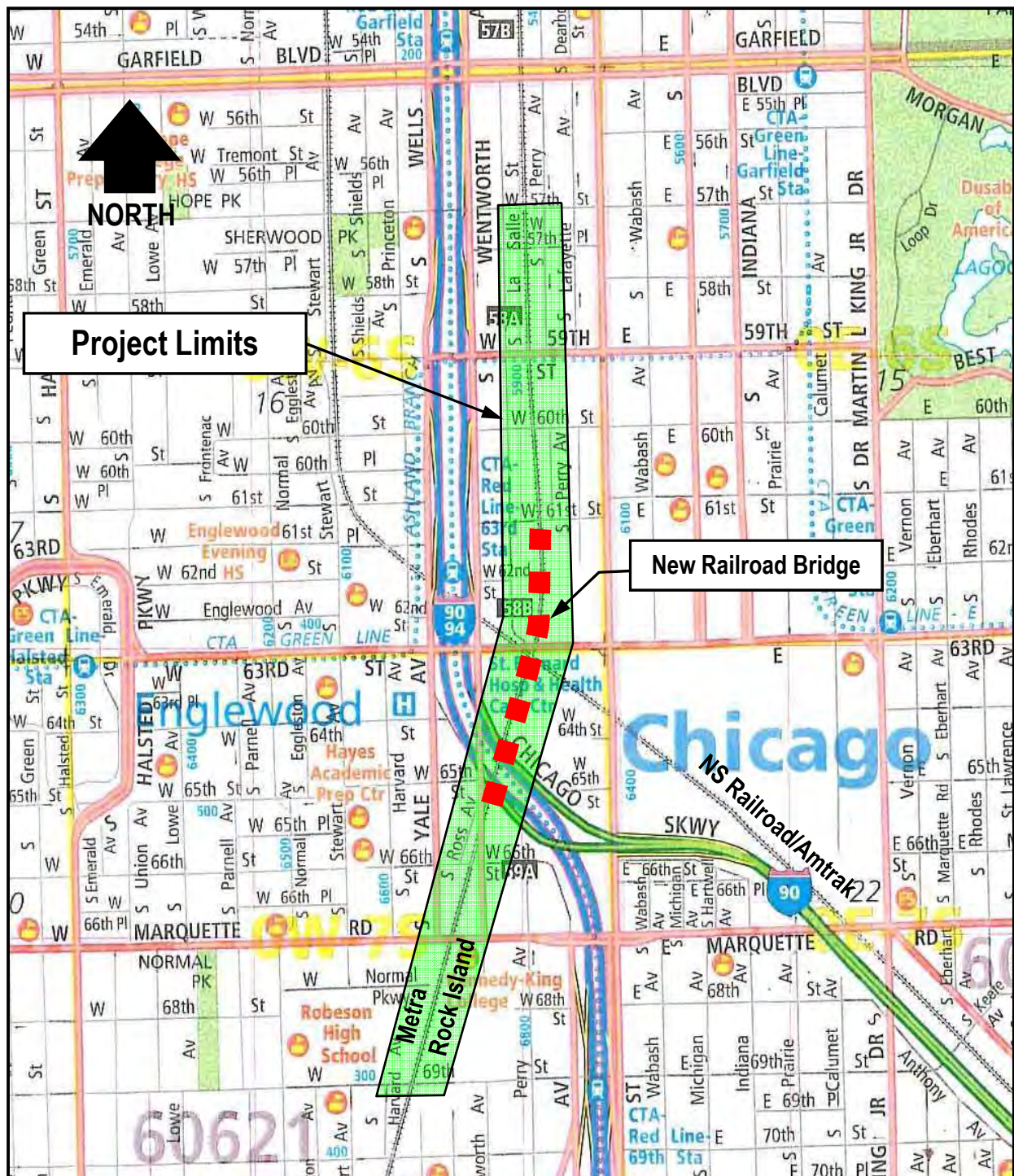
Based on review of the available information for the 128 sites from the EDR that were later refined to 53 sites requiring additional evaluation and subsequently further refined to the 11 sites that are documented as being immediately adjacent to the project limits that have been identified as requiring consideration within this report. Of these 11 sites, four have a LOW risk of encountering contamination, two have a MODERATE risk of encountering contamination and five sites have been identified as having a HIGH risk of encountering contamination. This includes six RCRA sites, two UST sites, six FINDS sites, one solid waste facility, one CERCLIS-NFRAP site, and three sites that were identified on historic Sanborn maps as a former service station, former Standard Oil Co. Englewood Station, and a former iron works/machine shop/manufacturer of electrical equipment/auto print shop. The table below summarizes the sites and their associated risk for the occurrence of hazardous materials.

Site Name or Facility Type	Address	Database	Risk*
JB Watts	50 W. 60 th Street	RCRA, FINDS	LOW
American Drug Industries	5810 S. Perry Avenue	RCRA, FINDS	LOW
Candle Corp. of America	6201 S. La Salle Street	RCRA, UST, FINDS,	HIGH
Parker CPC (Chicago Public Schools)	328 W. 69 th Street	RCRA, FINDS	LOW
Loop Transfer Station (Allied Waste)	16 W. 64 th Street (6400 S. State Street)	SWF/LF, RCRA, FINDS, UST	HIGH
Aero Auto Parts	6339 S. Wentworth Avenue	FINDS	HIGH
Wentworth Mercury	6557 S. Wentworth Avenue	CERCLIS-NFRAP	LOW
Triangular Property (reported former gas station)	6550 S. Wentworth Avenue (at 66 th Street and Wentworth Avenue)	Sanborn Map	HIGH
Former Standard Oil Co.	5838 S. Perry Avenue	Sanborn Map	HIGH
Former Machine Shop, Electrical Equipment Manufacturer, Auto Print Shop	300-350 W. 69 th Street (Lot South of Parker School Physical Plant Building)	Sanborn Map	MODERATE
Goes Lithograph	42 W, 61 st Street	FINDS, RCRA-LQG, HIST FTTS, AIRS	MODERATE

The depth stipulation for triggering a Preliminary Site Investigation (PSI) at any of the properties assigned either a Moderate or High risk is 0 feet. Therefore, if any subsurface activities are proposed for these properties, a PSI would be required. The PSI would include soil borings being conducted and soil samples being collected and screened for appropriate analytical parameters based on the history of a particular property. Borings are anticipated along the corridor in various locations as previously identified by ISGS and H&H.

SECTION 3

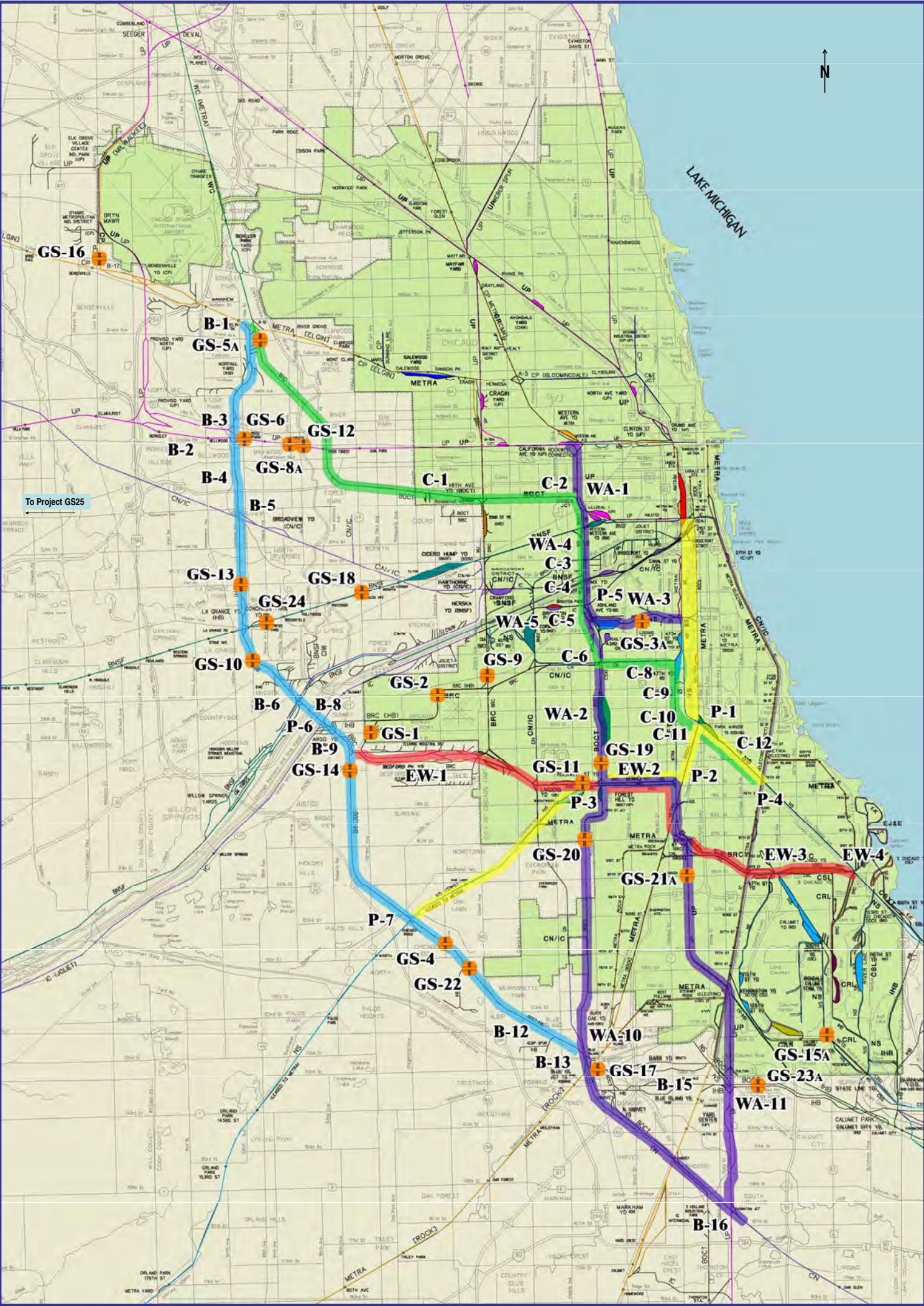
Figures



ILLINOIS DEPARTMENT OF TRANSPORTATION
CREATE PROJECT P1
RAILROAD IMPROVEMENT PROJECT
AT 63RD AND STATE STREETS

LOCATION MAP

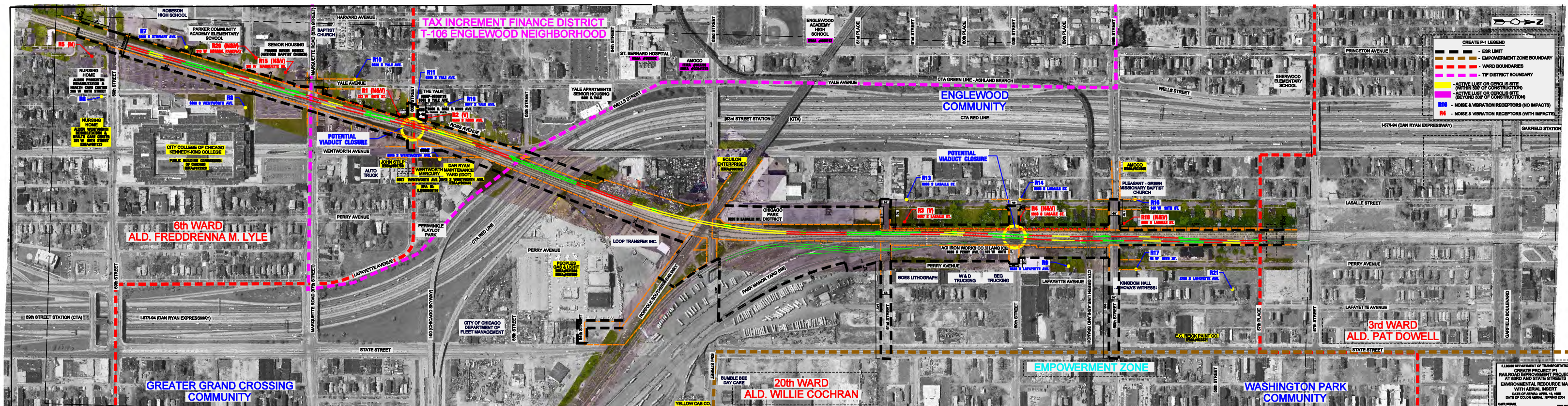
FIGURE 1



C R E A T E		
KEEPING THE GO IN CHICAGO		
PROJECT #	PROJECT DESCRIPTION	CORRIDOR
B1	CP double mainline connection to Beltway at B1 2.	Beltway Corridor
B2	Construct new main on UP: Elmhurst-Provo Jct. and upgrade IHB connection to 25 mph.	
B3	Install a second parallel connection between the IHB and Proviso Yard through the Melrose Connection to facilitate simultaneous moves.	
B4	Install TCS signalling on all tracks CP LaGrange-CP Hill. Includes upgrade of 21 runner to mainline.	
B5	Install Universal crossover, to include switches and signals, at CP Broadview, and power connection to the CNIC.	
B6	Construct 2nd southwest connection between IHB and BNSF. Install single left crossover for BNSF and Argo.	
B8	Upgrade TCS signalling Argo to CP Canal.	
B9	Provide double track connection, BOCT to BRC, East/West Corridor. Project includes crossovers at 71st St.	
B12	Add Additional Mainline CP Francisco to CP 123rd St.	
B13	Upgrade IHB-CN connection at Blue Is Jct.	
B15	Install TCS between CP Harvey to Dolton.	Western Avenue Corridor
B16	Install new interlocked southwest connection between CN and UP/CSXT.	
WA-1	Re-align & Signalize Ogden Jct. for double track connection from UP to BOCT & CJ mains.	
WA-2	Install TCS signalling on BOCT between Ogden Jct and 75th Street (Forest Hill).	
WA-3	Install TCS signalling CJ tracks between Ogden Jct and CP518, add additional mainline along Ashland Ave Yard, and extension of Yard Switching Lead.	
WA-4	Construct connection directly linking BNSF Chicago and Chillicothe Subs. Ash Street interlocking done in conjunction with CN to facilitate C-4.	
WA-5	Upgrade track, signal, and reconfigure Corwith Interlocking and remote CN Corwith Tower.	
WA - 10	Install universal interlocked connections between BOCT and CN to facilitate directional running.	
WA-11	Upgrade and reconfigure Dolton interlocking.	
EW-1	Construct 2 new main tracks, reconstruct thoroughfare, and rearrange connections.	East - West Corridor
EW-2	Improve track & signals for flexibility of routes from 80th St. to Forest Hill and 74th Street.	
EW-3	Re-align Pullman Jct. to incorporate BRC and NS mains from Pullman to 80th Street.	
EW-4	Improve connection form East-West Corridor to NS Mainline at CP 509.	
C-1	Upgrade double track between former WC property and Ogden Jct. Renew bridges, power connection to BRC at 14th Street.	Central Corridor
C-2	Install universal crossovers between mains, and preserve all existing connections to BOCT and CJ. Note project part of WA-1.	
C-3	Construct Single main track and preserve the BNSF connections from project WA-4.	
C-4	Remove diamonds, build connection between Airline Route and BNSF Route for movement to the CN Hawthorne Line. Note: Project part of WA-4.	
C-5	Install connections in Northwest and Southwest quadrants for movement between Airline Route and Joliet Line.	
C-6	Construct new double track.	
C-8	Construct new double track. Remove some trackage from former CWI to CP 518 leaving single track connection to new CWI Main from CP 518 to CP 57th St.	
C-9	Install connections from NS 51st Street Yard and new CWI Main to current CWI, and end of double track for Airline Route.	
C-10	Construct single track for Airline Route, and single track for parallel NS yard extension form 51st Street Yard to NS Chicago Subdivision.	
C-11	Install new bridge and single track for Airline Route over Dan Ryan Expressway.	Passenger Corridor
C-12	Construct single track for Airline Route.	
P-1	Grade separate Metra and NS.	
P-2	Grade separate Metra and BRC and connect Metra to Rock Island route.	
P-3	Grade separate Metra and BOCT.	
P-4	Install interlocked southwest connection between CN and NS.	
P-5	Grade separate CN over CSX/NS.	
P-6	Grade separate CN over IHB.	
P-7	Grade separate Metra over IHB.	
GS-1	63rd Street , Chicago	Grade Separations
GS-2	Central Avenue, Chicago	
GS-3A	Morgan Street, Chicago	
GS-4	Central Ave, Chicago Ridge	
GS-5A	Grand Ave, Franklin Park	
GS-6	25th Ave Melrose Park - Bellwood	
GS-7	Belmont Road, Downers Grove	
GS-8A	5th Ave, Maywood	
GS-9	Archer Ave, Chicago	
GS-10	47th/East Ave, LaGrange	Other
GS-11	Columbus, Chicago	
GS-12	1st Avenue, Maywood	
GS-13	31st Street, LaGrange Park	
GS-14	71st Street, Bridgeview	
GS-15A	Torrence Ave& 130th St, Chicago	
GS-16	Irving Park Road, Bensenville	
GS-17	Western Ave, Blue Island	
GS-18	Harlem, Berwyn	
GS-19	71st Street, Chicago	
GS-20	87th Street, Chicago	
GS-21A	95th Street, Chicago	
GS-22	115th Street, Alsip	
GS-23A	Cottage Grove, Dolton	
GS-24	Maple Ave, Brookfield	
GS-25	Roosevelt Road, West Chicago	
1	Technology Improvements related to Visibility and Electronic Requests.	Other
2	Elimination of 10 Towers through upgrade and remoting to new location. Note: Corwith Tower, 21st Street, 16th Street, and Dolton are included in the Corridor Projects.	
3	Viaduct Improvement Program.	
4	Grade Crossing Safety Program - Central Ave, 63rd St. & Racine/Morgan Grade Crossing Separations.	

ILLINOIS DEPARTMENT OF TRANSPORTATION
CREATE PROJECT P-1
RAILROAD IMPROVEMENT PROJECT
AT 63RD AND STATE STREETS
CREATE PROGRAM MAP

FIGURE 1A





Illinois Department of Transportation

Memorandum

To: John Schwalbach
From: Michael Hline By: J. A. Walthall
Subject: Cultural Resource Clearance
Date: May 5, 2005

CREATE PROJECT

Project Identifier: P-1

Cook County

Metra Rock Island Railroad, Addendum A

Job No. P-30-006-04

69th Street to 57th Street

Attached is a copy of the "Environmental Survey Request Form" submitted for the above project. It is the opinion of our professional staff that no Cultural Resource Survey is required for this project under agreements ratified by FHWA, the SHPO, and IDOT. The signed request form attached is your evidence of coordination.

A handwritten signature in cursive script, appearing to read "J. A. Walthall".

Attachment

JAW:km

Chicago Region Environmental & Transportation
Efficiency (CREATE) Project

Environmental Survey Request Addendum

A. Project Information ☒ Bio ☒ Cultural ☐ Wetlands ☒ Special Waste

Submittal Date: 04/25/2005 Sequence No: 11734 A

District: 1 Requesting Agency: Other Railroad Project Identifier: P-1

Contract #: Job No.: P- 30-006-04

Counties: Cook

Route: Metra Rock Island RR Marked:

Street: Section:

Municipality(ies): City of Chicago (Englewood Neighborhood) Project Length: 2.4140 km 1.5 miles

FromTo (At): 69th St. to 57th St.

Quadrangle: Englewood Township-Range-Section: 38N-14E-16,21

Anticipated Design Approval: 12/30/2005

B. Reason for Submittal: (Check all that apply)

☒ Acquisition of additional ROW or easement Addendum: acres Total Project: 20,000 acres

☐ In-Stream Work Stream Name:

☐ Other:

☐ Field Sign Off (Bio & Cultural Only)

C. Addendum Description: Additional easements

D.

E.

Contact Person: John Schwalbach	Local Contact Person:
Telephone #: (217) 782-2835 ext.	Telephone #:
Env. Contact: Sam Mead	E-Mail:
Telephone #: 8477054101	Title/Company:

F. ☐ Update Entire Project ☒ Addendum Only

☐ Field Sign Off (Bio & Cultural Only) ☐ Received in CO





Illinois Department of Transportation

Memorandum

To: George Weber
From: Eric Harm By: J. A. Walthall
Subject: Cultural Resource Clearance
Date: October 29, 2007

CREATE P-1
Cook County
BP-1 – Metra Rock Island RR
Job No. P-30-006-04
69th St. to 57th St.

Attached is a copy of the "Environmental Survey Request Form" submitted for the above project. It is the opinion of our professional staff that no Cultural Resource survey is required for this project. This determination follows the stipulations of the joint agreement for the Exclusion of Classes of "No Effect" from Illinois SHPO Coordination ratified by FHWA, the SHPO, and IDOT on July 17, 1995. The signed request form attached is your evidence of coordination.

A handwritten signature in cursive script, appearing to read "J. A. Walthall".

Attachment

JAW:km

**Chicago Region Environmental & Transportation Efficiency (CREATE)
Project Environmental Survey Request
Cultural Resources**

Submittal Date: 10/15/2007 Sequence No: 11734 B
 District: 1 Requesting Agency: Other Railroad Project Identifier: P-1
 Contract #: Job No.: P-30-006-04
 Counties: Cook
 Route: Metra Rock Island RR Marked:
 Street: Section:
 Municipalities: City of Chicago (Englewood Neighborhood) Project Length: 2.4140 km 1.5 miles
 From To (At): 69th St. to 57th St.
 Quadrangle: Englewood Township-Range-Section: 38N-14E-16,21
 Anticipated Design Approval: 04/15/2008 Cleared for Design Approval:
 Cleared for Letting: Anticipated Processing:

Project Description: Development of a triple-tracked structure to carry the Metra Railroad operations over six tracks of the NSRR, CNRR, & the proposed Midwest High Speed Rail Line. (Reconstruction/Grade Separation)

Funding: ☐ Federal ☐ State ☐ TBP ☐ MFT ☐ Local Non-MFT

Proposed Work: ☐ Highway ☐ Bridge ☐ Bike Trail ☐ Other

☐ Acquisition of additional ROW or easement ha/ acres

Overall Cultural Resource

☐ In-House Cultural Resources Clearance ☐ District Notified:

Archaeological Resources

☐ In-House Archeology Only Clearance ☐ District Notified:

Sent for Survey ITARP: SHPO Concurrence:

Architectural Resources (Standing Structures)

☐ In-House Architectural Only Clearance ☐ District Notified:

Historic District Involved: Historic Building Involved:

Architectural Photos Requested: Photos Received:

Sent for Architectural Survey: SHPO Concurrence:

Historic Bridges

☐ In-House Historic Bridge Only Clearance ☐ District Notified:

Existing Bridge(s) Structure Number: On Historic Bridge List: No

Sent for Archival Recordation: Substitute Bridge Identification:

SHPO Submittal:

Comments:

**CULTURAL
RESOURCES:**
 NO SURVEY OR FURTHER
 COORDINATION REQUIRED
[Signature] 10/23/07
 SIGNED DATE



Illinois Department of Transportation

Memorandum

To: George Weber
From: Eric Harm By: J. A. Walthall
Subject: Cultural Resource Clearance
Date: March 10, 2008

CREATE P-1, Addendum C
Cook County
Job No. P-30-006-04

Attached is a copy of the "Environmental Survey Request Form" submitted for the above project. It is the opinion of our professional staff that no Cultural Resource survey is required for this project. This determination follows the stipulations of the joint agreement for the Exclusion of Classes of "No Effect" from Illinois SHPO Coordination ratified by FHWA, the SHPO, and IDOT on July 17, 1995. The signed request form attached is your evidence of coordination.

A handwritten signature in black ink, appearing to read "J. A. Walthall".

Attachment

JAW:km

Chicago Region Environmental & Transportation
Efficiency (CREATE) Project
Environmental Survey Request Addendum

A Project Information ☒ Bio ☒ Cultural ☒ Wetlands ☐ Special Waste

Submittal Date: 03/04/2008 Sequence No: 11734 C

District: 1 Requesting Agency: Other Railroad Project Identifier: P-1

Contract #: Job No.: P- 30-006-04

Counties: Cook

Route: Metra Rock Island RR Marked:

Street: Section:

Municipality(ies): City of Chicago (Englewood Neighborhood) Project Length: 2.4140 km 1.5 miles

From/To (At): 69th St. to 57th St.

Quadrangle: Englewood Township-Range-Section: 38N-14E-16,21

Anticipated Design Approval: 06/06/2008

B Reason for Submittal (Check all that apply)

☐ Acquisition of additional ROW or easement Addendum: acres Total Project: 20.000 acres

☐ In-Stream Work Stream Name:

☒ Other: Proposed sidewalk construction to fill in gaps in existing sidewalk on 59th St & 61st St. All work will be w/in existing ROW of the roadways. *(Continued on Add'l Info Tab)

☐ Field Sign Off (Bio & Cultural Only)

C Addendum Description: Development of a triple-tracked structure to carry the Metra Railroad over 6 tracks of the NSRR, CNRR & the proposed Midwest High Speed Rail Line (Reconstruction /Grade Separation)

D Tree Removal?: Yes Number?: 50 ha/ acres

Existing Bridge(s) Structure Number: On Historic Bridge List: No

Wetland delineation performed by: End. Species Consultation performed by:

E Contact Person: Lawrence B. Wilson **Local Contact Person:** Grace Dysico

Telephone #: (312) 793-3507 ext. Telephone #: (847) 605-9600 ext.

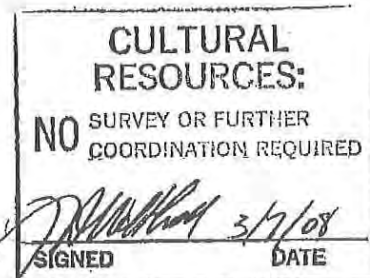
Env. Contact: E-Mail: gldysico@transystems.com

Telephone #: Title/Company: Transystems

F ☐ Update Entire Project

☒ Addendum Only

☐ Field Sign Off (Bio & Cultural Only) ☒ Received in CO 03/05/2008





Illinois Department of Transportation

Memorandum

To: John Schwalbach
From: Michael L. Hine By: Thomas C. Brooks
Subject: Biological and Wetland Resources Review* *Thomas C. Brooks*
Date: February 3, 2005

***CREATE**

Project: P-1
Metra Rock Island Railroad
Job No: P-30-006-04 (PMA Seq. No.: 11734)
Cook County

The BDE Natural Resources Unit and Illinois Department of Natural Resources have reviewed this project. The project, as described on the Environmental Survey Request Form, does not require biological or wetland surveys. The Natural Resources Review Tool has no records of state or federally listed species, natural areas or nature preserves within the project corridor (NRRT/WIRT Report dated January 18, 2005).

Cc: Sam Mead (D-1)

SM

BIOLOGICAL & WETLAND RESOURCES	
NO SURVEY OR FURTHER COORDINATION REQUIRED	
<i>Thomas C. Brooks</i> SIGNED <i>SMC</i>	<i>2/3/05</i> DATE



Illinois Department of Transportation

Memorandum

To: John Schwalbach
From: Michael L. Hine By: Thomas C. Brooks
Subject: Biological and Wetland Resources Review*
Date: August 24, 2005

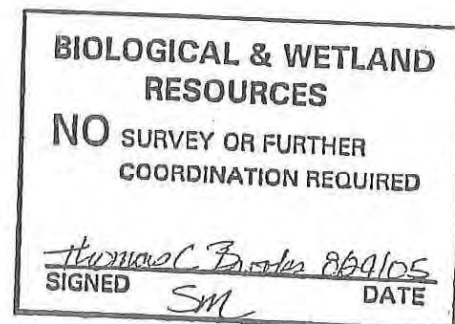
***CREATE**

Project: P-1, Addendum A
Metra Rock Island Railroad
Job No: P-30-006-04 (PMA Seq. No.: 11734 A)
Cook County

The BDE Natural Resources Unit has reviewed this project. The project, as described on the Environmental Survey Request Form, does not require biological or wetland surveys as it is covered under the previous Natural Resources Review Tool screening (NRRT/WIRT Report dated January 18, 2005).

Cc: Sam Mead (D-1)

SM



**Chicago Region Environmental & Transportation Efficiency (CREATE)
Project Environmental Survey Request
Biological Resources**

Submittal Date: 12/28/2004 Sequence No: 11734
 District: 1 Requesting Agency: Other Railroad Project Identifier: P-1
 Contract #: Job No.: P-30-006-04
 Counties: Cook
 Route: Metra Rock Island RR Marked:
 Street: Section:
 Municipality(ies): City of Chicago (Englewood Neighborhood) Project Length: 2.4140 km 1.5 miles
 From/To (At): 60th St. to 57th St.
 Quadrangle: Englewood Township-Range-Section: 38N-14E-16,21
 Anticipated Design Approval: 12/30/2005 Cleared for Design Approval: 02/03/2005
 Cleared for Letting: 02/03/2005 Anticipated Processing: ECAD

☒ Acquisition of additional ROW or easement 8.0937 ha/ 20 acres
 Tree Removal?: Yes Number?: 50 ha/ acres
☐ In-Stream Work No Class I Stream Involved:
 Wetland(s) Survey: No
 T&E Species: No Natural Areas: No Nature Preserves: No
 Prairie: No Railroad ROW: No Abandoned Railroad: No
 Biological Sign Off: 02/03/2005 Field Sign Off: District Sign Off:
 Wetland Sign Off: 02/03/2005 Surveys Performed: Commitments:
BRR

District Notified	IDNR Notified	USFWS Notified	NPS Notified	IDNR Response	USFWS Response	NPS Response	District Notified
				Comments	Concurrence		IDN USFW NPS
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

☐ ITA ☐ Translocation
 Comments:

Endangered Species Consultation

IDNR Agency Action Report/NRRT (Natural Resources Review Tool)

Submitted	Initial Consultation	Final Consultation	NRRT
01/18/2005	02/01/2005 Terminated Yes	Terminated	<input checked="" type="checkbox"/>
Resubmitted	Consultation Renewal		
02/19/2008	02/19/2008 Terminated Yes		

Biological Assessment

IDNR Notified	USFWS Notified	IDNR Response	USFWS Response	District Notified	IDNR Consultation	USFWS Opinion
				IDNR USFWS		
<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/> <input type="checkbox"/>		

Comments: Sent via NRRT. Clear in 10 bus. Days on 2/01/05.

Further Studies	Tasked	Report Due Date	Results Received
Bio/Cover Type:			
Mammals:			
Birds:			
Plants:			
Herps:			
Fish:			
Mussels:			
Inverts:			
Other:			
Comments:			



Illinois Department of Transportation

Memorandum

To: George E. Weber
From: Eric E. Harm By: Thomas C. Brooks *Thomas C. Brooks*
Subject: Biological Resources Review
Date: March 7, 2008

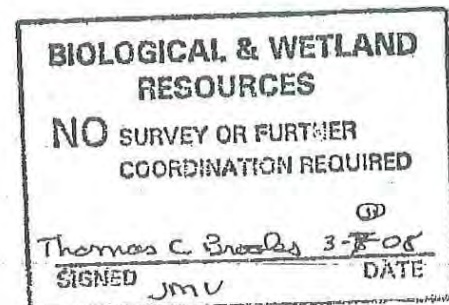
*CREATE
P-1
From 69th St. to 57th St.
Job No.: P-30-006-04 (BDE Seq. No.: 11734 C)
City of Chicago
Cook County

The BDE Natural Resources Unit and the Illinois Department of Natural Resources have reviewed this project. The project, as described on the Environmental Survey Request Form, does not require biological or wetland surveys.

The IDNR Natural Resources Review Tool has no records of state or federally listed species, natural areas or nature preserves within the project corridor (IDNR NRRT/WIRT Report dated March 7, 2008).

Attachment: NRRT/WIRT Report

JMV





Information Systems and Technology

a Strategic Research Initiative funded by the
Illinois Council on Food and Agricultural Research



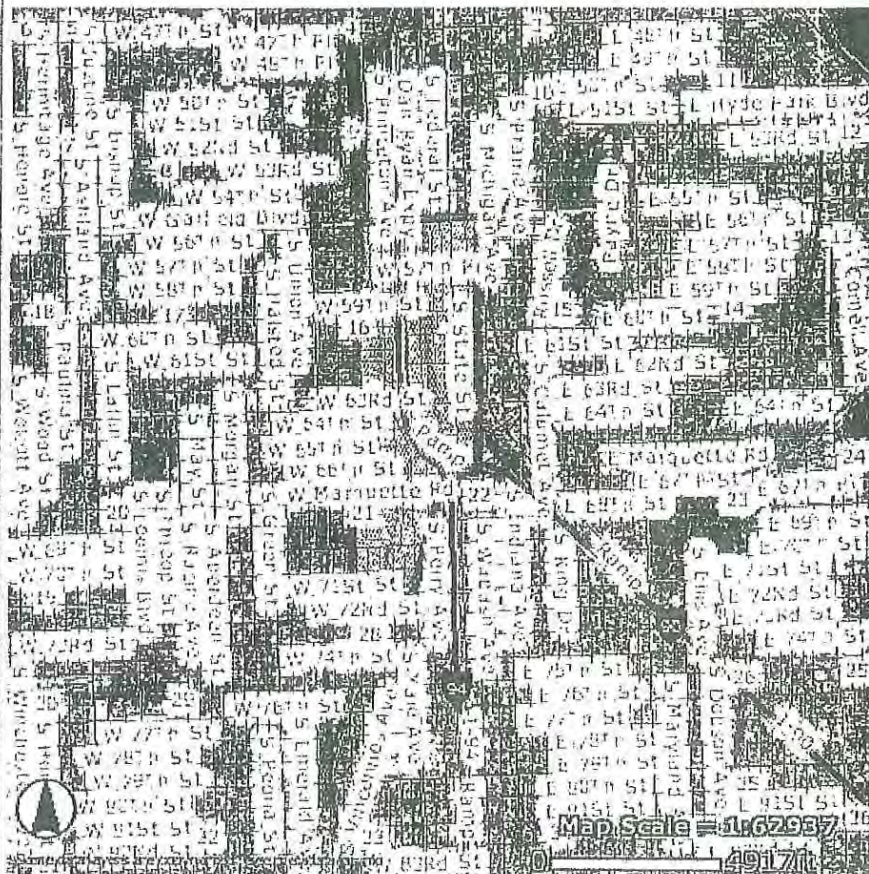
Wetland Impact Review Tool Report: Report of Possible Resource Conflicts.

Resource in
Vicinity of
Project Polygon
Resource within
Buffer
No Resource
Found

- Threatened and
Endangered
Species
- Natural Area
Inventory
- Nature
Preserve/LWR
- National
Wetlands
Inventory
(NWI)
- Class 3 Ground
Water
- ADID Wetlands

County: COOK. Section
(PLSS): 338N14E21.

Area: 1.146 square
miles = 738.179 acres



Report generated by: Janel Veile

Fri Mar 7 15:52:20 CST 2008

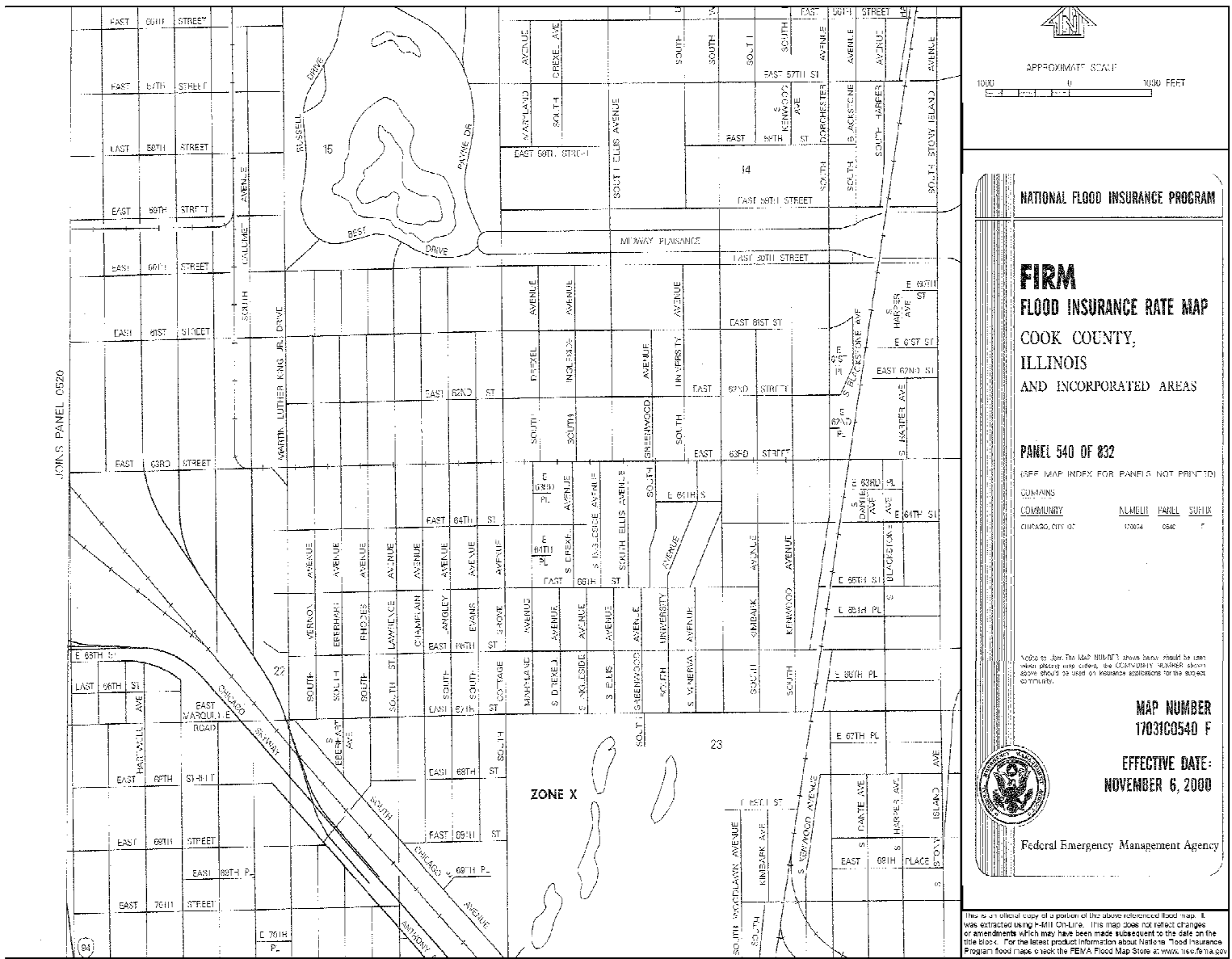
CREATE Project P1
Railroad Improvement Project at 63rd and State Streets
TREE SURVEY DATA

Tree #	Tree Type (common name)	Tree Type (scientific name)	DBH	Health	Structure	Origin	Station	Comments
Trees located within private right-of-way								
1960	Elm, English	Ulmus procera	24	Good	Good	Volunteer	381+60, 45'RT	Temporary Easement
1961	Elm, English	Ulmus procera	22,18	Good	Good	Volunteer	381+60, 45'RT	Temporary Easement
no tag	Cottonwood, Eastern	Populus deltoides	23	Good	Good	Volunteer	377+00, 40'RT	Temporary Easement
no tag	Ash, White	Fraxinus americana	22	Good	Good	Volunteer	376+00, 40'RT	Temporary Easement
no tag	Mulberry, White	Morus alba	6.5	Good	Good	Volunteer	375+00, 35'RT	Temporary Easement
no tag	Tree of Heaven	Ailanthus altissima	14	Good	Good	Volunteer	374+00, 30'RT	Temporary Easement
no tag	Elm, Slippery	Ulmus rubra	8	Good	Good	Volunteer	373+00, 25'RT	Temporary Easement
no tag	Catalpa, Northern	Catalpa speciosa	15	Fair	Fair	Volunteer	372+25, 25'RT	Temporary Easement
1988	Ash, White	Fraxinus americana	28	Good	Good	Volunteer	331+00, 75'RT	60th St. Viaduct Closure
1989	Locust, Honey	Gleditsia triacanthos	33	Good	Good	Volunteer	372+00, 45'RT	66st St. Viaduct Closure
10	Total Trees for Replacement							
Volunteer Trees located within METRA right-of-way								
2	Ash, White	Fraxinus americana				Volunteer	Metra ROW	
2	Black Walnut	Juglanus Nigra				Volunteer	Metra ROW	
3	Box Elder	Acer negundo				Volunteer	Metra ROW	
1	Burr Oak	Quercus Macrocarpa				Volunteer	Metra ROW	
12	Cottonwood, Eastern	Populus deltoides				Volunteer	Metra ROW	
3	Dead	Arbos Fatalis				Volunteer	Metra ROW	
5	Elm, English	Ulmus procera				Volunteer	Metra ROW	
4	Elm, Slippery	Ulmus rubra				Volunteer	Metra ROW	
2	Hackberry	Celtis Occidentalis				Volunteer	Metra ROW	
6	Mulberry, White	Morus alba				Volunteer	Metra ROW	
8	Tree of Heaven	Ailanthus altissima				Volunteer	Metra ROW	
48	Total Volunteers on Metra ROW							

FIGURE 5

CREATE Project P1
Railroad Improvement Project at 63rd and State Streets

FIRM MAP



NOTE: FIRM MAP NUMBER 17031C0520 F IS NOT AVAILABLE. PER USGS MAP (FIG. 6, SHEET 2 OF 2) THERE ARE NO DRAINAGE WAYS, RIVERS, OR OTHER BODIES OF WATER IN THE PROJECT VICINITY.

FIGURE 6
SHEET 1 OF 2

CREATE Project P1
Railroad Improvement Project at 63rd and State Streets

USGS MAP

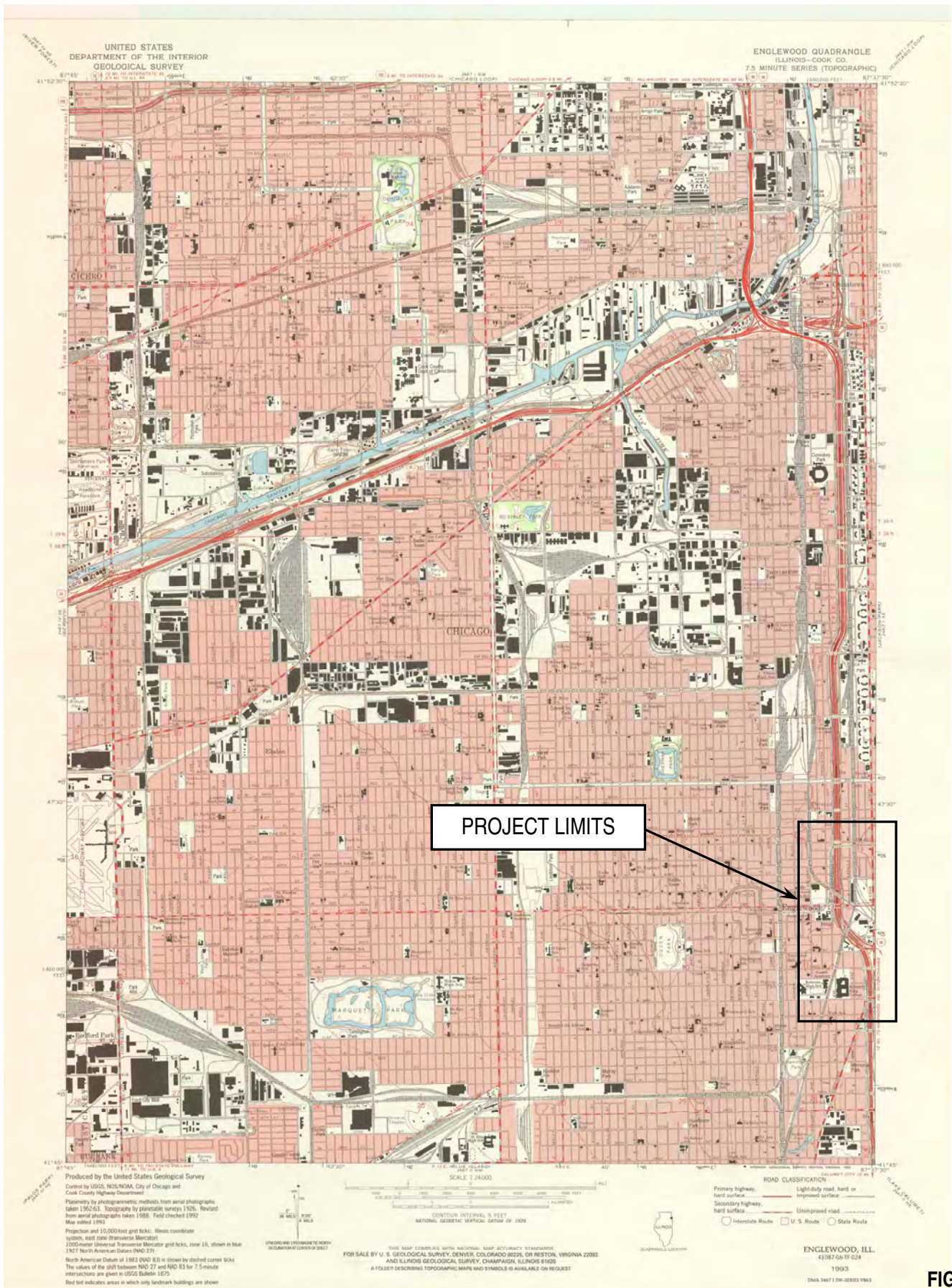


FIGURE 6
SHEET 2 OF 2

CREATE Project P1
Railroad Improvement Project at 63rd and State Streets

WETLAND INVENTORY MAP

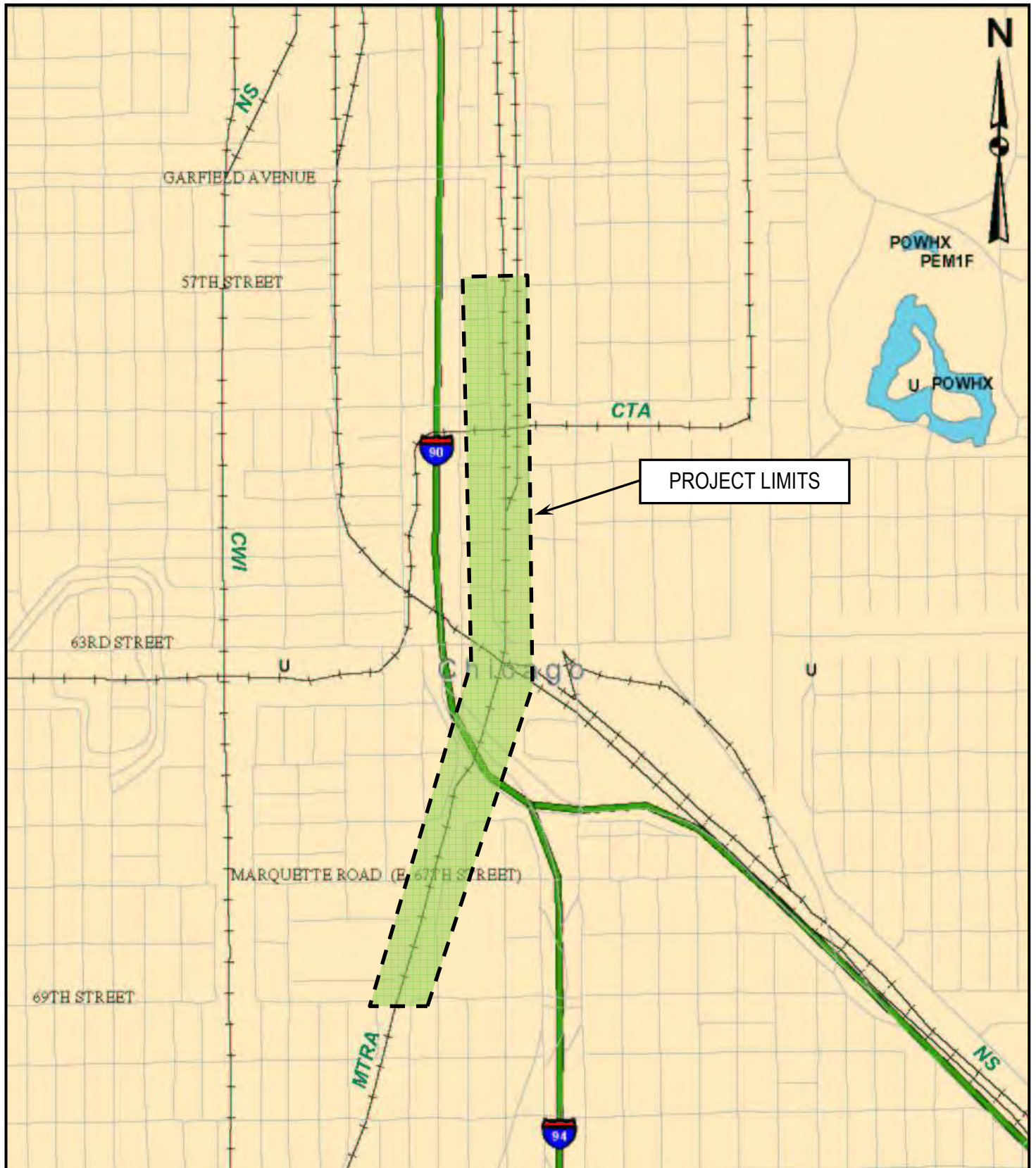


FIGURE 7

APPENDIX A

Income and Racial Characteristics

CREATE Project P1
Railroad Improvement Project at 63rd and State Streets
INCOME RACIAL CHARACTERISTICS

Census Tract #	Population	Median Household Income	% Families Below Census Poverty Level**	Minority*					
				Black or African American	Total Non-White Population	Hispanic or Latino	% African American or Black	% Non-White	% Hispanic or Latino
4006	697	\$25,250	33.3%	666	683	8	95.6	98.0	1.1
6801	582	\$26,759	18.9%	575	581	2	98.8	99.8	0.3
6802	4,567	\$23,629	31.2%	4,477	4,523	38	98.0	99.0	0.8
6809	4,570	\$9,236	53.6%	4,472	4,538	47	97.9	99.3	1.0
6902	306	\$13,846	58.9%	305	305	2	99.7	99.7	0.7
6812	3,792	\$17,647	51.0%	3,721	3,778	29	98.1	99.6	0.8
6903	2,764	\$21,034	31.9%	2,727	2,757	8	98.7	99.7	0.3

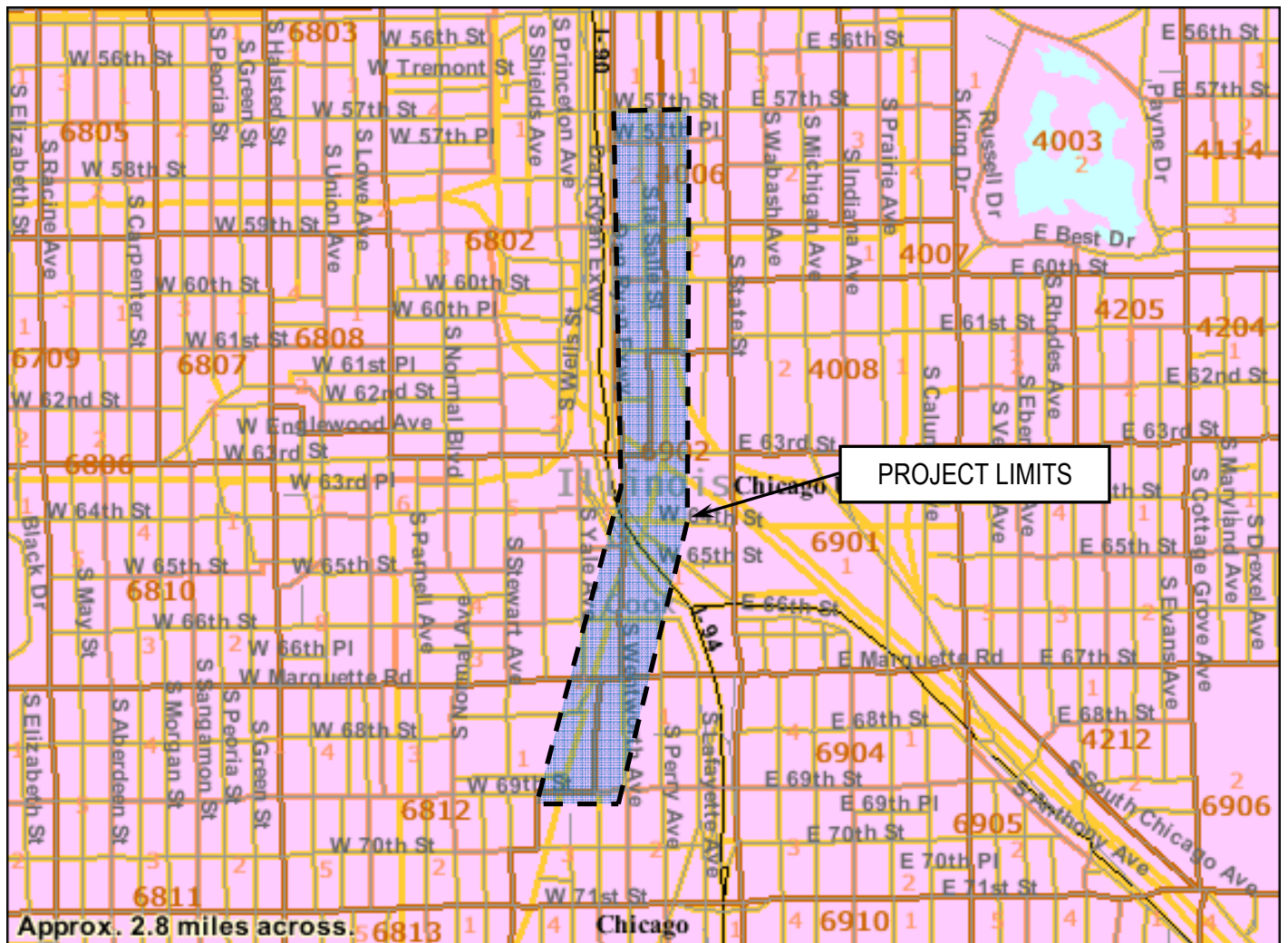
Source: U.S. Census 2000

* The percentages may exceed 100% as the Census allowed the reporting of more than one race per person.

Non-White was defined as those not reporting as exclusively white.

** The 2000 Census Poverty Level for a family of four is \$17,029. The Health and Human Services 2007 Poverty Guideline for a family of four is \$20,650.

CENSUS TRACT MAP



APPENDIX B

Air Quality Technical Documentation



Memo

1051 Perimeter Drive, Suite 1025
Schaumburg, IL 60173-5058

T 847-605-9600
F 847-605-9610

www.transystems.com

To: Larry Wilson, IDOT/DPIIT
Walt Zyznieuski, IDOT/BDE

From: Grace Dysico, P.E.
Environmental Lead

Date: February 19, 2008

Subject: CREATE Project P1
PRELIMINARY Air Quality Hot Spot Analysis

This analysis determines whether the CREATE P1 project would be considered a "project of air quality concern" for particulate matter. Because it is a passenger rail project, CREATE P1 is subject to the transportation conformity regulations. The purpose of this analysis is to comply with the Particulate Matter Hot-Spot Analyses Rule (March 10, 2006) under the Clean Air Act. The analysis consists of two parts: 1) Train/Truck Analysis, and 2) Train Arrival Analysis.

From the results of the analyses below, CREATE P1 would not be considered a "project of air quality concern" for particulate matter. CREATE P1 would not require an additional hot-spot analysis for particulate matter.

Truck-Train Analysis

#1- Determine Whether Project is Located in a Particulate Matter Nonattainment Area.

CREATE P1 is located within the PM_{2.5} Nonattainment Area.

#2- Obtain Design-Year Emission Factors from MOBILE6.2.

For 2015, the PM_{2.5} emission from MOBILE6.2 is: 0.0780 grams/vehicle-mile⁽¹⁾

The above emission factor from MOBILE6.2 has been provided by the Illinois Environmental Protection Agency (IEPA). The emission factor is for northeast Illinois, based on the MOBILE6.2 input values specific for the Chicago area. This PM_{2.5} emission factor is the weighted average of the HDDV8a and HDDV8b vehicles, which are the two heavy-duty diesel vehicle classes with the highest emissions.

⁽¹⁾Source: Illinois Environmental Protection Agency, 2008. Transmitted in Email from Walter Zyznieuski, IDOT, to Grace Dysico, TranSystems, February 6, 2008.

#3- Calculate Total Particulate Emissions of 10,000 Trucks.

To calculate 2015 PM_{2.5} emissions of 10,000 trucks per day for 1 mile:

2015 PM_{2.5} emissions for 10,000 trucks = MOBILE 6.2 PM Emission Factor (grams/vehicle-mile) x
10,000 trucks/day x 1 mile

2015 PM_{2.5} emissions for 10,000 trucks = 0.0780 grams/vehicle-mile x 10,000 trucks/day x 1 mile

2015 PM_{2.5} emissions for 10,000 trucks = 780 grams/day for one mile

#4- Obtain Design-Year Particulate Emission Factor for Locomotives.

2015 Locomotive PM Emission Factor = 5.3 grams/gallon (fleet average)⁽²⁾

⁽²⁾Source: USEPA, 1997. *Technical Highlights, Emission Factors for Locomotives*. EPA Office of Mobile Sources, December 1997, EPA420-F-97-051.

#5- Determine Net Increase in Locomotives for Design Year.

2015 Build = 108 Metra trains per day, one loco per train⁽³⁾

2015 No Build = 78 Metra trains per day, one loco per train⁽³⁾

2015 Net Increase = 30 Metra locomotives/day for CREATE P1

⁽³⁾Source: Chicago Transportation Coordination Office (CTCO), 2005. *CREATE P1 Noise Report*. Revised Excel spreadsheet, September 22, 2005.

#6 – Obtain Locomotive Fuel Consumption Rate.

Metra Locomotive Fuel Consumption = 2.8 gallons/mile⁽⁴⁾

⁽⁴⁾Source: Metra, 2004. *CREATE Project P1 Data Request Responses*. Letter from W.K. Tupper, Metra Chief Engineering Officer, to Charles J. Stenzel, TranSystems. Dated December 14, 2004.

#7- Calculate Design-Year Emissions from Net Increase in Train Traffic.

From #4, 5, and 6 above:

2015 PM Emissions for P1 Trains = Net Increase in Metra Locomotives (locos/day) x Locomotive Emission Factor (grams/gallon) x 1 mile x Metra Fuel Consumption (gallons/loco-mile)

2015 PM Emissions for P1 Trains = 30 locos/day x 5.3 grams/gallon x 1 mile x 2.8 gallons/loco-mile

2015 PM Emissions for P1 Trains = 445 grams/day for one mile

To convert locomotive PM emissions to PM_{2.5}, assume PM_{2.5} is 92% of locomotive PM emissions:

2015 PM_{2.5} Emissions for P1 Trains = 445 grams PM/day x 0.92

2015 PM_{2.5} Emissions for P1 Trains = 409 grams PM_{2.5}/day for 1 mile

#8 – Compare Train Emissions in #7 with 10,000 Truck Emissions in #3.

2015 PM_{2.5} Emissions for 10,000 trucks = 780 grams/day for one mile

2015 PM_{2.5} Emissions for P1 Trains = 409 grams/day for one mile

Truck-Train Analysis Conclusion.

The net increase in emissions of particulate matter from CREATE P1 trains (409 grams PM_{2.5}/day) does not closely approach or exceed the particulate emissions for 10,000 trucks (780 grams PM_{2.5}/day) during the design year of 2015. Under this criteria, CREATE P1 would not be a “project of air quality concern.”

TRAIN ARRIVAL ANALYSIS

#1- Identify Appropriate Terminal.

For CREATE P1, the closest terminal is the LaSalle Street Station.

#2- Determine if Terminal is a "Small Terminal."

A "small terminal" can be considered a transit facility with 10 buses in the peak hour. From the CTCO data, the peak-hour trains for P1 are:

2015 Build = 10 Metra trains per hour⁽⁵⁾

The criteria for a "small terminal" are defined in buses, not passenger trains. To ensure a worst-case analysis of potential impacts, P1 is assumed not to be a "small terminal" for the purposes of this analysis. P1 is assumed to have a "large vehicle fleet."

⁽⁵⁾Source: Chicago Transportation Coordination Office (CTCO), 2005. *CREATE P1 Noise Report*. Revised Excel spreadsheet, September 22, 2005.

#3- Determine the Percent Increase in Daily Passenger Trains at Terminal.

From the CTCO data for P1:

2015 Build = 108 Metra trains per day, one loco per train⁽⁶⁾

2005 Existing = 78 Metra trains per day, one loco per train⁽⁶⁾

2015 Net Increase = 30 Metra trains per day

Percent Increase = 38 percent for P1

⁽⁶⁾Source: Chicago Transportation Coordination Office (CTCO), 2005. *CREATE P1 Noise Report*. Revised Excel spreadsheet, September 22, 2005.

Train Arrival Conclusion.

The increase in daily passenger trains would be 38 percent for P1. An increase of 38 percent does not closely approach or exceed 50 percent for the terminal evaluated. Under this criteria, CREATE P1 would not be a "project of air quality concern."

Final Documentation for CREATE P1

This project does not meet the definition of a project of air quality concern as defined in 40 CFR 93.123(b)(1). Because CREATE P1 would not increase passenger trains by 50 percent and would not exceed the particulate-emission equivalent of 10,000 trucks, it has been determined that the project will not cause or contribute to any new localized PM_{2.5} or PM₁₀ violations or increase the frequency or severity of any PM_{2.5} or PM₁₀ violations. EPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

**CREATE Project P-1
Railroad Improvement Project at 63rd and State Streets**

**Rail Air Quality Emissions Analysis
August 16, 2005**

The Air Quality analysis for the CREATE P-1 Project has evaluated emissions of air pollutants from railroads operating within the project limits. This analysis predicts and compares locomotive emissions under Existing Conditions, the Build Alternative (Proposed Project), and the No Build Alternative.

METHODOLOGY

This Air Quality analysis assumes that the railroad emissions would be locomotive emissions. Minor emissions from other rail sources such as refrigerated railcars have not been considered.

EPA Emission Factors

The U.S. Environmental Protection Agency (EPA) has developed emission factors for diesel-powered locomotives. Locomotive emission factors have been developed for nitrogen oxides (NO_x), hydrocarbons (HC), carbon monoxide (CO), and particulate matter (PM). Emission factors are expressed as grams of pollutant emitted per gallon of fuel consumed. Total locomotive emissions can be estimated by multiplying the EPA emission factors (in grams/gallon) by the fuel consumption rates (in million-gallons per year), which results in annual emission rates (metric tons per year). This metric estimate then can be converted to standard (short) tons per year by multiplying with the conversion factor of 1.1 tons/metric tons. The calculation is a simple linear equation for each air pollutant:

$$\text{Air Pollutant Emissions} = \text{Fuel Consumption} \times \text{EPA Emission Factors} \times \text{Conversion Factor}$$

The EPA has established emission standards for newly manufactured and remanufactured diesel-powered locomotives. With the new national emission standards, the EPA has estimated future locomotive emission rates for HC, CO, NO_x, and PM. The expected EPA fleet average emission factors (which reflect the penetration of the Tier 0 – Tier 2 locomotives into the fleet over time) for all locomotives are presented in Table 1:

Table 1: EPA Emission Factors for Locomotives

Year	HC (grams/gal)	CO (grams/gal)	NO_x (grams/gal)	PM (grams/gal)
2005	10.4	27.4	199.8	6.6
2015	8.5	27.4	151.0	5.3

Source: EPA, 1997. *Technical Highlights, Emission Factors for Locomotives*. EPA Office of Mobile Sources, December 1997, EPA420-F-97-051. Listed on EPA Website as current Regulations/Guidance on August 16, 2005, at <http://www.epa.gov/OMSWWW/regs/nonroad/locomotv/frm/42097051.pdf>

Emission factors for sulfur dioxide (SO₂) are based on the sulfur content of the diesel fuel. The EPA has provided SO₂ emission factors for the fleet average for all line-haul locomotives. The EPA also has

promulgated new regulations in 2004 for the sulfur content of diesel fuel. The EPA regulations specify that sulfur levels in diesel fuel be reduced to 15 parts per million (ppm) for locomotives by 2012.

Table 2: EPA Sulfur Dioxide Emission Factors for Locomotives

Year	SO ₂
2005	0.0360 lbs/gallon ⁽¹⁾
2015	0.000216 lbs/gallon ⁽²⁾

Notes: (1) SO₂ emission factor is based on a fuel sulfur content of 0.25 percent by weight. Source is U.S. EPA, 1992, *Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources*. EPA420-R-92-009, December 1992. Listed on EPA Website as current EPA Reference, available at <http://www.epa.gov/otaq/inventory/r92009.pdf>
 (2) SO₂ fuel content assumed to be 15 ppm, as required by EPA regulations for locomotives by 2012.

Railroad Fuel Usage

The Chicago Transportation Coordination Office (CTCO) has developed the Rail Traffic Controller (RTC) model, which simulates railroad operations and locomotive fuel usage for the CREATE projects. The RTC model provided total fuel used for all railroads operating within the limits of the CREATE P-1 Project, for a duration of 96 hours. Fuel usage was predicted for 2005 current operations and 2015 future operations, which is the future-year limit of the RTC model.

Table 3: CREATE P-1 Project Railroad Fuel Usage

Alternative	RTC Model ⁽¹⁾ Fuel Usage (gallons/96-hours)	Annual ⁽²⁾ Fuel Usage (million gallons/year)
2005 Existing Conditions	2,473.24	0.226
2015 Build Alternative (Proposed Project)	3,322.72	0.303
2015 No Build Alternative	3,663.00	0.334

Notes:

(1) Source: Wacker, Earl, 2005. *CREATE Project P-1, Air Quality Results, 96 Hours*. Chicago Transportation Coordination Office, Chicago, Illinois. Created on July 15, 2005.

(2) 96-hour fuel usage extrapolated to annual consumption, by assuming train operations are equally distributed over 365 days.

RESULTS AND DISCUSSION

Locomotive emissions for the CREATE P-1 Project have been calculated by multiplying the EPA emission factors in Tables 1 and 2 by the railroad fuel usage in Table 3. The predicted railroad emissions of air pollutants for the CREATE P-1 Project are presented in Table 4 below:

Table 4: Railroad Emissions for CREATE P-1 Project

Year	HC (tons/year)	CO (tons/year)	NOx (tons/year)	PM (tons/year)	SO₂ (tons/year)
2005 Existing Condition	2.59	6.81	49.7	1.64	4.07
2015 Build Alternative (Proposed Project)	2.83	9.13	50.3	1.77	0.0327
2015 No Build Alternative	3.12	10.1	55.5	1.95	0.0361

Emissions under the 2015 Build Alternative would be lower than emissions under the 2015 No Build Alternative (Table 4). Emissions of air pollutants would be lower because the proposed CREATE P-1 Project would improve the operation of railroads with the project area. The CREATE P-1 Project would result in lower congestion and fewer delays of railroad operations, which would reduce fuel consumption compared with future conditions without the proposed project (Table 3). Lower fuel consumption would directly reduce future emissions of air pollutants from locomotives operating in the CREATE P-1 Project.



To:	Kathleen Meyerkord
Bureau:	TranSystems
Attn:	

Date:	October 10, 2006
-------	------------------

From:	Sam Mead
Bureau:	Environmental Unit / Programming
By:	Wm Barbel
Subject:	CREATE P-1; 63 rd & States Streets 59 th St at Wentworth Av Intersection COSIM Analysis

Please check appropriate box below:

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Message

Intersection data (part of CREATE P-1 project) was submitted on 9/28/2006
The COSIM Pre-Screen FAILED in the April and May 2006 submittal.

A CO screening analysis was conducted for worst case at the project intersection. Existing (2006) 8-hour CO concentrations for the single worst case receptor is 4.5 ppm at receptor #5. Design year (2030) Build CO concentrations is 4.3 ppm at receptor #5. Design year (2030) No-Action CO concentration is 4.3 ppm at receptor #5. The proposed improvement is not expected to exceed the NAAQS of 9.0 ppm for CO, according to the COSIM intersection modeling screening tool. Proposed improvement is approved for air quality. Data sheets from the COSIM runs are attached. Please include the attached BDE Air Quality Conformity Documentation language in your environmental document, and the data runs in your project files.

The above approval for Air Quality is good through 12/31/06. If you do not receive Design Approval for this project during the 2006 calendar year, this data will need to be updated for 2007 and beyond, per IDOT's agreement with the Illinois Environmental Protection Agency.

If you have any questions, please call extension 4101.


Signature

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Response



To:	Grace Dysico
Bureau:	TranSystems
Attn:	

Date:	October 19, 2007
-------	------------------

From:	Sam Mead
Bureau:	Environmental Unit / Programming
	By: Wm Barbel
Subject:	CREATE P-1; 63 rd & States Streets
	59 th St at Wentworth Av Intersection
	COSIM Update-2008 Existing

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Message

Intersection data (part of CREATE P-1 project) was submitted on 9/28/2006 and update for 2008 on 10/17/2007.

A CO screening analysis was conducted for worst case at the project intersection. Existing (2008) 8-hour CO concentrations for the single worst case receptor is 4.5 ppm at receptor #5. Data sheets from the COSIM runs are attached.

The above approval for Air Quality is good through 12/31/08. If you do not receive Design Approval for this project during the 2008 calendar year, this data will need to be updated for 2009 and beyond, per IDOT's agreement with the Illinois Environmental Protection Agency.

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Illinois Department of Transportation

RECEIVED

OCT 18 2006

Informal Transmittal



To:	Kathleen Meyerkord
Bureau:	TranSystems
Attn:	

Date:	October 10, 2006
-------	------------------

From:	Sam Mead
Bureau:	Environmental Unit / Programming
	By: Wm Barbel
Subject:	CREATE P-1; 63 rd & States Streets 67 th St at Wentworth AV Intersection COSIM Analysis

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Message

Intersection data (part of CREATE P-1 project) was submitted on 9/28/2006.
The COSIM Pre-Screen FAILED in the April and May 2006 submittal.

A CO screening analysis was conducted for worst case at the project intersection. Existing (2006) 8-hour CO concentrations for the single worst case receptor is 4.0 ppm at receptor #3. Design year (2030) Build CO concentrations is 3.7 ppm at receptor #2. Design year (2030) No-Action CO concentrations is 3.7 ppm at receptor #2. The proposed improvement is not expected to exceed the NAAQS of 9.0 ppm for CO, according to the COSIM intersection modeling screening tool. Proposed improvement is approved for air quality. Data sheets from the COSIM runs are attached. Please include the attached BDE Air Quality Conformity Documentation language in your environmental document, and the data runs in your project files.

The above approval for Air Quality is good through 12/31/06. If you do not receive Design Approval for this project during the 2006 calendar year, this data will need to be updated for 2007 and beyond, per IDOT's agreement with the Illinois Environmental Protection Agency.

If you have any questions, please call extension 4101

Signature

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Response



To:	Grace Dysico
Bureau:	TranSystems
Attn:	

Date:	October 19,2007
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From:	Sam Mead
Bureau:	Environmental Unit / Programming
By:	Wm Barbel
Subject:	CREATE P-1; 63 rd & States Streets 67 th St at Wentworth Av Intersection COSIM Update-2008 Existing

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Message

Intersection data (part of CREATE P-1 project) was submitted on 9/28/2006 and update for 2008 on 10/17/2007.

A CO screening analysis was conducted for worst case at the project intersection. Existing (2008) 8-hour CO concentrations for the single worst case receptor is 3.8 ppm at receptor #2. Data sheets from the COSIM runs are attached.

The above approval for Air Quality is good through 12/31/08. If you do not receive Design Approval for this project during the 2008 calendar year, this data will need to be updated for 2009 and beyond, per IDOT's agreement with the Illinois Environmental Protection Agency.

If you have any questions, please call extension 4101


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Upload #6

Applicant: Illinois Department of Transportation
Application Number: HSR2011000204
Project Title: High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a -
Projects (Final Design/Construction)CREATE Project P1 - Englewood
Flyover
Status: Awarded
Document Title: Create Feasibility Plan

CREATE

Chicago Region Environmental and Transportation Efficiency Program

Draft Feasibility Plan

Amendment 1

August 2009

**Chicago Region Environmental and Transportation
Efficiency (CREATE) Program
FINAL FEASIBILITY PLAN (AMENDMENT 1)**

AAR, President

FHWA, Illinois Division Administrator

Date of Approval

Date of Approval

IDOT, Secretary of Transportation

Date of Approval

CDOT, Commissioner

Date of Approval

The following persons may be contacted for additional information concerning this document:

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Division of Public and Intermodal
Transportation
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Chicago, IL 60601
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Reason for Amendment

When the Chicago Region Environmental and Transportation Efficiency (CREATE) Program was initially reviewed by the Federal Highway Administration (FHWA), it was determined that a tiered environmental process would be required to ensure that the overall proposed program was analyzed from an environmental perspective, consistent with National Environmental Policy Act (NEPA) requirements, prior to analyzing the project-specific proposals. In order to meet the intent of tiering, the FHWA developed a program-specific environmental strategy, known as the SPEED Strategy, for the CREATE Program. Integral components of the SPEED Strategy are the Feasibility Plan and Preliminary Screening (FP&PS) documents. The FP&PS were prepared in lieu of preparing a Tier 1 Environmental Impact Statement for the CREATE Program.

The FP&PS contains a list of projects that includes the scope (objective/intent, work description, and preliminary purpose and need) of each project, the goals and objectives of the CREATE Program, and the resultant net benefits realized through the implementation of the entire CREATE Program. Revisions to the CREATE Program have the potential to invalidate the FP&PS through changing the overall scope of the program, changing the goals and objectives of the program, and/or changing the net benefits of the program.

If CREATE Program revisions are necessary due to unforeseen circumstances, the process for revising the program needs to ensure that the integrity of the FP&PS is maintained as a legally grounded basis for subsequent project-level NEPA decisions. Revisions include deleting proposed projects, adding proposed projects or revising the proposed projects within the CREATE Program. During implementation of the CREATE program, FHWA recognized that some revisions were small and the overall impact was minor and easily discerned. Consequently, more than one process for documenting changes was established. A major revision would be considered an FP&PS amendment while a minor one would be considered a FP&PS modification. These terms are also used in the planning process for changes to a Transportation Improvement Plan, and the concept is similar. A third process is also available to accommodate emergency revisions where time is critical and the revisions may occur due to unforeseeable events.

An amendment to the August 2005 CREATE final feasibility plan is necessary at this point as a result of the Surface Transportation Board's approval of a Canadian National Railway (CN) acquisition. The CN's acquisition allows them to route trains around Chicago, and eliminates their need for one of the rail corridors (Central Corridor). Most of this corridor is expected to be deleted but accommodations are still needed. This amendment will also address whether the CREATE Program goals and objectives, program's national, region, and local benefits continue to be met, and will include a revised, updated project summary table of all projects and a component preliminary screening worksheet for any revised or added project.

Revised Corridors:

The CREATE Central Corridor was originally designed to provide a new route between the southern terminus of the CN Waukesha Subdivision (at Madison St in River Forest) and the CN Chicago Subdivision just south of Grand Crossing (75th and South Chicago Ave, Chicago). It was conceived in response to three needs:

1. Provide CN with an alternate routing through the Chicago region, thereby eliminating freight from the CN Chicago Subdivision north of 75th St (Grand Crossing).
2. Provide an alternative routing into Chicago Union Station for Amtrak trains from New Orleans and Carbondale. This routing would eliminate the time-consuming backing moves that are currently required for these trains to access Chicago Union Station. Along with the alternate CN routing in the item above, this would eliminate any need for the CN line north of Grand Crossing (75th Street.) Together needs 1 and 2 will enable the closing of the St Charles Air Line, one of the CREATE Strategies under Goal 1.1.5:
Provide national, regional and local economic benefits.
3. Provide capacity relief to Norfolk Southern along their Chicago line in order to accommodate the additional trains that will be routed there from the CN Chicago Subdivision.

With the completion of CN's acquisition of the Elgin, Joliet and Eastern (EJE), and a subsequent letter from senior management, CN confirmed they will no longer require the CREATE Central Corridor. However, elements of the south half of the corridor are still needed in order to satisfy needs #2 and #3. These elements have been combined into a revised CREATE P4 project. Another small piece of the Central Corridor is required in the vicinity of Brighton Park in order to support network capacity and redundancy. This is now known as the WA7 project. Further information on these projects can be found in the Screening Worksheets found in the Preliminary Screening document.

Revised Component Projects:

The complete list of CREATE Projects as amended can be found on Page 63. Here are the changes to the list since the original Feasibility Plan was published in 2003:

1. Change the project limit between contiguous projects B12 and B13 in order to better correspond with planned phasing of the work. No change in scope or cost was involved.
2. Update planned design for projects C3, C4 and WA4. After the CN announced plans to seek acquisition of the EJE, these projects were reexamined. It was determined that with changes to WA4, its dependency on project C3 could be eliminated. Thus, WA4 was environmentally delinked from projects C3 and C4, allowing WA4 to progress despite the uncertainty about the need for C3 and C4. The delinking was posted on the www.createprogram.org website on October 1, 2008, and was effective as of the day of

- posting. Projects C3 and C4 remain environmentally linked. No increase in scope or cost was involved.
3. Project limits on the EW2 portion of linked project EW2/P2/P3 have been extended geographically south and east to encompass additional scope. This additional scope is designed to further reduce conflicting movements among the BRC, NS and UP at the 80th St crossovers. This change increases project cost, but will reduce operating costs and delays through this critical bottleneck area. This scope revision was posted on the www.createprogram.org website on May 8, 2009, and was effective as of the date of posting.
 4. Upon further review of project EW2/P2/P3 and surrounding projects, it was determined that project GS19 is environmentally linked to EW2/P2/P3. Therefore this project is now known as EW2/P2/P3/GS19.
 5. Minor changes in project limits due to signal placement have taken place since May 8, 2009. The current limits are shown in this document. No change in cost or scope were involved.
 6. Costs have been updated throughout the document on the basis of engineering design and on the increase in construction materials and equipment costs, especially for railroad work.

Validity of CREATE Program goals, objectives and benefits

The original goals and strategies for the CREATE Program, as outlined in Section 1.1 of the Final Feasibility Plan, are still valid, and will still be met by the Program as described in the amended Feasibility Plan.

Benefits from the CREATE program fall under the same categories as originally described. While costs have gone up due to inflation over 6 years, benefits have also increased commensurately. A current review and refresh of the CREATE benefits study is in process, and there is no reason to believe that CREATE's benefit cost ratio will do anything but improve. CREATE is still an attractive project for achieving congestion reduction, air quality improvements, safety improvements, passenger rail delay reductions and local, regional and national economic benefits.

Abstract

This CREATE Program - Feasibility Plan is the first step in the Systematic, Project Expediting, Environmental Decision-making (SPEED) Strategy developed for the CREATE Program by the Federal Highway Administration Illinois Division Office. The Feasibility Plan is an ensemble of existing documents and includes the Joint Statement of Understandings, the Amendments To Joint Statement of Understandings, the Program Level Goals and Strategies, the Component Project Chronology and Selection Rationale, a List of Component Projects, an Outreach Summary for this program to date, a Public Involvement Summary for this document and the

Preliminary Screening, a description of the National Public Benefits as a result of CREATE, and a description of the Local and Regional Benefits as a result of CREATE.

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Executive Summary

The CREATE Program is a first-of-its-kind public/private partnership that provides an extraordinary transportation improvement opportunity for one of the world's busiest and most complex rail networks. This multi-modal program (freight rail, passenger rail and highway) capitalizes on a rare, but fragile spirit of collaboration amongst competitors to provide significant benefits to the Chicago region and the nation.

With this in mind, the Federal Highway Administration (FHWA) Illinois Division Office, in cooperation with the Illinois Department of Transportation and the Chicago Department of Transportation, developed the Systematic, Project Expediting, Environmental Decision-making (SPEED) Strategy to address the CREATE Program in total (see page 6 for description of the SPEED process and page 8 for the SPEED flow chart). The SPEED Strategy supports systematic decision-making, provides an expeditious method of moving low risk component projects forward, and assesses potential environmental impacts in a proportional, graduated way.

The SPEED Strategy began with the development of this document, the CREATE Program – Feasibility Plan (see the first green box in the SPEED flowchart on page 8). The CREATE Program – Feasibility Plan is an ensemble of existing documents. The following chapters are included in the Feasibility Plan:

- **SPEED Strategy** - describes the SPEED Strategy including how and why the strategy was developed and how the process is to be carried out. Also included is a SPEED Strategy flow chart.
- **Joint Statement of Understanding (JSU)** – describes the program scope, the core responsibilities of the partners, the key relationships between partners, and summarizes how changes in scope and overall budget will be managed.
- **Program Level Goals and Strategies** – describes the goals and strategies for the CREATE Program as a whole.
- **Component Project Chronology and Selection Rationale** – describes the rationale and history of how component projects were selected to be part of the CREATE Program.
- **List of Component Projects** – lists the component projects selected as part of the CREATE Program.
- **Outreach Summary** – describes the public outreach efforts that have taken place to date.
- **Public Involvement Summary** – describes the public involvement activities in respect to this document.
- **National Public Benefits** – describes the national public benefits that will result from the implementation of CREATE.

- **Local and Regional Benefits** - describes the local and regional benefits that will result from the implementation of CREATE.
- **CREATE Plan Presentation Schedule** – lists the presentations given on the CREATE Plan.
- **CREATE Endorsements** – lists the people and organizations that have endorsed the CREATE program.

The cost estimate for the CREATE Program which is included in the Joint Statement of Understandings, the Amendment To Joint Statement of Understandings Regarding the Proposed CREATE Project, and Appendices A, B and E was prepared by the Illinois Department of Transportation (IDOT), the Chicago Department of Transportation (CDOT) and the participating railroads. The cost estimate has not been reviewed or verified by the US DOT. Additionally, the cost estimates for the CREATE projects included in the Preliminary Screening were prepared by the IDOT, the CDOT and the participating railroads. The cost estimates have not been reviewed or verified by the US DOT.

If federal funds are provided for the implementation of the CREATE Program, the US DOT will require the IDOT, the CDOT and the participating railroads to provide conceptual design cost estimates for each project within six months of receiving any portion of the federal funds provided for implementation. The cost estimates for each project will be reviewed and verified by the US DOT.

SPEED Strategy

All Federal Actions, including projects and programs entirely or partly financed, assisted, conducted, regulated, or approved by a federal agency, are covered under the National Environmental Policy Act of 1969 (NEPA). The primary objectives of NEPA are that an Agency have available and fully consider detailed information regarding environmental effects at the time a decision is made and that this same information be made available to interested and/or affected persons, agencies and organizations before decisions are made and before actions are taken. The CREATE program will be partly financed with federal funds and is considered a Federal Action that falls under NEPA.

As described in the Executive Summary, the CREATE Program is a first-of-its-kind public/private partnership that provides an extraordinary transportation improvement opportunity for one of the world's busiest and most complex rail networks. This multi-modal program (freight rail, passenger rail and highway) capitalizes on a rare spirit of collaboration amongst competitors to provide significant benefits to the Chicago region and the nation.

However, along with this partnership comes environmental challenges which must be overcome to succeed both with CREATE and the NEPA process. Environmental challenges include the partners' expectations that for CREATE to be successful, the component projects will be implemented without delays, the CREATE objectives will be achieved and the benefits from CREATE will be maximized. At the same time, for the NEPA process to be successful, the public confidence in the integrity of the process must be maintained, impacts must be avoided or minimized, and environmental benefits must be maximized.

The traditional methods to handle the environmental analysis for the component projects would be on a project-by-project basis or with a Tiered or Programmatic Environmental Impact Statement (EIS) for the CREATE Program as a whole. Each of these methods has their advantages and disadvantages. The project-by-project method, while seeming logical in the eyes of the partners in that it would allow them to pick and choose projects for construction sequencing and would allow a quick start to the low risk projects, could be vulnerable to legal challenges related to segmentation. If challenged legally, major delays could then be experienced. If a Tiered EIS is utilized, vulnerability to legal challenges due to segmentation would be limited. However, the Tiered EIS approach would be considered overkill for the low risk projects and would delay the start of these low risk projects until the completion of the Tiered EIS. Thus, a new NEPA compliant decision-making strategy needed to be developed for CREATE to succeed.

With this in mind, the FHWA Illinois Division Office, in cooperation with the Illinois Department of Transportation and the Chicago Department of Transportation, developed the Systematic, Project Expediting, Environmental Decision-making (SPEED) Strategy (see flow chart on page 8). The SPEED Strategy addresses the CREATE Program in total, it supports systematic decision-making, it provides an expeditious method of moving low risk component projects forward, and it assesses potential environmental impacts in a proportional, graduated way.

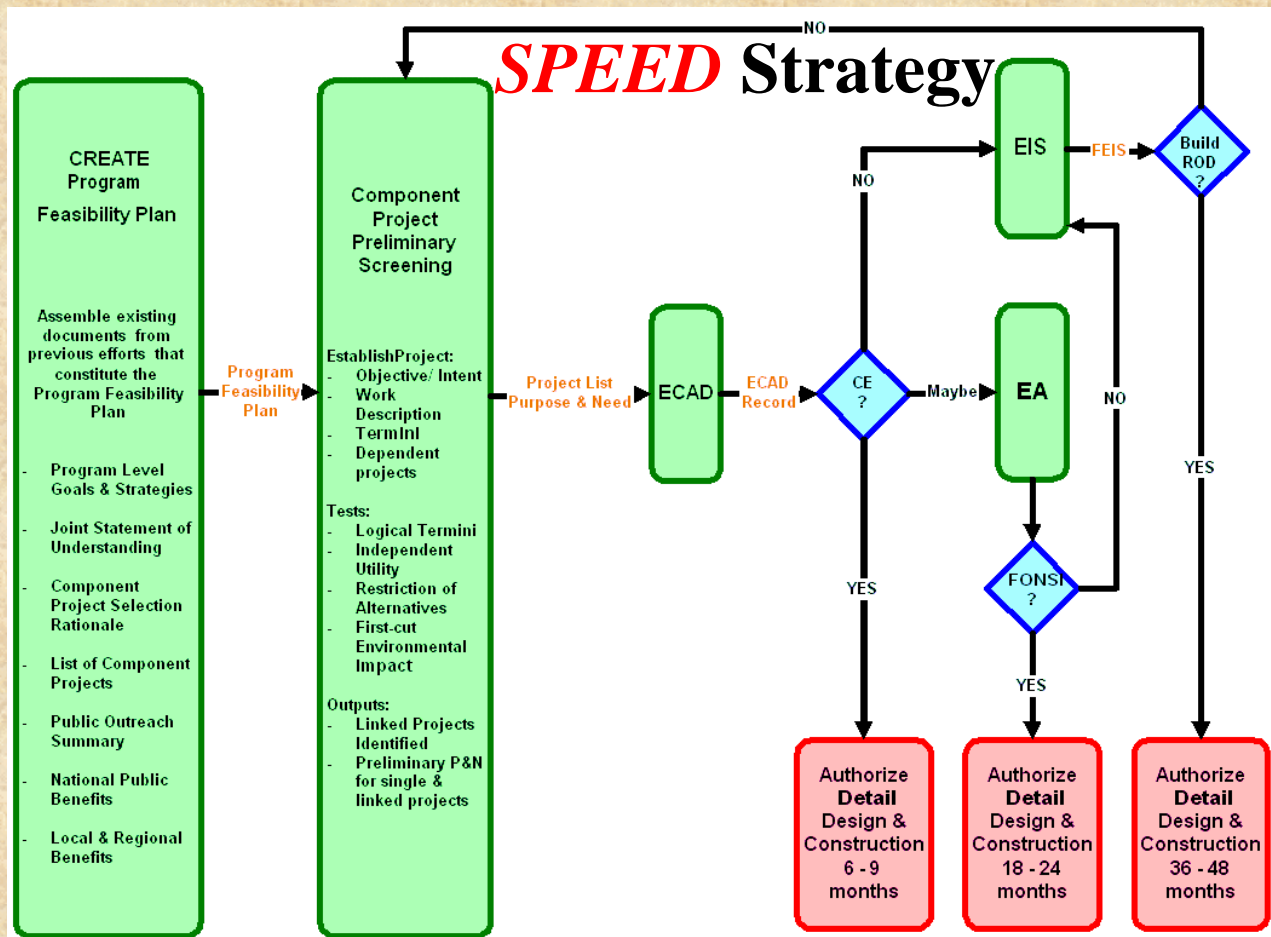
The SPEED Strategy began with the development of this document, the CREATE Program – Feasibility Plan (see the first green box in the SPEED flowchart on page 8). The CREATE Program – Feasibility Plan is an ensemble of existing documents and includes the Program Level Goals and Strategies, the Joint Statement of Understanding, the Component Project Chronology and Selection Rationale, a List of Component Projects, a public Outreach Summary for this program to date, a Public Involvement Summary for this document, a description of the National Public Benefits as a result of CREATE and a description of the Local and Regional Benefits as a result of CREATE.

The next step in the SPEED Strategy was the CREATE Program – Component Project Preliminary Screening (see the second green box in the SPEED flowchart on page 8). This step established each project through identifying its objective/intent, a work description and project limits. Each component project was subjected to three tests during this screening: 1) logical termini, 2) independent utility, and 3) restriction of alternatives. The outputs of this screening are the identification of linked projects and a preliminary Purpose and Need for all stand-alone component projects and linked projects.

All stand-alone component projects and linked projects identified in the screening step are then processed through an Environmental Class of Action Determination (ECAD). The FHWA Illinois Division and the Illinois Department of Transportation (IDOT) jointly developed the ECAD process. The ECAD process evaluates and documents the expected impacts from a proposed action and allows FHWA to make a determination of what environmental class of action the project should be processed at (categorical exclusion (CE), Environmental Assessment (EA), or EIS). During the required public involvement process for the ECADs, if a component project includes an alternative that results in road closures, those alternatives, as well as possible mitigation measures, will be presented at those meetings for public review and comment. The final decision to implement those closures will be made based on this public input. If the FHWA determines through the ECAD that the project is classified as a CE, the project then can proceed to authorization for detailed design and construction. If FHWA determines through the ECAD that the project should be elevated to an EA, an EA would need to be completed to determine if any significant impacts are involved in the implementation of the project. If the EA does not identify any significant impacts, a Finding of No Significant Impacts (FONSI) is issued by the FHWA and the project can proceed to authorization for detailed design and construction. If the ECAD process or an EA identifies significant impacts as a result of implementing a project, an EIS is required. After completion and approval by FHWA of the Draft and Final EIS, the FHWA will issue a Record of Decision (ROD). If a build alternative is selected in the ROD, the project can then proceed to authorization for detailed design and construction.

The SPEED Strategy provides methodical project screening and decision making and proportionally assesses impacts while still enabling rapid start-up of the low risk projects and limiting risks of delays from legal challenges based on segmentation issues.

SPEED Strategy Flowchart



JOINT STATEMENT OF UNDERSTANDINGS REGARDING THE PROPOSED CREATE PROJECT

PREAMBLE

The Chicago Regional Environmental and Transportation Efficiency Project (**CREATE**) (the Project) is a joint effort of (i) the Association of American Railroads (AAR), acting for and on behalf of The Burlington Northern and Santa Fe Railway Company (BNSF), Canadian National Railway Company (CN), Canadian Pacific Railway Company (CP), CSX Transportation, Inc. (CSX), Norfolk Southern Railway Company (NS), Union Pacific Railroad Company (UP), and Commuter Rail Division of the Regional Transportation Authority (Metra), (ii) the Illinois Department of Transportation (IDOT), and (iii) the Chicago Department of Transportation (CDOT) (AAR, IDOT and CDOT are referred to collectively as the “Stakeholders”), to restructure, modernize and expand the freight and passenger rail facilities and highway grade separations in the Chicago metropolitan area (the “Region”) while reducing the environmental and social impacts of rail operations on the general public. The National Railroad Passenger Corporation (Amtrak) has been consulted in connection with the Project and may subsequently join in this effort, if it chooses to do so, on terms mutually agreeable to it and the parties hereto.

The Stakeholders recognize that the Region, as a place in the nation where six of the seven Class 1 freight railroads converge, is the predominant rail transportation hub of the United States. Nearly a quarter of the nation’s rail shipments move to or through the Region. The Region’s rail traffic (freight and passenger, including commuter) and highway traffic (commercial and personal) are all estimated to increase substantially in the future.

Over the past five years, the railroad industry has spent over \$1.2 billion benefiting the Region for capital replacement and infrastructure improvements. Further, with the creation of the Chicago Transportation Coordination Office (CTCO) and subsequent improvements in train planning and communications, the time required to move freight across the Region has improved significantly. However, to further improve velocity and to accommodate the growing demands placed upon it, including increasing intermodal traffic, railroad infrastructure in the Region must be enhanced. Expanded rail capacity will also remove the growth pressure on further highway improvements.

Freight transportation efficiency in the Region has a ripple effect on the movement of goods throughout the United States, into Canada and Mexico, and to other international destinations. Much of the traffic handled in Chicago moves to or from the Nation's coasts, including to or from every major seaport in the USA and Canada. Capacity and efficiency improvements in the Region are vital to both economic and security interests of the USA and, due to greatly increased international flows under NAFTA, also to the rest of the continent.

Chicago's growing passenger rail service is an integral part of the Region's and the nation's transportation services. It benefits the community by removing automobile traffic from roadways and, by virtue of removing automobile traffic, reducing automobile emissions. This, in turn, reduces air pollution across the metropolitan area. Existing at-grade rail crossings diminish the reliability, capacity, and growth capabilities of commuter and intercity passenger rail lines, especially on the south and southwest parts of the Region. The Project's proposed rail-over-rail grade separations will enable service to be added to these lines, improving reliability and reducing travel times. Proposed grade crossing improvements and rail/rail and rail/road grade separations also will improve safety.

The Project will include the development of five rail transportation corridors (the “Corridors”), as depicted in the drawing attached hereto as Exhibit A. Four of the Corridors (the Central Corridor, the Beltway Corridor, the Western Avenue Corridor, and the East-West Corridor) will be primarily for handling freight traffic in the Chicago metropolitan area. The Passenger Express Corridor will be primarily for handling commuter and interstate passenger traffic. The individual components (the “Components”) included in the Project are set out in the book entitled ‘CREATE: Chicago Region Environmental And Transportation Efficiency Project,’ dated June 6, 2003 (the “Plan”), which is incorporated herein by reference. The development of the Corridors will include the upgrading of existing track structure, the double-tracking or triple-tracking of certain lines, the construction of grade separations and flyovers, the installation of new or improved signaling, and various other additions and improvements totaling approximately 70 discrete projects within the Corridors. The Project also will include certain improvements (e.g., grade separation projects) on existing rail lines outside the Corridors.

This document is a Joint Statement of Understandings agreed upon by the Stakeholders as a basis for seeking funding for the Project.

I. Objectives

The Project has the following overall objectives:

1. To improve safety at proposed grade-separated locations and in rail operations;
2. To eliminate or to reduce many points of direct conflict between rail Corridors and the Region’s street and highway network, by grade-separating the crossing

points, and reducing conflicts at other crossing points by improving the velocity and flow of rail traffic;

3. To eliminate points of conflict between rail corridors, especially among the five principal Corridors, reducing congestion, delays, and adverse social and environmental impacts resulting from current inefficiencies, with points where Metra and Amtrak service are restricted by freight operations addressed in the Project by rail-over-rail grade separations;
4. To reduce fuel consumption by, and emissions from, both locomotives and waiting autos and trucks;
5. To limit the growth of traffic congestion on the Region's highways;
6. To reroute rail freight and intercity passenger operations off the rail corridor known as the St. Charles Airline, thereby reducing impacts of rail operations on the south lakefront and providing additional acreage for open space and other land uses;
7. To modernize and increase the capacity of rail facilities (track, signals, bridges, and yards) to more efficiently handle today's rail traffic and to meet the demands of future traffic increases;
8. To connect the Corridors to each other more effectively and to foster the smooth and efficient flow of goods and people within and through the Region, as well as to and from other parts of the United States, including international traffic moving through the country's major ports; and

9. To generally improve the efficiency and reliability of the Corridors to better serve national security.

II. Terms and Conditions

The Project is subject to the following overall Terms and Conditions, and the Stakeholders agree to pursue federal, state, local and private funding (in addition to the Railroads' funds)

("Additional Funding") on the basis of such Terms and Conditions:

1. The individual railroad members of AAR participating in the Project are BN, CN, CP, CSX, NS, UP, Metra, and Amtrak if it chooses to participate on mutually acceptable terms (collectively, the Participating Railroads). It is anticipated that the proposed Corridor construction will generally be on property owned by the Participating Railroads and the Switching Railroad subsidiaries of some of them, namely The Belt Railway Company of Chicago, the Baltimore & Ohio Chicago Terminal, and the Indiana Harbor Belt Railroad. The Participating Railroads agree to cause such Switching Railroads to take such actions as may be required to implement the Project on the terms set forth herein. In some instances the Project will require that third-party properties be acquired for the Project. The Participating Railroads and Amtrak will be the principal users of the Project lines.
2. The City of Chicago will participate in the Project through its Department of Transportation (CDOT), as will the State of Illinois through the Illinois Department of Transportation (IDOT).

3. In order to coordinate the Project and to assure compliance with governmental requirements, there will be a joint governance structure (Governance Structure), as agreed to by the Stakeholders.
4. The Project will include the construction and/or improvement of numerous individual Components, many of which have independent utility. However, the Project shall constitute one integrated Project that has been designed to foster improved commuter and intercity rail passenger service, improved street traffic fluidity through grade separations and other highway enhancements, a more efficient rail freight transportation system within and through the Region, with improved safety and security. Prior to or during implementation, it is anticipated that refinements in the planned Components will likely be necessary. However, Components shall not be added to or deleted from the Project or materially changed, without the unanimous consent of all Stakeholders.
5. Although the Participating Railroads will realize substantial benefits as a result of the Project, the general public will achieve the preponderance of the benefits through improved safety, air quality, security, and automobile commuting times, reduced truck congestion, continued growth of the Region's economy, and more efficient movement of rail freight across the nation and to Canada and Mexico and other international destinations. The Stakeholders agree that funding of the Project should be supplied by the various parties hereto in a manner commensurate with the distribution of these and other benefits. They further agree that substantial governmental funding will be necessary to implement the Project. IDOT and CDOT agree that the Project is a high priority for them and

commit to seek all necessary funding, and to expend such funding, if obtained, on the Project.

6. The preliminary estimated total cost of the design and construction of the Project is \$1.534 billion. Such estimate, which is based upon conceptual engineering, includes the estimated costs of environmental assessment and remediation, acquisition of third-party properties (or interests therein) required for the Project and relocation costs with respect thereto, and provision for project management, inflation and contingencies. The overall cost estimate will be refined as further information is developed. The Participating Railroads are willing to make a capital contribution over the construction period in an amount which reflects the benefits (as determined by the Participating Railroads and agreed to by CDOT and IDOT prior to the execution of this Joint Statement) they are expected to receive from the Project. Except as provided in paragraph 7 of this Section II, the parties hereto agree that the Participating Railroads' direct monetary contribution to the Project shall be \$232 million (Railroad Financial Contribution) based upon the agreement by the parties hereto as to the value of the expected benefits to the Participating Railroads. Except as provided in Section IV hereof, the Railroad Financial Contribution to the Project shall be contingent upon a binding commitment that establishes the availability, on terms and conditions satisfactory to the Participating Railroads, of all Additional Funding and of third-party properties necessary to complete the entire Project. If such commitment cannot be obtained by the targeted date for commencement of construction of the Project, changes in these Terms and Conditions, including changes in the timing for

funding the Railroad Financial Contribution and Component sequencing, satisfactory to all the Stakeholders, would be required for the Project to proceed. Additional Funding sources satisfactory to the Participating Railroads sufficient to pay for the balance of the then-current estimated project cost must be secured in order for the Railroads to be obligated to make the Railroad Financial Contribution. The Participating Railroads voluntarily are committing to contribute the Railroad Financial Contribution during Component construction for the benefits they will receive during the life of the Project, and they will own and maintain the railroad infrastructure Components once completed. Accordingly, it is the understanding of the parties hereto that the Railroad Financial Contribution to the Project shall be limited as stated above. Furthermore, the parties hereto do not intend that there be special user fees, taxes or other similar assessments targeted toward the Participating Railroads or their customers for the purpose of funding the publicly funded portion of the Project.

7. Since the Railroad Funding Contribution is limited to \$232 million, any increases in the estimated project cost developed as the result of final engineering and refining the estimated cost must be funded from Additional Funding; provided, however, that during the construction phase, the party having responsibility for construction of each Component as indicated on Exhibit B will be responsible for the on-budget and on-time completion of such Component in accordance with the plans and cost estimates based on final engineering, subject to events beyond the control of such party, including reasonably unforeseeable site conditions and *force majeure*. Additionally, an event beyond the control of such party would

occur when the lowest responsive and responsible public bid for a rail-to-rail grade separation project Component is above the final engineering estimate; provided, however, that the responsible party will, at the direction of the Stakeholders, use reasonable efforts to redesign the Component and/or to seek different assumptions reasonably acceptable to all Stakeholders that are incorporated into the design or staging of that Component. To the extent possible under applicable funding, savings on any Component (including unused contingency reserves), except on rail infrastructure Components of CN, may be used to offset overruns on other Components, such savings being first applied to Components in the same category (i.e., Railroad Components, Metra Components, and Public Components, all as further described in Exhibit B, which shall each constitute separate categories), and then subject to the approval of all the Stakeholders across such categories of Components. Because CN is the only Participating Railroad vacating its current route through Chicago and constructing a new route, CN savings, if any, on anticipated expenditures for rails, ties, ballast, signals, and related items on any of its rail infrastructure Components along the new Central Corridor route may be used only to offset overruns on such items on other rail infrastructure Components along the Central Corridor, and not for any other Project Component of any category. It is believed that the estimated Project cost includes sufficient contingencies to cover reasonably unforeseeable conditions, including *force majeure*. However, in the event of a cost overrun as the result of events beyond the control of the responsible party, including reasonably unforeseeable site conditions and *force majeure* that exceeds such

contingencies, additional funding from sources other than the Participating Railroads will be required.

8. The Stakeholders note that the success of the Project will be dependent upon public support, and agree to work cooperatively with each other, and with the appropriate federal, state, and regional officials, especially the other affected local governmental entities of the Region, to develop broad support for the Project. CDOT and IDOT shall take the lead in developing such public support.
9. To the extent that properties belonging to third parties need to be acquired (temporarily or permanently) in order to permit construction of the Project, CDOT and IDOT will take the lead in acquiring, and will acquire, such property (or interests therein), by voluntary transaction, condemnation or otherwise. All costs associated with such acquisition (including, without limitation, costs of land acquisition, permitting, environmental mitigation, and any relocation assistance) will be treated as costs of the Project. Notwithstanding the foregoing, if any Participating Railroad is liable for environmental mitigation of a pre-existing environmental condition on any such property, such Railroad shall be required to pay for such mitigation to the extent that it would be liable therefor in the absence of the Project; provided, however, that any additional mitigation costs resulting from the specific Project requirements or the Project construction shall be a Project cost. All such properties (or such interests) needed for highway-rail grade separation shall be retained by or transferred to the appropriate public entity. Any property (or such interests) so acquired that is needed for railroad rights-of-way or facilities shall be conveyed to the Participating Railroad(s) or Switching Railroad

that owns or controls such Corridor segment, subject to appropriate easements and other customary conditions and restrictions for publicly-owned highways and bridges, as a capital contribution to the Project (in addition to the Additional Funding). The Participating Railroads will convey to the public agency owning any highway or bridge, as a capital contribution to the Project (in addition to the Railroad Financial Contribution), appropriate rights, including easements or other property interests (subject to appropriate easements for Railroad access and other customary conditions and restrictions) in any Railroad property required for any project, highway or bridge that is to be publicly owned.

10. CDOT and IDOT shall also take the lead, with Participating Railroad assistance, in obtaining necessary environmental or regulatory approvals, and in performing any necessary environmental mitigation, as a cost of the Project. Notwithstanding the foregoing, if any Participating Railroad is liable for environmental mitigation of a pre-existing environmental condition on any property owned or controlled by a party hereto that is to be used for the Project, such Railroad shall be required to pay for such mitigation to the extent that it would be liable therefor in the absence of the Project; provided, however, that any additional mitigation costs resulting from the specific Project requirements or the Project construction shall be a Project cost. The Participating Railroads shall jointly or individually obtain any regulatory approvals needed from the Surface Transportation Board.
11. In accordance with the agreed Governance Structure, the Participating Railroads will be responsible for the design, construction and/or implementation of all Railroad Components, Metra will be responsible for design, construction and/or

implementation of all Metra Components, and IDOT or CDOT (or their designees) will be responsible for the design and construction of all Public Components. After completion of construction, each Component shall become the property of the party that owns or controls (via easement or otherwise) substantially all of the property on which it is constructed or installed, with the public highway portions or grade crossing safety overpasses of each grade separation owned by the appropriate public body. Each owner shall then be responsible for maintenance, operation, management and dispatch on its property.

12. CDOT and IDOT will be responsible for the Project Component entitled Viaduct Improvement/Grade Crossing Safety Program on Exhibit B hereto, receiving Project Component funding based upon an allocation to be approved by IDOT and CDOT.
13. In each case, the Participating Railroads, IDOT and CDOT shall each be permitted to review the design, construction and/or implementation of the Project Components developed by the other parties, with approvals needed from affected parties. Reviews must be accomplished in a reasonable amount of time, as determined by the Stakeholders, and approvals shall not be unreasonably withheld. In each case, the party responsible for construction shall ensure that construction does not unreasonably impair traffic flows, whether by highway or rail.
14. Sequencing of the Components shall be approximately as indicated on Exhibit C hereto, subject to such changes as may be agreed to by all the Stakeholders.

15. The Stakeholders acknowledge CN's need to access the CWI line for its Central Corridor operations and agree that the line shall be available for CN's use upon:
- (1) the satisfactory completion, in Metra and NS' reasonable judgment, of the Project's 74th Street and Englewood Components, or (2) prior to the completion of the Components, should Metra and NS determine in their sole and absolute discretion, after consulting with CN, to grant CN access to their respective properties. The Stakeholders further acknowledge the City's interest in the termination of rail operations on the St. Charles Airline. The Stakeholders agree that the termination of such operations shall occur upon (1) the satisfactory completion, in CN's judgment, of all elements of the Central Corridor, or (2) CN's determination, in consultation with the other owners of the St. Charles Airline, that the Central Corridor is completed to the level necessary for operation thereover.

III. Scope of Work

The scope of work for the Project is outlined in the Plan. CDOT and IDOT will coordinate a process to obtain comments from other governmental entities and civic organizations regarding the implementation of specific Components. Any changes in scope will require the approval of all Stakeholders.

IV. Additional Design

IDOT has agreed to contribute \$10 million and, upon IDOT's payment of such \$10 million, the Participating Railroads have agreed to contribute \$2.5 million, to developing more detailed engineering for the Components to be identified by the parties hereto within thirty (30) days of

the date hereof. The necessary documentation for such funding will be promptly executed by the parties hereto. Such contributions shall be credited against the respective parties' obligations hereunder.

V. Definitive Agreements

Except for the provisions of Article IV, which shall be enforceable upon execution of this Statement, the terms of this Joint Statement of Understandings will be implemented and become enforceable to the extent effectuated by definitive agreements, containing such terms and conditions as are mutually satisfactory to the parties hereto. If such definitive agreements have not been executed by December 31, 2004, this Statement shall be of no further force or effect.

VI. Counterparts

This Joint Statement of Understandings may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall be considered one and the same statement.

VII. Effective Date

This Joint Statement shall be effective upon receiving the authorized signatures of each of the parties below.

VIII. Signatures

Illinois Department of Transportation: /s/ Timothy W. Martin
Date: 6/13/03

Chicago Department of Transportation: /s/ Miguel d'Escoto
Date: 6/13/03

Association of American Railroads: /s/ Ed Hamberger
Date: 6/13/03

Exhibit A

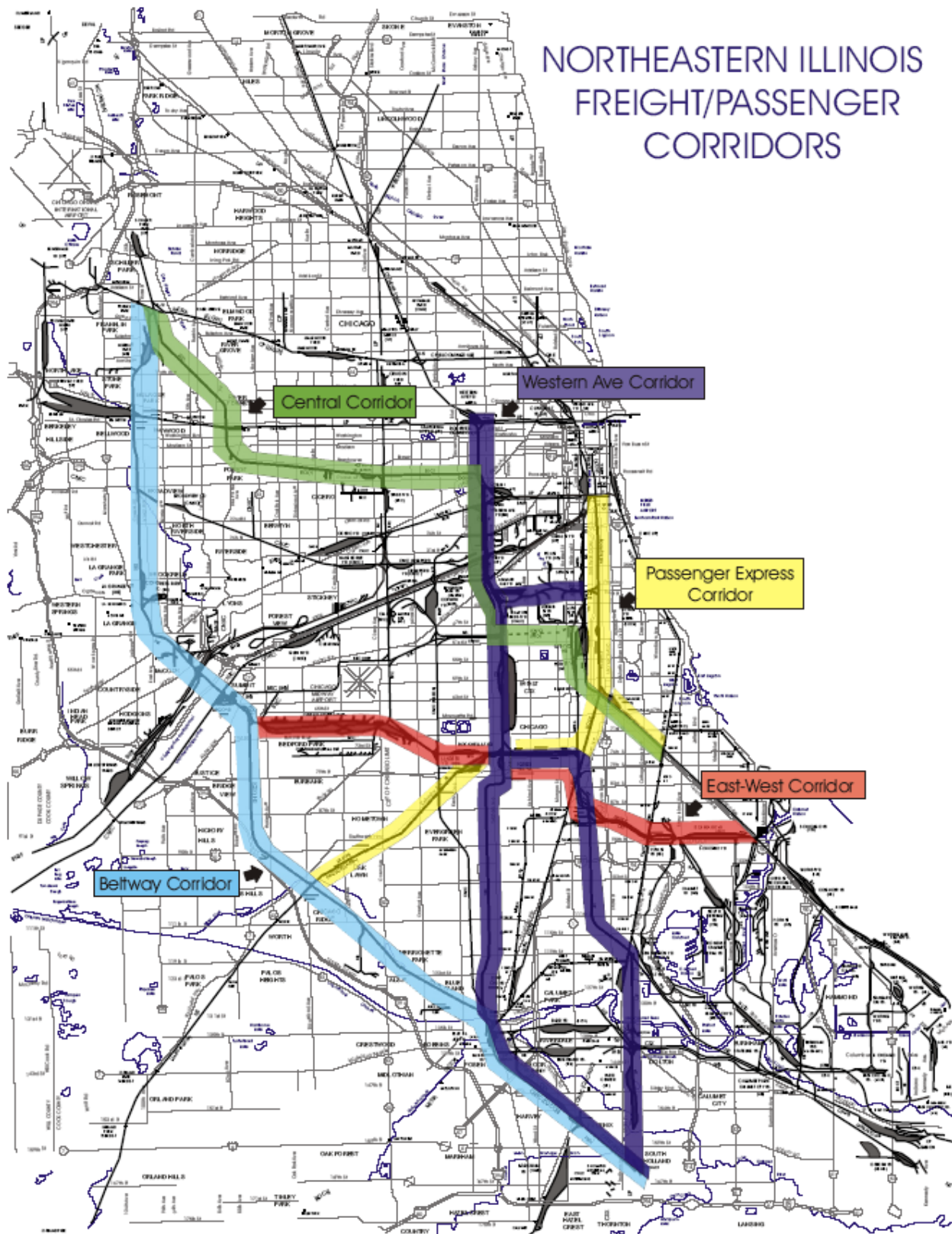


Exhibit B

The CREATE Project falls into three categories (Project Categories): Railroad improvements, excluding the grade separation of intersecting rail lines (Railroad Components); rail-over-rail separations (Passenger Components); and public improvements, including highway grade separations, and the Viaduct Improvement/Grade Crossing Safety Program (Public Components), all as described more specifically below. The party listed below shall be responsible for the construction of the designated Component in accordance with the JSU.

Project	Responsible Entity	Project Category
Viaduct Program	CDOT/IDOT	Public Component
Highway Grade Separation Components	CDOT/IDOT	Public Component
Safety Program	CDOT/IDOT	Public Component
Land acquisition, relocation, environmental assessments and remediation for the CREATE Project	CDOT/IDOT	Public Component
B1	CP/Metra	Railroad Component
B2	UP	Railroad Component
B3	UP	Railroad Component
B4	IHB, as directed by Owners	Railroad Component
B5	IHB, as directed by Owners	Railroad Component
B6	CSX	Railroad Component
B8	CSX	Railroad Component
B9	CSX	Railroad Component
B12	CSX	Railroad Component
B13	CN	Railroad Component
B15	IHB, as directed by Owners	Railroad Component
B16	UP	Railroad Component
WA1	UP	Railroad Component
WA2	CSX	Railroad Component
WA3	NS	Railroad Component
WA4	BNSF	Railroad Component
WA5	BNSF	Railroad Component
WA8	NA	Railroad Component
WA10	CSX	Railroad Component
WA11	CSX	Railroad Component
EW1	BRC, as directed by Owners	Railroad Component
EW2	BRC, as directed by Owners	Railroad Component
EW3	NS	Railroad Component
EW4	NS	Railroad Component
C-1; C-2;C-3	CN	Railroad Component

Project	Responsible Entity	Project Category
C-4, C-5; C-6;	CN	Railroad Component
C-7	CN	Railroad Component
C-8	CN	Railroad Component
C-9	CN	Railroad Component
C-10	CN	Railroad Component
C-11	CN	Railroad Component
C-12	CN	Railroad Component
C-13	NS	Railroad Component
P1	Metra	Passenger Component
P2	Metra	Passenger Component
P3	Metra	Passenger Component
P4	NS	Passenger Component
P5	Metra	Passenger Component
P6	Metra	Passenger Component
P7	Metra	Passenger Component

JOINT STATEMENT REGARDING CREATE GOVERNANCE STRUCTURE

This Joint Statement Regarding CREATE Governance Structure is entered into in order to implement the JSU (as defined below) and in particular to describe the Governance Structure (as defined in the JSU) agreed to by the Stakeholders (as defined in the JSU) as contemplated by Section II, Paragraph 3 of the JSU.

Statement of Purpose:

- Describes the core responsibilities of the organizations involved in the implementation of the CREATE Project as described in the Joint Statement of Understandings (JSU) dated June __, 2003, between (i) the Association of American Railroads (AAR), acting for and on behalf of Burlington Northern and Santa Fe Railway Company (BNSF), Canadian National Railway Company (CN), Canadian Pacific Railway Company (CP), CSX Transportation, Inc. (CSX), Norfolk Southern Railway Company (NS), Union Pacific Railroad Company (UP), and Commuter Rail Division of the Regional Transportation Authority (Metra), (ii) the State of Illinois, through the Illinois Department of Transportation (IDOT), and (iii) the City of Chicago, through the Chicago Department of Transportation (CDOT); The National Railroad Passenger Corporation (Amtrak) has been consulted in connection with the Project and may subsequently join in this effort, if it chooses to do so on terms mutually agreeable to it and the parties hereto;
- Outlines key relationships between those organizations, and,
- Summarizes how changes in scope or overall budget will be managed.

The Illinois Department of Transportation (IDOT) will be the lead public agency in the programming and grant administration of all public grant funds. The CREATE Project falls into three categories (Project Categories): Railroad improvements, excluding the grade separation of intersecting rail lines (Railroad Components); rail-to-rail separations (Metra Components); and public improvements, including rail-to-highway separations, and the Viaduct Improvement/Grade Crossing Safety Program (Public Components), all as described more specifically in the chart in Exhibit B of the JSU. To the extent that any matters of project administration and cost management affect only a Project Category (excluding changes of scope or sequencing), they may be resolved by the Component Project Managers (as defined below) responsible for the Components in such Project Category.

Metra, Class I Railroads, IHB, BRC and IDOT/CDOT Component Project Managers (Component Project Managers):

- Designated by the entity listed in the chart in Exhibit B of the JSU (Railroad, IDOT, or CDOT) responsible for managing, directing the design, cost estimating, and construction of a Component of the CREATE Project.

- Manages from preliminary engineering through final design, construction, and final audit individual Project Components, as identified in the JSU or as may be modified by the Stakeholder Committee from time to time.
- Directs the construction of the Project Components for which the Project Manager is responsible (see following chart) within the approved budgets, subject to force majeure relief and other conditions not reasonably foreseeable (as further described in the JSU), and in compliance with IDOT grant terms and conditions.
- Submits, through the Project Office, all levels of engineering for review by CTCO and other involved railroads or public agencies for verification that scope and cost estimate assumptions accurately portray the manner in which the Component can be constructed, both from the perspective of train performance and work window availability.
- Advises the Project Office of Project Component status and costs incurred to date, at frequencies set by the Project Office.
- Advises the Project Office, in advance of committing to the change, of any anticipated cost overrun that will affect the overall Project cost or any scope change, whether or not the change or overrun is expected to require an IDOT grant amendment.
- Works with Public Information Working Group through the Project Office on potential and ongoing community concerns and community information needs.

CTCO:

- Advises the Project Office and Component Project Managers whether scope and cost estimate assumptions accurately portray the manner in which the Component can be constructed, taking into consideration the need to maintain train performance and provide appropriate work windows.
- Approves the assumptions regarding train operation and performance incorporated into final designs, construction assumptions, and, as may be appropriate, estimates of Component costs before final authority is given to the Component Project Manager to construct.
- Coordinates with the Project Office and the involved Component Project Manager to maximize train flows during construction while minimizing costs associated with schedule or work window conflicts.
- Reviews and comments on operational impacts of proposed Component scope changes, as may be requested by Project Office.

Project Office:

- Administratively, retained by AAR, but responsible to Stakeholder Committee.
- Costs paid for out of the CREATE Project budget.
- Includes accounting and engineering skills to track budget and construction progress information received from Component Project Managers; prepares progress reports for Management Committee; and, anticipates problems and identifies opportunities to solve problems or improve processes.
- Coordinates Component Project Manager work with CTCO to maximize train flows during construction while minimizing costs associated with schedule or work window conflicts.

- Approves final designs, construction assumptions and final estimates of Component costs submitted by Component Project Manager before final authority is given to Component Project Manager to solicit bids or to construct.
- Assists Component Project Managers with IDOT grant application, award, and management processes, giving as much additional support as may be required or requested.
- Assists Component Project Managers' accounting personnel with grant or cash-flow questions, and identifies possible solutions if problems need to be elevated.
- Coordinates and monitors project schedules with Component Project Managers and CTCO, advising Management Committee of schedule status and anticipated problems.
- Analyzes or initiates requests related to project scope and/or cost changes affecting the overall Project, making recommendation to Management Committee if action is proposed.
- Responsible for preparing reports for Component Project Managers on:
- Grant compliance requirements, identifying any problems with same being experienced or caused by a Component Project Manager; and,
- Costs to date (including obligations) and projected by Component against the overall budget.
- Facilitates Component Project Manager meetings with Public Information Working Group and assists in anticipating, addressing and mitigating community concerns.

Management Committee:

- Comprised of one member from CTCO, Metra, BNSF, UP, NS, CSX, CP, CN, AAR, CDOT and IDOT.
- Makes decisions by unanimous agreement, although any member may elevate an issue to the Stakeholder Committee.
- Provides direction to Project Office consistent with Stakeholder Committee decisions and, at a minimum, attempts to develop recommendations for Stakeholder Committee action, including reviewing and approving Project Office invoices and proposed changes in Project scope and budgets.
- Any member of the Management Committee or its representative can elevate to the Management Committee any decision of the Project Office and no action shall be taken on such decision until resolved by such Committee.

Public Information Working Group:

- Comprised of one member from CTCO, Metra, BNSF, UP, NS, CSX, CP, CN, AAR, CDOT and IDOT.
- Assists Project Office and Component Project Managers in identifying potential and ongoing community concerns and community information needs.
- Coordinates with the Advocacy Committee, as may be required from time to time.

Stakeholder Committee:

- Comprised of three people: Chairman of Policy Committee (as selected by the Railroads); the Commissioner of CDOT; and the Secretary of IDOT.
- Makes decisions by unanimous agreement.
- Approves changes in Project scope or budget; changes in sequencing of work to be undertaken as funds become available; and appropriateness of grant contract changes that relate to Project scope or budget changes.

Interpretation:

This Joint Statement Regarding CREATE Governance Structure should be read and construed as a single integrated document with the JSU. Definitions of terms found in the JSU should be applied to the terms as used in this Joint Statement.

Counterparts:

This Joint Statement Regarding CREATE Governance Structure may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall be considered one and the same Joint Statement.

Effective Date:

This Joint Statement shall be effective upon receiving the authorized signatures of each of the parties below.

Signatures:

Illinois Department of Transportation: /s/ Timothy W. Martin
Date: 6/13/03

Chicago Department of Transportation: /s/ Miguel d'Escoto
Date: 6/13/03

Association of American Railroads: /s/ Ed Hamberger
Date: 6/13/03

**AMENDMENT TO JOINT STATEMENT OF UNDERSTANDINGS
REGARDING THE PROPOSED CREATE PROJECT**

WHEREAS, on June 13, 2003, the (i) Association of American Railroads, acting for and on behalf of The Burlington Northern and Santa Fe Railway Company, Canadian National Railway Company, Canadian Pacific Railway Company, CSX Transportation Inc., Norfolk Southern Railway Company, Union Pacific Railroad Company, and Commuter Rail Division of the Regional Transportation Authority; (ii) the Illinois Department of Transportation, and (iii) the Chicago Department of Transportation, entered into a Joint Statement of Understandings Regarding the Proposed CREATE Project (“JSOU”) to progress a joint effort to restructure, modernize and expand the freight and passenger rail facilities and highway grade separations in the Chicago metropolitan area while reducing the environmental and social impacts of rail operations on the general public;

WHEREAS, this joint effort, designated as the Chicago Regional Environmental and Transportation Project, or CREATE, includes the construction and/or improvement of numerous individual identified Public, Metra, and Railroad Components that are incorporated in the JSOU and that constitute the integrated Project, with a preliminary estimated total cost of the design and construction of the Project set forth in the JSOU at \$1.534 billion;

WHEREAS, the JSOU was agreed upon by the Stakeholders as a basis for seeking funding for the Project with the further the understanding of the Stakeholders that the terms of the JSOU would be implemented and become enforceable to the extent effectuated by mutually acceptable definitive agreements, and if such definitive agreements were not executed by December 31, 2004 the JSOU would be of no further force and effect;

WHEREAS, the definitive agreements were, in part, contingent upon the inclusion therein of

binding commitments establishing the availability, on terms and conditions satisfactory to the Participating Railroads of all Additional Funding (in excess of the Railroad Financial Contribution) necessary to complete the entire Project;

WHEREAS, although it is presently deemed unlikely that the availability of the Additional Funding will be established by December 31, 2004, the Stakeholders desire that efforts to establish the availability of Additional Funding continue until June 30, 2005, and that the JSOU remain in effect among the Stakeholders through such date; and

WHEREAS, the Participating Railroads are also willing to commence the construction and/or improvement of certain Railroad Components prior to the execution by the Stakeholders of definitive agreements regarding the Project, provided that the cost of completion of such Railroad Components are credited against the respective Participating Railroad's obligations under the JSOU.

NOW THEREFORE, the Stakeholders, as the date hereof, amend the JSOU as follows:

1. Section V of the JSOU is amended by deleting, on the fifth line, the date of "December 31, 2004" and inserting in lieu thereof the date of June 30, 2005.
2. The following subsection 16 is added at the end of Section II:

"To the extent that any Participating Railroad undertakes the construction and/or improvement of an individual Railroad or Metra Component after October 1, 2004 and prior to the execution of the definitive agreements described in Section V hereof, the investment of the Participating Railroad in the design, construction, and/or implementation of such Railroad or Metra Component shall be considered a contribution of the Participating Railroads to the Project and shall be credited against the Railroad Financial Contribution

hereunder, provided that the Stakeholders approve the design, budget and sequence for such Railroad or Metra Component construction and/or improvement and such construction and/or improvement is otherwise in accordance with the terms and conditions set forth herein. For each such credited construction and/or improvement, the Stakeholders (through the Management Committee described in the Joint Statement Regarding CREATE Governance Structure executed by the Stakeholders on June 13, 2003) shall thereafter also seek a determination from the U.S. Department of Transportation that the construction and/or improvement meet eligibility requirements for federal funding.”

3. Except as otherwise provided herein, capitalized terms shall have the same meaning as in the JSOU.
4. This Amendment to the JSOU may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall be considered one and the same statement.
5. This Amendment to the JSOU shall be effective upon receiving the authorized signatures of each of the parties below.

Illinois Department of Transportation:
Date: 12/23/04

/s/ Timothy W. Martin

Chicago Department of Transportation:
Date: 12/23/04

/s/ Miguel d’Escoto

Association of American Railroads:
Date: 12/23/04

/s/ Edward R. Hamberger

**SECOND AMENDMENT TO JOINT STATEMENT OF UNDERSTANDINGS
REGARDING THE PROPOSED CREATE PROJECT**

WHEREAS, on June 13, 2003 the (i) Association of American Railroads, acting for and on behalf of The Burlington Northern and Santa Fe Railway Company, Canadian National Railway Company, Canadian Pacific Railway Company, CSX Transportation, Inc., Norfolk Southern Railway Company, Union Pacific Railroad Company, and Commuter Rail Division of the Regional Transportation Authority; (ii) the Illinois Department of Transportation, and (iii) the Chicago Department of Transportation, entered into a Joint Statement of Understandings Regarding the Proposed CREATE Project (“JSOU”) to progress a joint effort to restructure, modernize and expand the freight and passenger rail facilities and highway grade separations in the Chicago metropolitan area while reducing the environmental and social impacts of rail operations on the general public;

WHEREAS, this joint effort, designated as the Chicago Regional Environmental and Transportation Project, or CREATE, includes the construction and/or improvement of numerous individual identified Public, Metra, and Railroad Components that are incorporated in the JSOU and that constitute the integrated Project, with a preliminary estimated total cost of the design and construction of the Project set forth in the JSOU at \$1.534 billion;

WHEREAS, the JSOU was agreed upon by the Stakeholders as a basis for seeking funding for the Project with the further understanding of the Stakeholders that the terms of the JSOU would be implemented and become enforceable to the extent effectuated by mutually acceptable definitive agreements; and if such definitive agreements were not executed by December 31, 2004 (which was extended by an amendment to the JSOU to June 30, 2005), the JSOU would be of no further force and effect;

WHEREAS, although it is presently deemed unlikely that the availability of the Additional Funding will be established by June 30, 2005, the Stakeholders desire that efforts to establish the availability of Additional Funding continue until December 31, 2005 and that the JSOU remain in effect among the Stakeholders through such date;

WHEREAS, the JSOU envisioned that Amtrak may subsequently join in the effort on mutually satisfactory terms and conditions; and

WHEREAS, Amtrak has reached a mutually satisfactory agreement with the Participating Railroads as to Amtrak's current level of participation in the effort.

NOW THEREFORE, the Stakeholders, as the date hereof, amend the JSOU as follows:

1. Section V of the JSOU, as amended, is further amended by deleting, in the fifth line, the date of "June 30, 2005" and inserting in lieu thereof the date of "December 31, 2005".
2. In the first paragraph of the PREAMBLE of the JSOU the last sentence is stricken and the words "National Railroad Passenger Corporation (Amtrak)" are added after "(CSX)," in the fifth line.
3. Except as otherwise provided herein, capitalized terms shall have the same meaning as in the JSOU.
4. This Amendment to the JSOU may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall be considered one and the same statement.

5. This Amendment to the JSOU shall be effective upon receiving the authorized signatures of each of the parties below.

Illinois Department of Transportation: /s/ Timothy W. Martin

Date: June 24, 2005

Chicago Department of Transportation: /s/ Cheri Heramb

Date: June 24, 2005

Association of American Railroads: /s/ Ed Hamberger

Date: June 24, 2005

**THIRD AMENDMENT TO JOINT STATEMENT OF UNDERSTANDINGS
REGARDING THE PROPOSED CREATE PROGRAM**

WHEREAS, on June 13, 2003 the (i) Association of American Railroads, acting for and on behalf of The Burlington Northern and Santa Fe Railway Company (hereinafter referred to as “BNSF Railway Company”), Canadian National Railway Company, Canadian Pacific Railway Company, CSX Transportation, Inc., Norfolk Southern Railway Company, Union Pacific Railroad Company, and Commuter Rail Division of the Regional Transportation Authority (and, by amendment dated June 24, 2005, the National Railroad Passenger Corporation); (ii) the Illinois Department of Transportation, and (iii) the City of Chicago, acting by and through its Department of Transportation (“City”), entered into a Joint Statement of Understandings Regarding the Proposed CREATE Project (hereinafter referred to as “Program”) (“JSOU”) to progress a joint effort to restructure, modernize and expand the freight and passenger rail facilities and highway grade separations in the Chicago metropolitan area while reducing the environmental and social impacts of rail operations on the general public; and

WHEREAS, this joint effort, designated as the Chicago Region Environmental and Transportation Efficiency Program, or CREATE, includes the construction and/or improvement of numerous individual identified Public, Metra, and Railroad Components that are incorporated in the JSOU and that constitute the entire Program, with a preliminary estimated total cost of the design and construction of the Program set forth in the JSOU at \$1.534 billion; and

WHEREAS, the JSOU was agreed upon by the Stakeholders as a basis for seeking funding for the Program with the further understanding of the Stakeholders that the terms of the JSOU would be implemented and become enforceable to the extent effectuated by mutually acceptable definitive agreements; and if such definitive agreements were not executed by December 31,

2004 (which was extended by two previous amendments to the JSOU to December 31, 2005), the JSOU would be of no further force and effect; and

WHEREAS, notwithstanding that the availability of Additional Funding was not established as of December 31, 2005, the Stakeholders believe that certain identified Program benefits can be realized by the completion of a portion of the Program Components comprising elements of the entire Program (“Initial Components”); and

WHEREAS, the Stakeholders are willing to move forward toward implementation of the Initial Components under certain specific terms and conditions and subject to certain contingencies as described herein; and

WHEREAS, the parties are further willing to support efforts to continue to seek the Additional Funding necessary to implement the entire Program as contemplated by the JSOU.

NOW THEREFORE, the Stakeholders, as of the date hereof, hereby agree to amend the JSOU as follows:

1. The Components set forth and described in Attachment 1 hereto, with the total cost shown as \$331 million, comprise the Initial Components which will be moved forward if the conditions and contingencies stated in Sections 2 through 7 below are met.
2. The Participating Railroads’ direct monetary contribution to the Initial Components is limited to \$101 million (“Initial Components Railroad Financial Contribution”). The Initial Components Railroad Financial Contribution shall be applied to any of the Projects listed in Attachment 1 other than the Highway-Rail Grade Separations Project shown as the first Project on Attachment 1 (“Highway-Rail Grade Separations Project”); provided, however, that Amtrak’s contribution shall be applied only to

- Project P-1. (Metra's contribution is subject to the receipt of necessary State of Illinois transportation funding which has yet to be authorized.)
3. Public funds consisting of federal funds in the amount of \$100 million, or so much thereof as may be made available to IDOT by actions of the federal government including but not limited to obligation limitations, rescissions, and allocations (positive or negative) of revenue aligned budget authority, shall be contributed to any of the Projects comprising the Initial Components, other than the Highway-Rail Grade Separations Project. Such funds shall be administered and contributed through and by IDOT and shall constitute a portion of the Initial Components Additional Funding. The Initial Components Railroad Financial Contribution shall be contingent upon the availability and receipt of such public funds.
 4. As set forth in Attachment 1, the cost of the Projects, other than the Highway-Rail Grade Separations Project, is \$231 million. To cover the full costs of such Projects, funding from City in the amount of \$30 million is anticipated; and such funding shall constitute a portion of the Initial Components Additional Funding. While City believes such public funding will be forthcoming, the funding shall be subject to City's legislative authorization and the availability of federal and state funds (other than those contemplated in Sections 2 and 3 above) but shall not be a condition for the Initial Components Railroad Financial Contribution or the other portions of the Initial Components Additional Funding; provided, however, that the definitive agreements referenced in Section 6 below will address any changes in the event that any or all of such funding from City is not realized.

5. Public funding for the Highway-Rail Grade Separations Project in the amount of \$100 million shall be from IDOT and subject to Illinois legislative authorization. Such funding shall constitute a portion of the Initial Components Additional Funding; however, such funding shall not be a condition for the Initial Components Railroad Financial Contribution or the other portions of the Initial Components Additional Funding described herein; provided, however, that the definitive agreements referenced in Section 6 below will address any changes necessary in the event that any or all of such funding from IDOT is not realized. Funding for the Highway-Rail Grade Separations Project will be provided as set forth in Attachment 1. The City's funding could be expended on the Highway-Rail Grade Separations Project if: (a) such funding is necessary to complete such Project; (b) at least \$25 million of City's funding has been made available for the other Projects listed in Attachment 1, other than OP-5; and (c) all of the Stakeholders agree.
6. Pursuant to Article V of the JSOU, the terms of the JSOU, as amended, will be implemented and become enforceable to the extent effectuated by definitive agreements, containing such terms and conditions as are mutually satisfactory to the Stakeholders. Article V of the JSOU, as previously amended, is hereby further amended by deleting, in the fifth line, the date of "December 31, 2005" and inserting in lieu thereof the date of "December 31, 2009". Such definitive agreements will include, without limitation, agreements as to the amount of work to be completed, the sequence, the schedule, and the funding requirements for the progression of each of the Projects in Attachment 1 and the availability, on terms and conditions satisfactory to the Stakeholders, of the public funding referenced in Section 3 above and of all

third party properties necessary to complete the Initial Components. The definitive agreement among the Stakeholders to replace this JSOU, as amended, shall also address: (a) the process for prioritizing or modifying the Projects in the event that the aggregate costs exceed the Initial Components Railroad Financial Contribution and the Initial Components Additional Funding, due to any shortfalls in federal funding to be contributed to the Program or due to the unavailability of any or all of the anticipated public funding from City or from IDOT; and (b) an appropriate governance structure for the Initial Components which takes into account the extent to which each of the Stakeholders have met their respective contribution targets hereunder.

7. Notwithstanding the provisions of Article IV of the JSOU, as amended, the Initial Components Railroad Financial Contribution and the Initial Components Additional Funding shall be in addition to, and not offset by, any IDOT or Participating Railroad financial contribution made in accordance with said Article IV.
8. The Stakeholders agree to advocate that priority for any additional public funding received for a subsequent phase of the CREATE Program be given to Project P-2. This provision shall not be construed to prohibit securing or expending designated funding for other CREATE Projects in the Initial Components or any subsequent Components.
9. In the first and second lines of the PREAMBLE of the JSOU, the word “Project” is stricken and the word “Program” is inserted in lieu thereof; and, in the JSOU and all three amendments thereto (including the titles of the documents), the term “Project”

when used to refer to the CREATE Program shall be deleted and the term “Program” shall be inserted in lieu thereof.

10. In the JSOU and all three amendments thereto, the term “Chicago Department of Transportation” shall be replaced by “City of Chicago, acting by and through its Department of Transportation” and the term “CDOT” shall be replaced by “City” wherever such terms appear.
11. Paragraph 7 of Article II of the JSOU is amended by striking the following in the tenth and eleventh lines: “rail-to-rail grade separation.”
12. Paragraph 9 of Article II of the JSOU is amended by adding the following after the words “environmental mitigation” in the sixth line: “demolition of existing buildings, securing of parcels,”.
13. Paragraph 5 of Article II of the JSOU is amended by adding at the end thereof the following sentence: “The Stakeholders acknowledge that all such government funding will represent a capital contribution to the Program and not payment in exchange for services or property provided, or to be provided, by the Participating Railroads.”
14. Except to the extent inconsistent with the terms of this Third Amendment, all of the provisions of the JSOU will apply to the Initial Components as if: (a) the Initial Components were the Program; (b) the Initial Components Railroad Financial Contribution were the Railroad Financial Contribution; (c) the Initial Components Additional Funding were the Additional Funding and (d) Attachment 1 hereto were the Plan and Exhibit C with respect to the identification of the Components.

15. Except as otherwise provided herein, capitalized terms shall have the same meaning as in the JSOU.
16. The JSOU (including the provisions of Article V regarding definitive agreements), as previously amended and as further amended hereby, is reinstated by the Stakeholders and remains in full force and effect with respect to the Initial Components. In all other respects, no party shall have any other liability or obligation under the JSOU, as amended; provided, however, that: (1) the Stakeholders will continue to support efforts to seek the Additional Funding necessary to move forward the entire Program originally contemplated by the JSOU; and (2) if the Additional Funding is realized, the Stakeholders further agree to work, at such time, in good faith to effect a definitive agreement for the entire Program which, taking into account any changed circumstances, reflects as closely as possible the objectives, understandings, and railroad contribution limitations regarding the entire Program as set forth in the original JSOU.
17. This Third Amendment to the JSOU may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall be considered one and the same statement.
18. This Third Amendment to the JSOU shall be effective upon receiving the authorized signatures of each of the parties below.

Illinois Department of Transportation:

By: _____

Date: _____

City of Chicago, acting by and through its Department of Transportation:

By: _____

Date: _____

Association of American Railroads:

By: _____

Date: _____

CREATE Program Initial Components Plan

Project #	Location	Project Scope
Highway-Rail Grade Separations	Chicago - Various	6 Grade Separations including 95th Street (GS-21), Columbus (GS-11), Archer Ave. (GS-9)
B1	Tower B-12	CP double mainline connection to Beltway at B12
B2	Proviso	Construct new main on UP: Elmhurst-Provo Jct., upgrade IHB connection to 25 mph
B3	In Bellwood, connecting to Proviso Yard	Install 2nd parallel connection at Melrose between Proviso Yd and IHB, associated crossovers and signal modifications.
B4	LaGrange	Install TCS signaling on all tracks CP LaGrange-CP Hill. Includes upgrade of 21 runner to mainline
B5	Broadview	Install Universal crossover, to include switches and signals, at CP Broadview, and power connection to the CN
B6	McCook	Construct 2nd southwest connection between IHB and BNSF. Install single left crossover for BNSF to Argo
B8	Argo-CP Canal	Upgrade TCS signaling Argo to CP Canal

CREATE Program Initial Components Plan

Project #	Location	Project Scope
B9	Argo	Upgrade Connection
B12	CP Francisco to CP 123rd Street	Add Additional Mainline CP Francisco to CP 123rd St
B13	Blue Island Jct.	Upgrade IHB-CN connection at Blue Is Jct.
B15	CP Harvey - Dolton	Install TCS between CP Harvey to Dolton
WA1	Ogden Jct.	Re-align & Signalize Ogden Jct for double track connection from UP to BOCT & CJ Mains
WA2	CTC on CSX	Install TCS signaling on BOCT between Ogden Jct and 75th Street (Forest Hill)
WA3	CJ	Install TCS signaling CJ tracks between Ogden Jct and CP518, add additional mainline along Ashland Ave Yard, and extension of Yard Switching Lead
WA4	BNSF Chicago Sub to BNSF Chillicothe Sub	Construct connection directly linking BNSF Chicago and Chillicothe Subs
WA5	Corwith Tower	Upgrade track, signal, and reconfigure Corwith Interlocking and remote CN Corwith Tower

Attachment 1

CREATE Program Initial Components Plan

Project #	Location	Project Scope
WA10	Blue Island Jct.	Install universal interlocked connections between BOCT and CN to facilitate directional running
WA11	Dolton	Upgrade and reconfigure Dolton interlocking
EW1	Clearing Yard	Construct 2 new main tracks, reconstruct thoroughfare, and rearrange connections. Impacts Beltway Corridor - Argo Connection
EW2	80th Street	Improve track & signals for flexibility of routes from 80th St to Forest Hill & 74th St.
EW3	Pullman Jct.	Re-align Pullman Jct. to incorporate BRC and NS mains from Pullman to 80th Street
EW4	CP 509	Improve connection from East-West Corridor to NS Mainline at CP 509
P1	Englewood	Grade separate Metra and NS
P2	74th Street	Grade separate Metra and BRC and connect Metra to Rock Island route

Page 3 of 4

CREATE Program Initial Components Plan

Project #	Location	Project Scope
P3	75th Street (Forest Hill)	Grade Separate CSX & NS to carry Metra's SW service, building a double-track bypass of NS Landers Yd for Metra, extending to Ashburn; and connect Landers Yd to BRC tracks.
P7	Chicago Ridge	Grade Separate Metra and IHB (CSX)
OP5	Viaduct Improvement Program, Chicago	City-Wide
OP7	Property Acquisition, Relocation, Environmental	Railroad (including Metra) Projects
OP8	Contingency, Inflation, and Program Management	Contingency on Railroad Construction

\$331 million is allocated to the CREATE Program Initial Components Plan as follows. \$100 million is allocated to the Highway-Rail Grade Separations project. \$231 is allocated to the remaining CREATE Program Initial Components Plan projects.

Program Level Goals and Strategies

1.1 Goals and Strategies

Chicago, the nation's preeminent rail hub, consists of 2,796 miles of existing rail network encompassing an area of 16,000 acres. Currently 37,500 rail cars per day travel through the Chicago hub each year, with this number expected to increase to 67,000 per day by 2020. The existing system experiences motorist, passenger and freight rail delays and congestion on a daily basis. If changes to the system are not implemented, these issues will only get worse. Failure to address these issues will have major effects not only locally but nationally. The local effects alone are enormous:

- If rail capacity issues are not addressed studies show that Chicago will lose \$2 billion in production and 17,000 jobs in the next two decades.
- If rail capacity issues are not addressed, freight that is carried by rail will now move to truck, increasing congestion and increasing air pollutant emissions on our highways. The demands upon the local roads and highways in the Chicago region will be overwhelming if this freight is moved from steel wheel to rubber tire.
- If rail capacity issues are not addressed, delay to METRA passengers will increase. Currently 73 million local passenger trips are logged annually, relieving substantial stress on the highway system.

The national implications of a failure to act are likewise debilitating:

- When multiplier effects are included, the Chicago rail network is associated with 5 million jobs nationwide, \$782 billion in output and \$217 billion in annual wages. For over 150 years, Chicago has been the rail capital of the nation and the world.
- Chicago is the only city in the country where six major North American railroads meet to interchange freight. Failing to address these infrastructure issues will trickle down to inefficiencies throughout the nationwide freight network.
- Seven of the rail lines entering Chicago are part of the Strategic Rail Corridor Network, rail lines that are critical to national defense.

The State of Illinois and the City of Chicago have joined with the passenger and freight railroads serving the Chicago region to establish Program Level Goals and Strategies of the CREATE Program to address these issues. The Program level goals of the CREATE Program were developed and are as follows:

- Improve the efficiency and reliability of local and national passenger and freight rail service in and through the Chicago region;
- Reduce motorist, passenger rail and freight rail delays to travel in and through the Chicago region;
- Reduce highway and rail traffic congestion in the Chicago region;
- Improve rail-highway grade crossing safety in the Chicago region;
- Provide national, regional and local economic benefits;

- Provide environmental (air quality) benefits for the Chicago region; and
- Provide national, regional and local energy benefits.

The following sections describe the strategies developed in the CREATE Program to achieve these identified goals.

1.1.1 Goal: Improve the efficiency and reliability of local and national passenger and freight rail service in and through the Chicago region

Strategies:

- Provide a rail transportation system that will meet future rail traffic demands.
- Reduce passenger rail to freight rail conflict points.
- Provide rail traffic operations upgrades.
- Increase passenger rail capacity.
- Improve intermodal operations (rail to truck transfers).

1.1.2 Goal: Reduce motorist, passenger rail and freight rail delays to travel in and through the Chicago region.

Strategies:

- Encourage passenger rail ridership.
- Reduce rail to highway conflict points.
- Reduce passenger rail to freight rail conflict points.
- Provide rail traffic operations upgrades.

1.1.3 Goal: Reduce highway and rail traffic congestion in the Chicago region.

Strategies:

- Reduce rail to highway conflict points.
- Reduce passenger rail to freight rail conflict points.
- Provide rail traffic operations upgrades.
- Encourage passenger rail ridership.

1.1.4 Goal: Improve rail-highway grade crossing safety in the Chicago region.

Strategies:

- Reduce rail to highway conflict points.
- Encourage passenger rail ridership.

1.1.5 Goal: Provide national, regional and local economic benefits.**Strategies:**

- Achievement of goals 1.1.1 through 1.1.3 above. This will:
 - reduce the size of inventories required to be kept by rail customers;
 - maximize freight rail customer responsiveness and flexibility to their own customers;
 - result in time savings (economic savings) for motorist, passenger and freight rail;
 - encourage increased ridership of passenger rail (thus helping more to reduce delays and congestion); and
 - reduce investment in new highway construction.
- Achievement of goal 1.1.4 above. This will:
 - Reduce accidents and associated cost of property damage, personal injuries, and fatalities.
- Closing of the St. Charles Airline. This will result in residential and commercial development in this area and will provide a permanent tax revenue increase.
- Successful implementation of the CREATE Program. This will provide construction related economic benefits such as jobs, materials, and services. This will also prevent the loss of production and jobs in the next two decades.

1.1.6 Goal: Provide environmental (air quality) benefits for the Chicago region.**Strategies:**

- Achievement of goals 1.1.1 through 1.1.3 above. This will:
 - reduce train emissions due to reduction in train idling times caused by delays; and
 - reduce motor vehicle emissions due to reduction idling times caused by delays.

1.1.7 Goal: Provide national, regional and local energy benefits.**Strategies:**

- Achievement of goals 1.1.1 through 1.1.3 above. This will:
 - Reduce the amount of energy consumption from trains and motor vehicles due to reduction in idling times caused by delays.

1.2 Conclusion

The Goals and Strategies described above were then used in the decision-making process to identify transportation improvement projects that would successfully achieve the stated goals. The full implementation of these projects will improve the efficiency and reliability of the passenger and freight rail service, reduce delays and congestion, improve safety, and provide economic, environmental and energy benefits for the region.

Component Project Chronology and Selection Rationale

Early Studies and Public Planning Efforts:

The Chicago Area Transportation Study (CATS), which is also the Chicago region's Metropolitan Planning Organization (MPO), has long recognized the need to consider rail freight in its regional planning efforts. It has published brochures and convened committee meetings to foster a greater understanding regarding the significance of this sector in the Chicago region and to develop plans for freight transportation improvements.

A June 1990 CATS report entitled "Freight Movements and Urban Congestion in the Chicago Area" sought to "solicit participation from the freight industry... and to recommend or incorporate freight oriented measures into the comprehensive program"¹. While the report projected future growth, it focused on the impact of grade crossings, viaduct clearance limitations and truck congestion on highways.

In 1993, the Chicagoland Chamber of Commerce set up an Intermodal Task Force, consulting with the City of Chicago Department of Transportation (CDOT), the City of Chicago Department of Planning and Development (DPD), CATS and the Illinois Department of Transportation (IDOT). They provided testimony on the need for greater freight planning as part of the 2010 Transportation Plan public hearing process, and indicated the need for freight planning to be included in the 2020 plan².

Even earlier studies had been prepared proposing elimination of the St. Charles Airline which runs through an area south of Chicago's central business district where new residential growth has been occurring. The line runs under McCormick Place and then west parallel to 16th Street, crossing the Metra Rock Island Main Line and then west over the South Branch of the Chicago River. This line restricts development in the area and gives rise to commuter/freight conflicts with Metra's operation in and out of LaSalle Street Station.

CDOT and IDOT studied alternative routes to eliminate the St. Charles Airline as early as 1984 with up to six possible routes being considered³. In the mid 1990s, a proposed route was developed using an out of service section of a Norfolk Southern (NS) line in the Grand Crossing neighborhood connecting to the Conrail (CR) Chicago Line near 73rd Street. In May 1994, a report prepared by DPD was presented to the Chicago Plan Commission requesting the Commission to call for negotiations that would result in abandonment of the St. Charles Airline and a plan for redevelopment of the area⁴. The report lists the extensive public benefits to be realized from this action.

¹ "FREIGHT MOVEMENTS AND URBAN CONGESTION IN THE CHICAGO AREA – Report on Freight Activities for Operation Green Light", John P. Reilly, Chief Freight Planner, Chicago Area Transportation Study, June 1990.

² "Recent Actions of the Chicagoland Chamber of Commerce's Intermodal Task Force", Intermodal Task Force, October 6, 1993.

³ "Replacing St. Charles Airline/Bridgeport District IC", Illinois Department of Transportation Memorandum, January 26, 1990.

⁴ "REPORT OF THE CHAIRMAN ON THE PROPOSED ABANDONMENT OF THE ST. CHARLES AIR LINE", Chicago Plan Commission, May 25, 1994.

Three years later, a civic organization, Lambda Alpha International, convened a one day symposium on the St. Charles Airline issue and invited railroad officials, planners, developers, financial analysts and other civic groups to consider the issue and make recommendations. The report on the results of this Community Assistance Panel Program prophetically recommends that “It is necessary to examine rail consolidation on a more comprehensive basis by determining the actual costs and implications associated with relocation, traffic patterns, aging infrastructure, dated buildings, and the effect on Union Pacific, Wisconsin Central, Metra, Amtrak and others... The railroad participants need internal systems that can effectively address issues pertaining to operating control”⁵.

1998 - Industry Mergers and Severe Winter Focus Public Attention on Need for Freight Planning

During the winter of 1998-1999, a severe snowstorm paralyzed the freight rail service in Chicago and the resulting freight congestion hampered Metra service. At the same time, the Canadian National Railway was seeking federal approval from the Surface Transportation Board (STB) to acquire the Illinois Central, which was the major freight user of the St. Charles Airline. The City of Chicago urged the STB to not permit the merger until the abandonment of the St. Charles Airline had been resolved, since increased rail traffic from the merger would have negative community impacts⁶. The pending purchase and split of Conrail by NS and CSX also was expected to result in traffic flow changes that needed to be considered.

In early 1999, the Association of American Railroads (AAR) created the Chicago Planning Group (CPG), made up of members of each Class I freight railroad servicing the Chicago region, plus the Belt Railway Company, Illinois Harbor Belt Railroad, Amtrak and Metra, to study and recommend solutions to the congestion that limited rail operations in the region. An article written by a former Federal Railroad Administrator for an industry magazine captures the almost historical significance of the establishment of the CPG, the importance of the region to the national rail freight network, and the need for a comprehensive plan to address growth and minimize congestion⁷. At the same time, U.S. Congressman William Lipinski, whose district is crisscrossed by at-grade railroad tracks, called publicly for an Alameda corridor type program for the Chicago region to address freight and passenger traffic congestion⁸.

The CPG studied potential improvements including improved signaling, expansion of main track capacity, and grade separation of some Metra operations from freight routes on the south and southwest side of Chicago. The CPG also collected lists of highway rail grade crossings that were problematic for rail operations and highway users and created a grade separation priority listing. As noted in Crain’s Chicago Business, one of the biggest issues to be addressed was rail and highway crossings⁹. The proposed rail infrastructure and highway grade separation project

⁵ “THE ST. CHARLES AIRLINE: A ONCE AND FUTURE GREENWAY?”, Community Assistance Panel Program Report, March 4, 1997.

⁶ “Fight over train tracks threatens rail merger”, CRAIN’S Chicago Business, Kevin Knapp, December 14, 1998.

⁷ “VIEWPOINT – One small step in Chicago”, Gil Carmichael.

⁸ “A plan to uncork rail bottleneck”, Chicago Tribune, John Schmeltzer, April 7, 1999.

⁹ “Untangling Chicago’s snarled rail system”, CRAIN’S Chicago Business, Kevin Knapp, June 14, 1999.

lists were completed in a study dated June 1999¹⁰. However, in the absence of a means to evaluate the effectiveness of proposed improvements and their potential for public benefits, the plan did not move forward. To aid in studying the Chicago Terminal, the CPG authorized the development of a computer model to simulate freight and passenger operations in Chicago.

1999 – 2001 CTCO Established and Planning Continues

In late 1999, the Chicago Transportation Coordination Office (CTCO) was established by the CPG to develop managerial solutions wherever possible to railroad operating problems in Chicago, to work with public agencies on the public impacts of rail service, and to assist in continuing the capital planning process. Housed in a Metra facility on the south side of downtown, the CTCO first attacked operational problems that could be resolved without capital expenditures. Coordination and communication was improved between railroads to minimize train idling in neighborhoods due to trains waiting for another railroad's crew to take over operation of the train, or waiting for track space to clear up in a freight yard.

An emergency operations process was established so that when a flood in the Midwest, a strike on the West Coast, a blizzard in the region or a bridge outage in the East disrupted normal freight train patterns, agreed upon re-routings and staging outside of the region would minimize congestion and ensure the network would become fluid as soon as feasible. When Chicago officials raised concerns that "911" emergency routes were periodically being blocked by trains, a process was set up to minimize such occurrences, and also to advise emergency responders when a problem kept the crossing blocked longer than an agreed upon amount of time.

Finally, between 1998 and 2003, the railroad industry was investing over \$1.2 billion of capital in infrastructure replacements or improvements for the region. To minimize the disruption this construction could cause, the CTCO regularly reviewed all railroad's proposed construction schedules and coordinated projects to ensure undue disruption would not occur due to such construction.

While such efforts did much to reduce delays, there was still agreement that capital improvements were needed to address the concerns raised. In spring of 2000, a civic planning organization, the Metropolitan Planning Council, sponsored a conference of business leaders and experts to discuss the region's freight infrastructure, what other regions of the country were doing to address freight mobility, and what future conditions could be anticipated. After this conference, a Freight Transportation Working Group was set up by civic groups to research the issue further and make recommendations to the region's planners and leaders.

In December 2000, Mayor Daley of the City of Chicago wrote the STB noting the importance of the region to the nation's rail industry and the economy, but stressing the need for coordinated

¹⁰ "Report of the Infrastructure Committee to the Chicago Planning Committee", June 1999.

planning¹¹. The STB responded in January 2001 with a letter to the AAR asking that further coordination and planning occur¹².

In spring 2001, the Chicago Rail Task Force was established, including representatives from freight railroads and CDOT with goals that included improving communication, addressing community issues, and developing solutions to long-term regional rail issues. The task force continued to meet throughout the year and sought a plan that would address growth and congestion twenty years hence.

2002: Computer Model Analyzes Improvements and Public Involvement

In April 2002, Business Leaders for Transportation published a report entitled “Critical Cargo: A Regional Freight Action Agenda”¹³. This group was led by Chicago Metropolis 2020 (established by the Commercial Club of Chicago), the Chicagoland Chamber of Commerce and the Metropolitan Planning Council and was a follow up to the 2000 conference noted earlier. The report cites the significance of rail freight to the region and makes three recommendations:

1. “Organize public/private support for a package of priority capital improvements to the region’s freight network that will expand capacity, lessen gridlock, and support job expansion”, including joint-use freight corridors, construction of 40 highway/rail grade separations and upgrading of 55 miles of intermodal connector highways.
2. “Secure \$20 million in federal funding support over the next two years to cover the public portion of planning for the priorities above.”
3. Establish a public/private entity to plan, coordinate and finance improvements to the region’s freight transportation system.

The report was well received and the press covered its findings.

The CPG retained a consultant to run computer simulation of the region’s rail network. The simulation was done using software called Rail Traffic Controller (RTC) developed by Berkley Simulation, a company based in Berkley, CA.

The simulation model covered 893 miles of main and terminal track in the region, consisting of 119 interlockings, 4698 control points, and nearly 3000 freight and passenger trains with operations defined over a 96-hour period of actual operation in mid November 1999.

Operational data was collected for the 96 hour base period which ran from Wednesday at noon to Sunday at noon to test both weekday and weekend operations. From the base period operational data the first simulation model (known as the Base Case) was completed in January 2001. After

¹¹ December 20, 2000 letter from Mayor Richard M. Daley to Linda Morgan, Chairman of the Surface Transportation Board.

¹² January 26, 2001 letter from Linda Morgan, Chairman of the Surface Transportation Board to Edward R. Hamberger, President and CEO, Association of American Railroads.

¹³ “CRITICAL CARGO – A Regional Freight Action Agenda for jobs, economic growth and quality of life in metropolitan Chicago”, Business Leaders for Transportation, April 2002.

careful review, by the CTCO, it was determined that the simulation duplicated actual train operation in the region, which was defined as the geographic area within the Elgin, Joilet & Eastern Railroad (but not including the EJ&E in the simulations). The Base Case had actual delays built into it. In June 2001, a second simulation was done, taking out all artificial delays to determine how well the Chicago Terminal could run in ideal or better-managed conditions. The model results (Case 2a) indicated that there were considerable improvements that could be made using better management processes.

In parallel with the development of Case 2a, the CTCO initiated a number of operational (non-infrastructure) improvements through 2000 and 2001 with results consistent with Case 2a.

The model was then updated with minor infrastructure changes that occurred in 1999 and 2000 and updated with new train files that represented traffic levels at the end of 2001. Case 3a was verified to represent current train operations, but Case 3a identified or verified a number of choke points in the region that limited capacity¹⁴.

One of the clear findings from the model was the profound impact the extensive commuter rail service within the region has on freight rail operations. During the morning and evening rush hours, the model showed how not only freight service on lines with commuter service but also freight trains that had to cross or interchange traffic with other freight lines came to a crawl. In real life, when there was an operating problem with track or train crews, the commuter trains were delayed by such freight occurrences. With commuter service proposed to expand on the Heritage Corridor and the Southwest Service, improvements were needed if such service was to be reliable and not further degrade freight mobility in the region. In addition, Metra and Amtrak were also studying passenger handling constraints at Chicago Union Station. One of the proposals long under consideration (and included in the IDOT/CDOT plan noted above), was relocation of some of the Chicago Union Station services to LaSalle Street Station, but infrastructure improvements would be needed to make this physically possible and then to ensure these trains could operate reliably.

In Case 3a, trains were restricted to traditional routes, mainly using owners' lines through the region. A new case (3aa) was developed that allowed the model to route trains over most routes to optimize performance. It assumed that crews were qualified over all routes and the model was allowed to find the optimum route for each train. The model found that most trains were already following ideal routes, but it did reroute some to faster, more efficient routes. After review by CTCO, some trains were changed to routes identified by the simulation. However, this case showed that to improve operations further, there needed to be improvements in infrastructure.

A route using CN, NS, Metra, and some private property from Grand Crossing to Brighton Park (similar to the route studied in the earlier IDOT-CDOT study) looked the most promising but did not meet the needs of other railroads to improve the overall flow of traffic in Chicago.

In April 2002, a three-day meeting was held by all the railroads to discuss possible infrastructure improvements to the region. Each railroad was to propose projects that each felt would most improve operations. A rule was established that the project did not need to be on that railroad's

¹⁴ "Chicago Rail Improvement Study – Case 3a Results", Chicago Planning Group, July 2002.

route. The projects could be on the switch carriers or even on the lines of roads with which the proposing railroad interchanged.

Over a hundred projects were proposed, but it soon became apparent that many railroads had proposed the same projects and that 88% of the projects fell on a group of tracks, later identified as the Beltway, East West, Western Ave. and Passenger Corridors. During the next few months, through a collaborative and iterative process, the projects were refined with better cost estimates and design changes. Some were set aside as the railroads felt they represented excess capacity in areas that currently were not congested. The final group of projects was developed in August 2002. After careful review by all the freight railroads, Metra and Amtrak, the plan was not approved, as there was no consensus on the plan.

During the fall and winter of 2002/2003, work groups continued to work to refine the plan to be acceptable to all parties. The route that had been earlier studied by IDOT and CDOT and later by the CN and NS was reviewed and modified. A route named the Central Corridor was engineered and added to the August 2002 plan with other projects dropped on the Beltway Corridor due to the capacity created on the Central Corridor. Some changes were also made in the grade separation projects due to traffic flow diversion to the Central Corridor. CDOT also requested the inclusion of additional improvements in the plan, and budgets for viaduct repair and crossing safety improvements¹⁵.

As part of the CTCO's work with the City of Chicago on "911" grade crossings, a list of such critical crossings within the City was developed and provided to the CTCO. This list was considered when assembling the top priority crossings for grade separation. An Illinois Commerce Commission working paper on grade crossing delay identified the thirty crossings in the region that were estimated to delay the greatest number of vehicles and the thirty that caused the greatest amount of time delay. These lists were considered in identifying high priority crossings for separations. The DuPage Council of Mayors had its list of priority crossings for grade separations, which was also considered. Also, the Critical Cargo report included a listing of 19 grade crossings that CATS had identified as problems, based largely on US DOT calculations of relative risk for accidents at individual crossings.

A new case of the simulation model was prepared, 5aa, which utilized 2002 train traffic volumes, process improvements, full implementation of the CREATE program, and allowed the model to find the optimum route for each train. Case 5aa demonstrated that many of the choke points had been addressed with quantifiable operational improvements. IDOT and CDOT then reviewed the plan, proposed minor changes and a final plan, as revised, was issued June 6, 2003¹⁶. It is this collection of components that are the subject of this process. At least two more simulation runs of the model will be developed that include future levels of train traffic volumes for the no build and full implementation of the CREATE program. The results from these simulations will be used to assess the impacts of each project during the NEPA process.

¹⁵ September 20, 2002 letter from Miguel d'Escoto, Commissioner, Chicago Department of Transportation to Edward R. Hamberger, President and CEO, Association of American Railroads.

¹⁶ "CREATE – Chicago Region Environmental And Transportation Efficiency Project", June 6, 2003. Subsequently, the June 6 plan was slightly revised and an August 1, 2003 version was completed.

Later in June 2003, IDOT, CDOT and AAR entered into a “Joint Statement of Understandings Regarding the Proposed CREATE Project” (JSU)¹⁷ (17). The JSU outlines the significance of rail mobility to the region, the commitment of the parties to pursue a combination of public and private funding for the proposed project, and which parties are responsible for constructing which components.

Component projects shall not be added to or deleted from the Program or materially changed, without the unanimous consent of all Stakeholders. Changes in sequencing of the component projects as described in the JSU are subject to agreement by all of the Stakeholders. Any Management Committee Member that identifies a need for significant modification to an existing component project, or the addition or deletion of a component project, must submit the proposal to the Management Committee for review and approval. If approved, the Management Committee will submit these changes to the Stakeholder Committee for final approval. Subsequent to this approval, there would be a determination of the need to revise this Feasibility Plan. The Preliminary Screening document would be modified to reflect the change. An ECAD would be prepared if an existing component project was significantly modified or a new component project was added.

¹⁷ “Joint Statement of Understandings Regarding the Proposed CREATE Project”

Revised List of Component Projects - Beltway Corridor

Project Number	Location	Project Scope	Owners
B1	Tower B-12	CP double mainline connection to Beltway at B12 and install connection from IHB to CN	CP / METRA / IHB / CN
B2	Proviso	Construct new main on UP: Elmhurst-Provo Jct and upgrade IHB connection to 25 mph.	IHB / UP
B3	Melrose	Install a second parallel connection between the IHB and Proviso Yard through the Melrose Connection to facilitate simultaneous moves.	IHB / UP
B4	LaGrange	Install TCS signaling on all tracks CP LaGrange-CP Rose Lake. Includes upgrade of 21 runners to mainline.	IHB
B5	Broadview	Install Universal crossover, to include switches and signals, at CP Broadview, and power connection to the CN.	IHB / CN
B6	McCook	Construct 2nd southwest connection between IHB and BNSF. Install single left crossover for BNSF to Argo.	CSX / BNSF
B8	Argo - CP Canal	Upgrade TCS signaling Argo to CP Canal.	CSX
B9	Argo	Provide double track connection, BOCT to BRC, East / West Corridor. Project includes crossovers at 71st St.	BRC / CSX
B12	CP Francisco to CP 123rd Street	Add Additional Mainline CP Francisco to CP 123rd St.	CSX
B13	Blue Island Jct	Upgrade IHB-CN connection at Blue Is Jct.	CN
B15	CP Harvey - Dolton	Install TCS between CP Harvey to Dolton	IHB
B16	Thornton Jct	Install new interlocked southwest connection between CN and UP/CSXT	UP / CN

Western Ave Corridor

Project Number	Location	Project Scope	Owners
WA1	Ogden Jct	Re-align & Signalize Ogden Jct for double track connection from UP to BOCT & CJ Mains	CSX / NS / UP
WA2	Ogden Jct	Install TCS signaling on BOCT between Ogden Jct and 75th Street (Forest Hill)	CSX
WA3	Ogden Jct	Install TCS signaling CJ tracks between Ogden Jct and CP518, add additional mainline along Ashland Ave Yard, and extension of Yard Switching Lead	NS
WA4	BNSF Chicago Sub to BNSF Chillicothe Sub	Construct connection directly linking BNSF Chicago and Chillicothe Subs.	BNSF / CN / NS CSX
WA5	Corwith Tower	Upgrade track, signal, and reconfigure Corwith Interlocking and remote CN Corwith Tower	BNSF / CN
WA7	Brighton Park	Install connections in Northwest and Southwest quadrants for movement between CN Joliet Line and B&OCT (Western Avenue Corridor.)	TBD
WA10	Blue Island Jct	Install universal interlocked connections between BOCT and CN to facilitate directional running.	CN / CSX
WA11	Dolton	Upgrade and reconfigure Dolton interlocking.	IHB / CSX / UP

Central Corridor

Project Number	Location	Project Scope	Owners
C-1	Altenheim Sub	Upgrade double track between former WC property and Ogden Jet. Renew bridges, power connection to BRC at 14th Street,	CSX
C-2	Ogden Jet	Install universal crossovers between mains, and preserve all existing connections to BOCT and CJ.	CSX
C-3	Ogden Jet. to Ash Street	Construct Single main track and preserve the BNSF connections from project WA-4.	NS
C-4	Ash Street	Remove diamond, build connection between Central Corridor and BNSF Route for movement to the CN Hawthorne Line.	BNSF / CN / CSX / NS
C-5	Brighton Park	Install connections in Northwest and Southwest quadrants for movement between Central Corridor and Joliet Line.	CN
C-6	Brighton Park to CP Damen	Construct new double track from Brighton Park to new Control Point to be constructed near Damen Ave. Install universal crossovers on CN 49th Street Line, and connections to allow movement from NS 49th Street Line to former Elsdon Sub.	CN
C-8	CP Damen to CP 57th Street	Construct new double track. Remove some trackage from former CWI to CP 518 leaving single track connection to new CWI Main from CP 518 to CP 57th St.	METRA / NS
C-9	CP 57th Street	Install connections from NS 51st Street Yard and new CWI Main to current CWI, and end of double track for Central Corridor. Create new Control Point called CP 57th Street	METRA / NS
C-10	CP 57th Street to Dan Ryan Bridge	Construct single track for Central Corridor, and single track for parallel NS yard extension from 51st Street Yard to NS Chicago Subdivision.	CITY
C-11	Dan Ryan Bridge	Install new bridge and single track for Central Corridor over Dan Ryan Expressway	STATE
C-12	Dan Ryan Bridge to 73rd Street	Construct single track for Central Corridor including universal crossovers at Englewood to the NS.	NS

East – West Corridor

Project Number	Location	Project Scope	Owners
EW1	Clearing Yard	Construct 2 new main tracks, reconstruct thoroughfare, and rearrange connections.	BRC
EW2	80th St	Improve track & signals for flexibility of routes from 80th St to Forest Hill & 74th St.	BRC / METRA / NS / UP
EW3	Pullman Jct.	Re-align Pullman Jct. to incorporate BRC and NS mains from Pullman to 80th Street	BRC / NS
EW4	CP 509	Improve connection from East-West Corridor to NS Mainline at CP 509	BRC / NS

Passenger Express Corridor

Project Number	Location	Project Scope	Owners
P1	Englewood	Grade separate Metra over NS	METRA / NS
P2	74th Street	Grade separate Metra over BRC and connect Metra to Rock Island route.	BRC / METRA / NS
P3	75th Street (Forest Hill)	Grade separate BOCT over BRC / Metra / NS.	BRC / CSX / NS / METRA
P4	Grand Crossing	Install interlocked connection between CN and NS. Construct additional capacity for passenger operations on the NS Chicago Subdivision. Construct double track connection along new alignment from CP 57th St. to NS Chicago Subdivision. Install interlocked southwest connection between CN and NS. Construct new main line capacity between Grand Crossing and CP518 (Pershing Ave.) This work includes track on new alignment between the intersection of 57th and Lowe and the intersection of 62nd and Wells. Includes all associated signal work, grading work, crossovers, and other bridge work. Also includes connection from CN to unused NS bridge in the Grand Crossing Area.	CN / NS / METRA
P5	Brighton Park	Grade Separate CN over CSX / NS.	CN / CSX / NS
P6	CP Canal	Grade Separate CN over IHB.	CN / CSX
P7	Chicago Ridge	Grade Separate Metra/NS over IHB.	CSX / METRA / NS

Other Projects

Project Number	Location	Project Scope	Owners
1	Chicago Various	Technology Improvements related to Visibility and Electronic Requests.	Railroads
2	Chicago Various	Elimination of 10 Towers through upgrade and remoting to new location. Note: Corwith Tower, 21st Street, 16th Street, and Dolton are included in the Corridor Projects.	Railroads
3	Chicago Various	Viaduct Improvement Program *	IDOT/CDOT
4	Chicago Various	Grade Crossing Safety Program **	IDOT/CDOT

*The Viaduct Improvement Program could include rehabilitation/reconstruction of viaducts, as well as potential viaduct removals.

** The Grade Crossing Safety Program could include rehabilitation/reconstruction of grade crossings, as well as potential grade crossing closures.

List of Chicago Area Road Crossings for Grade Separation Projects

Project Number	Owner	Line	Speed	Crossing	M. P.	DOT #	RRDT F, A, C	Crossing AADT	Lanes	Corridor
GS1	BRC	BRC	25	63rd Street	4.13	869221F	30,0,0	HVY	4	
GS2	BRC	BRC	25	Central Ave	1.41	326918E	30,0,0	HVY	6	
GS3a ¹	NS	CJ	10	Morgan	0.63	243177N	53,0,0	MED	2	Western
GS4	IHB	IHB	40	Central Ave, Chicago Ridge	20	163578S	77,0,0	HVY	4	Beltway
GS5 ²	CSX	Blue Island Sub	20	127th Street, Blue Island	DC 16.0	163419K	22,0,0	HVY	4	Western
GS5a ³	IHB	IHB Main	25	Grand Ave., Franklin Park	38.8	326729H	32,0,0	HVY	4	Beltway
	CN	Waukesha	25		15.5	689633V	8,0,0		4	Central
GS6	UP	Geneva Sub	50/40	25th Ave Melrose	11.7	174010L	25,0,60	HVY	4	
GS7 ⁴	BNSF	BNSF	70	Belmont Road, Downers Grove	22.61	079537J	40,6,97	HVY	4	
GS8a ⁵	UP	Geneva Sub	70	5 th Avenue, Maywood	10.5	173998Y	25,0,60	MED	4	
GS9	BRC	BRC	25	Archer Ave, Chicago	8	843806F	26,0,0	HVY	4	
GS10	IHB	IHB	25	47th/East Ave, LaGrange	30.09	326851A	56,0,0	HVY	4	Beltway

¹ This project proposal was refined by determining that a grade separation will be considered only at Morgan Street rather than considering a grade separation at either Morgan Street or Racine Avenue. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #01-04.

² This project proposal was removed from the CREATE Program per conversations between IDOT, CDOT, CSX and Mayor Donald Peloquin (City of Blue Island). This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #02-04.

³ The project at Grand Avenue in Franklin Park, identified in the CREATE Program as Project GS-5a, is not included in the CREATE SPEED Strategy process. An ECAD was signed for this project on April 10, 2001. During the development of the CREATE Program, Mayor Daniel Pritchett of Franklin Park requested that the project be added to the CREATE Program. Subsequently, Project GS5a was identified by the CREATE Partners as a previously planned project whose implementation would improve rail operations in the Chicago Region. It was determined that Project GS5a would be included in the CREATE Program even though the project was already under development and its implementation was planned prior to the development of the CREATE Program. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #05-04. Project GS5a has independent utility and does not restrict alternatives on any other project within the CREATE program, and therefore does not influence any of the projects or project alternatives in the SPEED Strategy. GS5a is currently under construction and is scheduled to be completed in October 2006.

⁴ The project proposal at Belmont Road in Downers Grove, identified in the CREATE Program as Project GS7, is not included in the CREATE SPEED Strategy process. An Environmental Assessment was completed for this project on May 1, 2002 and was issued a Finding of No Significant Impact (FONSI) on June 5, 2002. During the development of the CREATE Program, Project GS7 was identified by the CREATE Partners as a previously planned project whose implementation would improve rail operations in the Chicago Region. It was determined that Project GS7 would be included in the CREATE Program even though the project was already under development and its implementation was planned prior to the development of the Program. Project GS7 has independent utility and does not restrict alternatives on any other project within the CREATE program, and therefore does not influence any of the projects or project alternatives in the SPEED Strategy. The project is awaiting funding and is not under construction at this time.

⁵ This project proposal was revised per Ronald Serpico's (President, Village of Melrose Park) letter dated November 14, 2003, requesting that no grade separation be considered at 19th Avenue, and agreement by Mayor Ralph W. Conner (Village of Maywood) to support the consideration of a grade separation at 5th Avenue in Maywood. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #03-04.

Project Number	Owner	Line	Speed	Crossing	M. P.	DOT #	RRDT F, A, C	Crossing AADT	Lanes	Corridor
	IHB	IHB		East Ave., LaGrange	30.05	326850T	56,0,0	HVY	4	Beltway
GS11	BRC	BRC	25	Columbus, Chicago	12.9	843823W	32,0,0	HVY	4	East West
GS12	UP	Geneva Sub	60/45	1st Avenue, Maywood	10.3	173996K	25,0,60	HVY	4	
GS13	IHB	IHB	30	31st Street, LaGrange Park	31.4	326859E	56,0,0	HVY	4	Beltway
GS14	IHB	IHB	40	71st Street, Bridgeview	25.8	163586J	77,0,0	MED	2	Beltway
GS-15 ⁶	NS	Chicago Dist	25	Torrence Ave., Chicago	B5073	478712Y	24,0,0	HVY	4	
GS15a ⁷	NS	Chicago Dist	25	Torrence Ave., Chicago	B5073	478712Y	24,0,0	HVY	4	
	NS	Chicago Dist	25	130 th Street, Chicago	B507.4	478713F	24,0,0	HVY	4	
GS16	CPRS	Elgin sub	70/40	Irving Park Road, Bensenville	B0.3	372159V	18,0,0	HVY	4	
GS17	CSX	Barr Sub	30	Western Ave, Blue Island	DC 14.6	163415H	41,0,0	HVY	4	
GS18	BNSF	BNSF	70	Harlem, Berwyn	10.13	079493L	40,6,97	HVY	4	
GS19	CSX	Blue Island Sub	40	71st Street, Chicago	DC 22.9	163446G	33,0,0	HVY	2	Western
GS20	CSX	Blue Island Sub	20	87th Street, Chicago	DC 21.0	163437H	22,0,0	HVY	4	Western
GS-21 ⁶	NS	Chicago Dist	25	130 th Street, Chicago	B507.4	474813F	24,0,0	HVY	4	
GS21a ⁸	UP	Village Grove Sub	25	95th Street, Chicago	10.63	86721E	77,0,0	MED	4	Western
GS22	IHB	IHB	40	115th Street, Alsip	17.3	163576D	77,0,0	MED	4	Beltway
GS23a ⁹	IHB	IHB Main	30	Cottage Grove, Dolton	10.5	326886B	32,0,0	MED	2	
	CSX	Barr Sub			9.97	163616D	27,0,0	MED	2	
GS24	BNSF	BNSF	70	Maple Ave, Brookfield	12.73	079503P	40,6,97	MED	2	
GS25	UP	Geneva Sub	70/40	Roosevelt Road, West Chicago	33.02	174983M	75,0,60	HVY	4	

⁶ The CREATE Program initially listed GS15 and GS21 as separate project proposals. Torrence Avenue and 130th Street will be spanned with one bridge, therefore the CREATE Program was revised to list Projects GS15 and GS21 as one project identified as GS15a. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #07-04.

⁷ The project at Torrence Avenue and 130th Street in Chicago, identified in the CREATE Program as Project GS15a, is not included in the CREATE SPEED Strategy process. An ECAD was signed for this project in October 7, 2002. During the development of the CREATE Program, Project GS15a was identified by the CREATE Partners as a previously planned project whose implementation would improve rail operations in the Chicago Region. It was determined that Project GS15a would be included in the CREATE Program even though the project was already under development and its implementation was planned prior to the development of the Program. Project GS15a has independent utility and does not restrict alternatives on any other project within the CREATE program, and therefore does not influence any of the projects or project alternatives in the SPEED Strategy. GS-15a is currently under construction and is scheduled to be completed in 2008/2009.

⁸ This project proposal was added to the CREATE Program per request by State Senator Monique Davis and formally identified in a letter dated October 1, 2004 from the CREATE Stakeholder Committee to Alderman Brookins (21st Ward). This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #06-04.

⁹ This project proposal was revised per Mayor William Shaw's (Village of Dolton) letter dated April 22, 2004, requesting that no grade separation be considered at 19th Avenue, but that a grade separation be considered at Cottage Grove. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #04-04.

Outreach Summary

Upon announcement of the CREATE Program in June 2003, the partners began meeting with elected officials at each level of government. Meetings were held with civic and business organizations interested in freight issues. The partners also reached out to groups that would benefit from CREATE. Public presentations were accomplished for any interested parties. The Public Information/Advocacy Committee meets once a month to discuss issues and to continue the momentum for public participation.

Elected Officials

At the local level, affected aldermen in the City of Chicago were briefed on the CREATE Program by a CDOT representative and a railroad employee from the line that affected that ward. Then, all 50 aldermen were notified via letter about the program.

The Metropolitan Mayors Caucus, a coalition of mayors from 270 communities in Northeastern Illinois that work together on issues of mutual concern, has joined with the CREATE partners to work with all of the affected suburban communities. Two working groups have been established. The North Suburban Working Group (communities north of I-290) is chaired by Mayor Pritchett of Franklin Park. The South Suburban Working Group (communities south of I-290) is chaired by Mayor Peloquin of Blue Island. Several meetings have been hosted to discuss the program.

At the State level, affected Senators and Representatives were briefed on the CREATE Program by IDOT and CDOT representatives. Additionally, presentations for the Illinois General Assembly Transportation Committees are currently being scheduled. Both the House and Senate transportation chairmen have received briefings on CREATE. State legislators have been receiving individual briefings on the program. Over 30 have been completed.

At the Federal level, affected congressional representatives were contacted prior to the June 2003 announcement. The three CREATE stakeholders, the Illinois Department of Transportation's Secretary, the Chicago Department of Transportation's Commissioner, and the President and CEO of the Association of American Railroads, met personally with the Illinois Congressional Delegation. Meetings were held with select House and Senate transportation committee leaders. There have been three subsequent meetings with legislators, congressional staff and Department of Transportation officials in Washington, D.C.

The partners have provided numerous tours of CREATE project locations for all levels of government.

Public Outreach

The CREATE partners approached groups directly or were contacted to give presentations. Groups included civic, public interest, business associations, and engineering societies. The CREATE partners participated in over 35 public or organizational presentations from July through December 2003, and 30 from January to August 2004. A complete list of presentations

is attached. The CREATE partners have secured endorsements from many of the business, civic, and governmental organizations. (See Appendix D)

Media outreach has been used to distribute information about the program to the general public and has been successful in alerting many interested groups about the program. A list of media coverage is included in Appendix E.

A plan to reach out to local organizations such as chambers of commerce, rotary clubs, community organizations, etc. is currently being drafted.

During the environmental, preliminary engineering, and final design processes, the CREATE partners and their consultants will hold community meetings to explain the projects and get feedback to guide implementation.

Public Involvement Summary for the Draft Feasibility Plan and Draft Preliminary Screening

Two identical Public Meetings were held on May 25, 2005 at Kennedy-King College, 6800 South Wentworth Avenue, Chicago, Illinois and on May 26, 2005 at the Blue Island Recreation Center, 2805 West 141st Street, Blue Island, Illinois from 3:00 p.m. to 7:00 p.m. The purpose of the meetings was to present the Draft Feasibility Plan and Preliminary Screening, provide an overview of the CREATE Program, describe the environmental process being used for the Program and obtain public input.

Legal notices were placed in the May 11, 2005 editions of the Daily Southtown and Chicago Defender, and the May 12, 2005 editions of the Chicago Sun-Times and Hoy Chicago. Display advertisements were placed in the May 18, 2005 edition of Hoy Chicago, May 19, 2005 edition of the Daily Southtown, and May 20, 2005 editions of the Chicago Sun-Times and Chicago Defender. Copies of the legal notices, display advertisements, and certificates of publication are attached as Exhibit A. Letters of invitation were sent to Chicago Aldermen. A copy of the mailing list and typical letter are attached as Exhibit B.

The meetings were held in an open house format beginning with a sign-in table at the meeting. A total of 30 people signed the attendance register at the May 25 meeting, and 11 people signed the attendance register at the May 26 meeting. A copy of the public meeting attendance register is included as Exhibit C. Each attendee was provided with a project brochure, then directed to view the audio-visual (AV) computer slide presentation that lasted approximately 15 minutes. The presentation described the CREATE Program history, provided an overview of the entire CREATE Program, discussed the need for improvements, depicted the component project locations, and provided an overview of the environmental process that is being used for the CREATE Program.

At the conclusion of the AV presentation, the attendees were directed to a second room where the exhibits were on display. Representatives from the Illinois Department of Transportation, the Chicago Department of Transportation, the Federal Highway Administration, the railroad companies, and TranSystems Corporation were available to provide information and answer questions.

Comment sheets were made available for those choosing to provide written comments during the meeting or for mailing after the meeting. Two written comments were received during the meetings and two comments were received after the meetings. Copies of the written comments and responses are attached as Exhibit D. The predominant topic of discussion at the meetings focused on the provision of jobs for residents living in the neighborhoods where the projects are located.

EXHIBIT A

Legal Notices, Display Advertisements, and Certifications of Publication

EXHIBIT B

Typical Letter and Mailing List to Chicago Alderman

EXHIBIT C

Public Meeting Attendance Registers

EXHIBIT D

Written Comments And Responses

Appendix A – National Public Benefits¹

September 23, 2003

The Chicago Region Environmental and Transportation Efficiency Program: National Public Benefits

Overview

Major U.S. and Canadian railroads, in cooperation with city and state governments, have proposed the Chicago Region Environmental and Transportation Efficiency (CREATE) Program. CREATE will include numerous improvements to both railroad infrastructure and the local highway system in the Chicago region. The most important of these improvements are:

Figure 1, CREATE Corridors



- Grade separation of six railroad-railroad crossings (rail-rail “flyovers”), to eliminate train interference and associated delay, primarily between passenger and freight trains;
- Grade separation of 25 highway-rail crossings, to reduce motorist delay, improve safety, eliminate crossing accidents, decrease energy consumption, and reduce air pollution; and
- Additional rail connections, crossovers, trackage, and other improvements to expedite passenger and freight train movements in five rail corridors traversing the Chicago region (see Figure 1).

The CREATE Program — structured as a public-private partnership including local and state government, the federal government, and the freight and passenger railroads serving Chicago — will require six years to complete and cost an estimated \$1.5 billion. It will produce significant local, regional, and national benefits. This paper provides an overview of estimated national benefits of the CREATE Program.

The National Significance of the CREATE Program

The quality of transportation infrastructure has long been a major contributor to our nation’s economic growth and the development of international trade. Since its emergence as an important commercial center and a key transportation hub for both passengers and freight in the mid-19th century, Chicago has relied upon its transportation system to support the region’s — and much of the nation’s — economic activity.

¹Appendix A was prepared by the CREATE Partners (IDOT, CDOT and the Participating Railroads) with no involvement of the US DOT. The US DOT has not verified this information.

Today, Chicago is by far the busiest rail freight gateway in the United States. Chicago handles more than 37,500 rail freight cars each day. Twenty years from now, that number is expected to have increased to 67,000 cars per day. CREATE will help both railroads and the Chicago area cope with this sharp increase in freight volume, while concurrently producing substantial improvements for motorists and rail passengers.

Figure 2, Rail Mixed Carload Traffic



The importance of the Chicago region to U.S. rail movements is readily apparent from the major lines radiating from Chicago on the maps of rail mixed carload (Figure 2) and intermodal traffic (Figure 3)¹.

Each year, the CREATE corridors handle rail freight valued at approximately \$350 billion², including significant volumes of NAFTA traffic moving across the integrated North American rail system. More than 60 percent of the rail freight moving through the Chicago region is high-value traffic, including intermodal service and finished vehicles — traffic with the most demanding service requirements³.

The multiplier effects of these trade flows and services result in approximately 5 million jobs, \$782 billion in output, and \$217 billion in wages nationwide⁴. The traffic handled by the CREATE corridors accounts for approximately \$10 billion (29 percent) of the revenues earned by U.S. Class I freight railroads.

Figure 3, Rail Intermodal Traffic



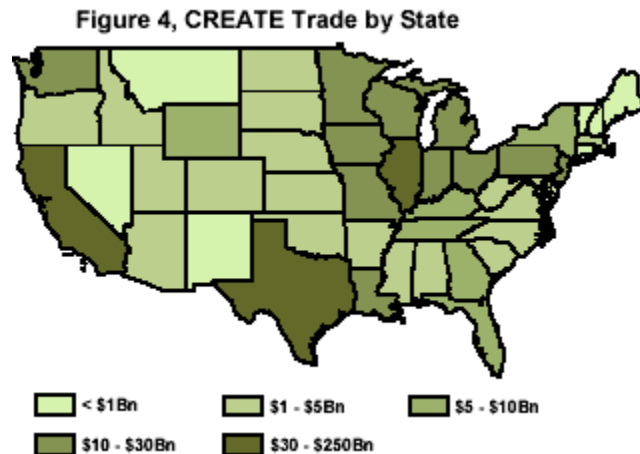
¹ Rail traffic maps are from AASHTO's *Freight-Rail Bottom Line Report*, pp. 24–25. Unit train traffic of coal and grain is not included.

² A set of appendices containing detailed information from the analyses that support this and other figures presented in this paper is available upon request.

³ On a value basis, this traffic accounts for over 50 percent of the finished vehicles handled by rail throughout the United States, and about 60 percent of rail intermodal freight.

⁴ Represents the value of goods and services exchanged as a result of the initial \$350 billion change in demand.

The economic activity of the CREATE corridors extends far beyond the Chicago region, affecting every state. Some 58 percent of the jobs and 61 percent of the CREATE Program's rail freight flows originate and/or terminate outside of Illinois. After Illinois, the four states most affected are California (8 percent of trade value), Texas (7 percent), Ohio (3 percent) and New Jersey (3 percent) (Figure 4).



Chicago is also home to a vibrant rail passenger system. Amtrak served more than 2 million intercity passengers traveling to or from Chicago in 2002, on an average of some 50 trains per day.

The Chicago area's rail network is also critical to our nation's security. Seven of the rail lines entering Chicago are part of the national Strategic Rail Corridor Network (StracNet) under the Railroads for National Defense program.

National Public Benefits Generated By CREATE

In recent decades, changes in the U.S. economy have driven businesses to rely increasingly on transportation to enable them to draw from more distant suppliers and to reach new markets — while managing their businesses to minimize inventories and maximize responsiveness and flexibility.

Inventory Reductions

The CREATE Program will expedite the movement of rail cargo — with a value of more than \$350 billion in the first year — through the Chicago region, saving money for rail customers who will be able to reduce their inventory levels. The estimated inventory savings have a present value of \$40 million. Moreover, the improved reliability of rail service via Chicago will allow rail customers to make further reductions in their inventories in future years, producing additional savings which have not been estimated.

Highways and Highway Congestion Relief

Chicago's role as a major transportation hub means the Chicago region is increasingly interrelated not just with Illinois and the Midwest, but with the rest of the United States and the international marketplace. Because what happens in Chicago in terms of transportation greatly affects the rest of the nation, the ability of Chicago-area transportation infrastructure to meet new demands has become critical to the competitiveness and efficiency of businesses throughout the nation. Attaining this ability will require that adequate investments are made to provide the necessary transportation capacity.

In January 2003, highway and transportation agencies of the individual states, through their American Association of State Highway and Transportation Officials (AASHTO)⁵, released the *Freight-Rail Bottom Line Report*, which analyzed whether the U.S. freight rail system's capacity can keep pace with the expected huge growth in transportation demand over the next 20 years. The extensive report highlights the freight rail industry's benefits to our nation, estimates rail investment needs and the capability of railroads to meet those needs, and, importantly, quantifies the consequences of *not* investing adequately in freight rail.

The report concludes that public policy would be well served by public sector funding that helped freight rail reach its potential. Largely because of its cost effectiveness, freight rail (including intermodal) is crucial to the global competitiveness of U.S. industries and can be a critical factor in retaining and attracting industries that are central to state and regional economies. It can dramatically reduce highway-related costs. It is fuel-efficient and generates less air pollution per ton-mile than trucking, and is a preferred mode for hazardous materials shipments because of its positive safety record. Freight rail is also vital to military mobilization and provides critically needed transportation system redundancy in national emergencies.

The report emphasizes that “[t]he present need is to treat the key elements at the top of the system: nationally significant corridor choke points, intermodal terminals and connectors, and urban rail interchanges. Investments at this level hold the most promise of attracting and retaining freight-rail traffic through improvements in service performance.”⁶ The CREATE Program is precisely the type of strategic investment envisioned by AASHTO.

In fact, two of the specific corridors analyzed in the *Freight-Rail Bottom Line Report* traverse Chicago: Southern California to New York/New Jersey via Chicago, which connects the nation's largest three metropolitan areas and its largest two ports, and Detroit to Mexico⁷. The east-west route through Chicago handles much of the nation's intermodal traffic and is a vital link in “landbridge” services between Asia and the Northeast/Mid-Atlantic region, while the north-south route is a key NAFTA corridor. AASHTO projects that by 2020, railroads will carry 67 percent of the tonnage in the Southern California–New York/New Jersey corridor and 52 percent of the tonnage in the Detroit–Mexico corridor. Without an investment of public funds, rail tonnage could be reduced by up to 38 percent — resulting in an additional 2.7 billion vehicle-miles traveled by trucks in these two corridors.

Nationally, the report estimates that an investment of \$30 billion in public funds in freight rail infrastructure would yield tremendous returns, including at least \$10 billion in reduced highway needs⁸ and \$238 billion in reduced highway user costs (decreased travel time, operating costs,

⁵ AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico.

⁶ AASHTO, *Freight-Rail Bottom Line Report*, p. 5.

⁷ *ibid*, pp. 111, 120.

⁸ The “highway needs” figure here does not include the costs of improvements to bridges, interchanges, local roads, new roads or system enhancements. If these were included, the estimates could double.

and accident costs)⁹ over 20 years. These findings led AASHTO to conclude that “relatively small investments in the nation’s freight railroads can be leveraged into relatively large public benefits for the nation’s highway infrastructure, highway users, and freight shippers.”¹⁰ The analysis estimated investment costs and benefits at the national level, assuming that freight railroads carry 2.9 billion tons in 2020 — an increase of 888 million tons, or 44 percent, from 2000 — thereby maintaining their current share of intercity freight traffic. While the returns for an individual investment — even one as significant as CREATE — may not be precisely proportionate, the relationships developed in AASHTO’s national analysis can be used to approximate the national public benefits of CREATE: the public expenditure can be expected to yield more than \$10 billion in reduced highway needs and highway user costs for the nation over a 20-year period.

⁹ Estimated using the Federal Highway Administration’s Highway Economic Requirements System (HERS) simulation model. HERS is used by the U.S. Department of Transportation as the basis for its reports to Congress on highway investment needs.

¹⁰ AASHTO, *Freight-Rail Bottom Line Report*, p. 62.

Appendix B – Local and Regional Benefits¹

September 23, 2003

The Chicago Region Environmental and Transportation Efficiency Program: Local and Regional Benefits

Program Description

The Chicago Region Environmental and Transportation Efficiency (CREATE) Program will include numerous improvements to both railroad infrastructure and the local road system in the Chicago region, the most important of which are:

Figure 1, CREATE Corridors



- Grade separation of six railroad-railroad crossings (rail-rail “flyovers”), to eliminate train interference and associated delay, primarily between passenger and freight trains;
- Grade separation of 25 highway-rail crossings, to reduce motorist delay, improve safety, eliminate crossing accidents, decrease energy consumption, and reduce air pollution; and
- Additional rail connections, crossovers, trackage, and other improvements to expedite train movements in five rail corridors traversing the Chicago region (Figure 1).

The CREATE Program - structured as a public-private partnership including local and state government, the Federal government, and the freight and passenger railroads serving Chicago - will require six years to complete and cost an estimated \$1.5 billion.

Scope of Economic Activity in the CREATE Corridors

Chicago is a major hub for rail freight shipments moving from, to, or through the Chicago region. Each year, the CREATE corridors handle rail freight valued at approximately \$350 billion^{2,1} including significant volumes of NAFTA traffic moving across the integrated North American rail system. Over 60 percent of the rail freight moving through the Chicago region is high value traffic - including intermodal service (both double stack and conventional) and finished vehicles - traffic with the most demanding service requirements. On a value basis, this

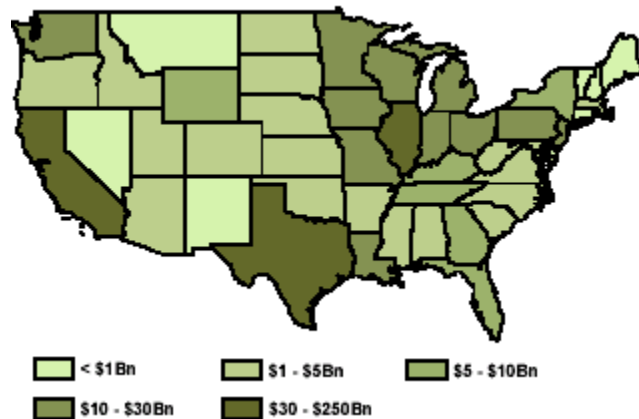
¹ The text for Appendix B was prepared by the CREATE Partners (IDOT, CDOT and the Participating Railroads) with no involvement of the US DOT.

² A set of appendices containing detailed information from the analyses that support this and other figures presented in this paper is available upon request.

traffic accounts for over 50 percent of the finished vehicles handled by rail throughout the U.S., and about 60 percent of rail intermodal freight.

The multiplier effects of these trade flows and services result in approximately 5 million jobs, \$782 billion in output, and \$217 billion in wages nationwide³. The traffic handled by the CREATE corridors accounts for about \$10 billion (29 percent) of the revenues earned by U.S. Class I freight railroads. The enormous magnitude of the Chicago region's activity means that even very small percentage improvements in efficiency can produce very large public benefits.

Figure 2, CREATE Trade by State



Additionally, the economic activity of the CREATE corridors extends far beyond the Chicago region, affecting every state. Some 58 percent of the jobs and 61 percent of the CREATE Program's rail freight flows originate and/or terminate outside of Illinois. After Illinois, the four states most affected are California (8 percent of trade value), Texas (7 percent), Ohio (3 percent) and New Jersey (3 percent) (Figure 2).

Chicago is also home to a vibrant rail passenger system. Amtrak served more than 2 million intercity passengers traveling to or from Chicago in 2002, on an average of approximately 50 trains per day. In addition, Chicago's commuter railroads, which operate more than 770 trains each weekday, carried nearly 73 million local passenger trips including weekend passengers.

Program Benefits

The CREATE Program will produce substantial, long-term national and regional economic benefits, plus significant environmental and energy benefits. The Chicago region will receive at least \$595 million⁴ in benefits related to rail passengers, motorists, and safety, plus air quality improvements valued at \$1.1 billion; construction-related benefits for the Chicago region will total \$2.2 billion.

Regional Economic Benefits of the CREATE Program	
(\$ Millions)	
Rail Passenger Service	
✓ Commuters' time saved	\$190
✓ New highway construction reduced	77
Motorists	
✓ Reduced delays at grade crossings	202
Safety	
✓ Highway accidents reduced	94
✓ Grade crossing accidents reduced	32
Construction	
✓ Wages, materials, and other purchases (including 16,217 employee-years)	2,194
Air Quality	
✓ Emission reductions (valued at CMAQ grant levels)	1,120
Additional Benefits	
✓ Improved rail freight service to Chicago region	
✓ Enhanced delivery of emergency services	
✓ Lakefront land use increased	
✓ Facilitate reduced "rubber tire" interchanges	
✓ Energy conservation	

³ Representing the value of goods and services exchanged as a result of the initial \$350 billion change in demand.

⁴ Present value of 2003–2042 benefits, in 2003 dollars, using a 5.875 percent public real discount rate. The 40-year planning horizon used for this analysis is sufficient to capture the majority of the benefits on a discounted basis.

Rail passenger service will be improved by the construction of six rail-to-rail flyovers, reducing conflicts between freight and passenger trains and saving time for rail passengers. Improved service will encourage additional commuters to shift to rail service, and reduce the need for future highway construction. Motorists will experience reductions in delays as a result of the construction of 25 new highway-rail grade separations, and the improved fluidity of rail operations affecting remaining at-grade crossings. These improvements to the rail and highway infrastructure will produce major safety benefits for the Chicago region, by reducing the number of highway accidents and the number of accidents and injuries at highway-rail grade crossings. The Chicago region will also benefit from the creation of an annual average of over 2,700 fulltime construction-related jobs and material and other purchases of \$365 million during the 6-year construction phase.

In addition to these readily-quantifiable benefits, the Chicago region will realize benefits from several other sources. First, rail customers in the Chicago region will receive higher quality, more reliable freight service. Second, public safety will be significantly enhanced, because six of the 25 crossings are Chicago 911 “Critical Crossings,”⁵ and many of the crossings in suburban areas are similarly vital for the provision of emergency services. Third, the conversion of the St. Charles Airline route from rail use to mixed park, residential, and commercial use will provide both economic and social benefits. Fourth, the improvements to the Chicago region’s rail system should permit the railroads, which have recently made substantial progress in reducing the number of “rubber tire interchanges,” to further improve their intermodal operations. To the extent that these truck movements over the Chicago region’s highways and streets can be reduced further, the need for roadway maintenance expenditures by local governments and municipalities will be diminished. Finally, the reduction in fuel consumption by railroads and motorists will reduce emissions of major pollutants by thousands of tons annually.

For this analysis, the Chicago region’s economy includes the 13 counties in three states that are in the Chicago–Kenosha–Gary Consolidated Metropolitan Statistical Area (CMSA):

Illinois		Indiana	Wisconsin
Cook	Kankakee	Lake	Kenosha
DeKalb	Kendall	Porter	
DuPage	Lake		
Grundy	McHenry		
Kane	Will		

These long-term regional benefits are described in more detail below:

Rail Commuter Time Savings

The CREATE Program improvements — especially the rail-to-rail flyovers, which will largely separate rail passenger operations from rail freight operations — will result in more reliable commuter rail service, reduced travel times, and increased capacity on the existing SouthWest and Heritage lines, and will permit the use of the LaSalle Street Station — freeing capacity at Chicago’s Union Station. Faster travel times and improved reliability will enable the commuter

⁵ Crossings that have been identified by the City of Chicago as critical for delivery of emergency services.

rail service to attract additional passengers who would otherwise travel by personal auto, both currently and in future years. The present value of the time that will be saved by current and additional rail commuters is estimated to be \$115 million on the SouthWest line and \$17 million on the Heritage line, for a total savings of \$132 million. In addition, the time expected to be saved by current rail commuters who switch to these two lines has a present value of up to \$58 million, producing a total time savings valued at up to \$190 million.

New Highway Construction Reduced

The reduction in commuters traveling by personal auto will reduce vehicle-miles traveled (VMT) by an estimated 29 million per year in the SouthWest Service, resulting in \$66 million less investment in highway construction to handle those trips. The Heritage Corridor improvements will reduce highway travel by 5 million VMT annually, saving about \$11 million in highway investment. Thus, the CREATE Program will save at least \$77 million in highway construction that would otherwise be necessary. Additional savings will be realized as current commuter rail users switch to these two lines and drive shorter distances.

Highway Accidents Reduced

In addition to the construction savings that result from less highway travel, there will be fewer accidents, less damage to property, and fewer fatalities. The discounted value of these benefits is \$77 million for the SouthWest Service and \$17 million for the Heritage Corridor, for a total savings of \$94 million.

Local Highway Delay Reduction

The CREATE Program proposes to separate 25 key grade crossings. The highway-rail grade separation projects, together with the associated crossing closings, will reduce delays for Chicago-area motorists at grade crossings. The present value of the reductions in driver delay at the 25 crossings is \$72 million⁶. In addition, as a result of train re-routings and more fluid train movement, motorists who use 163 additional crossings will experience delay reductions with an estimated discounted value of \$130 million, for a total motorists' delay savings of \$202 million.

Grade Crossing Accidents Reduced

Safety benefits for the 25 crossings were based on safety incident data collected between 1977 and 2001. The present value of the sum of incidents is estimated to be \$32 million through 2042.

Energy and Environmental Benefits

The improvements in railroad operations that will result from the CREATE Program will reduce the railroads' diesel fuel consumption by 7 million gallons in 2007, rising to 18 million gallons in 2042 as rail traffic grows. In the first full year of operations, 2007, locomotive emissions will be reduced by nearly 1,453 tons of oxides of nitrogen (NO_x), 225 tons of carbon monoxide, 80 tons of volatile organic compounds (VOC), and 51 tons of particulate matter. By 2042, the annual savings will reach 2,195 tons of NO_x, 534 tons of CO, 121 tons of VOC, and 72 tons of PM as a result of traffic growth⁷.

⁶ Chicago Planning Group: Grade Separations, July 5, 2002.

⁷ The estimated reduction in locomotive emissions reflects EPA's projections for average emissions factors for the locomotive fleet under current emissions standards, which are being phased in (U.S. EPA, *Emission Factors for Locomotives*, EPA420-F-97-051, Table 9, page 5).

Additionally, the decrease in highway vehicle delays that will result at the 25 highway-rail grade crossings that are separated and at the 163 at-grade crossings is projected to result in significant reductions in emissions from vehicular traffic, including 213 tons of CO, 24 tons of VOC, and 6 tons of NO_x in 2007. By 2042, with expected increases in vehicular traffic, the reduction in annual emissions will have reached 397 tons of CO, 45 tons of VOC, and 12 tons of NO_x⁸.

The money requested of Congress would be money well spent to reduce NO_x emissions, because on the basis of Federal air quality funds provided per ton of NO_x reduced, the CREATE Program compares favorably with the Chicago metropolitan planning organization's (CATS) calculations of the results of projects funded under CMAQ. If the CREATE Program were to be funded purely on the basis of NO_x reduction at the same rate that Chicago CMAQ projects were funded in 2003, this would equate to \$1.12 billion in Federal funds related just to NO_x reducing aspects of the CREATE Program (60,802 tons of NO_x eliminated over 40 years).

Lakefront Land Use Increased

As part of the CREATE Program, the existing St. Charles Airline railway route will be converted from rail use and its rail traffic will be shifted to other corridors — primarily the Central Corridor. Portions of the St. Charles Airline right-of-way will be converted to park land, while other sections will be used for residential and commercial development. The City of Chicago will gain additional “green space” — yet will also benefit from the multi-year construction projects, involving both housing developments and retail establishments, and a substantial, permanent increase in property tax revenues.

Construction Benefits During CREATE Program Construction

The CREATE Program will also produce a significant boost in construction employment and related economic activity throughout the Chicago region over the course of the 6-year construction phase. This demand will reverberate throughout the region's economy producing additional economic activity; these effects were analyzed at three levels:

- Direct effects include the purchases of materials used for construction and the payment of wages and salaries to construction workers.
- Indirect effects include the secondary effects that result when directly connected supply industries purchase materials or labor to produce goods or services needed to meet the new demand generated by the earlier, initial activity.
- Induced effects result from the additional spending by the workers associated with direct or indirect economic activity.

The construction-related benefits will include an estimated annual average of over 2,700 fulltime job equivalents and over \$365 million in output over the 6-year construction period. During the peak year of construction, the CREATE Program would employ nearly 4,000 workers and generate economic activity valued at more than \$525 million. Additional construction-related benefits would accrue beyond the Chicago economic region — both throughout the United States and in other countries.

⁸ Vehicular emissions are based on current emission standards, and do not assume future reductions in emissions per vehicle-mile traveled (VMT) as a result of possible legislative action or changes in pollution technologies.

Conclusion

The State of Illinois and the City of Chicago have joined with the passenger and freight railroads serving the region to identify critically needed improvements to the Chicago region's rail and highway transportation infrastructure. The resulting Chicago Region Environmental and Transportation Efficiency Program, a public-private partnership, will improve rail passenger service on the SouthWest and Heritage corridors, and construct 25 highway-rail grade separation projects, which will reduce motorist delay, increase safety, and provide environmental and energy benefits for the Chicago region's residents.

Appendix C – CREATE PLAN PRESENTATION SCHEDULE

2003 Presentations:

July 9 – Union League Club

July 17 - Northeastern Illinois Planning Commission

July 17 - Campaign for Sensible Growth

July 18 – Northwestern Indiana Regional Planning Commission

July 22 – Affected Suburban Mayors

July 22 - Campaign for Sensible Growth Steering Committee

July 23 – Metropolitan Mayors Caucus

August 1 – Business Leaders for Transportation

August 18 – Illinois State Chamber of Commerce

August 20 – Illinois Section of the American Society of Civil Engineers

August 21- Metropolitan Planning Council’s Transportation Committee

August – United Neighborhood Organization

**Sept. 8 – American Association of State Highway Transportation Officials (AASHTO) -
Annual Conference**

**Sept. 9 – Illinois Road and Transportation Builders Association - General Membership
Meeting**

Sept. 11-12 – IDOT Planning Conference

Sept 11-12 – American Association of Port Authorities

Sept 14-16 – AASHTO Standing Committee on Rail Transportation

Sept 16 - Metropolitan Mayors Caucus Working Group

Sept 16 - DuPage Mayors and Managers

Sept. 24 - Women’s Transportation Seminar

2003 Presentations (Continued):

Sept 25 – Chicagoland Chamber of Commerce Transportation Committee

Sept 25 - Northwest Municipal Conference

Sept 25 – American Automobile Association

September - IDOT meeting with Federal Highway Administration

IDOT meeting with Federal Railroad Administration

October 3 – Chicagoland Electronic Commerce Initiative - Government Affairs

October 8 - Chicago Rail Task Force Meeting with Surface Transportation Board

October 11 – Midwest High Speed Rail Coalition

October – Meeting with Federal Highway Administrator Mary Peters

October 15 – Illinois Society of Professional Engineers

October 16 - French American Chamber of Commerce

October 17 – League of Women Voters

October 21-22 – Railway Age Passenger Trains on Freight Railroad Conference

October 23 – American Road and Transportation Builders Association

October 28 – High Speed Ground Transportation Association

October – Southland Chamber of Commerce

West Suburban Chamber

November 6 – University of Illinois at Chicago

November 10 – Chicago Central Area Committee

November 19 – Chicago Building Congress

November 20 - Blue Island Rail Simulation, Metropolitan Mayors Caucus

December 4 – Calumet Area Industrial Commission

2004 Presentations:

January 2-6 – National Research Council Conference and Exhibition

January 8 - CATS Policy Committee

January 12 & 13 – Transportation Research Board

February - Intermodal Association of Chicago

March 1 – United Transportation Union

March 10 – Friends of the Chicago River

March 20 – Midwest High Speed Rail Spring Conference

March 22-23 – Transportation Research Forum

March 23 -National Corn Producers Meeting

April 8 - Chicago Minority Business Council

April 8 - Federation of Women Contractors

April 8 - IDOT Annual Illinois Rail/Highway Meeting

April 14 - Railway Supply Institute Legislative Conference

April 20 – Winfield Chamber of Commerce

April 21 - Latin American Chamber of Commerce

April 22 - American Association of Port Authorities

April 27 - LaGrange Park Board

April 29 - DuPage Railroad Safety Council

May 13 - Wheaton Chamber of Commerce

May 20 - Latin American Chamber of Commerce

May 26-28 – Women in Transportation National Conference

2004 Presentations (Continued):

June 5 – United Transportation Union “Tri-State Railroad Conference”

June 15 – Bloomingdale, Itasca, Roselle, Bartlett, Addison Chambers of Commerce

July 1 - Institute of Transportation/ District IV Annual Meeting

July 13 – Metropolitan Planning Council - Freight Rail Investment and Rail Corridor Development Opportunities

July 27 – American Public Transportation Association/AASHTO/Community Transportation Association of America Conference

August 25 - Greater Auburn-Gresham Development Corporation

October 1 - IDOT Fall Planning Conference

October 8 – American Council of Engineering Companies

October 21 – Country Club Hills Chamber of Commerce

November – National League of Cities

2005 Presentations:

January 10 - Transportation Research Board

January 11 - Transportation Research Board

January 19 - Crystal Lake Chamber of Commerce

January 26 – Maywood Village Board

February 16 – National Traffic and Transportation Conference

February 19 – Geographic Society of Chicago

March 15 - Orland Park/ Homer Glenn / Tinley Park Chambers of Commerce

March 16 - Elmhurst League of Women Voters

2005 Presentations (Continued):

March 23 - Village of Dixmoor/Phoenix & Posen

April 6 - Center for Transportation Research's Annual Symposium

April 12 - International Air Rail Organization

April 18 - Transportation Revenue Management Group

April 19 – AASHTO Standing Committee on the Environment

April 20 – Chicago Area Transportation Study (CATS) “Partners in Progress” Meeting

April 23 - CATS “Partners in Progress” Meeting

April 26 - CATS “Partners in Progress” Meeting

April 26 – AASHTO – FHWA Freight Transportation Partnership

April 27 - 17th Ward Community Redevelopment Advisory Council Meeting

April 28 - Village of Steger & Steger Chamber of Commerce

April 28 – American Association of Port Authorities

May 5 – Greater Northern Michigan Avenue Association

May 25 – CREATE Draft Feasibility Plan and Draft Preliminary Screening public meeting

May 26 - CREATE Draft Feasibility Plan and Draft Preliminary Screening public meeting

June 15 – American Society of Civil Engineers

June 29 – CATS “Partners in Progress” Meeting

2006 Presentations (partial):

May 4 – North American Rail Shippers Association

June 14 – Alderman Freddrenna Lyle

July 17 – Metropolitan Mayors Caucus Transportation Committee

August 30 – Illinois Section – American Society of Civil Engineers

2006 Presentations (continued):

September 20 – Transportation for Illinois Coalition

October 17 – US Environmental Protection Agency – Region 5

October 27 – Hispanic American Construction Industry Association

November 6 – Rail-Volution

November 21 – Making the Chicago Region More Competitive in the Global Supply Chain

December 6 – Illinois Chamber of Commerce – Infrastructure Council

2007 Presentations:

January 17 - Chicago Chapter of the ASCE

January 22-26 – Transportation Research Board

February 14 – HACIA Briefing

**February 21 - Air & Waste Management Association – Lake Michigan States
Section**

February 22 – Chicago Mortgage Attorneys

March 1 - Illinois House Railroad Transportation Committee

March 14 – Archer Heights Civic Association, Chicago

April 4 - Illinois House Railroad Transportation Committee Hearing

April 5 - University of Illinois Spring Structures Conference

**April 18-19 - National Surface Transportation Policy and Revenue Study
Commission**

May 15 – Black Contractors United

May 16 – National Association of Purchasing Managers

June 28 – CREATE Civic & Congressional Stakeholder Meeting

2007 Presentations (continued):

July 7 – TRB Summer Conference

July - Mississippi Valley Conference

July 30 - American Superintendents Association National Meeting

August 2 - National TRB Local and Regional Rail Freight Transport Committee

August - Northwestern Transportation Center - CREATE Review and Brighton Park

Aug. 9 - Texas Transportation Summit

Sept. 9 - Union League Club - Transportation Committee

Sept. 12 - ARTBA Conference Call

Sept. 12 - ASME Rail Transportation Division

Sept. 13 – American Council of Railroad Women

Oct. 10 – IL Chamber of Commerce – Infrastructure Council

Oct. 11 - Chicago Industrial Properties/Transportation & Logistics Conf.

Oct 17-18 – EPA Air Quality Conference

Oct. 18 – IL House Appropriations Public Safety Committee

October 23 - 2007 Railroad Environmental Conference – University of Illinois at Urbana-Champaign

Nov. 9 – Metropolitan Mayors Caucus, CREATE Task Force

Nov. 14 – WisDOT Annual Freight Railroad Conference

Nov. 28 – Chicago Metropolitan Agency for Planning Board Meeting

Dec. 10 – French Railway Experts

2008 Presentations:

January 15 - Transportation Research Board

January – TRB Annual Meeting session: “Railroad Coordination in Chicago “

- Case for a Coordinated Approach to Railroad Operations in the Chicago Area (P08-1044)

- Update on Chicago Region Environmental and Transportation Efficiency Project (P08-1100)

- Development of Chicago Common Operational Picture (P08-1103)

January 17 – Midwest Association of Rail Shippers

January 17 – CREATE Project P1 Public Hearing

January 23 – WTS

February 21 – Civic Outreach Breakfast

February 26 – Teamwork Englewood

March 6 – Illinois Chamber of Commerce -- Infrastructure Council

March 20 - Federation of Women Contractors Monthly Meeting

March 25 – University of Illinois – Chicago – CREATE update

April 1 - Mississippi Valley Freight Conference, Indianapolis

April 7 –Transit Financial Learning Exchange (

May 30 - National League of Cities, Surface Transportation Executive Committee

June 3-5 – North America’s SuperCorridor Coalition, Inc.

June 16 – The Honorable James L. Oberstar

June 26 – Journal of Commerce, Real Estate Forum

September 5 - National Association of Regional Councils - Peer to Peer Freight Planning Exchange

2008 Presentations (Continued):

September 16 - DC Congressional Briefing

September 18 - Railway Insurance Managers Association (RIMA) annual meeting

**September 24 - American Railway Engineering and Maintenance of Way
Association (AREMA)**

October 9 - Southwest Association of Rail Shippers (SWARS)

November 6th - CREATE citywide briefing

November 11th – Western Railway Club

2009 Presentations:

**January 9 – National Railroad Construction and Maintenance Association
Conference**

January 9 – Civic/Business Stakeholders Meeting

March 4-5 – Inland Ports Across North America Conference

**March 11-13 - The 5th Annual Public Private Partnerships USA Summit
April 7 - Transit Financial Learning Exchange**

April 15- Illinois Institute of Technology – Public Private Partnerships

**May 11 - U.S. DOT/U.S. Department of Commerce – “Game Changers in the Supply Chain
Infrastructure: Are We Ready to Play?”**

- Panel: National Freight Policy-Meeting Tomorrow's Demands

Appendix D – CREATE ENDORSEMENTS

Partners: State of Illinois, City of Chicago, and Association of American Railroads (Metra)

ENDORSEMENTS AS OF AUGUST 2005

Federal Legislators:

Speaker Hastert
Congressman Lipinski
Senator Durbin

State Legislators:

Senator Kirk Dillard (R-24th District)
Senator Susan Garrett (D - 29th District)
Senator Dave Sullivan (R-33rd District)
Representative Suzanne Bassi (R-54th District)
Representative Maria Berrios (D-39th District)
Representative Rich Bradley (D-40th District)
Representative John Fritchey (D-11th District)
Representative Julie Hamos (D – 18th District)
Representative Carolyn Krause (R-66th District)
Representative Eileen Lyons (R-82nd District)
Representative Harry Osterman (D-14th District)
Representative Terry Parke (R-44th District)
Representative Angelo “Skip” Saviano (R-77)
Representative Tim Schmitz (R - 49th District)
Representative Arthur Turner (D- 9th District)
Representative Karen Yarbrough (D-7th District)

Metropolitan Mayors Caucus

Northwest Municipal Conference
Mayor Michael Smith, New Lenox
President Rae Rupp Srch, Village of Villa Park
President Al Larson, Village of Schaumburg

Chambers of Commerce

Illinois Chamber of Commerce
Chicagoland Chamber of Commerce
Southland Chamber of Commerce

Key Trade and Membership Organizations

Consulate General of Belgium- Wallonia Trade Office
Consulting Engineers Council of Illinois
Environmental Law & Policy Center
Federation of Women Contractors
Illinois Road and Transportation Builders Association

Metropolitan Planning Council
Metropolis 2020
Midwest High Speed Rail Coalition`
Union League Club
United Transportation Union – Illinois Legislative Board
World Business Chicago

Businesses and Organizations

Accurate Steel Installers, Inc.
Aldridge Electric
Block Heavy & Highway Products
Bollinger, Lach & Associates
Bowman, Barrett & Associates Inc.
Bridge Technology Incorporated
Canino Electric Co.
Carr Lumber & Manufacturing (Randy Carr)
Central Blacktop Company
Clark Dietz, Inc.
DLK Civic Design
Edwards & Kelcey
Gallagher Asphalt
Harry O Hefter - Associates, Inc.
Infrastructure Engineering Inc.
Jade Carpentry Contractors Inc.
K-Five Construction Corp
Kristine Fallon Associates, Inc.
Law Office of Elias Gordan
Maintenance Coatings Co.
Marsh Inc.
Metro Commuter Newspaper
Molter Corp
Packer Technologies International, Inc.
Patrick Engineering
Perdel Contracting Corporation
Roughneck Concrete Drilling & Sawing Co.
Royal Crane Service
Schoenbeck Corporation
TranSystems Corporation
UTS Global, Inc.

ADDITIONAL ENDORSEMENTS SINCE 2005:

State Legislators

Senator Christine Radogno (R-41st District)
Senator Dale Risinger (R-37th District)

Representative John D’Amico (D-13th District)
Representative Mary Flowers (D-31st District)
Representative Lou Lang (D-16th District)
Representative Linda Chapa LaVia (D-83rd District)
Representative Karen May (D-58th District)
Representative Susana Mendoza (D-1st District)
Representative Rosemary Mulligan (R-65th District)
Representative Elaine Nekritz (D-57th District)
Representative Michael Tryon (R-64th District)

Chambers of Commerce

Chicagoland Chamber of Commerce
Illinois State Black Chamber of Commerce

Metropolitan Planning Organizations

Chicago Metropolitan Agency for Planning

Key Trade and Membership Organizations

Chicago Southland Economic Development Corporation
Chicago United
Choose DuPage
Economic Development Council of the Bloomington-Normal Area
???Grain and Feed Association of Illinois
Illinois Corn Growers
Midwest Interstate Passenger Rail Commission
????Renewable Fuels Association
South Suburban Mayors & Managers Association
Springfield Convention and Visitors Bureau
Women’s Business Development Center

Businesses and Organizations

Ames Construction
Banner Personnel
Cambridge Systematics, Inc.
Caterpillar Logistics Services, Inc.
Ford Motor Company
Potash Corp
Progress Rail Services
ProLogis
USG
Vulcan Materials

Universities and Colleges

Bradley University
Michigan State University
Michigan Technological University

Local Governments

City of Carbondale, IL
City of Centralia, IL
City of Effingham, IL

Appendix E – CREATE PRESS AND MEDIA COVERAGE

June 2003

“Chicago’s Clogged Rail System to be Overhauled”, The Wall Street Journal, June 16, 2003
“Plan Aims to Unclog Area’s Rail Congestion”, Chicago Tribune, June 16, 2003
“Money is Missing Link in Rail Plan”, Crain’s Chicago Business, June 16, 2003
“Chicago, Railroads Join to Break Traffic Jams”, Chicago Sun-Times, June 17, 2003
“Lipinski Wants Railroads to Pay More for Rehab”, Chicago Tribune, June 17, 2003
“Chicago’s 21st Century Train Hub”, Chicago Tribune, June 17, 2003
“\$1.5 billion Plan on Track for Easing Train Gridlock”, The Daily Southtown, June 17, 2003
“Uncle Sam Comes Through on Rail Yard Congestion”, Chicago Sun-Times, June 18, 2003
“Hastert Endorses Transit Projects”, Crain’s Chicago Business, June 23, 2003
“Chicago, RRs Finalize \$1.5B Rail Realignment”, Rail Business, June 23, 2003
“The Chicago Plan”, Traffic World, June 23, 2003
“Hearing Addresses Rail Financing”, AASHTO Journal, June 27, 2003
“House Subcommittee Panel Debates Rail Infrastructure Needs”, Washington Letter on Transportation, June 30, 2003

CBS 2 News- June 16th – 11 a.m., 4:30 p.m., 10 p.m., June 17th – 5 a.m.

NBC 5 News – June 16th – 11 a.m., 4:30 p.m.

ABC 7 News – June 16th - 4 p.m., 6 p.m., June 17th – 5 a.m., 6:30 a.m.

WGN 9 News – June 16th – 9 p.m., June 17th – 5:30 a.m., 8 a.m.

August 2003

Not Just Power: U.S. Bridges Roads, Water and Sewage Systems in Sorry Shape, World News Tonight with Peter Jennings (ABC News), August 20, 2003

July 2003

“Chicago Shows Capital Partnerships En Vogue”, Rail Business, July 14, 2003

“Battling Trucks, Trains Gain Steam”, The Wall Street Journal, July 25, 2003

“Chicago: If You Want to Know Railroads, You’ve Got to Know Chicago”, Trains Magazine-Special Issue, July 2003

“The Chicago Plan: Relief at Last?”, Railway Age, July 2003

September 2003

“Transit: Powwow on Key Projects This Week”, Crain’s Chicago Business, September 29, 2003

“Pulling Out the Stops”, Chicago Tribune, September 30, 2003

“Big Fix for Chicago? Here’s the Plan”, Trains Magazine, September 2003

“Chicago Plans Ambitious Railway PPP Scheme”, IRJ, September 2003

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“Ways to Boost Chicago Business”, Chicago Sun-Times, October 7, 2003

“Rail Upgrades Key to Smooth-Rolling Economy”, Chicago Sun Times, October 17, 2003

“It’s Time to Invest in Region’s Rail System”, Daily Herald, October 17, 2003

“Rail Upgrade Crucial to the Region”, Daily Southtown, October 19, 2003

“Lipinski Looks for Endorsement”, Crain’s Chicago Business, October 20, 2003

“Chicago Rail Plan Means Big Business to the Region”, Metro Commuter, October 2003

“Clearing Up Congestion in the Heartland”, Logistics Today, October 2003
“Railroads Cooperate to Unclog Chicago Hub”, Civil Engineering, October 2003
Cable Access- League of Women Voters, CREATE Presentation by Luann Hamilton

January 2004

“Train Fix gets Federal Muscle”, Chicago Tribune, January 29, 2004
“Steam Builds to Fund Major Freight Rail Fixes”, Chicago Tribune, January 26, 2004
“How the Chicago Plan Spells Relief”, Railway Age, January 6, 2004

February 2004

“CREATE- A Big Step Towards High Speed Rail”, Midwest Rail Report, February 2004

April 2004

“Engineering Contracts Awarded for Chicago Plan”, Railway Age, April 21, 2004
“Legislators Eye Special Road Projects”, CongressDaily, April 21, 2004

May 2004

“Many Problems with ‘Enhancement’”, The Star, May 16, 2004

June 2004

“Wanted: Transit Vision”, Crain’s, June 21st, 2004

August 2004

“Big Boost Coming for Transit and Road Plans”, August 30, 2004

September 2004

“Rail Study Supports Bid for Aid; AAR-Financed Study Says Tax Incentives Can Help Shift Freight from Highways to Railroads,” Journal of Commerce, September 26, 2004
“Getting Around: Study: Don’t Keep on Truckin’,” Chicago Tribune, September 20, 2004

October 2004

“Chicago’s Money Bottleneck: Backers Say Massive Project to Improve Freight Flow Through Chicago is Bottled Up in Washington,” Traffic World, October 11, 2004
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“Cargo Congestion Worsens: Lengthening Delays on Local Rails, Highways,” Crain’s, December 20, 2004
“Overburdened Roads, Rails Could Stall Chicago Economy,” Chicago Sun-Times, December 20, 2004
“Chicago Metropolis 2020 Proposes Way to Avoid Congestion and Job Losses,” PR Newswire, December 20, 2004
“8-4-8 Show,” Chicago Public Radio, December 21, 2004
“Aging US Rail Network is Stuck in a One-Track World: Record Freight Flows Highlight Issues Facing a System that Helped Transform the Country in the 19th Century,” Financial Times, London, September 13, 2004

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“The City Winds Down,” The Economist, February 2005

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“Southland Native Trying to Untie the Area's Rail Mess,” Daily Southtown, April 18, 2005

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“Leaders letting area down on crucial rail plan,” Crain’s Chicago Business, January 23, 2006

“Relative Speed,” Letter to the Editor by Edward Hamberger, President & CEO, Assn. of American Railroads, Crain's Chicago Business, January 30, 2006

March 2006

Jim Giblin, “Financing Create: Look elsewhere for funding solutions,” Crain’s Chicago Business_Op-Ed, Page 24, March 20, 2006

“Railroads on track to revival,” Freight boom benefits Chicago, Chicago Tribune, March 27, 2006

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“Stresses Importance of City’s Rail System,” Southwest News-Herald, May 4, 2006

Craig Barner, “Rail Upgrades: How to Relocate a Grand Railroad,” Midwest Construction, May 2006

Rob Ernest, “Trying to hit a moving target,” Changing rules can hamper agencies’ quest for federal funds. Trains Magazine, Pages 28-29, May 2006

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“Prepare for looming boost in freight traffic,” Chicago Sun-Times, July 5, 2006

“Freight rail operations need support,” News-Star, Pioneer Press, July 5, 2006

Jim Giblin, “Creative Solutions needed to finance CREATE,” Progressive Railroading, July 2006

September 2006

“Getting Freight Plan on Track,” Chicago Tribune, September 18, 2006

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“Railroad Safety in Chicago area could be improved”, ABC 7 News website & broadcast coverage with General Assignment Reporter “Paul Meincke”, September 18, 2006

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Larry Kaufman, “Let the finger-pointing about CREATE begin,” Argus Rail Business, December 4, 2006

“Getting CREATE-ive,” Journal of Commerce, Ted Prince, December 11, 2006

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“IANA’s Top Priorities for 2007,” Traffic World, January 22, 2007

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“Chicago rail plan ready to chug,” Indiana Economic Digest, Keith Benman, February 3, 2007

“Report calls for \$8.8 billion a year for transportation,” Crain’s Magazine, February 8, 2007

“Railroad Firms Bringing Aboard Lawmakers’ Lobbyist Relatives,” Washington Post, Elizabeth Williamson, February 8, 2007

“Feds release funds for Chicago’s CREATE Program; seven projects slated to start construction,” Progressive Railroading, February 16, 2007

“Historic Train Highlights Rail Travel’s Past and Future,” The State Journal Register, February 28, 2007

“Railroad Advocates Head to Springfield in Hopes of Additional Funding,” WBBM News Radio 780

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“Lobbyists ride Amtrak special to Illinois capital to push for CREATE funding,” Trains Magazine, Matt Van Hattem, March 1, 2007

“Railroad group presses for funding,” Rockford Register Star, Kiyoshi Martinez, March 2, 2007

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“Freight rail funds urged Lipinski testifies before state panel,” Chicago Tribune, Stanley Ziemba, April 10, 2007

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“Rail deal offers city a remedy,” Crain’s, Bob Tita, September 10, 2007

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“Create Update: Belt Railway, NS Line Upgrades Underway,” Progressive Railroading, April 15, 2008

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“Attacking the gridlock,” Chicago Tribune editorial, April 24, 2008

“CREATE partners to break ground on signal system project,” Progressive Railroading editorial staff, April 25, 2008

“Easing a Rail Bottleneck,” Chicago Tribune, John Hilkevitch, April 27, 2008

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“They’re working on the railroad,” Southtown Star, Guy Tridgell, April 29, 2008

“To keep the freight rolling, Ill has to grease the hub,” ChicagoBusiness, Paul O’Connor, April 29, 2008

“Nation needs infrastructure planning ‘overhaul’, report states,” Progressive Railroading, April 30, 2008

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“Suburban rail acquisition likely to meet little federal opposition,” Crain’s Chicago Business, Bob Tita, May 2, 2008

“CREATE: posting incremental progress in Chicago,” Progressive Railroading, May 19, 2008

“CREATE Partners break ground for project in southwest Cook County, IL,” Railway Age, May, 2008

“Needed action to ease train congestion.” Daily Herald, May 14, 2008

“Biggett: Spend CREATE funds on the EJ&E, Southtown Star, Guy Tridgell, May 17, 2008

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“Signals indicate funding on track for plan to unsnarl rail traffic,” Crain’s Chicago Business, January 2, 2009

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“Freight Rail Component of economic stimulus funding, AAR says,” Progressive Railroading, February 12, 2009

“Obama’s Stimulus Package: Big Ideas, Grand Plans, Modest Budgets,” Michael Cooper, New York Times, February 15, 2009

“CREATE partners complete Corwith interlocking project,” Progressive Railroading, February 26, 2009

Midwestern Governor’s Association highlights CREATE in Surface Transportation Recommendations report

March 2009

“Region’s transportation wish list gets review,” Crain’s Chicago Business, March 27, 2009
American Society of Civil Engineers released its 2009 Report Card for America's Infrastructure
and the CREATE program was cited as a case study

April 2009

“Untangling the Chicago Knot”, Journal of Commerce, April 20, 2009
" Freight Train Network Suffers Lack of Modernization", The NewsHour with Jim Lehrer, April
21, 2009
“NRC’s Baker provides insight on stimulus bill’s rail-industry projects,” Progressive
Railroading, April 23, 2009

May 2009

“Rail gets a piece of stimulus funds,” Trains Magazine

Upload #7

Applicant: Illinois Department of Transportation
Application Number: HSR2011000204
Project Title: High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a -
Projects (Final Design/Construction)CREATE Project P1 - Englewood
Flyover
Status: Awarded
Document Title: P1 NEPA



**ILLINOIS STATEWIDE IMPLEMENTATION AGREEMENT
BETWEEN
THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)
AND
THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT)
FOR
CLASSIFYING PROJECTS AS CATEGORICAL EXCLUSIONS**

I. INTRODUCTION

The FHWA environmental regulations (23 CFR 771) define “Categorical Exclusions” (CEs) as “Class II” actions which meet the definition as contained in 40 CFR 1508.4, and based on past experience with similar actions, do not involve significant environmental impacts. They are actions which

- Do not induce significant impacts to planned growth or land use for the area;
- Do not require the relocation of significant numbers of people;
- Do not have a significant impact on any natural, cultural, recreational, historic, or other resource;
- Do not involve significant air, noise, or water quality impacts;
- Do not have significant impacts on travel patterns;
- Do not otherwise, either individually or cumulatively, have any significant environmental impacts

and are, therefore, excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The FHWA has listed examples of Class II actions in 23 CFR 771.117. Most projects developed by IDOT do not have significant environmental impacts and therefore qualify as CEs.

II. PURPOSE

The IDOT and FHWA hereby establish this agreement in order to address the development and approval of CEs in a streamlined and efficient manner. This Statewide Implementation Agreement, herein referred to as “CE Agreement”, has been developed in conformance with 23 CFR 771.117.

III. APPLICABILITY

This CE Agreement is applicable for FHWA actions as defined in 771.107(b) *Action*, in the State of Illinois.

IV. GROUPING OF CE ACTIONS

The IDOT and FHWA have identified two groups of CEs:

CE I: These actions must meet the definition of CE in 23 CFR 771(a) and must not involve unusual circumstances (23 CFR 771.117(b)). Project-specific FHWA approval for CEs meeting these requirements has been completed through the CE Agreement and no further FHWA National Environmental Policy Act (NEPA) approval action is necessary. The IDOT is required to certify that actions classified as CE I actions meet the criteria established in this agreement on a project-specific basis.

CE II: These actions may be eligible for processing as CEs but they are actions which could involve unusual circumstances. The FHWA must approve an action as a CE if it has potential to involve unusual circumstances.

A. CE I ACTIONS

Actions that normally do not have unusual circumstances and would qualify as CE I actions include those listed in 23 CFR 771.117(c). The IDOT and FHWA have identified the following additional project scopes that normally do not have unusual circumstances:

1. Traffic signal modifications;
2. Pavement markings not affecting the number of through traffic lanes;
3. Anti-skid treatments;
4. Curb and/or gutter repairs and construction of curb ramps for the handicapped;
5. The following bridge rehabilitation activities:
 - Bridge rail replacement and upgrading,
 - Bridge deck overlay and waterproofing,
 - Expansion joint replacement and upgrading,
 - Bearing replacement and upgrading,
 - Substantial repairs to deck including partial or full-depth patches,
 - Painting of all structural steel for a particular bridge,
 - Stringer replacement for a portion of the superstructure, and
 - Repairs to damaged rails, corroded or damaged structural steel members, and deteriorated areas of concrete elements including sidewalks, curbs, water tables, girders, and portions of the substructure above ground or water;

6. Lighting and electrical work including:
 - Continuous and tower lighting,
 - Tunnel lighting,
 - Temporary lighting,
 - Bridge lighting,
 - Pedestrian lighting,
 - Pumping station,
 - Highway advisory radio,
 - Control systems for changeable lanes,
 - Traffic monitoring systems, and
 - Changeable message signing;
7. Sediment and erosion control work which may also include slope repair and reconstruction within existing right-of-way (ROW);
8. Storm sewer installations to eliminate open ditches (which do not reduce necessary urban runoff storage/retention) within existing ROW;
9. Impact attenuator and glare screen installations, and upgrading of safety features;
10. Highway/railroad grade crossing improvements including:
 - Repair/rehabilitation of crossing proper,
 - Rehabilitation of immediate roadway approaches to crossing, and
 - Upgrading of crossing protection;
11. The following restoration-type projects within existing ROW limits:
 - Retaining wall restoration,
 - Fencing,
 - Guardrail replacement and upgrading,
 - Substantial pavement and shoulder patching/sealing,
 - Resurfacing, and
 - Restoration of drainage structures;
12. Installation of parking lanes, weaving lanes, turning lanes, or climbing lanes within existing ROW limits;
13. Junkyard screening;

14. Approval of utility installations along or across a transportation facility, excluding longitudinal installations within the access control lines of Interstate and freeway rights-of way;
15. Emergency repairs under 23 USC 125 which do not substantially change the design of the facility and which are initiated during or immediately after the occurrence of a declared national disaster;
16. Approval of air space agreements; and
17. Disposal of excess right-of-way.

Other actions not included on this list or in 23 CFR 771.117(c) may be classified as a CE I provided there are no unusual circumstances.

B. CE II ACTIONS

Actions involving one or more of the indicators for unusual circumstances listed in this agreement require the FHWA to give project-by-project approval in their classification as CEs. The IDOT will provide the FHWA with documentation that supports the CE classification for these actions.

UNUSUAL CIRCUMSTANCES

Projects that the IDOT proposes to classify as a CE shall be evaluated for unusual circumstances. This evaluation must consider the effects of all aspects of the project, including any detours, runarounds, or ramp closures that the action will involve.

The FHWA and IDOT have agreed that actions that indicate the project *could* involve unusual circumstances include, but are not limited to, those that will:

1. Involve impacts to Waters of the United States that would require an Individual Section 404 Permit from the U.S. Army Corps of Engineers, involve stream channelization or stream relocations, or a stream listed on the National Park Service's National Rivers Inventory.
2. Involve a wetland requiring an Individual Section 404 Permit or an individual water quality certification from the Illinois Environmental Protection Agency.
3. Involve relocations and/ or the acquisition of more than 10 acres total for a non-linear improvement (spot improvement, e.g. bridge, intersection) or the acquisition of more than 3 acres/ mile.
4. Require substantial changes in access, access control, or travel patterns;

5. Require the use of a temporary road, detour or ramp closure, unless the use of such facilities satisfies the following conditions:
 - (1) Provisions are made for access by local traffic and so posted,
 - (2) Businesses dependent on through-traffic will not be adversely affected,
 - (3) To the extent possible, there is no interference with any local special event or festival,
 - (4) There is no substantial change to the environmental consequences of the action, and
 - (5) There is no substantial controversy associated with such facilities;
6. Exceed the Illinois Department of Natural Resources threshold for an increase in 100-year flood water surface elevations, or have potential for a “significant encroachment” to floodplains, as defined in Executive Order 11988;
7. Require preparation of a Biological Assessment for federal endangered and threatened species or their critical habitat;
8. Involve State designated Nature Preserves, areas listed on the Illinois Natural Area Inventory, or Land and Water Reserves;
9. Result in a “no adverse effect” or an “adverse affect” finding to a historic or archaeological resource for inclusion on the National Register of Historic Places;
10. Result in a “use” of land from a Section 4(f) resource; and/or;
11. Have potential for controversy on environmental grounds as determined by FHWA, or inconsistency with Federal, State, or local requirements relating to the environment or planning;

IV. IMPLEMENTATION PROCEDURES

The IDOT will work with FHWA to develop implementation policies and procedures consistent with this CE Agreement.

A. CE I ACTIONS

It is not required that CE I actions be discussed at regularly scheduled IDOT coordination meetings. The IDOT or FHWA may determine that a CE I action should be discussed at a coordination meeting if either agency deems it necessary. Appropriate project documentation, as determined by IDOT, should be retained by IDOT to document the CE I determination. The FHWA may request to review CE I documentation at any time. While a project may qualify as a CE I action, other applicable federal requirements still

must be satisfied (compliance with the National Historic Preservation Act, the Clean Air Act, etc.)

B. CE II ACTIONS

The IDOT will discuss CE II projects at coordination meetings as often as necessary to ensure that FHWA has sufficient information to determine if the project should be classified as a CE II. The FHWA may request written reports or technical documents to assist in determining if a project should be classified as a CE II. The IDOT is committed to providing FHWA with adequate review time of documents, as needed, prior to coordination meetings (14-days). The FHWA is committed to timely reviews and decisions. The FHWA approval of CE II determination may be obtained at regularly scheduled IDOT coordination meetings, by telephone or email. Minutes of the meeting or a memorandum to the file, as appropriate, shall document the discussions and approval by stating:

This project will not have any significant impacts on the human environment; therefore, the FHWA has approved its designation as a Categorical Exclusion on [DATE of FHWA approval].

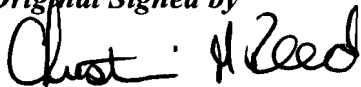
V. MODIFICATION/ TERMINATION

This agreement may be modified at any time by mutual agreement of both the FHWA and IDOT. Proposal for modification will be given a 30-day review period, after which approval by the other agency will be indicated by written acceptance. Either agency may also terminate participation in this agreement upon written notice to the other agency.

VI. APPROVAL OF AGREEMENT

The undersigned have reviewed this agreement and determined that it complies with all applicable laws, regulations, and policies for processing the FHWA actions as CEs while minimizing administrative burdens. This CE Agreement supersedes all previous CE processing agreements held between FHWA and IDOT. Accordingly, it is hereby approved and becomes effective on the last date noted below.

Original Signed by



Christine Reed, P.E.
Director of Highways
Illinois Department of Transportation

Date:

8/27/08

Original Signed by



Norman R. Stoner, P.E.
Division Administrator
Federal Highway Administration

Date:

8/29/2008

Upload #8

Applicant: Illinois Department of Transportation
Application Number: HSR2011000204
Project Title: High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a -
Projects (Final Design/Construction)CREATE Project P1 - Englewood
Flyover
Status: Awarded
Document Title: Stakeholders - P1

CREATE

Chicago Region Environmental and Transportation Efficiency Program

Draft Feasibility Plan

Amendment 1

August 2009

**Chicago Region Environmental and Transportation
Efficiency (CREATE) Program
FINAL FEASIBILITY PLAN (AMENDMENT 1)**

AAR, President

FHWA, Illinois Division Administrator

Date of Approval

Date of Approval

IDOT, Secretary of Transportation

Date of Approval

CDOT, Commissioner

Date of Approval

The following persons may be contacted for additional information concerning this document:

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Deputy Commissioner
Chicago Department of Transportation
30 N. LaSalle, 5th Floor
Chicago, IL 60602
Telephone: 312-744-1987

Mr. George Weber
Bureau Chief, Bureau of Railroads
Illinois Department of Transportation
Division of Public and Intermodal
Transportation
100 W. Randolph St., Suite 6-600
Chicago, IL 60601
Telephone : 312-793-4222

Reason for Amendment

When the Chicago Region Environmental and Transportation Efficiency (CREATE) Program was initially reviewed by the Federal Highway Administration (FHWA), it was determined that a tiered environmental process would be required to ensure that the overall proposed program was analyzed from an environmental perspective, consistent with National Environmental Policy Act (NEPA) requirements, prior to analyzing the project-specific proposals. In order to meet the intent of tiering, the FHWA developed a program-specific environmental strategy, known as the SPEED Strategy, for the CREATE Program. Integral components of the SPEED Strategy are the Feasibility Plan and Preliminary Screening (FP&PS) documents. The FP&PS were prepared in lieu of preparing a Tier 1 Environmental Impact Statement for the CREATE Program.

The FP&PS contains a list of projects that includes the scope (objective/intent, work description, and preliminary purpose and need) of each project, the goals and objectives of the CREATE Program, and the resultant net benefits realized through the implementation of the entire CREATE Program. Revisions to the CREATE Program have the potential to invalidate the FP&PS through changing the overall scope of the program, changing the goals and objectives of the program, and/or changing the net benefits of the program.

If CREATE Program revisions are necessary due to unforeseen circumstances, the process for revising the program needs to ensure that the integrity of the FP&PS is maintained as a legally grounded basis for subsequent project-level NEPA decisions. Revisions include deleting proposed projects, adding proposed projects or revising the proposed projects within the CREATE Program. During implementation of the CREATE program, FHWA recognized that some revisions were small and the overall impact was minor and easily discerned. Consequently, more than one process for documenting changes was established. A major revision would be considered an FP&PS amendment while a minor one would be considered a FP&PS modification. These terms are also used in the planning process for changes to a Transportation Improvement Plan, and the concept is similar. A third process is also available to accommodate emergency revisions where time is critical and the revisions may occur due to unforeseeable events.

An amendment to the August 2005 CREATE final feasibility plan is necessary at this point as a result of the Surface Transportation Board's approval of a Canadian National Railway (CN) acquisition. The CN's acquisition allows them to route trains around Chicago, and eliminates their need for one of the rail corridors (Central Corridor). Most of this corridor is expected to be deleted but accommodations are still needed. This amendment will also address whether the CREATE Program goals and objectives, program's national, region, and local benefits continue to be met, and will include a revised, updated project summary table of all projects and a component preliminary screening worksheet for any revised or added project.

Revised Corridors:

The CREATE Central Corridor was originally designed to provide a new route between the southern terminus of the CN Waukesha Subdivision (at Madison St in River Forest) and the CN Chicago Subdivision just south of Grand Crossing (75th and South Chicago Ave, Chicago). It was conceived in response to three needs:

1. Provide CN with an alternate routing through the Chicago region, thereby eliminating freight from the CN Chicago Subdivision north of 75th St (Grand Crossing).
2. Provide an alternative routing into Chicago Union Station for Amtrak trains from New Orleans and Carbondale. This routing would eliminate the time-consuming backing moves that are currently required for these trains to access Chicago Union Station. Along with the alternate CN routing in the item above, this would eliminate any need for the CN line north of Grand Crossing (75th Street.) Together needs 1 and 2 will enable the closing of the St Charles Air Line, one of the CREATE Strategies under Goal 1.1.5: *Provide national, regional and local economic benefits.*
3. Provide capacity relief to Norfolk Southern along their Chicago line in order to accommodate the additional trains that will be routed there from the CN Chicago Subdivision.

With the completion of CN's acquisition of the Elgin, Joliet and Eastern (EJE), and a subsequent letter from senior management, CN confirmed they will no longer require the CREATE Central Corridor. However, elements of the south half of the corridor are still needed in order to satisfy needs #2 and #3. These elements have been combined into a revised CREATE P4 project. Another small piece of the Central Corridor is required in the vicinity of Brighton Park in order to support network capacity and redundancy. This is now known as the WA7 project. Further information on these projects can be found in the Screening Worksheets found in the Preliminary Screening document.

Revised Component Projects:

The complete list of CREATE Projects as amended can be found on Page 63. Here are the changes to the list since the original Feasibility Plan was published in 2003:

1. Change the project limit between contiguous projects B12 and B13 in order to better correspond with planned phasing of the work. No change in scope or cost was involved.
2. Update planned design for projects C3, C4 and WA4. After the CN announced plans to seek acquisition of the EJE, these projects were reexamined. It was determined that with changes to WA4, its dependency on project C3 could be eliminated. Thus, WA4 was environmentally delinked from projects C3 and C4, allowing WA4 to progress despite the uncertainty about the need for C3 and C4. The delinking was posted on the www.createprogram.org website on October 1, 2008, and was effective as of the day of

- posting. Projects C3 and C4 remain environmentally linked. No increase in scope or cost was involved.
3. Project limits on the EW2 portion of linked project EW2/P2/P3 have been extended geographically south and east to encompass additional scope. This additional scope is designed to further reduce conflicting movements among the BRC, NS and UP at the 80th St crossovers. This change increases project cost, but will reduce operating costs and delays through this critical bottleneck area. This scope revision was posted on the www.createprogram.org website on May 8, 2009, and was effective as of the date of posting.
 4. Upon further review of project EW2/P2/P3 and surrounding projects, it was determined that project GS19 is environmentally linked to EW2/P2/P3. Therefore this project is now known as EW2/P2/P3/GS19.
 5. Minor changes in project limits due to signal placement have taken place since May 8, 2009. The current limits are shown in this document. No change in cost or scope were involved.
 6. Costs have been updated throughout the document on the basis of engineering design and on the increase in construction materials and equipment costs, especially for railroad work.

Validity of CREATE Program goals, objectives and benefits

The original goals and strategies for the CREATE Program, as outlined in Section 1.1 of the Final Feasibility Plan, are still valid, and will still be met by the Program as described in the amended Feasibility Plan.

Benefits from the CREATE program fall under the same categories as originally described. While costs have gone up due to inflation over 6 years, benefits have also increased commensurately. A current review and refresh of the CREATE benefits study is in process, and there is no reason to believe that CREATE's benefit cost ratio will do anything but improve. CREATE is still an attractive project for achieving congestion reduction, air quality improvements, safety improvements, passenger rail delay reductions and local, regional and national economic benefits.

Abstract

This CREATE Program - Feasibility Plan is the first step in the Systematic, Project Expediting, Environmental Decision-making (SPEED) Strategy developed for the CREATE Program by the Federal Highway Administration Illinois Division Office. The Feasibility Plan is an ensemble of existing documents and includes the Joint Statement of Understandings, the Amendments To Joint Statement of Understandings, the Program Level Goals and Strategies, the Component Project Chronology and Selection Rationale, a List of Component Projects, an Outreach Summary for this program to date, a Public Involvement Summary for this document and the

Preliminary Screening, a description of the National Public Benefits as a result of CREATE, and a description of the Local and Regional Benefits as a result of CREATE.

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Executive Summary

The CREATE Program is a first-of-its-kind public/private partnership that provides an extraordinary transportation improvement opportunity for one of the world's busiest and most complex rail networks. This multi-modal program (freight rail, passenger rail and highway) capitalizes on a rare, but fragile spirit of collaboration amongst competitors to provide significant benefits to the Chicago region and the nation.

With this in mind, the Federal Highway Administration (FHWA) Illinois Division Office, in cooperation with the Illinois Department of Transportation and the Chicago Department of Transportation, developed the Systematic, Project Expediting, Environmental Decision-making (SPEED) Strategy to address the CREATE Program in total (see page 6 for description of the SPEED process and page 8 for the SPEED flow chart). The SPEED Strategy supports systematic decision-making, provides an expeditious method of moving low risk component projects forward, and assesses potential environmental impacts in a proportional, graduated way.

The SPEED Strategy began with the development of this document, the CREATE Program – Feasibility Plan (see the first green box in the SPEED flowchart on page 8). The CREATE Program – Feasibility Plan is an ensemble of existing documents. The following chapters are included in the Feasibility Plan:

- **SPEED Strategy** - describes the SPEED Strategy including how and why the strategy was developed and how the process is to be carried out. Also included is a SPEED Strategy flow chart.
- **Joint Statement of Understanding (JSU)** – describes the program scope, the core responsibilities of the partners, the key relationships between partners, and summarizes how changes in scope and overall budget will be managed.
- **Program Level Goals and Strategies** – describes the goals and strategies for the CREATE Program as a whole.
- **Component Project Chronology and Selection Rationale** – describes the rationale and history of how component projects were selected to be part of the CREATE Program.
- **List of Component Projects** – lists the component projects selected as part of the CREATE Program.
- **Outreach Summary** – describes the public outreach efforts that have taken place to date.
- **Public Involvement Summary** – describes the public involvement activities in respect to this document.
- **National Public Benefits** – describes the national public benefits that will result from the implementation of CREATE.

- **Local and Regional Benefits** - describes the local and regional benefits that will result from the implementation of CREATE.
- **CREATE Plan Presentation Schedule** – lists the presentations given on the CREATE Plan.
- **CREATE Endorsements** – lists the people and organizations that have endorsed the CREATE program.

The cost estimate for the CREATE Program which is included in the Joint Statement of Understandings, the Amendment To Joint Statement of Understandings Regarding the Proposed CREATE Project, and Appendices A, B and E was prepared by the Illinois Department of Transportation (IDOT), the Chicago Department of Transportation (CDOT) and the participating railroads. The cost estimate has not been reviewed or verified by the US DOT. Additionally, the cost estimates for the CREATE projects included in the Preliminary Screening were prepared by the IDOT, the CDOT and the participating railroads. The cost estimates have not been reviewed or verified by the US DOT.

If federal funds are provided for the implementation of the CREATE Program, the US DOT will require the IDOT, the CDOT and the participating railroads to provide conceptual design cost estimates for each project within six months of receiving any portion of the federal funds provided for implementation. The cost estimates for each project will be reviewed and verified by the US DOT.

SPEED Strategy

All Federal Actions, including projects and programs entirely or partly financed, assisted, conducted, regulated, or approved by a federal agency, are covered under the National Environmental Policy Act of 1969 (NEPA). The primary objectives of NEPA are that an Agency have available and fully consider detailed information regarding environmental effects at the time a decision is made and that this same information be made available to interested and/or affected persons, agencies and organizations before decisions are made and before actions are taken. The CREATE program will be partly financed with federal funds and is considered a Federal Action that falls under NEPA.

As described in the Executive Summary, the CREATE Program is a first-of-its-kind public/private partnership that provides an extraordinary transportation improvement opportunity for one of the world's busiest and most complex rail networks. This multi-modal program (freight rail, passenger rail and highway) capitalizes on a rare spirit of collaboration amongst competitors to provide significant benefits to the Chicago region and the nation.

However, along with this partnership comes environmental challenges which must be overcome to succeed both with CREATE and the NEPA process. Environmental challenges include the partners' expectations that for CREATE to be successful, the component projects will be implemented without delays, the CREATE objectives will be achieved and the benefits from CREATE will be maximized. At the same time, for the NEPA process to be successful, the public confidence in the integrity of the process must be maintained, impacts must be avoided or minimized, and environmental benefits must be maximized.

The traditional methods to handle the environmental analysis for the component projects would be on a project-by-project basis or with a Tiered or Programmatic Environmental Impact Statement (EIS) for the CREATE Program as a whole. Each of these methods has their advantages and disadvantages. The project-by-project method, while seeming logical in the eyes of the partners in that it would allow them to pick and choose projects for construction sequencing and would allow a quick start to the low risk projects, could be vulnerable to legal challenges related to segmentation. If challenged legally, major delays could then be experienced. If a Tiered EIS is utilized, vulnerability to legal challenges due to segmentation would be limited. However, the Tiered EIS approach would be considered overkill for the low risk projects and would delay the start of these low risk projects until the completion of the Tiered EIS. Thus, a new NEPA compliant decision-making strategy needed to be developed for CREATE to succeed.

With this in mind, the FHWA Illinois Division Office, in cooperation with the Illinois Department of Transportation and the Chicago Department of Transportation, developed the Systematic, Project Expediting, Environmental Decision-making (SPEED) Strategy (see flow chart on page 8). The SPEED Strategy addresses the CREATE Program in total, it supports systematic decision-making, it provides an expeditious method of moving low risk component projects forward, and it assesses potential environmental impacts in a proportional, graduated way.

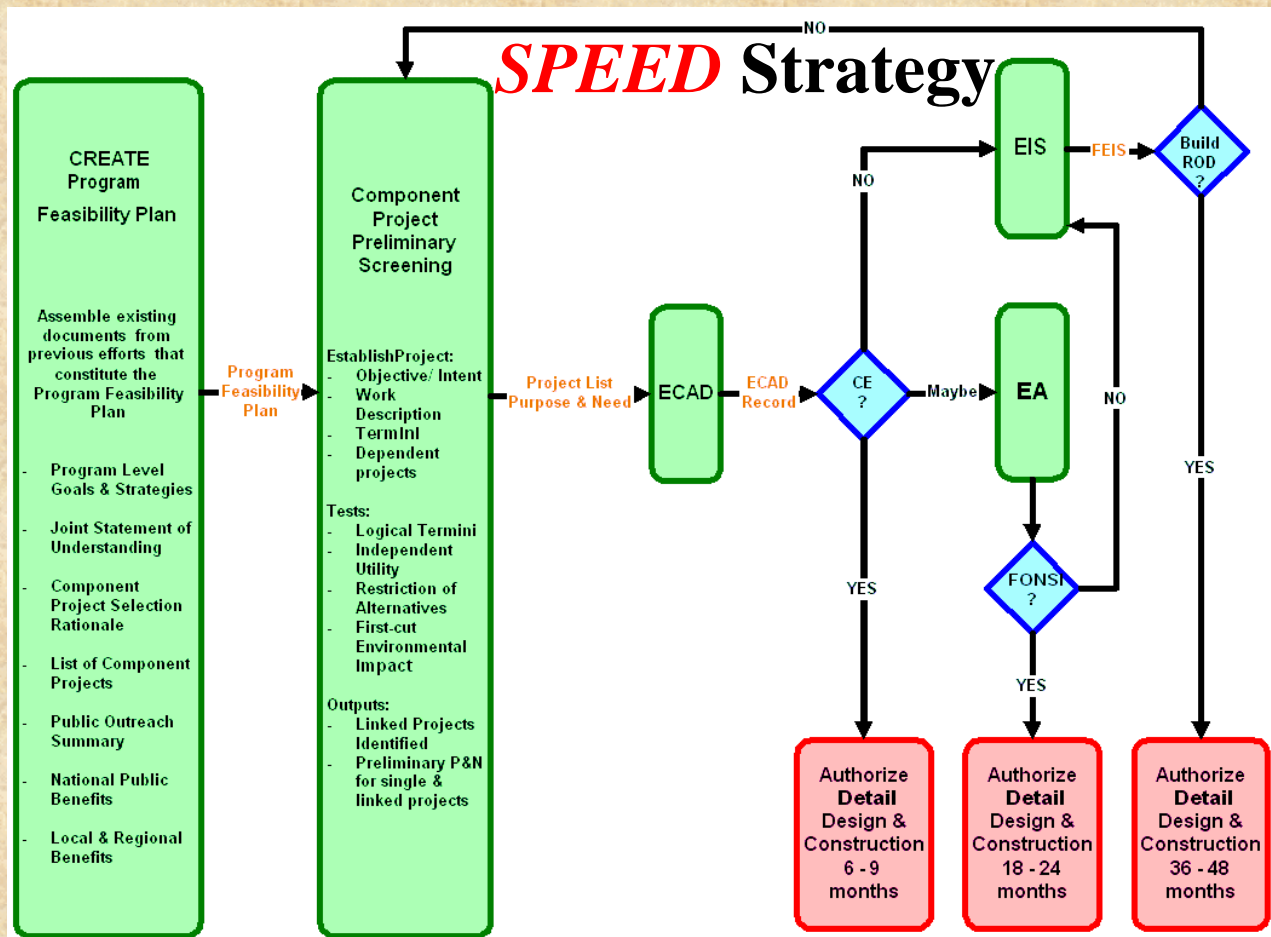
The SPEED Strategy began with the development of this document, the CREATE Program – Feasibility Plan (see the first green box in the SPEED flowchart on page 8). The CREATE Program – Feasibility Plan is an ensemble of existing documents and includes the Program Level Goals and Strategies, the Joint Statement of Understanding, the Component Project Chronology and Selection Rationale, a List of Component Projects, a public Outreach Summary for this program to date, a Public Involvement Summary for this document, a description of the National Public Benefits as a result of CREATE and a description of the Local and Regional Benefits as a result of CREATE.

The next step in the SPEED Strategy was the CREATE Program – Component Project Preliminary Screening (see the second green box in the SPEED flowchart on page 8). This step established each project through identifying its objective/intent, a work description and project limits. Each component project was subjected to three tests during this screening: 1) logical termini, 2) independent utility, and 3) restriction of alternatives. The outputs of this screening are the identification of linked projects and a preliminary Purpose and Need for all stand-alone component projects and linked projects.

All stand-alone component projects and linked projects identified in the screening step are then processed through an Environmental Class of Action Determination (ECAD). The FHWA Illinois Division and the Illinois Department of Transportation (IDOT) jointly developed the ECAD process. The ECAD process evaluates and documents the expected impacts from a proposed action and allows FHWA to make a determination of what environmental class of action the project should be processed at (categorical exclusion (CE), Environmental Assessment (EA), or EIS). During the required public involvement process for the ECADs, if a component project includes an alternative that results in road closures, those alternatives, as well as possible mitigation measures, will be presented at those meetings for public review and comment. The final decision to implement those closures will be made based on this public input. If the FHWA determines through the ECAD that the project is classified as a CE, the project then can proceed to authorization for detailed design and construction. If FHWA determines through the ECAD that the project should be elevated to an EA, an EA would need to be completed to determine if any significant impacts are involved in the implementation of the project. If the EA does not identify any significant impacts, a Finding of No Significant Impacts (FONSI) is issued by the FHWA and the project can proceed to authorization for detailed design and construction. If the ECAD process or an EA identifies significant impacts as a result of implementing a project, an EIS is required. After completion and approval by FHWA of the Draft and Final EIS, the FHWA will issue a Record of Decision (ROD). If a build alternative is selected in the ROD, the project can then proceed to authorization for detailed design and construction.

The SPEED Strategy provides methodical project screening and decision making and proportionally assesses impacts while still enabling rapid start-up of the low risk projects and limiting risks of delays from legal challenges based on segmentation issues.

SPEED Strategy Flowchart



JOINT STATEMENT OF UNDERSTANDINGS REGARDING THE PROPOSED CREATE PROJECT

PREAMBLE

The Chicago Regional Environmental and Transportation Efficiency Project (**CREATE**) (the Project) is a joint effort of (i) the Association of American Railroads (AAR), acting for and on behalf of The Burlington Northern and Santa Fe Railway Company (BNSF), Canadian National Railway Company (CN), Canadian Pacific Railway Company (CP), CSX Transportation, Inc. (CSX), Norfolk Southern Railway Company (NS), Union Pacific Railroad Company (UP), and Commuter Rail Division of the Regional Transportation Authority (Metra), (ii) the Illinois Department of Transportation (IDOT), and (iii) the Chicago Department of Transportation (CDOT) (AAR, IDOT and CDOT are referred to collectively as the “Stakeholders”), to restructure, modernize and expand the freight and passenger rail facilities and highway grade separations in the Chicago metropolitan area (the “Region”) while reducing the environmental and social impacts of rail operations on the general public. The National Railroad Passenger Corporation (Amtrak) has been consulted in connection with the Project and may subsequently join in this effort, if it chooses to do so, on terms mutually agreeable to it and the parties hereto.

The Stakeholders recognize that the Region, as a place in the nation where six of the seven Class 1 freight railroads converge, is the predominant rail transportation hub of the United States. Nearly a quarter of the nation’s rail shipments move to or through the Region. The Region’s rail traffic (freight and passenger, including commuter) and highway traffic (commercial and personal) are all estimated to increase substantially in the future.

Over the past five years, the railroad industry has spent over \$1.2 billion benefiting the Region for capital replacement and infrastructure improvements. Further, with the creation of the Chicago Transportation Coordination Office (CTCO) and subsequent improvements in train planning and communications, the time required to move freight across the Region has improved significantly. However, to further improve velocity and to accommodate the growing demands placed upon it, including increasing intermodal traffic, railroad infrastructure in the Region must be enhanced. Expanded rail capacity will also remove the growth pressure on further highway improvements.

Freight transportation efficiency in the Region has a ripple effect on the movement of goods throughout the United States, into Canada and Mexico, and to other international destinations. Much of the traffic handled in Chicago moves to or from the Nation's coasts, including to or from every major seaport in the USA and Canada. Capacity and efficiency improvements in the Region are vital to both economic and security interests of the USA and, due to greatly increased international flows under NAFTA, also to the rest of the continent.

Chicago's growing passenger rail service is an integral part of the Region's and the nation's transportation services. It benefits the community by removing automobile traffic from roadways and, by virtue of removing automobile traffic, reducing automobile emissions. This, in turn, reduces air pollution across the metropolitan area. Existing at-grade rail crossings diminish the reliability, capacity, and growth capabilities of commuter and intercity passenger rail lines, especially on the south and southwest parts of the Region. The Project's proposed rail-over-rail grade separations will enable service to be added to these lines, improving reliability and reducing travel times. Proposed grade crossing improvements and rail/rail and rail/road grade separations also will improve safety.

The Project will include the development of five rail transportation corridors (the “Corridors”), as depicted in the drawing attached hereto as Exhibit A. Four of the Corridors (the Central Corridor, the Beltway Corridor, the Western Avenue Corridor, and the East-West Corridor) will be primarily for handling freight traffic in the Chicago metropolitan area. The Passenger Express Corridor will be primarily for handling commuter and interstate passenger traffic. The individual components (the “Components”) included in the Project are set out in the book entitled ‘CREATE: Chicago Region Environmental And Transportation Efficiency Project,’ dated June 6, 2003 (the “Plan”), which is incorporated herein by reference. The development of the Corridors will include the upgrading of existing track structure, the double-tracking or triple-tracking of certain lines, the construction of grade separations and flyovers, the installation of new or improved signaling, and various other additions and improvements totaling approximately 70 discrete projects within the Corridors. The Project also will include certain improvements (e.g., grade separation projects) on existing rail lines outside the Corridors.

This document is a Joint Statement of Understandings agreed upon by the Stakeholders as a basis for seeking funding for the Project.

I. Objectives

The Project has the following overall objectives:

1. To improve safety at proposed grade-separated locations and in rail operations;
2. To eliminate or to reduce many points of direct conflict between rail Corridors and the Region’s street and highway network, by grade-separating the crossing

points, and reducing conflicts at other crossing points by improving the velocity and flow of rail traffic;

3. To eliminate points of conflict between rail corridors, especially among the five principal Corridors, reducing congestion, delays, and adverse social and environmental impacts resulting from current inefficiencies, with points where Metra and Amtrak service are restricted by freight operations addressed in the Project by rail-over-rail grade separations;
4. To reduce fuel consumption by, and emissions from, both locomotives and waiting autos and trucks;
5. To limit the growth of traffic congestion on the Region's highways;
6. To reroute rail freight and intercity passenger operations off the rail corridor known as the St. Charles Airline, thereby reducing impacts of rail operations on the south lakefront and providing additional acreage for open space and other land uses;
7. To modernize and increase the capacity of rail facilities (track, signals, bridges, and yards) to more efficiently handle today's rail traffic and to meet the demands of future traffic increases;
8. To connect the Corridors to each other more effectively and to foster the smooth and efficient flow of goods and people within and through the Region, as well as to and from other parts of the United States, including international traffic moving through the country's major ports; and

9. To generally improve the efficiency and reliability of the Corridors to better serve national security.

II. Terms and Conditions

The Project is subject to the following overall Terms and Conditions, and the Stakeholders agree to pursue federal, state, local and private funding (in addition to the Railroads' funds)

("Additional Funding") on the basis of such Terms and Conditions:

1. The individual railroad members of AAR participating in the Project are BN, CN, CP, CSX, NS, UP, Metra, and Amtrak if it chooses to participate on mutually acceptable terms (collectively, the Participating Railroads). It is anticipated that the proposed Corridor construction will generally be on property owned by the Participating Railroads and the Switching Railroad subsidiaries of some of them, namely The Belt Railway Company of Chicago, the Baltimore & Ohio Chicago Terminal, and the Indiana Harbor Belt Railroad. The Participating Railroads agree to cause such Switching Railroads to take such actions as may be required to implement the Project on the terms set forth herein. In some instances the Project will require that third-party properties be acquired for the Project. The Participating Railroads and Amtrak will be the principal users of the Project lines.
2. The City of Chicago will participate in the Project through its Department of Transportation (CDOT), as will the State of Illinois through the Illinois Department of Transportation (IDOT).

3. In order to coordinate the Project and to assure compliance with governmental requirements, there will be a joint governance structure (Governance Structure), as agreed to by the Stakeholders.
4. The Project will include the construction and/or improvement of numerous individual Components, many of which have independent utility. However, the Project shall constitute one integrated Project that has been designed to foster improved commuter and intercity rail passenger service, improved street traffic fluidity through grade separations and other highway enhancements, a more efficient rail freight transportation system within and through the Region, with improved safety and security. Prior to or during implementation, it is anticipated that refinements in the planned Components will likely be necessary. However, Components shall not be added to or deleted from the Project or materially changed, without the unanimous consent of all Stakeholders.
5. Although the Participating Railroads will realize substantial benefits as a result of the Project, the general public will achieve the preponderance of the benefits through improved safety, air quality, security, and automobile commuting times, reduced truck congestion, continued growth of the Region's economy, and more efficient movement of rail freight across the nation and to Canada and Mexico and other international destinations. The Stakeholders agree that funding of the Project should be supplied by the various parties hereto in a manner commensurate with the distribution of these and other benefits. They further agree that substantial governmental funding will be necessary to implement the Project. IDOT and CDOT agree that the Project is a high priority for them and

commit to seek all necessary funding, and to expend such funding, if obtained, on the Project.

6. The preliminary estimated total cost of the design and construction of the Project is \$1.534 billion. Such estimate, which is based upon conceptual engineering, includes the estimated costs of environmental assessment and remediation, acquisition of third-party properties (or interests therein) required for the Project and relocation costs with respect thereto, and provision for project management, inflation and contingencies. The overall cost estimate will be refined as further information is developed. The Participating Railroads are willing to make a capital contribution over the construction period in an amount which reflects the benefits (as determined by the Participating Railroads and agreed to by CDOT and IDOT prior to the execution of this Joint Statement) they are expected to receive from the Project. Except as provided in paragraph 7 of this Section II, the parties hereto agree that the Participating Railroads' direct monetary contribution to the Project shall be \$232 million (Railroad Financial Contribution) based upon the agreement by the parties hereto as to the value of the expected benefits to the Participating Railroads. Except as provided in Section IV hereof, the Railroad Financial Contribution to the Project shall be contingent upon a binding commitment that establishes the availability, on terms and conditions satisfactory to the Participating Railroads, of all Additional Funding and of third-party properties necessary to complete the entire Project. If such commitment cannot be obtained by the targeted date for commencement of construction of the Project, changes in these Terms and Conditions, including changes in the timing for

funding the Railroad Financial Contribution and Component sequencing, satisfactory to all the Stakeholders, would be required for the Project to proceed. Additional Funding sources satisfactory to the Participating Railroads sufficient to pay for the balance of the then-current estimated project cost must be secured in order for the Railroads to be obligated to make the Railroad Financial Contribution. The Participating Railroads voluntarily are committing to contribute the Railroad Financial Contribution during Component construction for the benefits they will receive during the life of the Project, and they will own and maintain the railroad infrastructure Components once completed. Accordingly, it is the understanding of the parties hereto that the Railroad Financial Contribution to the Project shall be limited as stated above. Furthermore, the parties hereto do not intend that there be special user fees, taxes or other similar assessments targeted toward the Participating Railroads or their customers for the purpose of funding the publicly funded portion of the Project.

7. Since the Railroad Funding Contribution is limited to \$232 million, any increases in the estimated project cost developed as the result of final engineering and refining the estimated cost must be funded from Additional Funding; provided, however, that during the construction phase, the party having responsibility for construction of each Component as indicated on Exhibit B will be responsible for the on-budget and on-time completion of such Component in accordance with the plans and cost estimates based on final engineering, subject to events beyond the control of such party, including reasonably unforeseeable site conditions and *force majeure*. Additionally, an event beyond the control of such party would

occur when the lowest responsive and responsible public bid for a rail-to-rail grade separation project Component is above the final engineering estimate; provided, however, that the responsible party will, at the direction of the Stakeholders, use reasonable efforts to redesign the Component and/or to seek different assumptions reasonably acceptable to all Stakeholders that are incorporated into the design or staging of that Component. To the extent possible under applicable funding, savings on any Component (including unused contingency reserves), except on rail infrastructure Components of CN, may be used to offset overruns on other Components, such savings being first applied to Components in the same category (i.e., Railroad Components, Metra Components, and Public Components, all as further described in Exhibit B, which shall each constitute separate categories), and then subject to the approval of all the Stakeholders across such categories of Components. Because CN is the only Participating Railroad vacating its current route through Chicago and constructing a new route, CN savings, if any, on anticipated expenditures for rails, ties, ballast, signals, and related items on any of its rail infrastructure Components along the new Central Corridor route may be used only to offset overruns on such items on other rail infrastructure Components along the Central Corridor, and not for any other Project Component of any category. It is believed that the estimated Project cost includes sufficient contingencies to cover reasonably unforeseeable conditions, including *force majeure*. However, in the event of a cost overrun as the result of events beyond the control of the responsible party, including reasonably unforeseeable site conditions and *force majeure* that exceeds such

contingencies, additional funding from sources other than the Participating Railroads will be required.

8. The Stakeholders note that the success of the Project will be dependent upon public support, and agree to work cooperatively with each other, and with the appropriate federal, state, and regional officials, especially the other affected local governmental entities of the Region, to develop broad support for the Project. CDOT and IDOT shall take the lead in developing such public support.
9. To the extent that properties belonging to third parties need to be acquired (temporarily or permanently) in order to permit construction of the Project, CDOT and IDOT will take the lead in acquiring, and will acquire, such property (or interests therein), by voluntary transaction, condemnation or otherwise. All costs associated with such acquisition (including, without limitation, costs of land acquisition, permitting, environmental mitigation, and any relocation assistance) will be treated as costs of the Project. Notwithstanding the foregoing, if any Participating Railroad is liable for environmental mitigation of a pre-existing environmental condition on any such property, such Railroad shall be required to pay for such mitigation to the extent that it would be liable therefor in the absence of the Project; provided, however, that any additional mitigation costs resulting from the specific Project requirements or the Project construction shall be a Project cost. All such properties (or such interests) needed for highway-rail grade separation shall be retained by or transferred to the appropriate public entity. Any property (or such interests) so acquired that is needed for railroad rights-of-way or facilities shall be conveyed to the Participating Railroad(s) or Switching Railroad

that owns or controls such Corridor segment, subject to appropriate easements and other customary conditions and restrictions for publicly-owned highways and bridges, as a capital contribution to the Project (in addition to the Additional Funding). The Participating Railroads will convey to the public agency owning any highway or bridge, as a capital contribution to the Project (in addition to the Railroad Financial Contribution), appropriate rights, including easements or other property interests (subject to appropriate easements for Railroad access and other customary conditions and restrictions) in any Railroad property required for any project, highway or bridge that is to be publicly owned.

10. CDOT and IDOT shall also take the lead, with Participating Railroad assistance, in obtaining necessary environmental or regulatory approvals, and in performing any necessary environmental mitigation, as a cost of the Project. Notwithstanding the foregoing, if any Participating Railroad is liable for environmental mitigation of a pre-existing environmental condition on any property owned or controlled by a party hereto that is to be used for the Project, such Railroad shall be required to pay for such mitigation to the extent that it would be liable therefor in the absence of the Project; provided, however, that any additional mitigation costs resulting from the specific Project requirements or the Project construction shall be a Project cost. The Participating Railroads shall jointly or individually obtain any regulatory approvals needed from the Surface Transportation Board.
11. In accordance with the agreed Governance Structure, the Participating Railroads will be responsible for the design, construction and/or implementation of all Railroad Components, Metra will be responsible for design, construction and/or

implementation of all Metra Components, and IDOT or CDOT (or their designees) will be responsible for the design and construction of all Public Components. After completion of construction, each Component shall become the property of the party that owns or controls (via easement or otherwise) substantially all of the property on which it is constructed or installed, with the public highway portions or grade crossing safety overpasses of each grade separation owned by the appropriate public body. Each owner shall then be responsible for maintenance, operation, management and dispatch on its property.

12. CDOT and IDOT will be responsible for the Project Component entitled Viaduct Improvement/Grade Crossing Safety Program on Exhibit B hereto, receiving Project Component funding based upon an allocation to be approved by IDOT and CDOT.
13. In each case, the Participating Railroads, IDOT and CDOT shall each be permitted to review the design, construction and/or implementation of the Project Components developed by the other parties, with approvals needed from affected parties. Reviews must be accomplished in a reasonable amount of time, as determined by the Stakeholders, and approvals shall not be unreasonably withheld. In each case, the party responsible for construction shall ensure that construction does not unreasonably impair traffic flows, whether by highway or rail.
14. Sequencing of the Components shall be approximately as indicated on Exhibit C hereto, subject to such changes as may be agreed to by all the Stakeholders.

15. The Stakeholders acknowledge CN's need to access the CWI line for its Central Corridor operations and agree that the line shall be available for CN's use upon:
- (1) the satisfactory completion, in Metra and NS' reasonable judgment, of the Project's 74th Street and Englewood Components, or (2) prior to the completion of the Components, should Metra and NS determine in their sole and absolute discretion, after consulting with CN, to grant CN access to their respective properties. The Stakeholders further acknowledge the City's interest in the termination of rail operations on the St. Charles Airline. The Stakeholders agree that the termination of such operations shall occur upon (1) the satisfactory completion, in CN's judgment, of all elements of the Central Corridor, or (2) CN's determination, in consultation with the other owners of the St. Charles Airline, that the Central Corridor is completed to the level necessary for operation thereover.

III. Scope of Work

The scope of work for the Project is outlined in the Plan. CDOT and IDOT will coordinate a process to obtain comments from other governmental entities and civic organizations regarding the implementation of specific Components. Any changes in scope will require the approval of all Stakeholders.

IV. Additional Design

IDOT has agreed to contribute \$10 million and, upon IDOT's payment of such \$10 million, the Participating Railroads have agreed to contribute \$2.5 million, to developing more detailed engineering for the Components to be identified by the parties hereto within thirty (30) days of

the date hereof. The necessary documentation for such funding will be promptly executed by the parties hereto. Such contributions shall be credited against the respective parties' obligations hereunder.

V. Definitive Agreements

Except for the provisions of Article IV, which shall be enforceable upon execution of this Statement, the terms of this Joint Statement of Understandings will be implemented and become enforceable to the extent effectuated by definitive agreements, containing such terms and conditions as are mutually satisfactory to the parties hereto. If such definitive agreements have not been executed by December 31, 2004, this Statement shall be of no further force or effect.

VI. Counterparts

This Joint Statement of Understandings may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall be considered one and the same statement.

VII. Effective Date

This Joint Statement shall be effective upon receiving the authorized signatures of each of the parties below.

VIII. Signatures

Illinois Department of Transportation: /s/ Timothy W. Martin
Date: 6/13/03

Chicago Department of Transportation: /s/ Miguel d'Escoto
Date: 6/13/03

Association of American Railroads: /s/ Ed Hamberger
Date: 6/13/03

Exhibit A

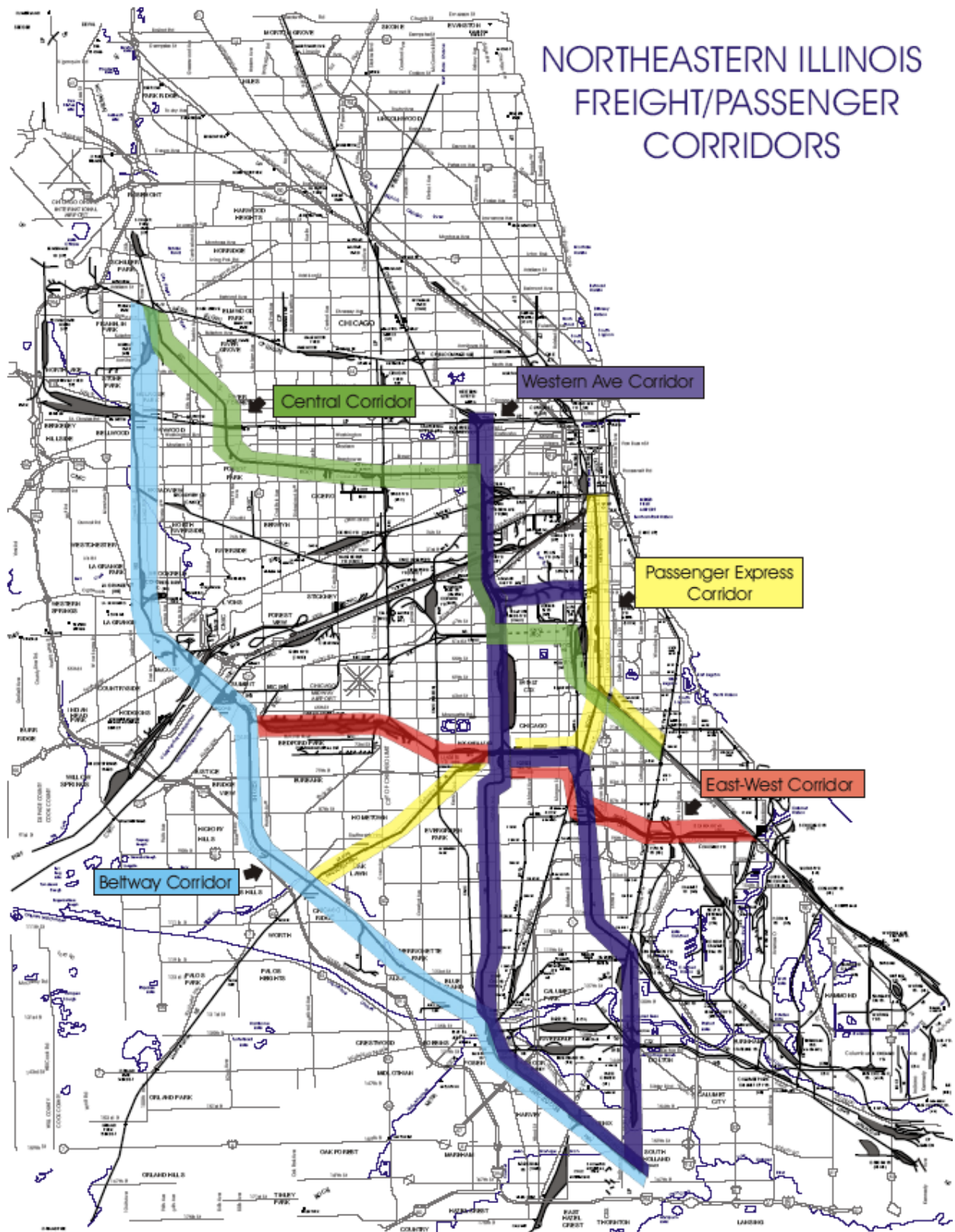


Exhibit B

The CREATE Project falls into three categories (Project Categories): Railroad improvements, excluding the grade separation of intersecting rail lines (Railroad Components); rail-over-rail separations (Passenger Components); and public improvements, including highway grade separations, and the Viaduct Improvement/Grade Crossing Safety Program (Public Components), all as described more specifically below. The party listed below shall be responsible for the construction of the designated Component in accordance with the JSU.

Project	Responsible Entity	Project Category
Viaduct Program	CDOT/IDOT	Public Component
Highway Grade Separation Components	CDOT/IDOT	Public Component
Safety Program	CDOT/IDOT	Public Component
Land acquisition, relocation, environmental assessments and remediation for the CREATE Project	CDOT/IDOT	Public Component
B1	CP/Metra	Railroad Component
B2	UP	Railroad Component
B3	UP	Railroad Component
B4	IHB, as directed by Owners	Railroad Component
B5	IHB, as directed by Owners	Railroad Component
B6	CSX	Railroad Component
B8	CSX	Railroad Component
B9	CSX	Railroad Component
B12	CSX	Railroad Component
B13	CN	Railroad Component
B15	IHB, as directed by Owners	Railroad Component
B16	UP	Railroad Component
WA1	UP	Railroad Component
WA2	CSX	Railroad Component
WA3	NS	Railroad Component
WA4	BNSF	Railroad Component
WA5	BNSF	Railroad Component
WA8	NA	Railroad Component
WA10	CSX	Railroad Component
WA11	CSX	Railroad Component
EW1	BRC, as directed by Owners	Railroad Component
EW2	BRC, as directed by Owners	Railroad Component
EW3	NS	Railroad Component
EW4	NS	Railroad Component
C-1; C-2;C-3	CN	Railroad Component

Project	Responsible Entity	Project Category
C-4, C-5; C-6;	CN	Railroad Component
C-7	CN	Railroad Component
C-8	CN	Railroad Component
C-9	CN	Railroad Component
C-10	CN	Railroad Component
C-11	CN	Railroad Component
C-12	CN	Railroad Component
C-13	NS	Railroad Component
P1	Metra	Passenger Component
P2	Metra	Passenger Component
P3	Metra	Passenger Component
P4	NS	Passenger Component
P5	Metra	Passenger Component
P6	Metra	Passenger Component
P7	Metra	Passenger Component

JOINT STATEMENT REGARDING CREATE GOVERNANCE STRUCTURE

This Joint Statement Regarding CREATE Governance Structure is entered into in order to implement the JSU (as defined below) and in particular to describe the Governance Structure (as defined in the JSU) agreed to by the Stakeholders (as defined in the JSU) as contemplated by Section II, Paragraph 3 of the JSU.

Statement of Purpose:

- Describes the core responsibilities of the organizations involved in the implementation of the CREATE Project as described in the Joint Statement of Understandings (JSU) dated June __, 2003, between (i) the Association of American Railroads (AAR), acting for and on behalf of Burlington Northern and Santa Fe Railway Company (BNSF), Canadian National Railway Company (CN), Canadian Pacific Railway Company (CP), CSX Transportation, Inc. (CSX), Norfolk Southern Railway Company (NS), Union Pacific Railroad Company (UP), and Commuter Rail Division of the Regional Transportation Authority (Metra), (ii) the State of Illinois, through the Illinois Department of Transportation (IDOT), and (iii) the City of Chicago, through the Chicago Department of Transportation (CDOT); The National Railroad Passenger Corporation (Amtrak) has been consulted in connection with the Project and may subsequently join in this effort, if it chooses to do so on terms mutually agreeable to it and the parties hereto;
- Outlines key relationships between those organizations, and,
- Summarizes how changes in scope or overall budget will be managed.

The Illinois Department of Transportation (IDOT) will be the lead public agency in the programming and grant administration of all public grant funds. The CREATE Project falls into three categories (Project Categories): Railroad improvements, excluding the grade separation of intersecting rail lines (Railroad Components); rail-to-rail separations (Metra Components); and public improvements, including rail-to-highway separations, and the Viaduct Improvement/Grade Crossing Safety Program (Public Components), all as described more specifically in the chart in Exhibit B of the JSU. To the extent that any matters of project administration and cost management affect only a Project Category (excluding changes of scope or sequencing), they may be resolved by the Component Project Managers (as defined below) responsible for the Components in such Project Category.

Metra, Class I Railroads, IHB, BRC and IDOT/CDOT Component Project Managers (Component Project Managers):

- Designated by the entity listed in the chart in Exhibit B of the JSU (Railroad, IDOT, or CDOT) responsible for managing, directing the design, cost estimating, and construction of a Component of the CREATE Project.

- Manages from preliminary engineering through final design, construction, and final audit individual Project Components, as identified in the JSU or as may be modified by the Stakeholder Committee from time to time.
- Directs the construction of the Project Components for which the Project Manager is responsible (see following chart) within the approved budgets, subject to force majeure relief and other conditions not reasonably foreseeable (as further described in the JSU), and in compliance with IDOT grant terms and conditions.
- Submits, through the Project Office, all levels of engineering for review by CTCO and other involved railroads or public agencies for verification that scope and cost estimate assumptions accurately portray the manner in which the Component can be constructed, both from the perspective of train performance and work window availability.
- Advises the Project Office of Project Component status and costs incurred to date, at frequencies set by the Project Office.
- Advises the Project Office, in advance of committing to the change, of any anticipated cost overrun that will affect the overall Project cost or any scope change, whether or not the change or overrun is expected to require an IDOT grant amendment.
- Works with Public Information Working Group through the Project Office on potential and ongoing community concerns and community information needs.

CTCO:

- Advises the Project Office and Component Project Managers whether scope and cost estimate assumptions accurately portray the manner in which the Component can be constructed, taking into consideration the need to maintain train performance and provide appropriate work windows.
- Approves the assumptions regarding train operation and performance incorporated into final designs, construction assumptions, and, as may be appropriate, estimates of Component costs before final authority is given to the Component Project Manager to construct.
- Coordinates with the Project Office and the involved Component Project Manager to maximize train flows during construction while minimizing costs associated with schedule or work window conflicts.
- Reviews and comments on operational impacts of proposed Component scope changes, as may be requested by Project Office.

Project Office:

- Administratively, retained by AAR, but responsible to Stakeholder Committee.
- Costs paid for out of the CREATE Project budget.
- Includes accounting and engineering skills to track budget and construction progress information received from Component Project Managers; prepares progress reports for Management Committee; and, anticipates problems and identifies opportunities to solve problems or improve processes.
- Coordinates Component Project Manager work with CTCO to maximize train flows during construction while minimizing costs associated with schedule or work window conflicts.

- Approves final designs, construction assumptions and final estimates of Component costs submitted by Component Project Manager before final authority is given to Component Project Manager to solicit bids or to construct.
- Assists Component Project Managers with IDOT grant application, award, and management processes, giving as much additional support as may be required or requested.
- Assists Component Project Managers' accounting personnel with grant or cash-flow questions, and identifies possible solutions if problems need to be elevated.
- Coordinates and monitors project schedules with Component Project Managers and CTCO, advising Management Committee of schedule status and anticipated problems.
- Analyzes or initiates requests related to project scope and/or cost changes affecting the overall Project, making recommendation to Management Committee if action is proposed.
- Responsible for preparing reports for Component Project Managers on:
- Grant compliance requirements, identifying any problems with same being experienced or caused by a Component Project Manager; and,
- Costs to date (including obligations) and projected by Component against the overall budget.
- Facilitates Component Project Manager meetings with Public Information Working Group and assists in anticipating, addressing and mitigating community concerns.

Management Committee:

- Comprised of one member from CTCO, Metra, BNSF, UP, NS, CSX, CP, CN, AAR, CDOT and IDOT.
- Makes decisions by unanimous agreement, although any member may elevate an issue to the Stakeholder Committee.
- Provides direction to Project Office consistent with Stakeholder Committee decisions and, at a minimum, attempts to develop recommendations for Stakeholder Committee action, including reviewing and approving Project Office invoices and proposed changes in Project scope and budgets.
- Any member of the Management Committee or its representative can elevate to the Management Committee any decision of the Project Office and no action shall be taken on such decision until resolved by such Committee.

Public Information Working Group:

- Comprised of one member from CTCO, Metra, BNSF, UP, NS, CSX, CP, CN, AAR, CDOT and IDOT.
- Assists Project Office and Component Project Managers in identifying potential and ongoing community concerns and community information needs.
- Coordinates with the Advocacy Committee, as may be required from time to time.

Stakeholder Committee:

- Comprised of three people: Chairman of Policy Committee (as selected by the Railroads); the Commissioner of CDOT; and the Secretary of IDOT.
- Makes decisions by unanimous agreement.
- Approves changes in Project scope or budget; changes in sequencing of work to be undertaken as funds become available; and appropriateness of grant contract changes that relate to Project scope or budget changes.

Interpretation:

This Joint Statement Regarding CREATE Governance Structure should be read and construed as a single integrated document with the JSU. Definitions of terms found in the JSU should be applied to the terms as used in this Joint Statement.

Counterparts:

This Joint Statement Regarding CREATE Governance Structure may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall be considered one and the same Joint Statement.

Effective Date:

This Joint Statement shall be effective upon receiving the authorized signatures of each of the parties below.

Signatures:

Illinois Department of Transportation: /s/ Timothy W. Martin
Date: 6/13/03

Chicago Department of Transportation: /s/ Miguel d'Escoto
Date: 6/13/03

Association of American Railroads: /s/ Ed Hamberger
Date: 6/13/03

**AMENDMENT TO JOINT STATEMENT OF UNDERSTANDINGS
REGARDING THE PROPOSED CREATE PROJECT**

WHEREAS, on June 13, 2003, the (i) Association of American Railroads, acting for and on behalf of The Burlington Northern and Santa Fe Railway Company, Canadian National Railway Company, Canadian Pacific Railway Company, CSX Transportation Inc., Norfolk Southern Railway Company, Union Pacific Railroad Company, and Commuter Rail Division of the Regional Transportation Authority; (ii) the Illinois Department of Transportation, and (iii) the Chicago Department of Transportation, entered into a Joint Statement of Understandings Regarding the Proposed CREATE Project (“JSOU”) to progress a joint effort to restructure, modernize and expand the freight and passenger rail facilities and highway grade separations in the Chicago metropolitan area while reducing the environmental and social impacts of rail operations on the general public;

WHEREAS, this joint effort, designated as the Chicago Regional Environmental and Transportation Project, or CREATE, includes the construction and/or improvement of numerous individual identified Public, Metra, and Railroad Components that are incorporated in the JSOU and that constitute the integrated Project, with a preliminary estimated total cost of the design and construction of the Project set forth in the JSOU at \$1.534 billion;

WHEREAS, the JSOU was agreed upon by the Stakeholders as a basis for seeking funding for the Project with the further the understanding of the Stakeholders that the terms of the JSOU would be implemented and become enforceable to the extent effectuated by mutually acceptable definitive agreements, and if such definitive agreements were not executed by December 31, 2004 the JSOU would be of no further force and effect;

WHEREAS, the definitive agreements were, in part, contingent upon the inclusion therein of

binding commitments establishing the availability, on terms and conditions satisfactory to the Participating Railroads of all Additional Funding (in excess of the Railroad Financial Contribution) necessary to complete the entire Project;

WHEREAS, although it is presently deemed unlikely that the availability of the Additional Funding will be established by December 31, 2004, the Stakeholders desire that efforts to establish the availability of Additional Funding continue until June 30, 2005, and that the JSOU remain in effect among the Stakeholders through such date; and

WHEREAS, the Participating Railroads are also willing to commence the construction and/or improvement of certain Railroad Components prior to the execution by the Stakeholders of definitive agreements regarding the Project, provided that the cost of completion of such Railroad Components are credited against the respective Participating Railroad's obligations under the JSOU.

NOW THEREFORE, the Stakeholders, as the date hereof, amend the JSOU as follows:

1. Section V of the JSOU is amended by deleting, on the fifth line, the date of "December 31, 2004" and inserting in lieu thereof the date of June 30, 2005.
2. The following subsection 16 is added at the end of Section II:

"To the extent that any Participating Railroad undertakes the construction and/or improvement of an individual Railroad or Metra Component after October 1, 2004 and prior to the execution of the definitive agreements described in Section V hereof, the investment of the Participating Railroad in the design, construction, and/or implementation of such Railroad or Metra Component shall be considered a contribution of the Participating Railroads to the Project and shall be credited against the Railroad Financial Contribution

hereunder, provided that the Stakeholders approve the design, budget and sequence for such Railroad or Metra Component construction and/or improvement and such construction and/or improvement is otherwise in accordance with the terms and conditions set forth herein. For each such credited construction and/or improvement, the Stakeholders (through the Management Committee described in the Joint Statement Regarding CREATE Governance Structure executed by the Stakeholders on June 13, 2003) shall thereafter also seek a determination from the U.S. Department of Transportation that the construction and/or improvement meet eligibility requirements for federal funding.”

3. Except as otherwise provided herein, capitalized terms shall have the same meaning as in the JSOU.
4. This Amendment to the JSOU may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall be considered one and the same statement.
5. This Amendment to the JSOU shall be effective upon receiving the authorized signatures of each of the parties below.

Illinois Department of Transportation:
Date: 12/23/04

/s/ Timothy W. Martin

Chicago Department of Transportation:
Date: 12/23/04

/s/ Miguel d’Escoto

Association of American Railroads:
Date: 12/23/04

/s/ Edward R. Hamberger

**SECOND AMENDMENT TO JOINT STATEMENT OF UNDERSTANDINGS
REGARDING THE PROPOSED CREATE PROJECT**

WHEREAS, on June 13, 2003 the (i) Association of American Railroads, acting for and on behalf of The Burlington Northern and Santa Fe Railway Company, Canadian National Railway Company, Canadian Pacific Railway Company, CSX Transportation, Inc., Norfolk Southern Railway Company, Union Pacific Railroad Company, and Commuter Rail Division of the Regional Transportation Authority; (ii) the Illinois Department of Transportation, and (iii) the Chicago Department of Transportation, entered into a Joint Statement of Understandings Regarding the Proposed CREATE Project (“JSOU”) to progress a joint effort to restructure, modernize and expand the freight and passenger rail facilities and highway grade separations in the Chicago metropolitan area while reducing the environmental and social impacts of rail operations on the general public;

WHEREAS, this joint effort, designated as the Chicago Regional Environmental and Transportation Project, or CREATE, includes the construction and/or improvement of numerous individual identified Public, Metra, and Railroad Components that are incorporated in the JSOU and that constitute the integrated Project, with a preliminary estimated total cost of the design and construction of the Project set forth in the JSOU at \$1.534 billion;

WHEREAS, the JSOU was agreed upon by the Stakeholders as a basis for seeking funding for the Project with the further understanding of the Stakeholders that the terms of the JSOU would be implemented and become enforceable to the extent effectuated by mutually acceptable definitive agreements; and if such definitive agreements were not executed by December 31, 2004 (which was extended by an amendment to the JSOU to June 30, 2005), the JSOU would be of no further force and effect;

WHEREAS, although it is presently deemed unlikely that the availability of the Additional Funding will be established by June 30, 2005, the Stakeholders desire that efforts to establish the availability of Additional Funding continue until December 31, 2005 and that the JSOU remain in effect among the Stakeholders through such date;

WHEREAS, the JSOU envisioned that Amtrak may subsequently join in the effort on mutually satisfactory terms and conditions; and

WHEREAS, Amtrak has reached a mutually satisfactory agreement with the Participating Railroads as to Amtrak's current level of participation in the effort.

NOW THEREFORE, the Stakeholders, as the date hereof, amend the JSOU as follows:

1. Section V of the JSOU, as amended, is further amended by deleting, in the fifth line, the date of "June 30, 2005" and inserting in lieu thereof the date of "December 31, 2005".
2. In the first paragraph of the PREAMBLE of the JSOU the last sentence is stricken and the words "National Railroad Passenger Corporation (Amtrak)" are added after "(CSX)," in the fifth line.
3. Except as otherwise provided herein, capitalized terms shall have the same meaning as in the JSOU.
4. This Amendment to the JSOU may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall be considered one and the same statement.

5. This Amendment to the JSOU shall be effective upon receiving the authorized signatures of each of the parties below.

Illinois Department of Transportation: /s/ Timothy W. Martin

Date: June 24, 2005

Chicago Department of Transportation: /s/ Cheri Heramb

Date: June 24, 2005

Association of American Railroads: /s/ Ed Hamberger

Date: June 24, 2005

**THIRD AMENDMENT TO JOINT STATEMENT OF UNDERSTANDINGS
REGARDING THE PROPOSED CREATE PROGRAM**

WHEREAS, on June 13, 2003 the (i) Association of American Railroads, acting for and on behalf of The Burlington Northern and Santa Fe Railway Company (hereinafter referred to as “BNSF Railway Company”), Canadian National Railway Company, Canadian Pacific Railway Company, CSX Transportation, Inc., Norfolk Southern Railway Company, Union Pacific Railroad Company, and Commuter Rail Division of the Regional Transportation Authority (and, by amendment dated June 24, 2005, the National Railroad Passenger Corporation); (ii) the Illinois Department of Transportation, and (iii) the City of Chicago, acting by and through its Department of Transportation (“City”), entered into a Joint Statement of Understandings Regarding the Proposed CREATE Project (hereinafter referred to as “Program”) (“JSOU”) to progress a joint effort to restructure, modernize and expand the freight and passenger rail facilities and highway grade separations in the Chicago metropolitan area while reducing the environmental and social impacts of rail operations on the general public; and

WHEREAS, this joint effort, designated as the Chicago Region Environmental and Transportation Efficiency Program, or CREATE, includes the construction and/or improvement of numerous individual identified Public, Metra, and Railroad Components that are incorporated in the JSOU and that constitute the entire Program, with a preliminary estimated total cost of the design and construction of the Program set forth in the JSOU at \$1.534 billion; and

WHEREAS, the JSOU was agreed upon by the Stakeholders as a basis for seeking funding for the Program with the further understanding of the Stakeholders that the terms of the JSOU would be implemented and become enforceable to the extent effectuated by mutually acceptable definitive agreements; and if such definitive agreements were not executed by December 31,

2004 (which was extended by two previous amendments to the JSOU to December 31, 2005), the JSOU would be of no further force and effect; and

WHEREAS, notwithstanding that the availability of Additional Funding was not established as of December 31, 2005, the Stakeholders believe that certain identified Program benefits can be realized by the completion of a portion of the Program Components comprising elements of the entire Program (“Initial Components”); and

WHEREAS, the Stakeholders are willing to move forward toward implementation of the Initial Components under certain specific terms and conditions and subject to certain contingencies as described herein; and

WHEREAS, the parties are further willing to support efforts to continue to seek the Additional Funding necessary to implement the entire Program as contemplated by the JSOU.

NOW THEREFORE, the Stakeholders, as of the date hereof, hereby agree to amend the JSOU as follows:

1. The Components set forth and described in Attachment 1 hereto, with the total cost shown as \$331 million, comprise the Initial Components which will be moved forward if the conditions and contingencies stated in Sections 2 through 7 below are met.
2. The Participating Railroads’ direct monetary contribution to the Initial Components is limited to \$101 million (“Initial Components Railroad Financial Contribution”). The Initial Components Railroad Financial Contribution shall be applied to any of the Projects listed in Attachment 1 other than the Highway-Rail Grade Separations Project shown as the first Project on Attachment 1 (“Highway-Rail Grade Separations Project”); provided, however, that Amtrak’s contribution shall be applied only to

- Project P-1. (Metra's contribution is subject to the receipt of necessary State of Illinois transportation funding which has yet to be authorized.)
3. Public funds consisting of federal funds in the amount of \$100 million, or so much thereof as may be made available to IDOT by actions of the federal government including but not limited to obligation limitations, rescissions, and allocations (positive or negative) of revenue aligned budget authority, shall be contributed to any of the Projects comprising the Initial Components, other than the Highway-Rail Grade Separations Project. Such funds shall be administered and contributed through and by IDOT and shall constitute a portion of the Initial Components Additional Funding. The Initial Components Railroad Financial Contribution shall be contingent upon the availability and receipt of such public funds.
 4. As set forth in Attachment 1, the cost of the Projects, other than the Highway-Rail Grade Separations Project, is \$231 million. To cover the full costs of such Projects, funding from City in the amount of \$30 million is anticipated; and such funding shall constitute a portion of the Initial Components Additional Funding. While City believes such public funding will be forthcoming, the funding shall be subject to City's legislative authorization and the availability of federal and state funds (other than those contemplated in Sections 2 and 3 above) but shall not be a condition for the Initial Components Railroad Financial Contribution or the other portions of the Initial Components Additional Funding; provided, however, that the definitive agreements referenced in Section 6 below will address any changes in the event that any or all of such funding from City is not realized.

5. Public funding for the Highway-Rail Grade Separations Project in the amount of \$100 million shall be from IDOT and subject to Illinois legislative authorization. Such funding shall constitute a portion of the Initial Components Additional Funding; however, such funding shall not be a condition for the Initial Components Railroad Financial Contribution or the other portions of the Initial Components Additional Funding described herein; provided, however, that the definitive agreements referenced in Section 6 below will address any changes necessary in the event that any or all of such funding from IDOT is not realized. Funding for the Highway-Rail Grade Separations Project will be provided as set forth in Attachment 1. The City's funding could be expended on the Highway-Rail Grade Separations Project if: (a) such funding is necessary to complete such Project; (b) at least \$25 million of City's funding has been made available for the other Projects listed in Attachment 1, other than OP-5; and (c) all of the Stakeholders agree.
6. Pursuant to Article V of the JSOU, the terms of the JSOU, as amended, will be implemented and become enforceable to the extent effectuated by definitive agreements, containing such terms and conditions as are mutually satisfactory to the Stakeholders. Article V of the JSOU, as previously amended, is hereby further amended by deleting, in the fifth line, the date of "December 31, 2005" and inserting in lieu thereof the date of "December 31, 2009". Such definitive agreements will include, without limitation, agreements as to the amount of work to be completed, the sequence, the schedule, and the funding requirements for the progression of each of the Projects in Attachment 1 and the availability, on terms and conditions satisfactory to the Stakeholders, of the public funding referenced in Section 3 above and of all

third party properties necessary to complete the Initial Components. The definitive agreement among the Stakeholders to replace this JSOU, as amended, shall also address: (a) the process for prioritizing or modifying the Projects in the event that the aggregate costs exceed the Initial Components Railroad Financial Contribution and the Initial Components Additional Funding, due to any shortfalls in federal funding to be contributed to the Program or due to the unavailability of any or all of the anticipated public funding from City or from IDOT; and (b) an appropriate governance structure for the Initial Components which takes into account the extent to which each of the Stakeholders have met their respective contribution targets hereunder.

7. Notwithstanding the provisions of Article IV of the JSOU, as amended, the Initial Components Railroad Financial Contribution and the Initial Components Additional Funding shall be in addition to, and not offset by, any IDOT or Participating Railroad financial contribution made in accordance with said Article IV.
8. The Stakeholders agree to advocate that priority for any additional public funding received for a subsequent phase of the CREATE Program be given to Project P-2. This provision shall not be construed to prohibit securing or expending designated funding for other CREATE Projects in the Initial Components or any subsequent Components.
9. In the first and second lines of the PREAMBLE of the JSOU, the word “Project” is stricken and the word “Program” is inserted in lieu thereof; and, in the JSOU and all three amendments thereto (including the titles of the documents), the term “Project”

- when used to refer to the CREATE Program shall be deleted and the term “Program” shall be inserted in lieu thereof.
10. In the JSOU and all three amendments thereto, the term “Chicago Department of Transportation” shall be replaced by “City of Chicago, acting by and through its Department of Transportation” and the term “CDOT” shall be replaced by “City” wherever such terms appear.
 11. Paragraph 7 of Article II of the JSOU is amended by striking the following in the tenth and eleventh lines: “rail-to-rail grade separation.”
 12. Paragraph 9 of Article II of the JSOU is amended by adding the following after the words “environmental mitigation” in the sixth line: “demolition of existing buildings, securing of parcels,”.
 13. Paragraph 5 of Article II of the JSOU is amended by adding at the end thereof the following sentence: “The Stakeholders acknowledge that all such government funding will represent a capital contribution to the Program and not payment in exchange for services or property provided, or to be provided, by the Participating Railroads.”
 14. Except to the extent inconsistent with the terms of this Third Amendment, all of the provisions of the JSOU will apply to the Initial Components as if: (a) the Initial Components were the Program; (b) the Initial Components Railroad Financial Contribution were the Railroad Financial Contribution; (c) the Initial Components Additional Funding were the Additional Funding and (d) Attachment 1 hereto were the Plan and Exhibit C with respect to the identification of the Components.

15. Except as otherwise provided herein, capitalized terms shall have the same meaning as in the JSOU.
16. The JSOU (including the provisions of Article V regarding definitive agreements), as previously amended and as further amended hereby, is reinstated by the Stakeholders and remains in full force and effect with respect to the Initial Components. In all other respects, no party shall have any other liability or obligation under the JSOU, as amended; provided, however, that: (1) the Stakeholders will continue to support efforts to seek the Additional Funding necessary to move forward the entire Program originally contemplated by the JSOU; and (2) if the Additional Funding is realized, the Stakeholders further agree to work, at such time, in good faith to effect a definitive agreement for the entire Program which, taking into account any changed circumstances, reflects as closely as possible the objectives, understandings, and railroad contribution limitations regarding the entire Program as set forth in the original JSOU.
17. This Third Amendment to the JSOU may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall be considered one and the same statement.
18. This Third Amendment to the JSOU shall be effective upon receiving the authorized signatures of each of the parties below.

Illinois Department of Transportation:

By: _____

Date: _____

City of Chicago, acting by and through its Department of Transportation:

By: _____

Date: _____

Association of American Railroads:

By: _____

Date: _____

CREATE Program Initial Components Plan

Project #	Location	Project Scope
Highway-Rail Grade Separations	Chicago - Various	6 Grade Separations including 95th Street (GS-21), Columbus (GS-11), Archer Ave. (GS-9)
B1	Tower B-12	CP double mainline connection to Beltway at B12
B2	Proviso	Construct new main on UP: Elmhurst-Provo Jct., upgrade IHB connection to 25 mph
B3	In Bellwood, connecting to Proviso Yard	Install 2nd parallel connection at Melrose between Proviso Yd and IHB, associated crossovers and signal modifications.
B4	LaGrange	Install TCS signaling on all tracks CP LaGrange-CP Hill. Includes upgrade of 21 runner to mainline
B5	Broadview	Install Universal crossover, to include switches and signals, at CP Broadview, and power connection to the CN
B6	McCook	Construct 2nd southwest connection between IHB and BNSF. Install single left crossover for BNSF to Argo
B8	Argo-CP Canal	Upgrade TCS signaling Argo to CP Canal

CREATE Program Initial Components Plan

Project #	Location	Project Scope
B9	Argo	Upgrade Connection
B12	CP Francisco to CP 123rd Street	Add Additional Mainline CP Francisco to CP 123rd St
B13	Blue Island Jct.	Upgrade IHB-CN connection at Blue Is Jct.
B15	CP Harvey - Dolton	Install TCS between CP Harvey to Dolton
WA1	Ogden Jct.	Re-align & Signalize Ogden Jct for double track connection from UP to BOCT & CJ Mains
WA2	CTC on CSX	Install TCS signaling on BOCT between Ogden Jct and 75th Street (Forest Hill)
WA3	CJ	Install TCS signaling CJ tracks between Ogden Jct and CP518, add additional mainline along Ashland Ave Yard, and extension of Yard Switching Lead
WA4	BNSF Chicago Sub to BNSF Chillicothe Sub	Construct connection directly linking BNSF Chicago and Chillicothe Subs
WA5	Corwith Tower	Upgrade track, signal, and reconfigure Corwith Interlocking and remote CN Corwith Tower

Attachment 1

CREATE Program Initial Components Plan

Project #	Location	Project Scope
WA10	Blue Island Jct.	Install universal interlocked connections between BOCT and CN to facilitate directional running
WA11	Dolton	Upgrade and reconfigure Dolton interlocking
EW1	Clearing Yard	Construct 2 new main tracks, reconstruct thoroughfare, and rearrange connections. Impacts Beltway Corridor - Argo Connection
EW2	80th Street	Improve track & signals for flexibility of routes from 80th St to Forest Hill & 74th St.
EW3	Pullman Jct.	Re-align Pullman Jct. to incorporate BRC and NS mains from Pullman to 80th Street
EW4	CP 509	Improve connection from East-West Corridor to NS Mainline at CP 509
P1	Englewood	Grade separate Metra and NS
P2	74th Street	Grade separate Metra and BRC and connect Metra to Rock Island route

Page 3 of 4

CREATE Program Initial Components Plan

Project #	Location	Project Scope
P3	75th Street (Forest Hill)	Grade Separate CSX & NS to carry Metra's SW service, building a double-track bypass of NS Landers Yd for Metra, extending to Ashburn; and connect Landers Yd to BRC tracks.
P7	Chicago Ridge	Grade Separate Metra and IHB (CSX)
OP5	Viaduct Improvement Program, Chicago	City-Wide
OP7	Property Acquisition, Relocation, Environmental	Railroad (including Metra) Projects
OP8	Contingency, Inflation, and Program Management	Contingency on Railroad Construction

\$331 million is allocated to the CREATE Program Initial Components Plan as follows. \$100 million is allocated to the Highway-Rail Grade Separations project. \$231 is allocated to the remaining CREATE Program Initial Components Plan projects.

Program Level Goals and Strategies

1.1 Goals and Strategies

Chicago, the nation's preeminent rail hub, consists of 2,796 miles of existing rail network encompassing an area of 16,000 acres. Currently 37,500 rail cars per day travel through the Chicago hub each year, with this number expected to increase to 67,000 per day by 2020. The existing system experiences motorist, passenger and freight rail delays and congestion on a daily basis. If changes to the system are not implemented, these issues will only get worse. Failure to address these issues will have major effects not only locally but nationally. The local effects alone are enormous:

- If rail capacity issues are not addressed studies show that Chicago will lose \$2 billion in production and 17,000 jobs in the next two decades.
- If rail capacity issues are not addressed, freight that is carried by rail will now move to truck, increasing congestion and increasing air pollutant emissions on our highways. The demands upon the local roads and highways in the Chicago region will be overwhelming if this freight is moved from steel wheel to rubber tire.
- If rail capacity issues are not addressed, delay to METRA passengers will increase. Currently 73 million local passenger trips are logged annually, relieving substantial stress on the highway system.

The national implications of a failure to act are likewise debilitating:

- When multiplier effects are included, the Chicago rail network is associated with 5 million jobs nationwide, \$782 billion in output and \$217 billion in annual wages. For over 150 years, Chicago has been the rail capital of the nation and the world.
- Chicago is the only city in the country where six major North American railroads meet to interchange freight. Failing to address these infrastructure issues will trickle down to inefficiencies throughout the nationwide freight network.
- Seven of the rail lines entering Chicago are part of the Strategic Rail Corridor Network, rail lines that are critical to national defense.

The State of Illinois and the City of Chicago have joined with the passenger and freight railroads serving the Chicago region to establish Program Level Goals and Strategies of the CREATE Program to address these issues. The Program level goals of the CREATE Program were developed and are as follows:

- Improve the efficiency and reliability of local and national passenger and freight rail service in and through the Chicago region;
- Reduce motorist, passenger rail and freight rail delays to travel in and through the Chicago region;
- Reduce highway and rail traffic congestion in the Chicago region;
- Improve rail-highway grade crossing safety in the Chicago region;
- Provide national, regional and local economic benefits;

- Provide environmental (air quality) benefits for the Chicago region; and
- Provide national, regional and local energy benefits.

The following sections describe the strategies developed in the CREATE Program to achieve these identified goals.

1.1.1 Goal: Improve the efficiency and reliability of local and national passenger and freight rail service in and through the Chicago region

Strategies:

- Provide a rail transportation system that will meet future rail traffic demands.
- Reduce passenger rail to freight rail conflict points.
- Provide rail traffic operations upgrades.
- Increase passenger rail capacity.
- Improve intermodal operations (rail to truck transfers).

1.1.2 Goal: Reduce motorist, passenger rail and freight rail delays to travel in and through the Chicago region.

Strategies:

- Encourage passenger rail ridership.
- Reduce rail to highway conflict points.
- Reduce passenger rail to freight rail conflict points.
- Provide rail traffic operations upgrades.

1.1.3 Goal: Reduce highway and rail traffic congestion in the Chicago region.

Strategies:

- Reduce rail to highway conflict points.
- Reduce passenger rail to freight rail conflict points.
- Provide rail traffic operations upgrades.
- Encourage passenger rail ridership.

1.1.4 Goal: Improve rail-highway grade crossing safety in the Chicago region.

Strategies:

- Reduce rail to highway conflict points.
- Encourage passenger rail ridership.

1.1.5 Goal: Provide national, regional and local economic benefits.**Strategies:**

- Achievement of goals 1.1.1 through 1.1.3 above. This will:
 - reduce the size of inventories required to be kept by rail customers;
 - maximize freight rail customer responsiveness and flexibility to their own customers;
 - result in time savings (economic savings) for motorist, passenger and freight rail;
 - encourage increased ridership of passenger rail (thus helping more to reduce delays and congestion); and
 - reduce investment in new highway construction.
- Achievement of goal 1.1.4 above. This will:
 - Reduce accidents and associated cost of property damage, personal injuries, and fatalities.
- Closing of the St. Charles Airline. This will result in residential and commercial development in this area and will provide a permanent tax revenue increase.
- Successful implementation of the CREATE Program. This will provide construction related economic benefits such as jobs, materials, and services. This will also prevent the loss of production and jobs in the next two decades.

1.1.6 Goal: Provide environmental (air quality) benefits for the Chicago region.**Strategies:**

- Achievement of goals 1.1.1 through 1.1.3 above. This will:
 - reduce train emissions due to reduction in train idling times caused by delays; and
 - reduce motor vehicle emissions due to reduction idling times caused by delays.

1.1.7 Goal: Provide national, regional and local energy benefits.**Strategies:**

- Achievement of goals 1.1.1 through 1.1.3 above. This will:
 - Reduce the amount of energy consumption from trains and motor vehicles due to reduction in idling times caused by delays.

1.2 Conclusion

The Goals and Strategies described above were then used in the decision-making process to identify transportation improvement projects that would successfully achieve the stated goals. The full implementation of these projects will improve the efficiency and reliability of the passenger and freight rail service, reduce delays and congestion, improve safety, and provide economic, environmental and energy benefits for the region.

Component Project Chronology and Selection Rationale

Early Studies and Public Planning Efforts:

The Chicago Area Transportation Study (CATS), which is also the Chicago region's Metropolitan Planning Organization (MPO), has long recognized the need to consider rail freight in its regional planning efforts. It has published brochures and convened committee meetings to foster a greater understanding regarding the significance of this sector in the Chicago region and to develop plans for freight transportation improvements.

A June 1990 CATS report entitled "Freight Movements and Urban Congestion in the Chicago Area" sought to "solicit participation from the freight industry... and to recommend or incorporate freight oriented measures into the comprehensive program"¹. While the report projected future growth, it focused on the impact of grade crossings, viaduct clearance limitations and truck congestion on highways.

In 1993, the Chicagoland Chamber of Commerce set up an Intermodal Task Force, consulting with the City of Chicago Department of Transportation (CDOT), the City of Chicago Department of Planning and Development (DPD), CATS and the Illinois Department of Transportation (IDOT). They provided testimony on the need for greater freight planning as part of the 2010 Transportation Plan public hearing process, and indicated the need for freight planning to be included in the 2020 plan².

Even earlier studies had been prepared proposing elimination of the St. Charles Airline which runs through an area south of Chicago's central business district where new residential growth has been occurring. The line runs under McCormick Place and then west parallel to 16th Street, crossing the Metra Rock Island Main Line and then west over the South Branch of the Chicago River. This line restricts development in the area and gives rise to commuter/freight conflicts with Metra's operation in and out of LaSalle Street Station.

CDOT and IDOT studied alternative routes to eliminate the St. Charles Airline as early as 1984 with up to six possible routes being considered³. In the mid 1990s, a proposed route was developed using an out of service section of a Norfolk Southern (NS) line in the Grand Crossing neighborhood connecting to the Conrail (CR) Chicago Line near 73rd Street. In May 1994, a report prepared by DPD was presented to the Chicago Plan Commission requesting the Commission to call for negotiations that would result in abandonment of the St. Charles Airline and a plan for redevelopment of the area⁴. The report lists the extensive public benefits to be realized from this action.

¹ "FREIGHT MOVEMENTS AND URBAN CONGESTION IN THE CHICAGO AREA – Report on Freight Activities for Operation Green Light", John P. Reilly, Chief Freight Planner, Chicago Area Transportation Study, June 1990.

² "Recent Actions of the Chicagoland Chamber of Commerce's Intermodal Task Force", Intermodal Task Force, October 6, 1993.

³ "Replacing St. Charles Airline/Bridgeport District IC", Illinois Department of Transportation Memorandum, January 26, 1990.

⁴ "REPORT OF THE CHAIRMAN ON THE PROPOSED ABANDONMENT OF THE ST. CHARLES AIR LINE", Chicago Plan Commission, May 25, 1994.

Three years later, a civic organization, Lambda Alpha International, convened a one day symposium on the St. Charles Airline issue and invited railroad officials, planners, developers, financial analysts and other civic groups to consider the issue and make recommendations. The report on the results of this Community Assistance Panel Program prophetically recommends that “It is necessary to examine rail consolidation on a more comprehensive basis by determining the actual costs and implications associated with relocation, traffic patterns, aging infrastructure, dated buildings, and the effect on Union Pacific, Wisconsin Central, Metra, Amtrak and others... The railroad participants need internal systems that can effectively address issues pertaining to operating control”⁵.

1998 - Industry Mergers and Severe Winter Focus Public Attention on Need for Freight Planning

During the winter of 1998-1999, a severe snowstorm paralyzed the freight rail service in Chicago and the resulting freight congestion hampered Metra service. At the same time, the Canadian National Railway was seeking federal approval from the Surface Transportation Board (STB) to acquire the Illinois Central, which was the major freight user of the St. Charles Airline. The City of Chicago urged the STB to not permit the merger until the abandonment of the St. Charles Airline had been resolved, since increased rail traffic from the merger would have negative community impacts⁶. The pending purchase and split of Conrail by NS and CSX also was expected to result in traffic flow changes that needed to be considered.

In early 1999, the Association of American Railroads (AAR) created the Chicago Planning Group (CPG), made up of members of each Class I freight railroad servicing the Chicago region, plus the Belt Railway Company, Illinois Harbor Belt Railroad, Amtrak and Metra, to study and recommend solutions to the congestion that limited rail operations in the region. An article written by a former Federal Railroad Administrator for an industry magazine captures the almost historical significance of the establishment of the CPG, the importance of the region to the national rail freight network, and the need for a comprehensive plan to address growth and minimize congestion⁷. At the same time, U.S. Congressman William Lipinski, whose district is crisscrossed by at-grade railroad tracks, called publicly for an Alameda corridor type program for the Chicago region to address freight and passenger traffic congestion⁸.

The CPG studied potential improvements including improved signaling, expansion of main track capacity, and grade separation of some Metra operations from freight routes on the south and southwest side of Chicago. The CPG also collected lists of highway rail grade crossings that were problematic for rail operations and highway users and created a grade separation priority listing. As noted in Crain's Chicago Business, one of the biggest issues to be addressed was rail and highway crossings⁹. The proposed rail infrastructure and highway grade separation project

⁵ “THE ST. CHARLES AIRLINE: A ONCE AND FUTURE GREENWAY?”, Community Assistance Panel Program Report, March 4, 1997.

⁶ “Fight over train tracks threatens rail merger”, CRAIN'S Chicago Business, Kevin Knapp, December 14, 1998.

⁷ “VIEWPOINT – One small step in Chicago”, Gil Carmichael.

⁸ “A plan to uncork rail bottleneck”, Chicago Tribune, John Schmeltzer, April 7, 1999.

⁹ “Untangling Chicago's snarled rail system”, CRAIN'S Chicago Business, Kevin Knapp, June 14, 1999.

lists were completed in a study dated June 1999¹⁰. However, in the absence of a means to evaluate the effectiveness of proposed improvements and their potential for public benefits, the plan did not move forward. To aid in studying the Chicago Terminal, the CPG authorized the development of a computer model to simulate freight and passenger operations in Chicago.

1999 – 2001 CTCO Established and Planning Continues

In late 1999, the Chicago Transportation Coordination Office (CTCO) was established by the CPG to develop managerial solutions wherever possible to railroad operating problems in Chicago, to work with public agencies on the public impacts of rail service, and to assist in continuing the capital planning process. Housed in a Metra facility on the south side of downtown, the CTCO first attacked operational problems that could be resolved without capital expenditures. Coordination and communication was improved between railroads to minimize train idling in neighborhoods due to trains waiting for another railroad's crew to take over operation of the train, or waiting for track space to clear up in a freight yard.

An emergency operations process was established so that when a flood in the Midwest, a strike on the West Coast, a blizzard in the region or a bridge outage in the East disrupted normal freight train patterns, agreed upon re-routings and staging outside of the region would minimize congestion and ensure the network would become fluid as soon as feasible. When Chicago officials raised concerns that "911" emergency routes were periodically being blocked by trains, a process was set up to minimize such occurrences, and also to advise emergency responders when a problem kept the crossing blocked longer than an agreed upon amount of time.

Finally, between 1998 and 2003, the railroad industry was investing over \$1.2 billion of capital in infrastructure replacements or improvements for the region. To minimize the disruption this construction could cause, the CTCO regularly reviewed all railroad's proposed construction schedules and coordinated projects to ensure undue disruption would not occur due to such construction.

While such efforts did much to reduce delays, there was still agreement that capital improvements were needed to address the concerns raised. In spring of 2000, a civic planning organization, the Metropolitan Planning Council, sponsored a conference of business leaders and experts to discuss the region's freight infrastructure, what other regions of the country were doing to address freight mobility, and what future conditions could be anticipated. After this conference, a Freight Transportation Working Group was set up by civic groups to research the issue further and make recommendations to the region's planners and leaders.

In December 2000, Mayor Daley of the City of Chicago wrote the STB noting the importance of the region to the nation's rail industry and the economy, but stressing the need for coordinated

¹⁰ "Report of the Infrastructure Committee to the Chicago Planning Committee", June 1999.

planning¹¹. The STB responded in January 2001 with a letter to the AAR asking that further coordination and planning occur¹².

In spring 2001, the Chicago Rail Task Force was established, including representatives from freight railroads and CDOT with goals that included improving communication, addressing community issues, and developing solutions to long-term regional rail issues. The task force continued to meet throughout the year and sought a plan that would address growth and congestion twenty years hence.

2002: Computer Model Analyzes Improvements and Public Involvement

In April 2002, Business Leaders for Transportation published a report entitled “Critical Cargo: A Regional Freight Action Agenda”¹³. This group was led by Chicago Metropolis 2020 (established by the Commercial Club of Chicago), the Chicagoland Chamber of Commerce and the Metropolitan Planning Council and was a follow up to the 2000 conference noted earlier. The report cites the significance of rail freight to the region and makes three recommendations:

1. “Organize public/private support for a package of priority capital improvements to the region’s freight network that will expand capacity, lessen gridlock, and support job expansion”, including joint-use freight corridors, construction of 40 highway/rail grade separations and upgrading of 55 miles of intermodal connector highways.
2. “Secure \$20 million in federal funding support over the next two years to cover the public portion of planning for the priorities above.”
3. Establish a public/private entity to plan, coordinate and finance improvements to the region’s freight transportation system.

The report was well received and the press covered its findings.

The CPG retained a consultant to run computer simulation of the region’s rail network. The simulation was done using software called Rail Traffic Controller (RTC) developed by Berkley Simulation, a company based in Berkley, CA.

The simulation model covered 893 miles of main and terminal track in the region, consisting of 119 interlockings, 4698 control points, and nearly 3000 freight and passenger trains with operations defined over a 96-hour period of actual operation in mid November 1999.

Operational data was collected for the 96 hour base period which ran from Wednesday at noon to Sunday at noon to test both weekday and weekend operations. From the base period operational data the first simulation model (known as the Base Case) was completed in January 2001. After

¹¹ December 20, 2000 letter from Mayor Richard M. Daley to Linda Morgan, Chairman of the Surface Transportation Board.

¹² January 26, 2001 letter from Linda Morgan, Chairman of the Surface Transportation Board to Edward R. Hamberger, President and CEO, Association of American Railroads.

¹³ “CRITICAL CARGO – A Regional Freight Action Agenda for jobs, economic growth and quality of life in metropolitan Chicago”, Business Leaders for Transportation, April 2002.

careful review, by the CTCO, it was determined that the simulation duplicated actual train operation in the region, which was defined as the geographic area within the Elgin, Joilet & Eastern Railroad (but not including the EJ&E in the simulations). The Base Case had actual delays built into it. In June 2001, a second simulation was done, taking out all artificial delays to determine how well the Chicago Terminal could run in ideal or better-managed conditions. The model results (Case 2a) indicated that there were considerable improvements that could be made using better management processes.

In parallel with the development of Case 2a, the CTCO initiated a number of operational (non-infrastructure) improvements through 2000 and 2001 with results consistent with Case 2a.

The model was then updated with minor infrastructure changes that occurred in 1999 and 2000 and updated with new train files that represented traffic levels at the end of 2001. Case 3a was verified to represent current train operations, but Case 3a identified or verified a number of choke points in the region that limited capacity¹⁴.

One of the clear findings from the model was the profound impact the extensive commuter rail service within the region has on freight rail operations. During the morning and evening rush hours, the model showed how not only freight service on lines with commuter service but also freight trains that had to cross or interchange traffic with other freight lines came to a crawl. In real life, when there was an operating problem with track or train crews, the commuter trains were delayed by such freight occurrences. With commuter service proposed to expand on the Heritage Corridor and the Southwest Service, improvements were needed if such service was to be reliable and not further degrade freight mobility in the region. In addition, Metra and Amtrak were also studying passenger handling constraints at Chicago Union Station. One of the proposals long under consideration (and included in the IDOT/CDOT plan noted above), was relocation of some of the Chicago Union Station services to LaSalle Street Station, but infrastructure improvements would be needed to make this physically possible and then to ensure these trains could operate reliably.

In Case 3a, trains were restricted to traditional routes, mainly using owners' lines through the region. A new case (3aa) was developed that allowed the model to route trains over most routes to optimize performance. It assumed that crews were qualified over all routes and the model was allowed to find the optimum route for each train. The model found that most trains were already following ideal routes, but it did reroute some to faster, more efficient routes. After review by CTCO, some trains were changed to routes identified by the simulation. However, this case showed that to improve operations further, there needed to be improvements in infrastructure.

A route using CN, NS, Metra, and some private property from Grand Crossing to Brighton Park (similar to the route studied in the earlier IDOT-CDOT study) looked the most promising but did not meet the needs of other railroads to improve the overall flow of traffic in Chicago.

In April 2002, a three-day meeting was held by all the railroads to discuss possible infrastructure improvements to the region. Each railroad was to propose projects that each felt would most improve operations. A rule was established that the project did not need to be on that railroad's

¹⁴ "Chicago Rail Improvement Study – Case 3a Results", Chicago Planning Group, July 2002.

route. The projects could be on the switch carriers or even on the lines of roads with which the proposing railroad interchanged.

Over a hundred projects were proposed, but it soon became apparent that many railroads had proposed the same projects and that 88% of the projects fell on a group of tracks, later identified as the Beltway, East West, Western Ave. and Passenger Corridors. During the next few months, through a collaborative and iterative process, the projects were refined with better cost estimates and design changes. Some were set aside as the railroads felt they represented excess capacity in areas that currently were not congested. The final group of projects was developed in August 2002. After careful review by all the freight railroads, Metra and Amtrak, the plan was not approved, as there was no consensus on the plan.

During the fall and winter of 2002/2003, work groups continued to work to refine the plan to be acceptable to all parties. The route that had been earlier studied by IDOT and CDOT and later by the CN and NS was reviewed and modified. A route named the Central Corridor was engineered and added to the August 2002 plan with other projects dropped on the Beltway Corridor due to the capacity created on the Central Corridor. Some changes were also made in the grade separation projects due to traffic flow diversion to the Central Corridor. CDOT also requested the inclusion of additional improvements in the plan, and budgets for viaduct repair and crossing safety improvements¹⁵.

As part of the CTCO's work with the City of Chicago on "911" grade crossings, a list of such critical crossings within the City was developed and provided to the CTCO. This list was considered when assembling the top priority crossings for grade separation. An Illinois Commerce Commission working paper on grade crossing delay identified the thirty crossings in the region that were estimated to delay the greatest number of vehicles and the thirty that caused the greatest amount of time delay. These lists were considered in identifying high priority crossings for separations. The DuPage Council of Mayors had its list of priority crossings for grade separations, which was also considered. Also, the Critical Cargo report included a listing of 19 grade crossings that CATS had identified as problems, based largely on US DOT calculations of relative risk for accidents at individual crossings.

A new case of the simulation model was prepared, 5aa, which utilized 2002 train traffic volumes, process improvements, full implementation of the CREATE program, and allowed the model to find the optimum route for each train. Case 5aa demonstrated that many of the choke points had been addressed with quantifiable operational improvements. IDOT and CDOT then reviewed the plan, proposed minor changes and a final plan, as revised, was issued June 6, 2003¹⁶. It is this collection of components that are the subject of this process. At least two more simulation runs of the model will be developed that include future levels of train traffic volumes for the no build and full implementation of the CREATE program. The results from these simulations will be used to assess the impacts of each project during the NEPA process.

¹⁵ September 20, 2002 letter from Miguel d'Escoto, Commissioner, Chicago Department of Transportation to Edward R. Hamberger, President and CEO, Association of American Railroads.

¹⁶ "CREATE – Chicago Region Environmental And Transportation Efficiency Project", June 6, 2003. Subsequently, the June 6 plan was slightly revised and an August 1, 2003 version was completed.

Later in June 2003, IDOT, CDOT and AAR entered into a “Joint Statement of Understandings Regarding the Proposed CREATE Project” (JSU)¹⁷ (17). The JSU outlines the significance of rail mobility to the region, the commitment of the parties to pursue a combination of public and private funding for the proposed project, and which parties are responsible for constructing which components.

Component projects shall not be added to or deleted from the Program or materially changed, without the unanimous consent of all Stakeholders. Changes in sequencing of the component projects as described in the JSU are subject to agreement by all of the Stakeholders. Any Management Committee Member that identifies a need for significant modification to an existing component project, or the addition or deletion of a component project, must submit the proposal to the Management Committee for review and approval. If approved, the Management Committee will submit these changes to the Stakeholder Committee for final approval. Subsequent to this approval, there would be a determination of the need to revise this Feasibility Plan. The Preliminary Screening document would be modified to reflect the change. An ECAD would be prepared if an existing component project was significantly modified or a new component project was added.

¹⁷ “Joint Statement of Understandings Regarding the Proposed CREATE Project”

Revised List of Component Projects - Beltway Corridor

Project Number	Location	Project Scope	Owners
B1	Tower B-12	CP double mainline connection to Beltway at B12 and install connection from IHB to CN	CP / METRA / IHB / CN
B2	Proviso	Construct new main on UP: Elmhurst-Provo Jct and upgrade IHB connection to 25 mph.	IHB / UP
B3	Melrose	Install a second parallel connection between the IHB and Proviso Yard through the Melrose Connection to facilitate simultaneous moves.	IHB / UP
B4	LaGrange	Install TCS signaling on all tracks CP LaGrange-CP Rose Lake. Includes upgrade of 21 runners to mainline.	IHB
B5	Broadview	Install Universal crossover, to include switches and signals, at CP Broadview, and power connection to the CN.	IHB / CN
B6	McCook	Construct 2nd southwest connection between IHB and BNSF. Install single left crossover for BNSF to Argo.	CSX / BNSF
B8	Argo - CP Canal	Upgrade TCS signaling Argo to CP Canal.	CSX
B9	Argo	Provide double track connection, BOCT to BRC, East / West Corridor. Project includes crossovers at 71st St.	BRC / CSX
B12	CP Francisco to CP 123rd Street	Add Additional Mainline CP Francisco to CP 123rd St.	CSX
B13	Blue Island Jct	Upgrade IHB-CN connection at Blue Is Jct.	CN
B15	CP Harvey - Dolton	Install TCS between CP Harvey to Dolton	IHB
B16	Thornton Jct	Install new interlocked southwest connection between CN and UP/CSXT	UP / CN

Western Ave Corridor

Project Number	Location	Project Scope	Owners
WA1	Ogden Jct	Re-align & Signalize Ogden Jct for double track connection from UP to BOCT & CJ Mains	CSX / NS / UP
WA2	Ogden Jct	Install TCS signaling on BOCT between Ogden Jct and 75th Street (Forest Hill)	CSX
WA3	Ogden Jct	Install TCS signaling CJ tracks between Ogden Jct and CP518, add additional mainline along Ashland Ave Yard, and extension of Yard Switching Lead	NS
WA4	BNSF Chicago Sub to BNSF Chillicothe Sub	Construct connection directly linking BNSF Chicago and Chillicothe Subs.	BNSF / CN / NS CSX
WA5	Corwith Tower	Upgrade track, signal, and reconfigure Corwith Interlocking and remote CN Corwith Tower	BNSF / CN
WA7	Brighton Park	Install connections in Northwest and Southwest quadrants for movement between CN Joliet Line and B&OCT (Western Avenue Corridor.)	TBD
WA10	Blue Island Jct	Install universal interlocked connections between BOCT and CN to facilitate directional running.	CN / CSX
WA11	Dolton	Upgrade and reconfigure Dolton interlocking.	IHB / CSX / UP

Central Corridor

Project Number	Location	Project Scope	Owners
C-1	Altenheim Sub	Upgrade double track between former WC property and Ogden Jet. Renew bridges, power connection to BRC at 14th Street,	CSX
C-2	Ogden Jet	Install universal crossovers between mains, and preserve all existing connections to BOCT and CJ.	CSX
C-3	Ogden Jet. to Ash Street	Construct Single main track and preserve the BNSF connections from project WA-4.	NS
C-4	Ash Street	Remove diamond, build connection between Central Corridor and BNSF Route for movement to the CN Hawthorne Line.	BNSF / CN / CSX / NS
C-5	Brighton Park	Install connections in Northwest and Southwest quadrants for movement between Central Corridor and Joliet Line.	CN
C-6	Brighton Park to CP Damen	Construct new double track from Brighton Park to new Control Point to be constructed near Damen Ave. Install universal crossovers on CN 49th Street Line, and connections to allow movement from NS 49th Street Line to former Elsdon Sub.	CN
C-8	CP Damen to CP 57th Street	Construct new double track. Remove some trackage from former CWI to CP 518 leaving single track connection to new CWI Main from CP 518 to CP 57th St.	METRA / NS
C-9	CP 57th Street	Install connections from NS 51st Street Yard and new CWI Main to current CWI, and end of double track for Central Corridor. Create new Control Point called CP 57th Street	METRA / NS
C-10	CP 57th Street to Dan Ryan Bridge	Construct single track for Central Corridor, and single track for parallel NS yard extension from 51st Street Yard to NS Chicago Subdivision.	CITY
C-11	Dan Ryan Bridge	Install new bridge and single track for Central Corridor over Dan Ryan Expressway	STATE
C-12	Dan Ryan Bridge to 73rd Street	Construct single track for Central Corridor including universal crossovers at Englewood to the NS.	NS

East – West Corridor

Project Number	Location	Project Scope	Owners
EW1	Clearing Yard	Construct 2 new main tracks, reconstruct thoroughfare, and rearrange connections.	BRC
EW2	80th St	Improve track & signals for flexibility of routes from 80th St to Forest Hill & 74th St.	BRC / METRA / NS / UP
EW3	Pullman Jct.	Re-align Pullman Jct. to incorporate BRC and NS mains from Pullman to 80th Street	BRC / NS
EW4	CP 509	Improve connection from East-West Corridor to NS Mainline at CP 509	BRC / NS

Passenger Express Corridor

Project Number	Location	Project Scope	Owners
P1	Englewood	Grade separate Metra over NS	METRA / NS
P2	74th Street	Grade separate Metra over BRC and connect Metra to Rock Island route.	BRC / METRA / NS
P3	75th Street (Forest Hill)	Grade separate BOCT over BRC / Metra / NS.	BRC / CSX / NS / METRA
P4	Grand Crossing	Install interlocked connection between CN and NS. Construct additional capacity for passenger operations on the NS Chicago Subdivision. Construct double track connection along new alignment from CP 57th St. to NS Chicago Subdivision. Install interlocked southwest connection between CN and NS. Construct new main line capacity between Grand Crossing and CP518 (Pershing Ave.) This work includes track on new alignment between the intersection of 57th and Lowe and the intersection of 62nd and Wells. Includes all associated signal work, grading work, crossovers, and other bridge work. Also includes connection from CN to unused NS bridge in the Grand Crossing Area.	CN / NS / METRA
P5	Brighton Park	Grade Separate CN over CSX / NS.	CN / CSX / NS
P6	CP Canal	Grade Separate CN over IHB.	CN / CSX
P7	Chicago Ridge	Grade Separate Metra/NS over IHB.	CSX / METRA / NS

Other Projects

Project Number	Location	Project Scope	Owners
1	Chicago Various	Technology Improvements related to Visibility and Electronic Requests.	Railroads
2	Chicago Various	Elimination of 10 Towers through upgrade and remoting to new location. Note: Corwith Tower, 21st Street, 16th Street, and Dolton are included in the Corridor Projects.	Railroads
3	Chicago Various	Viaduct Improvement Program *	IDOT/CDOT
4	Chicago Various	Grade Crossing Safety Program **	IDOT/CDOT

*The Viaduct Improvement Program could include rehabilitation/reconstruction of viaducts, as well as potential viaduct removals.

** The Grade Crossing Safety Program could include rehabilitation/reconstruction of grade crossings, as well as potential grade crossing closures.

List of Chicago Area Road Crossings for Grade Separation Projects

Project Number	Owner	Line	Speed	Crossing	M. P.	DOT #	RRDT F, A, C	Crossing AADT	Lanes	Corridor
GS1	BRC	BRC	25	63rd Street	4.13	869221F	30,0,0	HVY	4	
GS2	BRC	BRC	25	Central Ave	1.41	326918E	30,0,0	HVY	6	
GS3a ¹	NS	CJ	10	Morgan	0.63	243177N	53,0,0	MED	2	Western
GS4	IHB	IHB	40	Central Ave, Chicago Ridge	20	163578S	77,0,0	HVY	4	Beltway
GS5 ²	CSX	Blue Island Sub	20	127th Street, Blue Island	DC 16.0	163419K	22,0,0	HVY	4	Western
GS5a ³	IHB	IHB Main	25	Grand Ave., Franklin Park	38.8	326729H	32,0,0	HVY	4	Beltway
	CN	Waukesha	25		15.5	689633V	8,0,0		4	Central
GS6	UP	Geneva Sub	50/40	25th Ave Melrose	11.7	174010L	25,0,60	HVY	4	
GS7 ⁴	BNSF	BNSF	70	Belmont Road, Downers Grove	22.61	079537J	40,6,97	HVY	4	
GS8a ⁵	UP	Geneva Sub	70	5 th Avenue, Maywood	10.5	173998Y	25,0,60	MED	4	
GS9	BRC	BRC	25	Archer Ave, Chicago	8	843806F	26,0,0	HVY	4	
GS10	IHB	IHB	25	47th/East Ave, LaGrange	30.09	326851A	56,0,0	HVY	4	Beltway

¹ This project proposal was refined by determining that a grade separation will be considered only at Morgan Street rather than considering a grade separation at either Morgan Street or Racine Avenue. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #01-04.

² This project proposal was removed from the CREATE Program per conversations between IDOT, CDOT, CSX and Mayor Donald Peloquin (City of Blue Island). This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #02-04.

³ The project at Grand Avenue in Franklin Park, identified in the CREATE Program as Project GS-5a, is not included in the CREATE SPEED Strategy process. An ECAD was signed for this project on April 10, 2001. During the development of the CREATE Program, Mayor Daniel Pritchett of Franklin Park requested that the project be added to the CREATE Program. Subsequently, Project GS5a was identified by the CREATE Partners as a previously planned project whose implementation would improve rail operations in the Chicago Region. It was determined that Project GS5a would be included in the CREATE Program even though the project was already under development and its implementation was planned prior to the development of the CREATE Program. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #05-04. Project GS5a has independent utility and does not restrict alternatives on any other project within the CREATE program, and therefore does not influence any of the projects or project alternatives in the SPEED Strategy. GS5a is currently under construction and is scheduled to be completed in October 2006.

⁴ The project proposal at Belmont Road in Downers Grove, identified in the CREATE Program as Project GS7, is not included in the CREATE SPEED Strategy process. An Environmental Assessment was completed for this project on May 1, 2002 and was issued a Finding of No Significant Impact (FONSI) on June 5, 2002. During the development of the CREATE Program, Project GS7 was identified by the CREATE Partners as a previously planned project whose implementation would improve rail operations in the Chicago Region. It was determined that Project GS7 would be included in the CREATE Program even though the project was already under development and its implementation was planned prior to the development of the Program. Project GS7 has independent utility and does not restrict alternatives on any other project within the CREATE program, and therefore does not influence any of the projects or project alternatives in the SPEED Strategy. The project is awaiting funding and is not under construction at this time.

⁵ This project proposal was revised per Ronald Serpico's (President, Village of Melrose Park) letter dated November 14, 2003, requesting that no grade separation be considered at 19th Avenue, and agreement by Mayor Ralph W. Conner (Village of Maywood) to support the consideration of a grade separation at 5th Avenue in Maywood. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #03-04.

Project Number	Owner	Line	Speed	Crossing	M. P.	DOT #	RRDT F, A, C	Crossing AADT	Lanes	Corridor
	IHB	IHB		East Ave., LaGrange	30.05	326850T	56,0,0	HVY	4	Beltway
GS11	BRC	BRC	25	Columbus, Chicago	12.9	843823W	32,0,0	HVY	4	East West
GS12	UP	Geneva Sub	60/45	1st Avenue, Maywood	10.3	173996K	25,0,60	HVY	4	
GS13	IHB	IHB	30	31st Street, LaGrange Park	31.4	326859E	56,0,0	HVY	4	Beltway
GS14	IHB	IHB	40	71st Street, Bridgeview	25.8	163586J	77,0,0	MED	2	Beltway
GS-15 ⁶	NS	Chicago Dist	25	Torrence Ave., Chicago	B5073	478712Y	24,0,0	HVY	4	
GS15a ⁷	NS	Chicago Dist	25	Torrence Ave., Chicago	B5073	478712Y	24,0,0	HVY	4	
	NS	Chicago Dist	25	130 th Street, Chicago	B507.4	478713F	24,0,0	HVY	4	
GS16	CPRS	Elgin sub	70/40	Irving Park Road, Bensenville	B0.3	372159V	18,0,0	HVY	4	
GS17	CSX	Barr Sub	30	Western Ave, Blue Island	DC 14.6	163415H	41,0,0	HVY	4	
GS18	BNSF	BNSF	70	Harlem, Berwyn	10.13	079493L	40,6,97	HVY	4	
GS19	CSX	Blue Island Sub	40	71st Street, Chicago	DC 22.9	163446G	33,0,0	HVY	2	Western
GS20	CSX	Blue Island Sub	20	87th Street, Chicago	DC 21.0	163437H	22,0,0	HVY	4	Western
GS-21 ⁶	NS	Chicago Dist	25	130 th Street, Chicago	B507.4	474813F	24,0,0	HVY	4	
GS21a ⁸	UP	Village Grove Sub	25	95th Street, Chicago	10.63	86721E	77,0,0	MED	4	Western
GS22	IHB	IHB	40	115th Street, Alsip	17.3	163576D	77,0,0	MED	4	Beltway
GS23a ⁹	IHB	IHB Main	30	Cottage Grove, Dolton	10.5	326886B	32,0,0	MED	2	
	CSX	Barr Sub			9.97	163616D	27,0,0	MED	2	
GS24	BNSF	BNSF	70	Maple Ave, Brookfield	12.73	079503P	40,6,97	MED	2	
GS25	UP	Geneva Sub	70/40	Roosevelt Road, West Chicago	33.02	174983M	75,0,60	HVY	4	

⁶ The CREATE Program initially listed GS15 and GS21 as separate project proposals. Torrence Avenue and 130th Street will be spanned with one bridge, therefore the CREATE Program was revised to list Projects GS15 and GS21 as one project identified as GS15a. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #07-04.

⁷ The project at Torrence Avenue and 130th Street in Chicago, identified in the CREATE Program as Project GS15a, is not included in the CREATE SPEED Strategy process. An ECAD was signed for this project in October 7, 2002. During the development of the CREATE Program, Project GS15a was identified by the CREATE Partners as a previously planned project whose implementation would improve rail operations in the Chicago Region. It was determined that Project GS15a would be included in the CREATE Program even though the project was already under development and its implementation was planned prior to the development of the Program. Project GS15a has independent utility and does not restrict alternatives on any other project within the CREATE program, and therefore does not influence any of the projects or project alternatives in the SPEED Strategy. GS-15a is currently under construction and is scheduled to be completed in 2008/2009.

⁸ This project proposal was added to the CREATE Program per request by State Senator Monique Davis and formally identified in a letter dated October 1, 2004 from the CREATE Stakeholder Committee to Alderman Brookins (21st Ward). This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #06-04.

⁹ This project proposal was revised per Mayor William Shaw's (Village of Dolton) letter dated April 22, 2004, requesting that no grade separation be considered at 19th Avenue, but that a grade separation be considered at Cottage Grove. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #04-04.

Outreach Summary

Upon announcement of the CREATE Program in June 2003, the partners began meeting with elected officials at each level of government. Meetings were held with civic and business organizations interested in freight issues. The partners also reached out to groups that would benefit from CREATE. Public presentations were accomplished for any interested parties. The Public Information/Advocacy Committee meets once a month to discuss issues and to continue the momentum for public participation.

Elected Officials

At the local level, affected aldermen in the City of Chicago were briefed on the CREATE Program by a CDOT representative and a railroad employee from the line that affected that ward. Then, all 50 aldermen were notified via letter about the program.

The Metropolitan Mayors Caucus, a coalition of mayors from 270 communities in Northeastern Illinois that work together on issues of mutual concern, has joined with the CREATE partners to work with all of the affected suburban communities. Two working groups have been established. The North Suburban Working Group (communities north of I-290) is chaired by Mayor Pritchett of Franklin Park. The South Suburban Working Group (communities south of I-290) is chaired by Mayor Pelouquin of Blue Island. Several meetings have been hosted to discuss the program.

At the State level, affected Senators and Representatives were briefed on the CREATE Program by IDOT and CDOT representatives. Additionally, presentations for the Illinois General Assembly Transportation Committees are currently being scheduled. Both the House and Senate transportation chairmen have received briefings on CREATE. State legislators have been receiving individual briefings on the program. Over 30 have been completed.

At the Federal level, affected congressional representatives were contacted prior to the June 2003 announcement. The three CREATE stakeholders, the Illinois Department of Transportation's Secretary, the Chicago Department of Transportation's Commissioner, and the President and CEO of the Association of American Railroads, met personally with the Illinois Congressional Delegation. Meetings were held with select House and Senate transportation committee leaders. There have been three subsequent meetings with legislators, congressional staff and Department of Transportation officials in Washington, D.C.

The partners have provided numerous tours of CREATE project locations for all levels of government.

Public Outreach

The CREATE partners approached groups directly or were contacted to give presentations. Groups included civic, public interest, business associations, and engineering societies. The CREATE partners participated in over 35 public or organizational presentations from July through December 2003, and 30 from January to August 2004. A complete list of presentations

is attached. The CREATE partners have secured endorsements from many of the business, civic, and governmental organizations. (See Appendix D)

Media outreach has been used to distribute information about the program to the general public and has been successful in alerting many interested groups about the program. A list of media coverage is included in Appendix E.

A plan to reach out to local organizations such as chambers of commerce, rotary clubs, community organizations, etc. is currently being drafted.

During the environmental, preliminary engineering, and final design processes, the CREATE partners and their consultants will hold community meetings to explain the projects and get feedback to guide implementation.

Public Involvement Summary for the Draft Feasibility Plan and Draft Preliminary Screening

Two identical Public Meetings were held on May 25, 2005 at Kennedy-King College, 6800 South Wentworth Avenue, Chicago, Illinois and on May 26, 2005 at the Blue Island Recreation Center, 2805 West 141st Street, Blue Island, Illinois from 3:00 p.m. to 7:00 p.m. The purpose of the meetings was to present the Draft Feasibility Plan and Preliminary Screening, provide an overview of the CREATE Program, describe the environmental process being used for the Program and obtain public input.

Legal notices were placed in the May 11, 2005 editions of the Daily Southtown and Chicago Defender, and the May 12, 2005 editions of the Chicago Sun-Times and Hoy Chicago. Display advertisements were placed in the May 18, 2005 edition of Hoy Chicago, May 19, 2005 edition of the Daily Southtown, and May 20, 2005 editions of the Chicago Sun-Times and Chicago Defender. Copies of the legal notices, display advertisements, and certificates of publication are attached as Exhibit A. Letters of invitation were sent to Chicago Aldermen. A copy of the mailing list and typical letter are attached as Exhibit B.

The meetings were held in an open house format beginning with a sign-in table at the meeting. A total of 30 people signed the attendance register at the May 25 meeting, and 11 people signed the attendance register at the May 26 meeting. A copy of the public meeting attendance register is included as Exhibit C. Each attendee was provided with a project brochure, then directed to view the audio-visual (AV) computer slide presentation that lasted approximately 15 minutes. The presentation described the CREATE Program history, provided an overview of the entire CREATE Program, discussed the need for improvements, depicted the component project locations, and provided an overview of the environmental process that is being used for the CREATE Program.

At the conclusion of the AV presentation, the attendees were directed to a second room where the exhibits were on display. Representatives from the Illinois Department of Transportation, the Chicago Department of Transportation, the Federal Highway Administration, the railroad companies, and TranSystems Corporation were available to provide information and answer questions.

Comment sheets were made available for those choosing to provide written comments during the meeting or for mailing after the meeting. Two written comments were received during the meetings and two comments were received after the meetings. Copies of the written comments and responses are attached as Exhibit D. The predominant topic of discussion at the meetings focused on the provision of jobs for residents living in the neighborhoods where the projects are located.

EXHIBIT A

Legal Notices, Display Advertisements, and Certifications of Publication

EXHIBIT B

Typical Letter and Mailing List to Chicago Alderman

EXHIBIT C

Public Meeting Attendance Registers

EXHIBIT D

Written Comments And Responses

Appendix A – National Public Benefits¹

September 23, 2003

The Chicago Region Environmental and Transportation Efficiency Program: National Public Benefits

Overview

Major U.S. and Canadian railroads, in cooperation with city and state governments, have proposed the Chicago Region Environmental and Transportation Efficiency (CREATE) Program. CREATE will include numerous improvements to both railroad infrastructure and the local highway system in the Chicago region. The most important of these improvements are:

Figure 1, CREATE Corridors



- Grade separation of six railroad-railroad crossings (rail-rail “flyovers”), to eliminate train interference and associated delay, primarily between passenger and freight trains;
- Grade separation of 25 highway-rail crossings, to reduce motorist delay, improve safety, eliminate crossing accidents, decrease energy consumption, and reduce air pollution; and
- Additional rail connections, crossovers, trackage, and other improvements to expedite passenger and freight train movements in five rail corridors traversing the Chicago region (see Figure 1).

The CREATE Program — structured as a public-private partnership including local and state government, the federal government, and the freight and passenger railroads serving Chicago — will require six years to complete and cost an estimated \$1.5 billion. It will produce significant local, regional, and national benefits. This paper provides an overview of estimated national benefits of the CREATE Program.

The National Significance of the CREATE Program

The quality of transportation infrastructure has long been a major contributor to our nation’s economic growth and the development of international trade. Since its emergence as an important commercial center and a key transportation hub for both passengers and freight in the mid-19th century, Chicago has relied upon its transportation system to support the region’s — and much of the nation’s — economic activity.

¹Appendix A was prepared by the CREATE Partners (IDOT, CDOT and the Participating Railroads) with no involvement of the US DOT. The US DOT has not verified this information.

Today, Chicago is by far the busiest rail freight gateway in the United States. Chicago handles more than 37,500 rail freight cars each day. Twenty years from now, that number is expected to have increased to 67,000 cars per day. CREATE will help both railroads and the Chicago area cope with this sharp increase in freight volume, while concurrently producing substantial improvements for motorists and rail passengers.

Figure 2, Rail Mixed Carload Traffic



The importance of the Chicago region to U.S. rail movements is readily apparent from the major lines radiating from Chicago on the maps of rail mixed carload (Figure 2) and intermodal traffic (Figure 3)¹.

Each year, the CREATE corridors handle rail freight valued at approximately \$350 billion², including significant volumes of NAFTA traffic moving across the integrated North American rail system. More than 60 percent of the rail freight moving through the Chicago region is high-value traffic, including intermodal service and finished vehicles — traffic with the most demanding service requirements³.

The multiplier effects of these trade flows and services result in approximately 5 million jobs, \$782 billion in output, and \$217 billion in wages nationwide⁴. The traffic handled by the CREATE corridors accounts for approximately \$10 billion (29 percent) of the revenues earned by U.S. Class I freight railroads.

Figure 3, Rail Intermodal Traffic



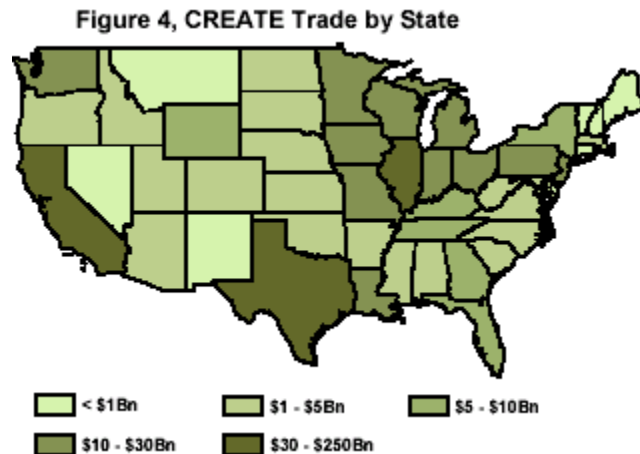
¹ Rail traffic maps are from AASHTO's *Freight-Rail Bottom Line Report*, pp. 24–25. Unit train traffic of coal and grain is not included.

² A set of appendices containing detailed information from the analyses that support this and other figures presented in this paper is available upon request.

³ On a value basis, this traffic accounts for over 50 percent of the finished vehicles handled by rail throughout the United States, and about 60 percent of rail intermodal freight.

⁴ Represents the value of goods and services exchanged as a result of the initial \$350 billion change in demand.

The economic activity of the CREATE corridors extends far beyond the Chicago region, affecting every state. Some 58 percent of the jobs and 61 percent of the CREATE Program's rail freight flows originate and/or terminate outside of Illinois. After Illinois, the four states most affected are California (8 percent of trade value), Texas (7 percent), Ohio (3 percent) and New Jersey (3 percent) (Figure 4).



Chicago is also home to a vibrant rail passenger system. Amtrak served more than 2 million intercity passengers traveling to or from Chicago in 2002, on an average of some 50 trains per day.

The Chicago area's rail network is also critical to our nation's security. Seven of the rail lines entering Chicago are part of the national Strategic Rail Corridor Network (StracNet) under the Railroads for National Defense program.

National Public Benefits Generated By CREATE

In recent decades, changes in the U.S. economy have driven businesses to rely increasingly on transportation to enable them to draw from more distant suppliers and to reach new markets — while managing their businesses to minimize inventories and maximize responsiveness and flexibility.

Inventory Reductions

The CREATE Program will expedite the movement of rail cargo — with a value of more than \$350 billion in the first year — through the Chicago region, saving money for rail customers who will be able to reduce their inventory levels. The estimated inventory savings have a present value of \$40 million. Moreover, the improved reliability of rail service via Chicago will allow rail customers to make further reductions in their inventories in future years, producing additional savings which have not been estimated.

Highways and Highway Congestion Relief

Chicago's role as a major transportation hub means the Chicago region is increasingly interrelated not just with Illinois and the Midwest, but with the rest of the United States and the international marketplace. Because what happens in Chicago in terms of transportation greatly affects the rest of the nation, the ability of Chicago-area transportation infrastructure to meet new demands has become critical to the competitiveness and efficiency of businesses throughout the nation. Attaining this ability will require that adequate investments are made to provide the necessary transportation capacity.

In January 2003, highway and transportation agencies of the individual states, through their American Association of State Highway and Transportation Officials (AASHTO)⁵, released the *Freight-Rail Bottom Line Report*, which analyzed whether the U.S. freight rail system's capacity can keep pace with the expected huge growth in transportation demand over the next 20 years. The extensive report highlights the freight rail industry's benefits to our nation, estimates rail investment needs and the capability of railroads to meet those needs, and, importantly, quantifies the consequences of *not* investing adequately in freight rail.

The report concludes that public policy would be well served by public sector funding that helped freight rail reach its potential. Largely because of its cost effectiveness, freight rail (including intermodal) is crucial to the global competitiveness of U.S. industries and can be a critical factor in retaining and attracting industries that are central to state and regional economies. It can dramatically reduce highway-related costs. It is fuel-efficient and generates less air pollution per ton-mile than trucking, and is a preferred mode for hazardous materials shipments because of its positive safety record. Freight rail is also vital to military mobilization and provides critically needed transportation system redundancy in national emergencies.

The report emphasizes that “[t]he present need is to treat the key elements at the top of the system: nationally significant corridor choke points, intermodal terminals and connectors, and urban rail interchanges. Investments at this level hold the most promise of attracting and retaining freight-rail traffic through improvements in service performance.”⁶ The CREATE Program is precisely the type of strategic investment envisioned by AASHTO.

In fact, two of the specific corridors analyzed in the *Freight-Rail Bottom Line Report* traverse Chicago: Southern California to New York/New Jersey via Chicago, which connects the nation's largest three metropolitan areas and its largest two ports, and Detroit to Mexico⁷. The east-west route through Chicago handles much of the nation's intermodal traffic and is a vital link in “landbridge” services between Asia and the Northeast/Mid-Atlantic region, while the north-south route is a key NAFTA corridor. AASHTO projects that by 2020, railroads will carry 67 percent of the tonnage in the Southern California–New York/New Jersey corridor and 52 percent of the tonnage in the Detroit–Mexico corridor. Without an investment of public funds, rail tonnage could be reduced by up to 38 percent — resulting in an additional 2.7 billion vehicle-miles traveled by trucks in these two corridors.

Nationally, the report estimates that an investment of \$30 billion in public funds in freight rail infrastructure would yield tremendous returns, including at least \$10 billion in reduced highway needs⁸ and \$238 billion in reduced highway user costs (decreased travel time, operating costs,

⁵ AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico.

⁶ AASHTO, *Freight-Rail Bottom Line Report*, p. 5.

⁷ *ibid*, pp. 111, 120.

⁸ The “highway needs” figure here does not include the costs of improvements to bridges, interchanges, local roads, new roads or system enhancements. If these were included, the estimates could double.

and accident costs)⁹ over 20 years. These findings led AASHTO to conclude that “relatively small investments in the nation’s freight railroads can be leveraged into relatively large public benefits for the nation’s highway infrastructure, highway users, and freight shippers.”¹⁰ The analysis estimated investment costs and benefits at the national level, assuming that freight railroads carry 2.9 billion tons in 2020 — an increase of 888 million tons, or 44 percent, from 2000 — thereby maintaining their current share of intercity freight traffic. While the returns for an individual investment — even one as significant as CREATE — may not be precisely proportionate, the relationships developed in AASHTO’s national analysis can be used to approximate the national public benefits of CREATE: the public expenditure can be expected to yield more than \$10 billion in reduced highway needs and highway user costs for the nation over a 20-year period.

⁹ Estimated using the Federal Highway Administration’s Highway Economic Requirements System (HERS) simulation model. HERS is used by the U.S. Department of Transportation as the basis for its reports to Congress on highway investment needs.

¹⁰ AASHTO, *Freight-Rail Bottom Line Report*, p. 62.

Appendix B – Local and Regional Benefits¹

September 23, 2003

The Chicago Region Environmental and Transportation Efficiency Program: Local and Regional Benefits

Program Description

The Chicago Region Environmental and Transportation Efficiency (CREATE) Program will include numerous improvements to both railroad infrastructure and the local road system in the Chicago region, the most important of which are:

Figure 1, CREATE Corridors



- Grade separation of six railroad-railroad crossings (rail-rail “flyovers”), to eliminate train interference and associated delay, primarily between passenger and freight trains;
- Grade separation of 25 highway-rail crossings, to reduce motorist delay, improve safety, eliminate crossing accidents, decrease energy consumption, and reduce air pollution; and
- Additional rail connections, crossovers, trackage, and other improvements to expedite train movements in five rail corridors traversing the Chicago region (Figure 1).

The CREATE Program - structured as a public-private partnership including local and state government, the Federal government, and the freight and passenger railroads serving Chicago - will require six years to complete and cost an estimated \$1.5 billion.

Scope of Economic Activity in the CREATE Corridors

Chicago is a major hub for rail freight shipments moving from, to, or through the Chicago region. Each year, the CREATE corridors handle rail freight valued at approximately \$350 billion^{2,1} including significant volumes of NAFTA traffic moving across the integrated North American rail system. Over 60 percent of the rail freight moving through the Chicago region is high value traffic - including intermodal service (both double stack and conventional) and finished vehicles - traffic with the most demanding service requirements. On a value basis, this

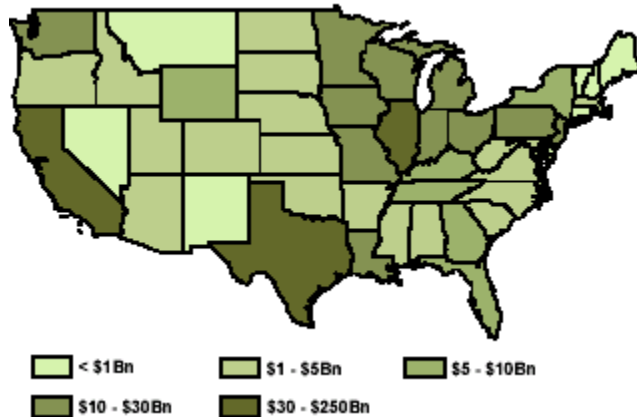
¹ The text for Appendix B was prepared by the CREATE Partners (IDOT, CDOT and the Participating Railroads) with no involvement of the US DOT.

² A set of appendices containing detailed information from the analyses that support this and other figures presented in this paper is available upon request.

traffic accounts for over 50 percent of the finished vehicles handled by rail throughout the U.S., and about 60 percent of rail intermodal freight.

The multiplier effects of these trade flows and services result in approximately 5 million jobs, \$782 billion in output, and \$217 billion in wages nationwide³. The traffic handled by the CREATE corridors accounts for about \$10 billion (29 percent) of the revenues earned by U.S. Class I freight railroads. The enormous magnitude of the Chicago region's activity means that even very small percentage improvements in efficiency can produce very large public benefits.

Figure 2, CREATE Trade by State



Additionally, the economic activity of the CREATE corridors extends far beyond the Chicago region, affecting every state. Some 58 percent of the jobs and 61 percent of the CREATE Program's rail freight flows originate and/or terminate outside of Illinois. After Illinois, the four states most affected are California (8 percent of trade value), Texas (7 percent), Ohio (3 percent) and New Jersey (3 percent) (Figure 2).

Chicago is also home to a vibrant rail passenger system. Amtrak served more than 2 million intercity passengers traveling to or from Chicago in 2002, on an average of approximately 50 trains per day. In addition, Chicago's commuter railroads, which operate more than 770 trains each weekday, carried nearly 73 million local passenger trips including weekend passengers.

Program Benefits

The CREATE Program will produce substantial, long-term national and regional economic benefits, plus significant environmental and energy benefits. The Chicago region will receive at least \$595 million⁴ in benefits related to rail passengers, motorists, and safety, plus air quality improvements valued at \$1.1 billion; construction-related benefits for the Chicago region will total \$2.2 billion.

Regional Economic Benefits of the CREATE Program	
(\$ Millions)	
Rail Passenger Service	
✓ Commuters' time saved	\$190
✓ New highway construction reduced	77
Motorists	
✓ Reduced delays at grade crossings	202
Safety	
✓ Highway accidents reduced	94
✓ Grade crossing accidents reduced	32
Construction	
✓ Wages, materials, and other purchases (including 16,217 employee-years)	2,194
Air Quality	
✓ Emission reductions (valued at CMAQ grant levels)	1,120
Additional Benefits	
✓ Improved rail freight service to Chicago region	
✓ Enhanced delivery of emergency services	
✓ Lakefront land use increased	
✓ Facilitate reduced "rubber tire" interchanges	
✓ Energy conservation	

³ Representing the value of goods and services exchanged as a result of the initial \$350 billion change in demand.

⁴ Present value of 2003–2042 benefits, in 2003 dollars, using a 5.875 percent public real discount rate. The 40-year planning horizon used for this analysis is sufficient to capture the majority of the benefits on a discounted basis.

Rail passenger service will be improved by the construction of six rail-to-rail flyovers, reducing conflicts between freight and passenger trains and saving time for rail passengers. Improved service will encourage additional commuters to shift to rail service, and reduce the need for future highway construction. Motorists will experience reductions in delays as a result of the construction of 25 new highway-rail grade separations, and the improved fluidity of rail operations affecting remaining at-grade crossings. These improvements to the rail and highway infrastructure will produce major safety benefits for the Chicago region, by reducing the number of highway accidents and the number of accidents and injuries at highway-rail grade crossings. The Chicago region will also benefit from the creation of an annual average of over 2,700 fulltime construction-related jobs and material and other purchases of \$365 million during the 6-year construction phase.

In addition to these readily-quantifiable benefits, the Chicago region will realize benefits from several other sources. First, rail customers in the Chicago region will receive higher quality, more reliable freight service. Second, public safety will be significantly enhanced, because six of the 25 crossings are Chicago 911 “Critical Crossings,”⁵ and many of the crossings in suburban areas are similarly vital for the provision of emergency services. Third, the conversion of the St. Charles Airline route from rail use to mixed park, residential, and commercial use will provide both economic and social benefits. Fourth, the improvements to the Chicago region’s rail system should permit the railroads, which have recently made substantial progress in reducing the number of “rubber tire interchanges,” to further improve their intermodal operations. To the extent that these truck movements over the Chicago region’s highways and streets can be reduced further, the need for roadway maintenance expenditures by local governments and municipalities will be diminished. Finally, the reduction in fuel consumption by railroads and motorists will reduce emissions of major pollutants by thousands of tons annually.

For this analysis, the Chicago region’s economy includes the 13 counties in three states that are in the Chicago–Kenosha–Gary Consolidated Metropolitan Statistical Area (CMSA):

Illinois		Indiana	Wisconsin
Cook	Kankakee	Lake	Kenosha
DeKalb	Kendall	Porter	
DuPage	Lake		
Grundy	McHenry		
Kane	Will		

These long-term regional benefits are described in more detail below:

Rail Commuter Time Savings

The CREATE Program improvements — especially the rail-to-rail flyovers, which will largely separate rail passenger operations from rail freight operations — will result in more reliable commuter rail service, reduced travel times, and increased capacity on the existing SouthWest and Heritage lines, and will permit the use of the LaSalle Street Station — freeing capacity at Chicago’s Union Station. Faster travel times and improved reliability will enable the commuter

⁵ Crossings that have been identified by the City of Chicago as critical for delivery of emergency services.

rail service to attract additional passengers who would otherwise travel by personal auto, both currently and in future years. The present value of the time that will be saved by current and additional rail commuters is estimated to be \$115 million on the SouthWest line and \$17 million on the Heritage line, for a total savings of \$132 million. In addition, the time expected to be saved by current rail commuters who switch to these two lines has a present value of up to \$58 million, producing a total time savings valued at up to \$190 million.

New Highway Construction Reduced

The reduction in commuters traveling by personal auto will reduce vehicle-miles traveled (VMT) by an estimated 29 million per year in the SouthWest Service, resulting in \$66 million less investment in highway construction to handle those trips. The Heritage Corridor improvements will reduce highway travel by 5 million VMT annually, saving about \$11 million in highway investment. Thus, the CREATE Program will save at least \$77 million in highway construction that would otherwise be necessary. Additional savings will be realized as current commuter rail users switch to these two lines and drive shorter distances.

Highway Accidents Reduced

In addition to the construction savings that result from less highway travel, there will be fewer accidents, less damage to property, and fewer fatalities. The discounted value of these benefits is \$77 million for the SouthWest Service and \$17 million for the Heritage Corridor, for a total savings of \$94 million.

Local Highway Delay Reduction

The CREATE Program proposes to separate 25 key grade crossings. The highway-rail grade separation projects, together with the associated crossing closings, will reduce delays for Chicago-area motorists at grade crossings. The present value of the reductions in driver delay at the 25 crossings is \$72 million⁶. In addition, as a result of train re-routings and more fluid train movement, motorists who use 163 additional crossings will experience delay reductions with an estimated discounted value of \$130 million, for a total motorists' delay savings of \$202 million.

Grade Crossing Accidents Reduced

Safety benefits for the 25 crossings were based on safety incident data collected between 1977 and 2001. The present value of the sum of incidents is estimated to be \$32 million through 2042.

Energy and Environmental Benefits

The improvements in railroad operations that will result from the CREATE Program will reduce the railroads' diesel fuel consumption by 7 million gallons in 2007, rising to 18 million gallons in 2042 as rail traffic grows. In the first full year of operations, 2007, locomotive emissions will be reduced by nearly 1,453 tons of oxides of nitrogen (NOx), 225 tons of carbon monoxide, 80 tons of volatile organic compounds (VOC), and 51 tons of particulate matter. By 2042, the annual savings will reach 2,195 tons of NOx, 534 tons of CO, 121 tons of VOC, and 72 tons of PM as a result of traffic growth⁷.

⁶ Chicago Planning Group: Grade Separations, July 5, 2002.

⁷ The estimated reduction in locomotive emissions reflects EPA's projections for average emissions factors for the locomotive fleet under current emissions standards, which are being phased in (U.S. EPA, *Emission Factors for Locomotives*, EPA420-F-97-051, Table 9, page 5).

Additionally, the decrease in highway vehicle delays that will result at the 25 highway-rail grade crossings that are separated and at the 163 at-grade crossings is projected to result in significant reductions in emissions from vehicular traffic, including 213 tons of CO, 24 tons of VOC, and 6 tons of NO_x in 2007. By 2042, with expected increases in vehicular traffic, the reduction in annual emissions will have reached 397 tons of CO, 45 tons of VOC, and 12 tons of NO_x⁸.

The money requested of Congress would be money well spent to reduce NO_x emissions, because on the basis of Federal air quality funds provided per ton of NO_x reduced, the CREATE Program compares favorably with the Chicago metropolitan planning organization's (CATS) calculations of the results of projects funded under CMAQ. If the CREATE Program were to be funded purely on the basis of NO_x reduction at the same rate that Chicago CMAQ projects were funded in 2003, this would equate to \$1.12 billion in Federal funds related just to NO_x reducing aspects of the CREATE Program (60,802 tons of NO_x eliminated over 40 years).

Lakefront Land Use Increased

As part of the CREATE Program, the existing St. Charles Airline railway route will be converted from rail use and its rail traffic will be shifted to other corridors — primarily the Central Corridor. Portions of the St. Charles Airline right-of-way will be converted to park land, while other sections will be used for residential and commercial development. The City of Chicago will gain additional “green space” — yet will also benefit from the multi-year construction projects, involving both housing developments and retail establishments, and a substantial, permanent increase in property tax revenues.

Construction Benefits During CREATE Program Construction

The CREATE Program will also produce a significant boost in construction employment and related economic activity throughout the Chicago region over the course of the 6-year construction phase. This demand will reverberate throughout the region's economy producing additional economic activity; these effects were analyzed at three levels:

- Direct effects include the purchases of materials used for construction and the payment of wages and salaries to construction workers.
- Indirect effects include the secondary effects that result when directly connected supply industries purchase materials or labor to produce goods or services needed to meet the new demand generated by the earlier, initial activity.
- Induced effects result from the additional spending by the workers associated with direct or indirect economic activity.

The construction-related benefits will include an estimated annual average of over 2,700 fulltime job equivalents and over \$365 million in output over the 6-year construction period. During the peak year of construction, the CREATE Program would employ nearly 4,000 workers and generate economic activity valued at more than \$525 million. Additional construction-related benefits would accrue beyond the Chicago economic region — both throughout the United States and in other countries.

⁸ Vehicular emissions are based on current emission standards, and do not assume future reductions in emissions per vehicle-mile traveled (VMT) as a result of possible legislative action or changes in pollution technologies.

Conclusion

The State of Illinois and the City of Chicago have joined with the passenger and freight railroads serving the region to identify critically needed improvements to the Chicago region's rail and highway transportation infrastructure. The resulting Chicago Region Environmental and Transportation Efficiency Program, a public-private partnership, will improve rail passenger service on the SouthWest and Heritage corridors, and construct 25 highway-rail grade separation projects, which will reduce motorist delay, increase safety, and provide environmental and energy benefits for the Chicago region's residents.

Appendix C – CREATE PLAN PRESENTATION SCHEDULE

2003 Presentations:

July 9 – Union League Club

July 17 - Northeastern Illinois Planning Commission

July 17 - Campaign for Sensible Growth

July 18 – Northwestern Indiana Regional Planning Commission

July 22 – Affected Suburban Mayors

July 22 - Campaign for Sensible Growth Steering Committee

July 23 – Metropolitan Mayors Caucus

August 1 – Business Leaders for Transportation

August 18 – Illinois State Chamber of Commerce

August 20 – Illinois Section of the American Society of Civil Engineers

August 21- Metropolitan Planning Council’s Transportation Committee

August – United Neighborhood Organization

**Sept. 8 – American Association of State Highway Transportation Officials (AASHTO) -
Annual Conference**

**Sept. 9 – Illinois Road and Transportation Builders Association - General Membership
Meeting**

Sept. 11-12 – IDOT Planning Conference

Sept 11-12 – American Association of Port Authorities

Sept 14-16 – AASHTO Standing Committee on Rail Transportation

Sept 16 - Metropolitan Mayors Caucus Working Group

Sept 16 - DuPage Mayors and Managers

Sept. 24 - Women’s Transportation Seminar

2003 Presentations (Continued):

Sept 25 – Chicagoland Chamber of Commerce Transportation Committee

Sept 25 - Northwest Municipal Conference

Sept 25 – American Automobile Association

September - IDOT meeting with Federal Highway Administration

IDOT meeting with Federal Railroad Administration

October 3 – Chicagoland Electronic Commerce Initiative - Government Affairs

October 8 - Chicago Rail Task Force Meeting with Surface Transportation Board

October 11 – Midwest High Speed Rail Coalition

October – Meeting with Federal Highway Administrator Mary Peters

October 15 – Illinois Society of Professional Engineers

October 16 - French American Chamber of Commerce

October 17 – League of Women Voters

October 21-22 – Railway Age Passenger Trains on Freight Railroad Conference

October 23 – American Road and Transportation Builders Association

October 28 – High Speed Ground Transportation Association

October – Southland Chamber of Commerce

West Suburban Chamber

November 6 – University of Illinois at Chicago

November 10 – Chicago Central Area Committee

November 19 – Chicago Building Congress

November 20 - Blue Island Rail Simulation, Metropolitan Mayors Caucus

December 4 – Calumet Area Industrial Commission

2004 Presentations:

January 2-6 – National Research Council Conference and Exhibition

January 8 - CATS Policy Committee

January 12 & 13 – Transportation Research Board

February - Intermodal Association of Chicago

March 1 – United Transportation Union

March 10 – Friends of the Chicago River

March 20 – Midwest High Speed Rail Spring Conference

March 22-23 – Transportation Research Forum

March 23 -National Corn Producers Meeting

April 8 - Chicago Minority Business Council

April 8 - Federation of Women Contractors

April 8 - IDOT Annual Illinois Rail/Highway Meeting

April 14 - Railway Supply Institute Legislative Conference

April 20 – Winfield Chamber of Commerce

April 21 - Latin American Chamber of Commerce

April 22 - American Association of Port Authorities

April 27 - LaGrange Park Board

April 29 - DuPage Railroad Safety Council

May 13 - Wheaton Chamber of Commerce

May 20 - Latin American Chamber of Commerce

May 26-28 – Women in Transportation National Conference

2004 Presentations (Continued):

June 5 – United Transportation Union “Tri-State Railroad Conference”

June 15 – Bloomingdale, Itasca, Roselle, Bartlett, Addison Chambers of Commerce

July 1 - Institute of Transportation/ District IV Annual Meeting

July 13 – Metropolitan Planning Council - Freight Rail Investment and Rail Corridor Development Opportunities

July 27 – American Public Transportation Association/AASHTO/Community Transportation Association of America Conference

August 25 - Greater Auburn-Gresham Development Corporation

October 1 - IDOT Fall Planning Conference

October 8 – American Council of Engineering Companies

October 21 – Country Club Hills Chamber of Commerce

November – National League of Cities

2005 Presentations:

January 10 - Transportation Research Board

January 11 - Transportation Research Board

January 19 - Crystal Lake Chamber of Commerce

January 26 – Maywood Village Board

February 16 – National Traffic and Transportation Conference

February 19 – Geographic Society of Chicago

March 15 - Orland Park/ Homer Glenn / Tinley Park Chambers of Commerce

March 16 - Elmhurst League of Women Voters

2005 Presentations (Continued):

March 23 - Village of Dixmoor/Phoenix & Posen

April 6 - Center for Transportation Research's Annual Symposium

April 12 - International Air Rail Organization

April 18 - Transportation Revenue Management Group

April 19 – AASHTO Standing Committee on the Environment

April 20 – Chicago Area Transportation Study (CATS) “Partners in Progress” Meeting

April 23 - CATS “Partners in Progress” Meeting

April 26 - CATS “Partners in Progress” Meeting

April 26 – AASHTO – FHWA Freight Transportation Partnership

April 27 - 17th Ward Community Redevelopment Advisory Council Meeting

April 28 - Village of Steger & Steger Chamber of Commerce

April 28 – American Association of Port Authorities

May 5 – Greater Northern Michigan Avenue Association

May 25 – CREATE Draft Feasibility Plan and Draft Preliminary Screening public meeting

May 26 - CREATE Draft Feasibility Plan and Draft Preliminary Screening public meeting

June 15 – American Society of Civil Engineers

June 29 – CATS “Partners in Progress” Meeting

2006 Presentations (partial):

May 4 – North American Rail Shippers Association

June 14 – Alderman Freddrenna Lyle

July 17 – Metropolitan Mayors Caucus Transportation Committee

August 30 – Illinois Section – American Society of Civil Engineers

2006 Presentations (continued):

September 20 – Transportation for Illinois Coalition

October 17 – US Environmental Protection Agency – Region 5

October 27 – Hispanic American Construction Industry Association

November 6 – Rail-Volution

November 21 – Making the Chicago Region More Competitive in the Global Supply Chain

December 6 – Illinois Chamber of Commerce – Infrastructure Council

2007 Presentations:

January 17 - Chicago Chapter of the ASCE

January 22-26 – Transportation Research Board

February 14 – HACIA Briefing

**February 21 - Air & Waste Management Association – Lake Michigan States
Section**

February 22 – Chicago Mortgage Attorneys

March 1 - Illinois House Railroad Transportation Committee

March 14 – Archer Heights Civic Association, Chicago

April 4 - Illinois House Railroad Transportation Committee Hearing

April 5 - University of Illinois Spring Structures Conference

**April 18-19 - National Surface Transportation Policy and Revenue Study
Commission**

May 15 – Black Contractors United

May 16 – National Association of Purchasing Managers

June 28 – CREATE Civic & Congressional Stakeholder Meeting

2007 Presentations (continued):

July 7 – TRB Summer Conference

July - Mississippi Valley Conference

July 30 - American Superintendents Association National Meeting

August 2 - National TRB Local and Regional Rail Freight Transport Committee

August - Northwestern Transportation Center - CREATE Review and Brighton Park

Aug. 9 - Texas Transportation Summit

Sept. 9 - Union League Club - Transportation Committee

Sept. 12 - ARTBA Conference Call

Sept. 12 - ASME Rail Transportation Division

Sept. 13 – American Council of Railroad Women

Oct. 10 – IL Chamber of Commerce – Infrastructure Council

Oct. 11 - Chicago Industrial Properties/Transportation & Logistics Conf.

Oct 17-18 – EPA Air Quality Conference

Oct. 18 – IL House Appropriations Public Safety Committee

October 23 - 2007 Railroad Environmental Conference – University of Illinois at Urbana-Champaign

Nov. 9 – Metropolitan Mayors Caucus, CREATE Task Force

Nov. 14 – WisDOT Annual Freight Railroad Conference

Nov. 28 – Chicago Metropolitan Agency for Planning Board Meeting

Dec. 10 – French Railway Experts

2008 Presentations:

January 15 - Transportation Research Board

January – TRB Annual Meeting session: “Railroad Coordination in Chicago “

- Case for a Coordinated Approach to Railroad Operations in the Chicago Area (P08-1044)

- Update on Chicago Region Environmental and Transportation Efficiency Project (P08-1100)

- Development of Chicago Common Operational Picture (P08-1103)

January 17 – Midwest Association of Rail Shippers

January 17 – CREATE Project P1 Public Hearing

January 23 – WTS

February 21 – Civic Outreach Breakfast

February 26 – Teamwork Englewood

March 6 – Illinois Chamber of Commerce -- Infrastructure Council

March 20 - Federation of Women Contractors Monthly Meeting

March 25 – University of Illinois – Chicago – CREATE update

April 1 - Mississippi Valley Freight Conference, Indianapolis

April 7 –Transit Financial Learning Exchange (

May 30 - National League of Cities, Surface Transportation Executive Committee

June 3-5 – North America’s SuperCorridor Coalition, Inc.

June 16 – The Honorable James L. Oberstar

June 26 – Journal of Commerce, Real Estate Forum

September 5 - National Association of Regional Councils - Peer to Peer Freight Planning Exchange

2008 Presentations (Continued):

September 16 - DC Congressional Briefing

September 18 - Railway Insurance Managers Association (RIMA) annual meeting

**September 24 - American Railway Engineering and Maintenance of Way
Association (AREMA)**

October 9 - Southwest Association of Rail Shippers (SWARS)

November 6th - CREATE citywide briefing

November 11th – Western Railway Club

2009 Presentations:

**January 9 – National Railroad Construction and Maintenance Association
Conference**

January 9 – Civic/Business Stakeholders Meeting

March 4-5 – Inland Ports Across North America Conference

**March 11-13 - The 5th Annual Public Private Partnerships USA Summit
April 7 - Transit Financial Learning Exchange**

April 15- Illinois Institute of Technology – Public Private Partnerships

**May 11 - U.S. DOT/U.S. Department of Commerce – “Game Changers in the Supply Chain
Infrastructure: Are We Ready to Play?”**

- Panel: National Freight Policy-Meeting Tomorrow's Demands

Appendix D – CREATE ENDORSEMENTS

Partners: State of Illinois, City of Chicago, and Association of American Railroads (Metra)

ENDORSEMENTS AS OF AUGUST 2005

Federal Legislators:

Speaker Hastert
Congressman Lipinski
Senator Durbin

State Legislators:

Senator Kirk Dillard (R-24th District)
Senator Susan Garrett (D - 29th District)
Senator Dave Sullivan (R-33rd District)
Representative Suzanne Bassi (R-54th District)
Representative Maria Berrios (D-39th District)
Representative Rich Bradley (D-40th District)
Representative John Fritchey (D-11th District)
Representative Julie Hamos (D – 18th District)
Representative Carolyn Krause (R-66th District)
Representative Eileen Lyons (R-82nd District)
Representative Harry Osterman (D-14th District)
Representative Terry Parke (R-44th District)
Representative Angelo “Skip” Saviano (R-77)
Representative Tim Schmitz (R - 49th District)
Representative Arthur Turner (D- 9th District)
Representative Karen Yarbrough (D-7th District)

Metropolitan Mayors Caucus

Northwest Municipal Conference
Mayor Michael Smith, New Lenox
President Rae Rupp Srch, Village of Villa Park
President Al Larson, Village of Schaumburg

Chambers of Commerce

Illinois Chamber of Commerce
Chicagoland Chamber of Commerce
Southland Chamber of Commerce

Key Trade and Membership Organizations

Consulate General of Belgium- Wallonia Trade Office
Consulting Engineers Council of Illinois
Environmental Law & Policy Center
Federation of Women Contractors
Illinois Road and Transportation Builders Association

Metropolitan Planning Council
Metropolis 2020
Midwest High Speed Rail Coalition`
Union League Club
United Transportation Union – Illinois Legislative Board
World Business Chicago

Businesses and Organizations

Accurate Steel Installers, Inc.
Aldridge Electric
Block Heavy & Highway Products
Bollinger, Lach & Associates
Bowman, Barrett & Associates Inc.
Bridge Technology Incorporated
Canino Electric Co.
Carr Lumber & Manufacturing (Randy Carr)
Central Blacktop Company
Clark Dietz, Inc.
DLK Civic Design
Edwards & Kelcey
Gallagher Asphalt
Harry O Hefter - Associates, Inc.
Infrastructure Engineering Inc.
Jade Carpentry Contractors Inc.
K-Five Construction Corp
Kristine Fallon Associates, Inc.
Law Office of Elias Gordan
Maintenance Coatings Co.
Marsh Inc.
Metro Commuter Newspaper
Molter Corp
Packer Technologies International, Inc.
Patrick Engineering
Perdel Contracting Corporation
Roughneck Concrete Drilling & Sawing Co.
Royal Crane Service
Schoenbeck Corporation
TranSystems Corporation
UTS Global, Inc.

ADDITIONAL ENDORSEMENTS SINCE 2005:

State Legislators

Senator Christine Radogno (R-41st District)
Senator Dale Risinger (R-37th District)

Representative John D’Amico (D-13th District)
Representative Mary Flowers (D-31st District)
Representative Lou Lang (D-16th District)
Representative Linda Chapa LaVia (D-83rd District)
Representative Karen May (D-58th District)
Representative Susana Mendoza (D-1st District)
Representative Rosemary Mulligan (R-65th District)
Representative Elaine Nekritz (D-57th District)
Representative Michael Tryon (R-64th District)

Chambers of Commerce

Chicagoland Chamber of Commerce
Illinois State Black Chamber of Commerce

Metropolitan Planning Organizations

Chicago Metropolitan Agency for Planning

Key Trade and Membership Organizations

Chicago Southland Economic Development Corporation
Chicago United
Choose DuPage
Economic Development Council of the Bloomington-Normal Area
???Grain and Feed Association of Illinois
Illinois Corn Growers
Midwest Interstate Passenger Rail Commission
????Renewable Fuels Association
South Suburban Mayors & Managers Association
Springfield Convention and Visitors Bureau
Women’s Business Development Center

Businesses and Organizations

Ames Construction
Banner Personnel
Cambridge Systematics, Inc.
Caterpillar Logistics Services, Inc.
Ford Motor Company
Potash Corp
Progress Rail Services
ProLogis
USG
Vulcan Materials

Universities and Colleges

Bradley University
Michigan State University
Michigan Technological University

Local Governments

City of Carbondale, IL
City of Centralia, IL
City of Effingham, IL

Appendix E – CREATE PRESS AND MEDIA COVERAGE

June 2003

“Chicago’s Clogged Rail System to be Overhauled”, The Wall Street Journal, June 16, 2003
“Plan Aims to Unclog Area’s Rail Congestion”, Chicago Tribune, June 16, 2003
“Money is Missing Link in Rail Plan”, Crain’s Chicago Business, June 16, 2003
“Chicago, Railroads Join to Break Traffic Jams”, Chicago Sun-Times, June 17, 2003
“Lipinski Wants Railroads to Pay More for Rehab”, Chicago Tribune, June 17, 2003
“Chicago’s 21st Century Train Hub”, Chicago Tribune, June 17, 2003
“\$1.5 billion Plan on Track for Easing Train Gridlock”, The Daily Southtown, June 17, 2003
“Uncle Sam Comes Through on Rail Yard Congestion”, Chicago Sun-Times, June 18, 2003
“Hastert Endorses Transit Projects”, Crain’s Chicago Business, June 23, 2003
“Chicago, RRs Finalize \$1.5B Rail Realignment”, Rail Business, June 23, 2003
“The Chicago Plan”, Traffic World, June 23, 2003
“Hearing Addresses Rail Financing”, AASHTO Journal, June 27, 2003
“House Subcommittee Panel Debates Rail Infrastructure Needs”, Washington Letter on Transportation, June 30, 2003

CBS 2 News- June 16th – 11 a.m., 4:30 p.m., 10 p.m., June 17th – 5 a.m.

NBC 5 News – June 16th – 11 a.m., 4:30 p.m.

ABC 7 News – June 16th - 4 p.m., 6 p.m., June 17th – 5 a.m., 6:30 a.m.

WGN 9 News – June 16th – 9 p.m., June 17th – 5:30 a.m., 8 a.m.

August 2003

Not Just Power: U.S. Bridges Roads, Water and Sewage Systems in Sorry Shape, World News Tonight with Peter Jennings (ABC News), August 20, 2003

July 2003

“Chicago Shows Capital Partnerships En Vogue”, Rail Business, July 14, 2003

“Battling Trucks, Trains Gain Steam”, The Wall Street Journal, July 25, 2003

“Chicago: If You Want to Know Railroads, You’ve Got to Know Chicago”, Trains Magazine-Special Issue, July 2003

“The Chicago Plan: Relief at Last?”, Railway Age, July 2003

September 2003

“Transit: Powwow on Key Projects This Week”, Crain’s Chicago Business, September 29, 2003

“Pulling Out the Stops”, Chicago Tribune, September 30, 2003

“Big Fix for Chicago? Here’s the Plan”, Trains Magazine, September 2003

“Chicago Plans Ambitious Railway PPP Scheme”, IRJ, September 2003

October 2003

“Ways to Boost Chicago Business”, Chicago Sun-Times, October 7, 2003

“Rail Upgrades Key to Smooth-Rolling Economy”, Chicago Sun Times, October 17, 2003

“It’s Time to Invest in Region’s Rail System”, Daily Herald, October 17, 2003

“Rail Upgrade Crucial to the Region”, Daily Southtown, October 19, 2003

“Lipinski Looks for Endorsement”, Crain’s Chicago Business, October 20, 2003

“Chicago Rail Plan Means Big Business to the Region”, Metro Commuter, October 2003

“Clearing Up Congestion in the Heartland”, Logistics Today, October 2003
“Railroads Cooperate to Unclog Chicago Hub”, Civil Engineering, October 2003
Cable Access- League of Women Voters, CREATE Presentation by Luann Hamilton

January 2004

“Train Fix gets Federal Muscle”, Chicago Tribune, January 29, 2004
“Steam Builds to Fund Major Freight Rail Fixes”, Chicago Tribune, January 26, 2004
“How the Chicago Plan Spells Relief”, Railway Age, January 6, 2004

February 2004

“CREATE- A Big Step Towards High Speed Rail”, Midwest Rail Report, February 2004

April 2004

“Engineering Contracts Awarded for Chicago Plan”, Railway Age, April 21, 2004
“Legislators Eye Special Road Projects”, CongressDaily, April 21, 2004

May 2004

“Many Problems with ‘Enhancement’”, The Star, May 16, 2004

June 2004

“Wanted: Transit Vision”, Crain’s, June 21st, 2004

August 2004

“Big Boost Coming for Transit and Road Plans”, August 30, 2004

September 2004

“Rail Study Supports Bid for Aid; AAR-Financed Study Says Tax Incentives Can Help Shift Freight from Highways to Railroads,” Journal of Commerce, September 26, 2004
“Getting Around: Study: Don’t Keep on Truckin’,” Chicago Tribune, September 20, 2004

October 2004

“Chicago’s Money Bottleneck: Backers Say Massive Project to Improve Freight Flow Through Chicago is Bottled Up in Washington,” Traffic World, October 11, 2004
“On the Record...with STB Chairman Roger Nober,” Railway Age, October, 2004

December 2004

“Cargo Congestion Worsens: Lengthening Delays on Local Rails, Highways,” Crain’s, December 20, 2004
“Overburdened Roads, Rails Could Stall Chicago Economy,” Chicago Sun-Times, December 20, 2004
“Chicago Metropolis 2020 Proposes Way to Avoid Congestion and Job Losses,” PR Newswire, December 20, 2004
“8-4-8 Show,” Chicago Public Radio, December 21, 2004
“Aging US Rail Network is Stuck in a One-Track World: Record Freight Flows Highlight Issues Facing a System that Helped Transform the Country in the 19th Century,” Financial Times, London, September 13, 2004

February 2005

“The City Winds Down,” The Economist, February 2005

April 2005

“Southland Native Trying to Untie the Area's Rail Mess,” Daily Southtown, April 18, 2005

January 2006

Stuart Luman, “At the Center of it all: CREATE,” Crain’s Chicago Business, Page 12, January 2, 2006

Response: A letter to the Editor, signed by Edward Hamberger, President of AAR, Crain’s Chicago Business, January 20, 2006

“Leaders letting area down on crucial rail plan,” Crain’s Chicago Business, January 23, 2006

“Relative Speed,” Letter to the Editor by Edward Hamberger, President & CEO, Assn. of American Railroads, Crain's Chicago Business, January 30, 2006

March 2006

Jim Giblin, “Financing Create: Look elsewhere for funding solutions,” Crain’s Chicago Business_Op-Ed, Page 24, March 20, 2006

“Railroads on track to revival,” Freight boom benefits Chicago, Chicago Tribune, March 27, 2006

April 2006

“Solutions eyed for traffic /rail snags,” The Beverly Review, April 12, 2006

May 2006

“Stresses Importance of City’s Rail System,” Southwest News-Herald, May 4, 2006

Craig Barner, “Rail Upgrades: How to Relocate a Grand Railroad,” Midwest Construction, May 2006

Rob Ernest, “Trying to hit a moving target,” Changing rules can hamper agencies’ quest for federal funds. Trains Magazine, Pages 28-29, May 2006

July 2006

“Letter: State must help pay for rail improvements,” Journal-Standard, July 3, 2006

“Prepare for looming boost in freight traffic,” Chicago Sun-Times, July 5, 2006

“Freight rail operations need support,” News-Star, Pioneer Press, July 5, 2006

Jim Giblin, “Creative Solutions needed to finance CREATE,” Progressive Railroading, July 2006

September 2006

“Getting Freight Plan on Track,” Chicago Tribune, September 18, 2006

September 2006 (cont’d)

“Railroad Safety in Chicago area could be improved”, ABC 7 News website & broadcast coverage with General Assignment Reporter “Paul Meincke”, September 18, 2006

“Chicago Plan: Relief at Last?” Railwayage.com, September 18, 2006

“Rail Project Starts off Small”, Chicago Tribune, September 19, 2006

“Bill May Improve Rail Lines”, Southwest News Herald, September 28, 2006

“Progressive Railroading”, Pages 54 & 62, September 2006

October 2006

“Program to upgrade rails may help area roads,” Liberty Suburban Newspaper, October 11, 2006

“Delays Plague Southwest Service,” Daily Southtown, October 18, 2006
John Gallagher, “Stressed Out Service”, Traffic World, October 30, 2006

November 2006

“Reducing wait for Freight,” Pioneer Local/Wilmette, November 30, 2006

December 2006

Larry Kaufman, “Let the finger-pointing about CREATE begin,” Argus Rail Business, December 4, 2006

“Getting CREATE-ive,” Journal of Commerce, Ted Prince, December 11, 2006

January 2007

“Checking in on last year’s issues,” Crain’s Magazine, Christina Galoozis, January 1, 2007

“IANA’s Top Priorities for 2007,” Traffic World, January 22, 2007

February 2007

“Chicago rail plan ready to chug,” Indiana Economic Digest, Keith Benman, February 3, 2007

“Report calls for \$8.8 billion a year for transportation,” Crain’s Magazine, February 8, 2007

“Railroad Firms Bringing Aboard Lawmakers’ Lobbyist Relatives,” Washington Post, Elizabeth Williamson, February 8, 2007

“Feds release funds for Chicago’s CREATE Program; seven projects slated to start construction,” Progressive Railroading, February 16, 2007

“Historic Train Highlights Rail Travel’s Past and Future,” The State Journal Register, February 28, 2007

“Railroad Advocates Head to Springfield in Hopes of Additional Funding,” WBBM News Radio 780

30-second item - WICS-TV (Springfield ABC Affiliate)

March 2007

“Lobbyists ride Amtrak special to Illinois capital to push for CREATE funding,” Trains Magazine, Matt Van Hattem, March 1, 2007

“Railroad group presses for funding,” Rockford Register Star, Kiyoshi Martinez, March 2, 2007

“CREATE Train Rolls in Springfield to Lobby Legislators for Illinois’ \$100 Million Allotment,” Progressive Railroading Magazine, March 5, 2007

March 2007 (cont’d)

“State Must Join Efforts to Ease Train Congestion,” Franklin Park Herald-Journal, March 8, 2007

“Bulldozers at the ready in Windy City,” Progressive Railroading, Jeff Stagl, March 8, 2007

“Underpass Work May Start in 08,” Downers Grove Reporter, March 13, 2007

“CAIC participates in CREATE Day”, Calumet Area Industrial Commission Newsletter,

March 20, 2007

April 2007

“Freight rail funds urged Lipinski testifies before state panel,” Chicago Tribune, Stanley Ziemba, April 10, 2007

“Lipinski wants local railroad improvements,” Southwest News-Herald, Richard Sensenbrenner, April 12, 2007

“On the Move,” Daily Southtown, April 12, 2007

“Rail executives, customers make urgent call for infrastructure improvements,” Traffic World, John Boyd, April 23, 2007

“Illinois Legislature Urged to Match Funds for Chicago Rail Project,” Rail News, April 24, 2007

“Lobbying in the Land of Lincoln,” Progressive Railroading, Jeff Stagl, April 2007

“Building Freight’s Future,” Urban Land, Jerry Szatan, April 2007

May 2007

“CREATIng a Plan: All Aboard,” Midwest Construction, Craig Barner, May 2007

July 2007

Midwest High Speed Rail Association e-newsletter, Brighton Park coverage, July 11, 2007

“Upgrade program running on rails,” Chicago Tribune, Jon Hilkevitch, July 16, 2007

CLTV – Interview with Jon Hilkevitch, July 16, 2007

August 2007

“Franklin Park: Transportation Celebration,” Franklin Park Herald-Journal, Cathryn Gran, August 22, 2007

“A Grand Plan,” Chicago Sun-Times, Monifa Thomas, August 27, 2007

September 2007

“Franklin Park: Construction Complete,” Franklin Park Herald-Journal, Cathryn Gran, September 5, 2007

“Rail deal offers city a remedy,” Crain’s, Bob Tita, September 10, 2007

October 2007

“Why CN is adding ‘J’,” The Journal of Commerce, Lawrence H. Kaufman, October, 22, 2007

November 2007

“Capacity to CREATE,” Progressive Railroading, Desiree Hanford, November, 2007

December 2007

“Chicago CREATE’s Cooperative Program for Rail Improvements,” HDR Newsletter, Paula Pionton, S.E., December 2007

“Heavy traffic on highway bill,” Crain’s Chicago Business, Paul Merrion, December 10, 2007

“Globalization splits Chicago’s economy,” Crain’s Chicago Business, Greg Hinz, December 17, 2007

“Railroaded”, Chicago Sun-Times, December 30, 2007

2008 – Partial coverage

April 2008

“Create Update: Belt Railway, NS Line Upgrades Underway,” Progressive Railroading, April 15, 2008

“To keep freight rolling, Ill. has to grease the hub,” Paul O’Connor, Crain’s Chicago Business, April 21, 2008

“CN chief: Chicago will lose rail status if expansion blocked,” Crain’s Chicago Business, Bob Tita, April 22, 2008

“Attacking the gridlock,” Chicago Tribune editorial, April 24, 2008

“CREATE partners to break ground on signal system project,” Progressive Railroading editorial staff, April 25, 2008

“Easing a Rail Bottleneck,” Chicago Tribune, John Hilkevitch, April 27, 2008

“Create partners to break ground on signal system project,” Progressive Railroading, April 28, 2008

“They’re working on the railroad,” Southtown Star, Guy Tridgell, April 29, 2008

“To keep the freight rolling, Ill has to grease the hub,” ChicagoBusiness, Paul O’Connor, April 29, 2008

“Nation needs infrastructure planning ‘overhaul’, report states,” Progressive Railroading, April 30, 2008

May 2008

“Suburban rail acquisition likely to meet little federal opposition,” Crain’s Chicago Business, Bob Tita, May 2, 2008

“CREATE: posting incremental progress in Chicago,” Progressive Railroading, May 19, 2008

“CREATE Partners break ground for project in southwest Cook County, IL,” Railway Age, May, 2008

“Needed action to ease train congestion.” Daily Herald, May 14, 2008

“Biggert: Spend CREATE funds on the EJ&E, Southtown Star, Guy Tridgell, May 17, 2008

January 2009

“Signals indicate funding on track for plan to unsnarl rail traffic,” Crain’s Chicago Business, January 2, 2009

February 2009

“Freight Rail Component of economic stimulus funding, AAR says,” Progressive Railroading, February 12, 2009

“Obama’s Stimulus Package: Big Ideas, Grand Plans, Modest Budgets,” Michael Cooper, New York Times, February 15, 2009

“CREATE partners complete Corwith interlocking project,” Progressive Railroading, February 26, 2009

Midwestern Governor’s Association highlights CREATE in Surface Transportation Recommendations report

March 2009

“Region’s transportation wish list gets review,” Crain’s Chicago Business, March 27, 2009
American Society of Civil Engineers released its 2009 Report Card for America's Infrastructure and the CREATE program was cited as a case study

April 2009

“Untangling the Chicago Knot”, Journal of Commerce, April 20, 2009
" Freight Train Network Suffers Lack of Modernization", The NewsHour with Jim Lehrer, April 21, 2009
“NRC’s Baker provides insight on stimulus bill’s rail-industry projects,” Progressive Railroading, April 23, 2009

May 2009

“Rail gets a piece of stimulus funds,” Trains Magazine

Upload #9

Applicant: Illinois Department of Transportation
Application Number: HSR2011000204
Project Title: High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a -
Projects (Final Design/Construction)CREATE Project P1 - Englewood
Flyover
Status: Awarded
Document Title: 424C P1 Project

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Upload #10

Applicant: Illinois Department of Transportation
Application Number: HSR2011000204
Project Title: High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a -
Projects (Final Design/Construction)CREATE Project P1 - Englewood
Flyover
Status: Awarded
Document Title: 424 D P1 Project

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

ASSURANCES AND CERTIFICATIONS

APPENDIX C

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1. INCORPORATION OF ASSURANCES AND CERTIFICATIONS
 - a. Document Source.

These assurances and certifications are submitted by the applicant as part of the project application for federal assistance.

- b. False or Fraudulent Statements or Claims.

The Grantee acknowledges that if it makes or has made a false, fictitious, or fraudulent claim, statement, submission, or certification to the Government in connection with this project, the Government reserves the right to impose on the Grantee the penalties of 18 U.S.C. § 1001, 31 U.S.C. § 3801 et seq., and 49 U.S.C. app. § 1607a(h), as the Government may deem appropriate. The terms of U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to this project.

- c. Incorporations of Assurances and Certifications.

Upon acceptance of the grant offer by the Grantor (FRA), these certification and assurances are incorporated in and become part of the Grant Agreement.

2. - ASSURANCES AND CERTIFICATIONS

The Grantee hereby assures and certifies, with respect to the Grant Agreement, that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines and requirements as they relate to the application, acceptance, and use of Federal funds for this project including, but not limited to the following:

a. Certification Regarding Debarment, Suspension, and Other Responsibility Matters--Primary Covered Transactions

Instructions for Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms covered transaction, debarred, suspended, ineligible, lower-tier covered transaction, participant, person, primary covered, transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a ~~certification of a prospective participant in a lower tier covered~~ transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

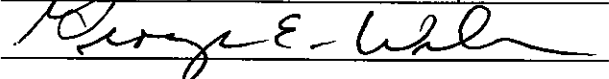
**Certification Regarding Debarment, Suspension, and Other
Responsibility Matters--Primary Covered Transactions**

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Grantee Organization:

Illinois Department of Transportation

Signature of



Authorized Official: (Date:)

August 24, 2009

Print Name:

George E. Weber

- b. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transactions

Instructions for Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transaction," without modification, in all lower tier covered transactions arising in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

**Certification Regarding Debarment, Suspension, Ineligibility
and Voluntary Exclusion-Lower Tier Covered Transactions**

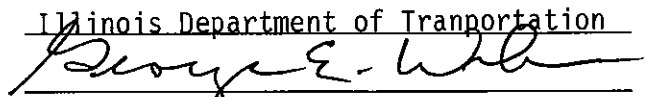
(1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

(2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Grantee Organization:

Illinois Department of Transportation

Signature of



Authorized Official: (Date:)

August 24, 2009

Print Name:

George E. Weber

c. Certification Regarding Drug-Free Workplace Requirements

Instructions for Certification

1. By signing and/or submitting this application or grant agreement, the grantee is providing the certification set out below.

2. The certification set out below is a material representation of fact upon which reliance is placed when the agency awards the grant. If it is later determined that the grantee knowingly rendered a false certification, or otherwise violates the requirements of the Drug-Free Workplace Act, the agency, in addition to any other remedies available to the Federal Government, may take action authorized under the Drug-Free Workplace Act.

3. For grantees other than individuals, Alternate I applies.

4. For grantees who are individuals, Alternate II applies.

5. Workplaces under grants, for grantees other than individuals, need not be identified on the certification. If known, they may be identified in the grant application. If the grantee does not identify the workplaces at the time of application, - or upon award, if there is no application, the grantee must keep the identity of the workplace(s) on file in its office and make the information available for Federal inspection. Failure to identify all known workplaces constitutes a violation of the grantee's drug-free workplace requirements.

6. Workplace identifications must include the actual address of buildings (or parts of buildings) or other sites where work under the grant takes place. Categorical descriptions may be used (e.g., all vehicles of a mass transit authority or State highway department while in operation, State employees in each local unemployment office, performers in concert halls or radio studios).

7. If the workplace identified to the agency changes during the performance of the grant, the grantee shall inform the agency of the change(s), if it previously identified the workplaces in question (see paragraph five).

8. Definitions of terms in the Nonprocurement Suspension and Debarment common rule and Drug-Free Workplace common rule apply to this certification. Grantees' attention is called, in particular, to the following definitions from these rules:

Controlled substance means a controlled substance in Schedules I through V of the Controlled Substances Act (21 U.S.C. 812) and as further defined by regulation (21 CFR 1308.11 through 1308.15);

Conviction means a finding of guilt (including a plea of nolo contendere) or imposition of sentence, or both, by any judicial body charged with the responsibility to determine violations of the Federal or State criminal drug statutes;

Criminal drug statute means a Federal or non-Federal criminal statute involving the manufacture, distribution, dispensing, use, or possession of any controlled substance;

Employee means the employee of a grantee directly engaged in the performance of work under a grant, including: (i) All direct charge employees; (ii) All indirect charge employees unless their impact or involvement is insignificant to the performance of the grant; and, (iii) Temporary personnel and consultants who are directly engaged in the performance of work under the grant and who are on the grantee's payroll. ~~This definition does not include~~ workers not on the payroll of the grantee (e.g., volunteers, even if used to meet a matching requirement; consultants or independent contractors not on the grantee's payroll; or employees of subrecipients or subcontractors in covered workplaces).

Certification Regarding Drug-Free Workplace Requirements

Alternate I. (Grantees Other Than Individuals)

A. The grantee certifies that it will or will continue to provide a drug-free workplace by:

(a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

(b) Establishing an ongoing drug-free awareness program to inform employees about--

- (1) The dangers of drug abuse in the workplace;
- (2) The grantee's policy of maintaining a drug-free workplace;
- (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
- (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;

(c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

(d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will

- (1) Abide by the terms of the statement; and
- (2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction;

(e) Notifying the agency in writing, within ten calendar days after receiving notice under paragraph (d) (2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer or other designee on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;

(f) Taking one of the following actions, within 30 calendar days of receiving notice under paragraph (d) (2), with respect to any employee who is so convicted--

- (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
- (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

(g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e) and (f).

~~B. The grantee may insert in the space provided below the site(s) for the performance of work done in connection with the specific grant:~~

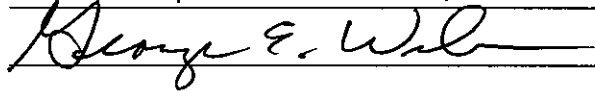
Place of Performance (Street address, city, county, state, zip code)

Check ☐ if there are workplaces on file that are not identified here.

Grantee Organization:

ILLINOIS Department of Transportation

Signature of



Authorized Official: (Date:)

August 24, 2009

Print Name:

George E. Weber

Alternate II. (Grantees Who Are Individuals)

(a) The grantee certifies that, as a condition of the grant, he or she will not engage in the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance in conducting any activity with the grant;

(b) If convicted of a criminal drug offense resulting from a violation occurring during the conduct of any grant activity, he or she will report the conviction, in writing, within 10 calendar days of the conviction, to every grant officer or other designee, unless the Federal agency designates a central point for the receipt of such notices. When notice is made to such a central point, it shall include the identification number(s) of each affected grant.

Grantee Organization:

Signature of

Authorized Official: (Date:)

Print Name:

d. Certification Regarding Lobbying

Certification for Contracts, Grants, Loans and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

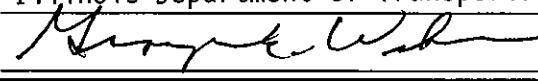
- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the Federal loan, the entering into of any cooperative agreement, and continuation, renewal, amendment, or modification of any Federal making of any the extension, contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Grantee Organization:

Illinois Department of Transportation

Signature of Authorized Official: (DATE:)

 8-24-09

Print Name:

George E. Weber

Title:

Bureau Chief

Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

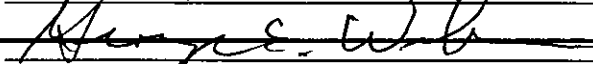
If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Grantee Organization:

Illinois Department of Transportation

Signature of Authorized Official: (DATE:)



Print Name:

George E. Weber

Title:

Bureau Chief

Page 13 of 14

e.

CERTIFICATE OF INDIRECT COSTS

I have reviewed the indirect cost proposal date. This is to certify that:

1. All costs included in the proposal(s) submitted on to establish provisional, final or fixed indirect costs rates, or cost allocation plans, for the period , through are allowable in accordance with the requirements of grants/contracts to which they apply and with the Federal cost principles; i.e. (Please check the applicable cost principles)

- ☒ OMB Circular A-87, Cost Principles for State, Local and Federally-recognized Indian Tribal Governments
- ☐ OMB Circular A-122, Cost Principles for Nonprofit Organizations
- ☐ Federal Acquisition Regulation (FAR), Subpart 31.2, Cost Principles for Commercial Organizations
- ☐ OMB Circular A-21, Cost Principles for Educational Institutions

2. This proposal does not include any costs, which are unallowable under the applicable Federal cost principles. For example, advertising, contributions and donations, bad debts, entertainment costs, fines and penalties, general government expenses, and defense of fraud proceedings;

3. The requirements and standards on Lobbying Costs for nonprofit (A-122) and commercial (FAR) organizations have been complied with for the fiscal year ended , and

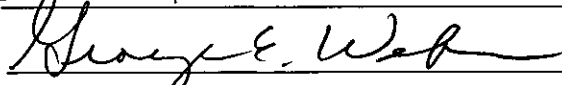
4. All costs included in this proposal are properly allocable to Department of Labor grants /contracts on the basis of a beneficial or causal relationship between the expenses incurred and the grants/contracts to which they are allocated in accordance with the applicable Federal cost principles.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986, (31 USC 3801 et seq.), and the Department of Labor's implementing regulations, (29 CFR Part 22), the False Claims Act (18 USC 287 and 31 USC 3729); and the False Statement Act (18 USC 1001), I declare to the best of my knowledge that the foregoing is true and correct.

Grantee / Contractor:

Illinois Department of Transportation

Signature



Name of Authorized Official: (DATE:)

GEORGE E. WEBER

Title:

Bureau Chief

Date:

August 24, 2009

GRANTEE FILL-IN INFORMATION

Section 109.

Payment Method.

Payment of FRA funding through FRA's Office of Financial Services, shall be made in accordance with the provisions in Attachment 2, if attached and applicable, "Receipt Organization Procedures for Requesting Advance Payment": and the following (as checked):

- ☐ FRA has determined that in accordance with 49 C.F.R. Part 18 or 49 C.F.R. Part 19, as applicable, the Grantee is willing and able to minimize the elapsing time between the transfer of Federal funds and Grantee disbursement, and has an adequate financial management system to implement those procedures to accomplish this, and is therefore to be paid in advance.

The Grantee hereby selects the following method for transfer of advance funds (select one):

- ☐ Automated Clearing House (ACH) Vendor Payment.
Grantee submits SF 1194, SF 3881, and SF 5805 (formerly TFS 5805) in accordance with Attachment 2, if attached.
- ☐ Treasury Check.
Grantee submits SF 1194, SF 5808 (formerly TFS 5805) and SF 3881 (excluding financial institution information) in accordance with Article II. Treasury checks are to be sent to the following address:

- ☒ Either the Grantee has elected to be paid by method of reimbursement, or FRA has determined that in accordance with 49 C.F.R. Part 18 or 49 C.F.R. Part 19 as applicable, the Grantee is not eligible to be paid in advance, and is therefore to be reimbursed, after the submission of proper invoices, for actual expenses incurred.

The Grantee hereby selects the following method for transfer of reimbursed funds (select one):

- ☒ Automated Clearing House (ACH) Vendor Payment.
Grantee submits SF 1194, SF 3881, and SF 270 in accordance with Article II.
- ☐ Treasury Check:
Grantee submits SF 1194, SF 270 and SF 3881 (excluding financial institution information) in accordance with Article II. Treasury checks are to be sent to the following address:

Upload #11

Applicant: Illinois Department of Transportation
Application Number: HSR2011000204
Project Title: High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a -
Projects (Final Design/Construction)CREATE Project P1 - Englewood
Flyover
Status: Awarded
Document Title: Assurances and Certification

**U.S. Department of Transportation
Federal Railroad Administration**

**Certifications Regarding Debarment, Suspension and Other Responsibility Matters,
Drug-Free Workplace Requirements and Lobbying**

**PART A: Certification Regarding Debarment, Suspension and Other Responsibility Matters – Primary Covered Transactions
(Pursuant to 2 CFR Part 180)**

- (1) The grantee certifies to the best of its knowledge and belief, that it and its principles:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State or local) terminated for cause or default.
- (2) Where the grantee is unable to certify to any of the statements of this certification, he or she shall attach an explanation to this application.

PART B: Certification Regarding Drug-Free Workplace Requirements (Pursuant to 49 CFR Part 32)

- A. The grantee certifies that it will or continue to provide a drug-free workplace by:
- (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - (b) Establishing an ongoing drug-free awareness program to inform employees about—
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
 - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

- (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer in writing of his or her conviction for a violation of criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
- (e) Notifying the agency in writing, within ten calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;
- (f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee is so convicted—
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (e) and (f).

B. The grantee may insert in the space below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

Check ☐ if there are workplaces on file that are not identified here.

PART C: Certification Regarding Lobbying (Pursuant to 49 CFR Part 20)

CHECK ☐ IF APPLICABLE
 CERTIFICATION IS FOR THE AWARD OF A GRANT OR COOPERATIVE AGREEMENT EXCEEDING
 \$100,000
 OR
 A FEDERAL LOAN EXCEEDING \$150,000

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award document for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

As the authorized certifying official, I hereby certify that the certifications in Parts A, B, and C (if C is applicable) are true.



SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL

George Weber - Bureau Chief

TYPED NAME AND TITLE

08/21/2009

DATE