



WALTER BURNETT, JR.

ALDERMAN, 27TH WARD
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CHICAGO, ILLINOIS 60612
TELEPHONE: 312-432-1995
FAX: 312-432-1049
E-MAIL: wburnett@cityofchicago.org

November 18, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

As the long time alderman of the 27th ward on Chicago's West Side, I am writing in full and vigorous support of the Ogden Junction/WA1 grant being sought by IDOT and its CREATE partners.

Like much else on the West Side, the bridges and viaducts have a long and storied history. However, with that history comes age – and those of us who travel along and through the Rockwell Line corridor are keenly aware of the long age of the bridge and viaduct structures.

We have long supported CREATE but are keenly aware that even though this wonderful partnership has raised and invested more than one billion dollars, these are the first dollars to come to the West Side.

With the promise of cleaner air, safer passage from west to east, and significant investment and jobs (we will work to ensure meaningful diversity, I give this project my support.

Sincerely

Walter J. Burnett
Alderman, 27th Ward

**CITY COUNCIL
CITY OF CHICAGO**
COUNCIL CHAMBER

CITY HALL, ROOM 300
121 NORTH LA SALLE STREET
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FAX: 312-742-8489

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(CHAIRMAN)

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SPECIAL EVENTS, CULTURAL AFFAIRS
AND RECREATION

ZONING, LANDMARKS AND BUILDING STANDARD



City Council

City Hall – Room 200
121 North La Salle Street
Chicago, Illinois 60602

JASON C. ERVIN

City of Chicago

Alderman, 28th Ward
2622 W. Jackson Boulevard, Suite 200A
Chicago, Illinois 60612
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Fax: (773) 522-9842
Jason.Ervin@CityOfChicago.org
www.AldermanErvin.com

November 18, 2021

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Contracting Oversight & Equity, Chairman

Finance

License & Consumer Protection

Public Safety

Workforce Development, Vice Chairman

Mr. Amit Bose, Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

I write to you in my capacity as the Alderman of the 28th Ward on Chicago's West Side to strongly endorse the funding of the Ogden Junction project, requested by IDOT on behalf of the city, county and state.

The Rockwell Line, which runs north-south from Fulton to 16th Street, pretty much controls all east/west access to my ward – and, in fact, to the entire West Side from the Center City. The bridges and the viaducts along the line are old (I hear some are almost one hundred years old) and while I know the structures are sound, for the long term health and safety of the community – and the city – they should be rebuilt and, where necessary, the viaducts and surrounding area, lighted, cleaned and repaired.

I am certain you know that we on the West Side are very concerned with air quality. From that perspective, making sure the trains can move through the area more efficiently means better air quality for all.

We are also eager to be participants with the project. We have a long and strong history of preparing and providing skilled labor to the various endeavors in our Ward and area. We look forward to doing the same here – achieving the diversity that ensures that our tax dollars are used to their best advantage.

With that said, let me reiterate my full and wholehearted support for the WA1/Ogden Junction project.

Sincerely,

Jason C. Ervin
Alderman, 28th Ward

“Standing Tall for the 28th Ward”



COUNCIL CHAMBER

CITY HALL, ROOM 300
121 NORTH LA SALLE STREET
CHICAGO, ILLINOIS 60602
TELEPHONE: (312) 744-9491

MICHAEL D. RODRÍGUEZ

ALDERMAN - 22ND WARD

PUBLIC SERVICE OFFICE

2500 SOUTH ST. LOUIS AVENUE
CHICAGO, ILLINOIS 60623
TELEPHONE: (773) 762-1771
FAX: (773) 762-1825
WARD22@CITYOFCHICAGO.ORG



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BUDGET AND GOVERNMENT OPERATIONS
COMMITTEES AND RULES
CONTRACT OVERSIGHT AND EQUITY
HOUSING AND REAL ESTATE
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TRANSPORTATION AND PUBLIC WAY (VICE CHAIR)
WORKFORCE DEVELOPMENT AND AUDIT
ZONING, LANDMARKS AND BUILDING STANDARDS

November 22, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

I write to you in my role both as alderman of the 22nd Ward and also as a long-time resident of Chicago's West Side to urge that you fund the request for funds to support the CREATE plan to rebuild the 16 railroad bridges that are designated the WA1 or Ogden Junction project.

Concerned with the well-being of this important industry which drives so much of the economy of the city and their region and of my fellow residents, who live in the midst of historic industries, I have long followed the CREATE program. I am gratified that the alliance of government and the private sector has invested more than \$1.2 billion in rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic. And, now, after many years, I am pleased that improvements will, for the first time, be made to the lines that impact the west side of the city.

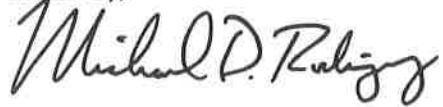
The \$170 million for the Ogden Junction/WA 1 project will be the first investment on the west side of Chicago and addresses one of the most important remaining blockages in the network – one that affects the movement of freight and the health of the community (physical and economic) alike.

Given that many railroad bridges (and their attendant viaducts) were built as long ago as the 1800s and nearly half will be at the end of their useful life by 2030, we consider this project to be of the utmost importance. Without this grant, conditions will continue to deteriorate, leading to bridge closures and the concomitant need to reroute all trains that currently use the Rockwell line. This will create unwanted idling and emissions, plus new vulnerabilities in the Chicago rail network and national supply chain.

I look forward to the work that will improve air quality, ground safety and enhance the development prospects for the West Side by improving access.

Should you wish any further information about my position, feel free to contact me.

Sincerely,

A handwritten signature in black ink, reading "Michael D. Rodriguez". The signature is written in a cursive, flowing style with a large initial "M".

Michael D. Rodriguez
Alderman, 22nd Ward



CITY OF CHICAGO



BYRON SIGCHO-LOPEZ
ALDERMAN, 25TH WARD

November 23rd, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

I write to you in my capacity as the Alderman of the 25th Ward to support and urge your approval of the joint application by our city, county and state transportation agencies to contribute to the funding of the \$170 million Ogden Junction project that proposes to rebuild the railroad bridges and repair the viaducts underneath that form a barrier between the east and west sides of the Center City.

The railroad bridges that comprise the Rockwell Line, which runs north-south from Fulton to 16th Street, defines all east/west access to my ward – and, in fact, to the entire West Side from the Center City. The bridges and the viaducts along the line are old (some over a century) and while I know the structures are sound, for the long term health and safety of the community – and the city more broadly – they should be rebuilt and, where necessary, the viaducts and surrounding areas, lighted, cleaned and repaired.

I am certain you know that we on the West Side are very concerned with air quality. From that perspective, making sure the trains can move through the area more efficiently means better air quality for all.

We are also eager to be participants with the project. We have a long and strong history of preparing and providing skilled labor to the various endeavors in our Ward and area. We look forward to doing the same here – achieving the diversity that ensures that our tax dollars are used to their best advantage.

With that said, let me reiterate my full and wholehearted support for the WA1/Ogden Junction project.

Sincerely yours,

Byron Sigcho-Lopez
Alderman, 25th Ward

121 NORTH LASALLE STREET, CHICAGO, ILLINOIS 60602

The Belt Railway Company of Chicago
6900 South Central Avenue - Bedford Park, Illinois 60638-6397

MICHAEL J. GRACE
President



Phone: (708) 496-4001
Fax: (708) 496-2608
E-mail: mgrace@beltrailway.com

November 22, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

As President of The Belt Railway Company of Chicago, and as a railroader who has worked in Chicago area for almost 40 years, I write to express my strong support for the Ogden Junction (WA1) project application submitted by the Illinois Department of Transportation – on behalf of all the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago.

The WA1 rail corridor is a critical route within the Chicago rail network. In my experience, I have seen how operations can deteriorate for the whole city network when this corridor was shut down due to planned and unplanned outages (e.g., derailments or major track work). The impact of shutting down this corridor would be similar to closing one of Chicago's major highway routes, spreading congestion around the entire Chicago rail network. Unlike highway congestion, rail congestion can create queuing delays that take multiple shifts, days or even weeks from which to recover.

The CREATE Program has invested more than \$1.2 billion in rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic. \$170 million for the Ogden Junction/WA 1 project will be the first investment on the west side of Chicago and addresses one of the most important remaining blockages in the network – one that affects the movement of freight and the health of the community (physical and economic) alike.

The Ogden Junction/WA I project entails the rebuilding of 16 railroad bridges that run along Rockwell Street, from Fulton Street on the north, to 16th Street on the south, and repair of the viaducts below the bridges that provide the entire pedestrian and vehicle access between the west and east sides of Chicago across this entire swath of the center city.

Given that many railroad bridges (and their attendant viaducts) were built as long ago as the 1800s and nearly half will be at the end of their useful life by 2030, we consider this project to be of the utmost importance.

Track configuration, bridge condition, and signaling control systems on the corridor cause trains to run very slowly and the related idling of waiting trains contributes to unnecessary air pollution. These issues are of great concern, particularly to Chicago's West Side residents and health care community. The Project will renew the old bridges and install a state-of-the-art signal system enabling increased train speeds and automated handoffs between railroad dispatchers on the segment, eliminating these problems.

Without this grant, conditions will continue to deteriorate, leading to bridge closures and the concomitant need to reroute all trains that currently use the Rockwell line. This will create unwanted idling and emissions, plus new vulnerabilities in the Chicago rail network and national supply chain.

The public and private partners in CREATE have proposed a strong non-federal match of over 50% of the project costs. In particular, and importantly, the project will:

- 1) Speed up train movements and significantly improve air quality on this and all related segments of the rail infrastructure;
- 2) Bring the railroad bridges and the viaducts below them to an enhanced state of good repair - improving lighting, drainage, and facilitating better integration of the east and west sides of the central area corridor;
- 3) Enhance the development prospects for the West side by making access easier and more attractive;
- 4) With \$170 million in investment, bring meaningful employment and skill training to one of the most economically challenged parts of Chicago;
- 5) Help ensure the continued centrality of Chicago/Illinois to the nation's freight and passenger rail system – a critical component and driving force of Chicago and Illinois' economy; and
- 6) Improve U.S. freight mobility, reducing and avoiding bottlenecks and delays on this key line, and retain a freight corridor that is also designated as critical for national defense logistics.

Should you wish any further information about our position or our organization, feel free to contact me (email, phone etc).

Sincerely

Michael J. Grace

COUNTY BUILDING
118 NORTH CLARK, ROOM 567
CHICAGO, ILLINOIS 60602
(T) 312-603-5443
(F) 312-603-3759
Alma.Anaya@cookcountyil.gov

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4374 SOUTH ARCHER AVE.
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(T) 773-376-2700
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ALMA E. ANAYA
COMMISSIONER- 7TH DISTRICT
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Zoning and Building

November 22, 2021

Amit Bose, Deputy Administrator
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Ogden Avenue project, CRISI Grant Application

Dear Deputy Administrator Bose,

I write to you to express my strong support for the region's application for Consolidated Rail Infrastructure and Safety Improvements (CRISI) program grant funding for the Ogden Junction Project. This project is part of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program and will improve state of good repair to ensure that the Rockwell freight corridor in Chicago can remain in service and make other improvements to enhance freight mobility. The project will also have many local benefits to low-income and minority communities in my district by replacing or improving sidewalks, lighting, drainage, and other elements at the viaducts along the Rockwell corridor, many of which are in poor condition.

Given that the Chicago area is North America's freight hub, reducing rail congestion here has benefits across the nation. I respectfully urge the FRA to fund this project and look forward to its implementation.

Thank you for your attention to this matter and for your consideration of this project. If you have any questions, please feel free to contact me at Alma.Anaya@cookcountyil.gov.

Best Regards,

A handwritten signature in blue ink, appearing to read "Alma E. Anaya", is written over a faint, larger blue signature.

Alma E. Anaya
Cook County Commissioner, 7th District

COUNTY BUILDING

118 North Clark Street, Suite 567

Chicago, IL 60602

(312) 603-3019

(312) 603-4055 FAX

dennis.deer@cookcountyil.gov

DISTRICT OFFICE

3600 W. Ogden BLVD

Chicago, IL 60623

(773) 722-0140

(773) 722-0145 FAX

dennis.deer@cookcountyil.gov

Chairman Health and Hospitals Committee
Chairman Environment & Sustainability Committee
Chairman Human Relations Committee
Vice-Chairman Cook County Health Board of Directors
Vice-Chairman FPD Finance
Vice-Chairman FPD Environment & Sustainability



DENNIS DEER

COOK COUNTY BOARD OF COMMISSIONERS
COMMISSIONER - 2ND DISTRICT

November 23, 2021

Amit Bose, Deputy Administrator
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Deputy Administrator Bose,

As Commissioner of the 2nd County District, I support the region's application for Consolidated Rail Infrastructure and Safety Improvements (CRISI) program grant funding for the Ogden Junction Project. This project is part of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program and will improve state of good repair to ensure that the Rockwell freight corridor in Chicago can remain in service as well as other improvements to enhance freight mobility. The project will also have many local benefits to low-income and minority communities in my district by replacing or improving sidewalks, lighting, drainage, and other elements at the viaducts along the Rockwell corridor, many of which are in poor condition.

Given that the Chicago area is North America's freight hub, reducing rail congestion here has benefits across the nation. I urge the FRA to fund this project and look forward to its implementation.

Very truly yours,

Dennis Deer

Dennis Deer
Cook County Board of Commissioners, 2nd District

November 18, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

As a transportation advocate and policy analyst at the Center for Neighborhood Technology for over thirty years, I want to express our strong support for the Ogden Junction (WA1) project application submitted by the Illinois Department of Transportation – on behalf of all the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago.

Representing an organization deeply appreciative and invested in transit, I have been an supporter of most CREATE investments that have modernized Chicago's rail infrastructure for the benefit of not only freight and passenger rail – but also for the benefit of the Chicago region.

Rail transportation contributed to the building of Chicago and I am sure you are aware the CREATE Program has invested more than \$1.2 billion in needed rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic. The Ogden Junction/WA 1, \$170 million project will be the first investment on the west side of Chicago and addresses one of the most important remaining blockages in the network – one that affects the movement of freight and the physical and economic health of the community.

We are excited that this program reaches the West Side which to date has not been the site of previous CREATE activity. The Ogden Junction/WA I is critical to the West Side as it entails the rebuilding of 16 railroad bridges that run along Rockwell Street, from Fulton Street on the north, to 16th Street on the south, and repair of the viaducts below the bridges that provide the entire pedestrian and vehicle access between the west and east sides of Chicago across this entire swatch of the center city. Given that many railroad bridges and their attendant viaducts were built as long ago as the 1800s and nearly half will be at the end of their useful life by 2030, we consider this project to be of the utmost importance.

Track configuration and bridge conditions on the corridor cause trains to run very slowly and the related idling of waiting trains contributes to unnecessary air pollution. These issues are of great concern, particularly to Chicago's West Side residents and health care community. The Project will renew the old bridges and state-of-art signal system enabling increased train speeds

and automated handoffs between railroad dispatchers on the segment, eliminating these problems. It has our full and unqualified support

Should you wish any further information about our position or our organization, feel free to contact me at jacky@cnt.org.

Sincerely,

A handwritten signature in cursive script that reads "Jacky Grimshaw". The signature is written in black ink and is positioned below the word "Sincerely,".

Jacky Grimshaw
Vice President for Governmental Affairs

CHICAGO BULLS

Six-Time World Champions



91 • 92 • 93 • 96 • 97 • 98

November 18, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

As owner of the Chicago Bulls of the NBA and Major League Baseball's Chicago White Sox, I write to express my strong support for the Ogden Junction (WA1) project application submitted by the Illinois Department of Transportation – on behalf of all the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago.

The CREATE Program has invested more than \$1.2 billion in rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic. The potential \$170 million for the Ogden Junction/WA 1 project will be the first investment on the west side of Chicago, addressing one of the most important remaining blockages in the network – one that affects the movement of freight and the health of the community (physical and economic) alike.

The Ogden Junction/WA 1 project entails the rebuilding of 16 railroad bridges that run along Rockwell Street, from Fulton Street on the north, to 16th street on the south, and repair of the viaducts below the bridges that provide pedestrian and vehicle access between the west and east sides and across the center of Chicago.

Given that many railroad bridges (and their attendant viaducts) were built as long ago as the 1800s and nearly half will be at the end of their useful life by 2030, this project is of the utmost importance. Should you wish any further information about our position or our organization, feel free to contact me.

Sincerely,

(312) 455-4000 • www.bulls.com

1901 West Madison Street



Chicago, Illinois 60612-2459



180 N. STETSON AVENUE, SUITE 1529
CHICAGO, ILLINOIS 60601
312-222-1000 • CHICAGOLABOR.ORG

Robert G. Reiter, Jr.
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Don V. Villar
SECRETARY-TREASURER

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FIRST VICE PRESIDENT

James P. Connolly
SECOND VICE PRESIDENT

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**ASSISTANT TO THE
PRESIDENT**

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Jorge Ramirez
President

Thomas J. Faul
Board Member

December 9, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

The Chicago Federation of Labor represents 300 affiliated unions and 500,000 union members across Chicago and Cook County. As President of the CFL, I write to express our strong support for the Ogden Junction (WA1) project application submitted by the Illinois Department of Transportation.

The CREATE Program has invested more than \$1.2 billion in rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic all while creating good union jobs in the industry. Investing \$170 million in the Ogden Junction/WA 1 project will be the first investment on the west side of Chicago and addresses one of the most important remaining blockages in the network. CREATE has also proposed a strong non-federal match of over 50% of the project costs.

The Ogden Junction/WA 1 project includes the rebuilding of 16 railroad bridges that run along Rockwell street, from Fulton Street on the north, to 16th street on the south. It will also repair viaducts below the bridges that provide the entire pedestrian and vehicle access between the west and east sides of Chicago across the city center. This project is of utmost importance considering that many railroad bridges and their attendant viaducts were built as far back as the 1800s and nearly half will be at the end of their useful life by 2030.

Without this grant, conditions will continue to deteriorate, leading to bridge closures and the rerouting of trains that currently use the Rockwell line. This will create unwanted idling and emissions in addition to new vulnerabilities in the Chicago rail network and national supply chain.

Robert G. Reiter, Jr.
PRESIDENT

With this grant, the project will:

Don V. Villar
SECRETARY-TREASURER

Rosetta Daylie
FIRST VICE PRESIDENT

James P. Connolly
SECOND VICE PRESIDENT

Jesse M. Rios
SERGEANT-AT-ARMS

Nora Cay Ryan
**ASSISTANT TO THE
PRESIDENT**

Fr. Clete Kiley
CHAPLAIN

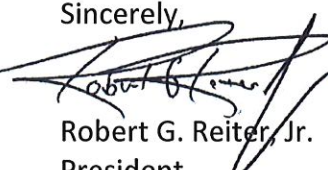
EXECUTIVE BOARD

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William W. Niesman
Robert W. O'Toole
Gary Perinar
Joseph Rinehart
Jesse Sharkey
Raymond Suggs
James M. Sweeney
James T. Tracy

- 1) Speed up train movements and significantly improve air quality on this and all related segments of the rail infrastructure;
- 2) Bring the railroad bridges and the viaducts below them to an enhanced state of good repair - improving lighting, drainage, and facilitating better integration of the east and west sides of the central area corridor;
- 3) Enhance the development prospects for the West side by making access easier and more attractive;
- 4) With \$170 million in investment, the project will bring meaningful employment and skill training to one of the most economically challenged parts of Chicago;
- 5) Help ensure the continued centrality of Chicago/Illinois to the nation's freight and passenger rail system – a critical component and driving force of Chicago and Illinois' economy; and
- 6) Improve U.S. freight mobility, reducing and avoiding bottlenecks and delays on this key line, and retain a freight corridor that is also designated as critical for national defense logistics.

Please do not hesitate to contact me if you have any further questions.

Sincerely,



Robert G. Reiter, Jr.
President

FINANCE COMMITTEE

Terryl Jares
Timothy Keane
Ramon Williams

EMERITUS

Don A. Turner
President

Dennis J. Gannon
President

Jorge Ramirez
President

Thomas J. Faul
Board Member

21 South Clark Street
Suite 4301
Chicago, Illinois 60603

312.853.1200



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COMMERCIAL CLUB OF CHICAGO

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November 23, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

I am writing to you on behalf of the Civic Committee of the Commercial Club of Chicago. The Civic Committee is a non-profit organization comprised of the chief executives of the Chicago region's major employers and civic institutions. Our mission is to make the Chicago region a great place for everyone to live, work, and conduct business.

The Civic Committee fully supports the Illinois Department of Transportation's application for a Consolidated Rail Infrastructure and Safety Improvements (CRISI) discretionary grant for the Chicago Region Environmental and Transportation Efficiency (CREATE) Program. This grant will fund the Ogden Junction portion of the CREATE Program and help address a major freight bottleneck that impacts the movement of goods and people locally, nationally, and internationally.

A main component of this project is the reconstruction of 16 railroad bridges, some of which were built in the 1800s. The aging bridges, antiquated track configurations, and older signals along this corridor force trains to travel slowly and idle, creating congestion throughout the Chicago rail network and slowing down national freight traffic.

WWW.CIVICCOMMITTEE.ORG

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The project also includes significant benefits to the diverse local community. Repair and upgrading of the lights, sidewalks, and streets below the bridges and around the area will improve access for the residents in the community. Reduced train idling will improve local and regional air quality. And these upgrades will help reconnect communities on both sides of the corridor, improve the safety of everyone travelling through the area, and improve quality of life on the west side of Chicago.

This federal grant is a smart investment because it will leverage significant local and private funds. The public-private CREATE partnership has pledged a non-federal match of 50 percent, a large funding commitment consistent with previous federal grants to the CREATE program.

The Civic Committee appreciates your dedication to improving our national rail network and looks forward to working with you to support programs like CREATE that help us move products across the U.S. efficiently and cost-effectively.

Sincerely,

A handwritten signature in black ink, reading "Kelly R. Welsh". The signature is written in a cursive, flowing style.

Kelly R. Welsh
President
Civic Committee of the Commercial Club of Chicago



Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

November 22, 2021

The Honorable Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Deputy Administrator Bose:

The Chicago Metropolitan Agency for Planning (CMAP) is pleased to support the Illinois Department of Transportation's (IDOT) FY 2021 Consolidated Rail Infrastructure and Safety Improvements (CRISI) program application for the Ogden Junction (WA1) project. This project is a major priority within the Chicago Region Environmental and Transportation Efficiency (CREATE) program, an innovative public-private partnership between six of the Class 1 railroads, Amtrak, Metra, the State of Illinois, Cook County and the City of Chicago.

As the comprehensive regional planning organization of northeastern Illinois, CMAP is committed to supporting initiatives that will reduce congestion, improve safety, and advance equity throughout our region's freight and passenger rail network. ON TO 2050, the region's comprehensive plan, emphasizes the importance of making much-needed investments in our rail infrastructure as the nation's freight hub. This project will improve air quality and reduce congestion-causing bottlenecks by bringing sixteen bridges into an enhanced state of good repair and installing positive train control along the corridor.

Once again, CMAP is supportive of IDOT's CRISI application for the Ogden Junction (WA1) project. It will support the efficient movement of people and goods along a major freight and passenger rail corridor and help improve the quality of life for those living in and around Chicago's West Side communities.

Sincerely,

Erin Aleman
Executive Director

TM:EA

Board Members

Gerald Bennett, Chair
Rita Athas
Frank Beal
Matthew Brolley
Maurice Cox
Karen Darch
James Healy
John Noak
Rick Reinbold
Nancy Rotering
Stefan Schaffer
Carolyn Schofield
Anne Sheahan
Matthew Walsh
Diane Williams

Non-voting Members

Leanne Redden
Abolfazl Mohammadian

Executive Director

Erin Aleman



Mr. Amit Bose, Deputy Administrator
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

November 18, 2021

Dear Administrator Bose

I write to express my strong support for the Ogden Junction (WA1) project application submitted by the Illinois Department of Transportation – on behalf of all the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago.

Having raised and invested more than \$1.2 billion in rail infrastructure improvements that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic, the Ogden Junction /WA 1 \$170 million will be the first investment on the west side of Chicago and addresses one of the most important remaining blockages in the system – one that affects the movement of freight and the health of the community (physical and economic) alike.

The Ogden Junction/WA 1 project entails the rebuilding of 14 railroad bridges that run along Rockwell Street, from Fulton Street on the north, to 15th Street on the south, and repair of the viaducts below the bridges that provide the entire pedestrian and vehicle access between the west and east sides of Chicago across this entire swath of the center city.

Given that many railroad bridges (and their attendant viaducts) were built as long ago as the 1800s and nearly half will be at the end of their useful life by 2030, we consider this project to be of the utmost importance.

While all the railroad bridges are safe and sound today, the age of the bridges adds to the slow (as opposed to 25 miles an hour on all other segments) delaying movement of all trains in the area, particularly to the Global 1 and Western Avenue Yards. Moreover, the slowness of the line and idling of waiting trains contributes to unnecessary air pollution – of great concern, particularly to Chicago's West Side residents and health care community.



Without this grant, conditions will continue to deteriorate, leading to bridge closures and the concomitant need to reroute all trains that currently use the Rockwell line, creating unwanted idling and emissions, creating new blockages in the system and supply chain.

On its merit the grant application has the support of all public partners many community leaders and elected officials for many reasons. In particular, the project promises to

- 1) Align train movement times goods and significantly improve air quality on this and all related segments of the rail infrastructure;
- 2) Bring significant improvements both to the railroad bridges and to the viaducts below them - improving lighting, drainage, and facilitating better integration of the east and west sides of the central area corridor;
- 3) Enhance the development prospects for the West side by making access easier and more attractive;
- 4) Bring \$170 million in investment and at least \$100 million in needed employment and skill training to one of the most economically challenged parts of Chicago;
- 5) Help ensure the continued centrality of Chicago/Illinois to the nation's freight and passenger rail system – a critical component and driving force of Chicago and Illinois' economy.

Should you wish any further information about our position or our organization, feel free to contact me.

Sincerely

A handwritten signature in blue ink, appearing to read 'David Doig', is written over a horizontal blue line.

David Doig
President

Chicago Neighborhood Initiatives
1000 East 111th Street, 10th Floor
Chicago IL 60628
773-341-2066
ddoig@cnigroup.org



**OFFICE OF THE PRESIDENT
BOARD OF COMMISSIONERS OF COOK COUNTY**

118 NORTH CLARK STREET
CHICAGO, ILLINOIS 60602
(312) 603-4600
TDD: (312) 603-5255

TONI PRECKWINKLE
PRESIDENT

November 22, 2021

Amit Bose, Deputy Administrator
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Deputy Administrator Bose,

Cook County strongly supports the application for Consolidated Rail Infrastructure and Safety Improvements (CRISI) program grant funding for the Ogden Junction Project. This project is part of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program (termed project WA1 in CREATE nomenclature) and will replace or rehabilitate 16 viaducts carrying rail lines over local streets, rehabilitate and reconfigure railroad tracks, and install state-of-the-art rail signaling systems to ensure that a key rail corridor in Chicago can remain in service.

As North America's primary rail interchange point, with approximately one-quarter of all freight trains and one-half of all intermodal trains in the nation passing through this region, investment in Chicago's rail infrastructure is a vital national interest. It is a critical local interest for Cook County's Department of Transportation and Highways (DoTH) as well. DoTH's long-range transportation plan *Connecting Cook County* establishes freight as a key priority for the department, and as a result DoTH became a full partner in the CREATE Program in 2018. DoTH continues its financial partnership with CREATE in the WA1 project, contributing to the \$50 million in local funds the public partners are committing as part of the grant application.

The WA1 corridor is a key connection for freight trains through the center of the Chicago Gateway. The proposed Ogden Junction project would bring the corridor to a state of good repair, increasing train speeds, improving Gateway fluidity and capacity. The project will replace or improve sidewalks, lighting, drainage, and other elements at the viaducts beneath the line. The project will also benefit low-income and minority communities. Efficiencies resulting from this project support the fluidity of goods movement along critical freight rail corridors, directly contributing to the nation's overall freight logistics capacity.

We look forward to the successful implementation of this important project and seek the FRA's support for it.

Respectfully,

Toni Preckwinkle
President,



November 18, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: WA1 Ogden Junction Bridge Project Application Support

Dear Administrator Bose:

As the Managing Principal of an impact investment firm located in Chicago, I am writing to express my strong support for the WA1 Ogden Junction bridge replacement project application submitted by the Illinois Department of Transportation on behalf of the CREATE partners, including all Class I railroads, the State of Illinois, the County of Cook, and the City of Chicago.

Chicago Region Environmental and Transportation Efficiency Program (CREATE) is a rail improvement project started by Chicago's former Mayor Daley in 2003 to maintain primacy as rail capital of the United States. CREATE, a partnership of the railroads with the City of Chicago, Cook County, and the State of Illinois, has raised and invested \$1.2 billion in improvements that have reduced rail transportation delays in Chicago by nearly 40 percent. An additional \$170 million allocated to the WA1 Ogden Junction bridge project will be the first investment on the West Side of Chicago and addresses one of the most important remaining blockages in the network; one that affects the movement of freight and the health of community – physical and economic – alike.

Given that many railroad bridges and their attendant viaducts were built as long ago as the 1800s, nearly half of which will be at the end of their useful life by 2030, this investment is of utmost importance. By improving the bridges, viaducts, and surrounds, this project will help ensure that railways stay in the city, improve air quality, and bring \$100 million in jobs to the West Side, thereby increasing the attractiveness of the West Side for additional investment.

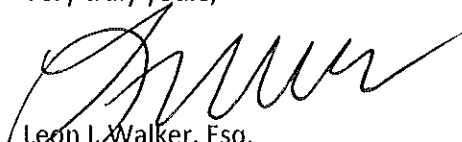
Without this grant, conditions will continue to deteriorate leading to bridge closures and the concomitant need to reroute all trains that currently use the Rockwell Line. This would create unwanted idling and emissions, not to mention new vulnerabilities in the Chicago rail network and national supply chain.

The public and private partners in CREATE have proposed a strong non-federal match of over 50% of the project costs. In particular, and importantly, the project will:

1. Accelerate train movement and significantly improve air quality on this, and all related, segments of the rail infrastructure;
2. Bring the railroad bridges and the viaducts below to an enhanced state of good repair by improving lighting, drainage, and facilitating better integration of the east and west sides of the central area corridor;
3. Enhance the development prospects for the West Side by making access easier and more attractive;
4. Bring meaningful employment and skills training to one of the most economically challenged areas of Chicago;
5. Ensure the continued centrality of Chicago and Illinois to the nation's freight and passenger rail system – a critical component and driving force of Chicago and Illinois' economy; and
6. Improve U.S. freight mobility, reducing and avoiding bottlenecks and delays on this key line, and retain a freight corridor that is also designated as critical for national defense logistics.

If you have further questions about my support or that of our organization, please feel free to contact me, directly, at (773) 643-2794 or lwalker@dl3realty.com.

Very truly yours,



Leon I. Walker, Esq.
Managing Principal

cc: Ryan C. Green, Chief Investment & Administration Officer

LW/rw

November 18, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

As the local leader for a community developer working on Chicago's West Side, I am writing to express my strong support for the Ogden Junction (WA1) project application submitted by the Illinois Department of Transportation – on behalf of all the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago.

The CREATE Program has invested more than \$1.2 billion in rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic. \$170 million for the Ogden Junction/WA 1 project will be the first investment on the west side of Chicago and addresses one of the most important remaining blockages in the network – one that affects the movement of freight and the health of the community (physical and economic) alike.

The Ogden Junction/WA I project entails the rebuilding of 16 railroad bridges that run along Rockwell street, from Fulton Street on the north, to 16th street on the south, and repair of the viaducts below the bridges that provide the entire pedestrian and vehicle access between the west and east sides of Chicago across this entire swath of the center city.

Given that many railroad bridges (and their attendant viaducts) were built as long ago as the 1800s and nearly half will be at the end of their useful life by 2030, we consider this project to be of the utmost importance.

Track configuration, bridge condition, and signaling control systems on the corridor cause trains to run very slowly and the related idling of waiting trains contributes to unnecessary air pollution. These issues are of great concern, particularly to Chicago's West Side residents and health care community. The Project will renew the old bridges and install positive train control (a state-of-the-art safety system) enabling increased train speeds on the segment, eliminating these problems.

Without this grant, conditions will continue to deteriorate, leading to bridge closures and the concomitant need to reroute all trains that currently use the Rockwell line. This will create

unwanted idling and emissions, plus new vulnerabilities in the Chicago rail network and national supply chain.

The public and private partners in CREATE have proposed a strong non-federal match of over 50% of the project costs. In particular, and importantly, the project will:

- 1) Speed up train movements and significantly improve air quality on this and all related segments of the rail infrastructure;
- 2) Bring the railroad bridges and the viaducts below them to an enhanced state of good repair - improving lighting, drainage, and facilitating better integration of the east and west sides of the central area corridor;
- 3) Enhance the development prospects for the West side by making access easier and more attractive;
- 4) With \$170 million in investment, bring meaningful employment and skill training to one of the most economically challenged parts of Chicago;
- 5) Help ensure the continued centrality of Chicago/Illinois to the nation's freight and passenger rail system – a critical component and driving force of Chicago and Illinois' economy; and
- 6) Improve U.S. freight mobility, reducing and avoiding bottlenecks and delays on this key line, and retain a freight corridor that is also designated as critical for national defense logistics.

Should you wish any further information about our position or our organization, feel free to contact me at 773-615-6357 or beager@poah.org.

Sincerely,

A handwritten signature in blue ink, appearing to read 'William Eager', with a stylized flourish extending to the right.

William Eager
Senior Vice President
Preservation of Affordable Housing, Inc. (POAH)



ENVIRONMENTAL LAW & POLICY CENTER

Protecting the Midwest's Environment and Natural Heritage

November 18, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

On behalf of the Environmental Law & Policy Center, I write to express our strong support for the Ogden Junction (WA-1) project application submitted by the Illinois Department of Transportation on behalf of all the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago.

As you know, the CREATE Program has invested more than \$1.2 billion in rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic. The requested \$170 million for the Ogden Junction/WA-1 project will be the first investment on the west side of Chicago and addresses one of the most important remaining blockages in the network – one that affects the movement of freight and the health of the community (physical and economic) alike.

The Ogden Junction/WA-1 project entails the rebuilding of 16 railroad bridges that run along Rockwell street, from Fulton Street on the north, to 16th street on the south, and repair of the viaducts below the bridges that provide the entire pedestrian and vehicle access between the west and east sides of Chicago across this entire swatch of the center city.

Given that many railroad bridges (and their attendant viaducts) were built as long ago as the 1800s and nearly half will be at the end of their useful life by 2030, this project is important.

Track configuration, bridge condition, and signaling control systems on the corridor cause trains to run very slowly and the related idling of waiting trains contributes to unnecessary air pollution. These issues are of great concern, particularly to Chicago's West Side residents and health care community. The Project will renew the old bridges and install positive train control enabling increased train speeds on the segment, thereby reducing these problems.

35 East Wacker Drive, Suite 1600 • Chicago, Illinois 60601
(312) 673-6500 • www.ELPC.org

Harry Drucker, Chairperson • Howard A. Learner, Executive Director
Chicago, IL • Columbus, OH • Des Moines, IA • Grand Rapids, MI • Indianapolis, IN
Minneapolis, MN • Madison, WI • North Dakota • South Dakota • Washington, D.C.



Without this grant, conditions will likely continue to deteriorate, leading to bridge closures and the concomitant need to reroute all or many trains that currently use the Rockwell line. This will create unwanted idling and emissions, plus new vulnerabilities in the Chicago rail network and national supply chain. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Howard LEARNER". The signature is written in a cursive style, with the first name "Howard" in a more fluid script and the last name "LEARNER" in all caps with a slightly more formal, blocky script.

Howard Learner
Executive Director



November 18, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

As the Executive Director of Local Initiatives Support Corporation – Chicago, I write to express my strong support for the Ogden Junction (WA1) project application submitted by the Illinois Department of Transportation – on behalf of all the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago.

The CREATE Program has invested more than \$1.2 billion in rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic. \$170 million for the Ogden Junction/WA 1 project will be the first investment on the west side of Chicago and addresses one of the most important remaining blockages in the network – one that affects the movement of freight and the health of the community (physical and economic) alike.

The Ogden Junction/WA I project entails the rebuilding of 16 railroad bridges that run along Rockwell street, from Fulton Street on the north, to 16th street on the south, and repair of the viaducts below the bridges that provide the entire pedestrian and vehicle access between the west and east sides of Chicago across this entire swath of the center city.

Given that many railroad bridges (and their attendant viaducts) were built as long ago as the 1800s and nearly half will be at the end of their useful life by 2030, we consider this project to be of the utmost importance.

Track configuration, bridge condition, and signaling control systems on the corridor cause trains to run very slowly and the related idling of waiting trains contributes to unnecessary air pollution. These issues are of great concern, particularly to Chicago's West Side residents and health care community. The Project will renew the old bridges and install positive train control (a state-of-the-art safety system) enabling increased train speeds on the segment, eliminating these problems.

Without this grant, conditions will continue to deteriorate, leading to bridge closures and the concomitant need to reroute all trains that currently use the Rockwell line. This will create unwanted idling and emissions, plus new vulnerabilities in the Chicago rail network and national supply chain.

Local Initiatives Support Corporation
10 S. Riverside Plaza, Suite 1700
Chicago, IL 60606

The public and private partners in CREATE have proposed a strong non-federal match of over 50% of the project costs. In particular, and importantly, the project will:

- 1) Speed up train movements and significantly improve air quality on this and all related segments of the rail infrastructure;
- 2) Bring the railroad bridges and the viaducts below them to an enhanced state of good repair - improving lighting, drainage, and facilitating better integration of the east and west sides of the central area corridor;
- 3) Enhance the development prospects for the West side by making access easier and more attractive;
- 4) With \$170 million in investment, bring meaningful employment and skill training to one of the most economically challenged parts of Chicago;
- 5) Help ensure the continued centrality of Chicago/Illinois to the nation's freight and passenger rail system – a critical component and driving force of Chicago and Illinois' economy; and
- 6) Improve U.S. freight mobility, reducing and avoiding bottlenecks and delays on this key line, and retain a freight corridor that is also designated as critical for national defense logistics.

Should you wish any further information about our position or our organization, feel free to contact me at mharte@lisc.org

Sincerely



Meghan Harte
Executive Director



Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-6149

November 22, 2021

Mr. Amit Bose, Deputy Administrator
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

As Secretary of the Illinois Department of Transportation (IDOT), I write to express my strong support for the Ogden Junction (WA1) project application submitted by IDOT on behalf of all the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago.

The CREATE Program has invested more than \$1.2 billion in rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic. \$170 million for the Ogden Junction / WA 1 project will be the first investment on the west side of Chicago and addresses one of the most important remaining blockages in the network, one that affects the movement of freight and the health of the community (physical and economic) alike.

The Ogden Junction/WA 1 project entails the rebuilding of 16 railroad bridges that run along Rockwell street, from Fulton Street on the north, to 16th street on the south, and repair of the viaducts below the bridges that provide the entire pedestrian and vehicle access between the west and east sides of Chicago across this entire swath of the center city.

Given that many railroad bridges (and their attendant viaducts) were built as long ago as the 1800s and nearly half will be at the end of their useful life by 2030, we consider this project to be of the utmost importance.

Track configuration, bridge condition and signaling control systems on the corridor cause trains to run very slowly and the related idling of waiting trains contributes to unnecessary air pollution. These issues are of great concern, particularly to Chicago's West Side residents and health care community. The project will renew the old bridges and install a state of the art signal system enabling increased train speeds and automated handoffs between railroad dispatchers on the segment, eliminating these problems.

Without this grant, conditions will continue to deteriorate, leading to bridge closures and the concomitant need to reroute all trains that currently use the Rockwell line. This will create unwanted idling and emissions, plus new vulnerabilities in the Chicago rail network and national supply chain.

The public and private partners in CREATE have proposed a strong non-federal match of over 50% of the project costs. In particular, and importantly, the project will;

- 1) Speed up train movements and significantly improve air quality on this and all related segments of the rail infrastructure;
- 2) Bring the railroad bridges and the viaducts below them to an enhanced state of good repair - improving lighting, drainage, and facilitating better integration of the east and west sides of the central area corridor;
- 3) Enhance the development prospects for the West side by making access easier and more attractive;
- 4) With \$170 million in investment, bring meaningful employment and skill training to one of the most economically challenged parts of Chicago;
- 5) Help ensure the continued centrality of Chicago/Illinois to the nation's freight and passenger rail system – a critical component and driving force of Chicago and Illinois' economy;
- 6) Improve U.S. freight mobility, reducing and avoiding bottlenecks and delays on this key line, and retain a freight corridor that is also designated as critical for national defense logistics.

If you have any questions or need additional information, please contact John Oimoen, Deputy Director of Rail at 312-793-4222.

Sincerely,



Omer M. Osman, P.E.
Secretary

December 9, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

As President of the Illinois Chamber of Commerce, Illinois' largest general business advocacy organization, I write to express my strong support for the Ogden Junction (WA1) project application submitted by the Illinois Department of Transportation – on behalf of all the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago.

The CREATE Program has invested more than \$1.2 billion in rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic. \$170 million for the Ogden Junction/WA 1 project will be the first investment on the west side of Chicago and addresses one of the most important remaining blockages in the network – one that affects the movement of freight and the health of the community (physical and economic) alike.

The Ogden Junction/WA I project entails the rebuilding of 16 railroad bridges that run along Rockwell street, from Fulton Street on the north, to 16th street on the south, and repair of the viaducts below the bridges that provide the entire pedestrian and vehicle access between the west and east sides of Chicago across this entire swatch of the center city.

Given that many railroad bridges (and their attendant viaducts) were built as long ago as the 1800s and nearly half will be at the end of their useful life by 2030, we consider this project to be of the utmost importance.

Track configuration, bridge condition, and signaling control systems on the corridor cause trains to run very slowly and the related idling of waiting trains contributes to unnecessary air pollution. These issues are of great concern, particularly to Chicago's West Side residents and health care community. The Project will renew the old bridges, allowing for increased train speeds on the segment that will eliminate these problems.

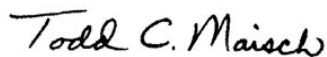
Without this grant, conditions will continue to deteriorate, leading to bridge closures and the concomitant need to reroute all trains that currently use the Rockwell line. This will create unwanted idling and emissions, plus new vulnerabilities in the Chicago rail network and national supply chain.

The public and private partners in CREATE have proposed a strong non-federal match of over 50% of the project costs. In particular, and importantly, the project will:

- 1) Speed up train movements and significantly improve air quality on this and all related segments of the rail infrastructure;
- 2) Bring the railroad bridges and the viaducts below them to an enhanced state of good repair - improving lighting, drainage, and facilitating better integration of the east and west sides of the central area corridor;
- 3) Enhance the development prospects for the West side by making access easier and more attractive;
- 4) With \$170 million in investment, bring meaningful employment and skill training to one of the most economically challenged parts of Chicago;
- 5) Help ensure the continued centrality of Chicago/Illinois to the nation's freight and passenger rail system – a critical component and driving force of Chicago and Illinois' economy; and
- 6) Improve U.S. freight mobility, reducing and avoiding bottlenecks and delays on this key line, and retain a freight corridor that is also designated as critical for national defense logistics.

Should you wish any further information about our position or our organization, feel free to contact me personally at (217) 494-5462.

Sincerely,

A handwritten signature in black ink that reads "Todd C. Maisch". The signature is written in a cursive, slightly slanted style.

Todd Maisch
President and CEO
Illinois Chamber of Commerce

1301 West 22nd Street • Suite 307 • Oak Brook, Illinois 60523 • (630) 368-5300 • Fax: (630) 218-7467
220 East Adams Street • Springfield, Illinois 62701 • (217) 522-1240 • Fax: (217) 525-0055

Email: ima@ima-net.org

December 7, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

On behalf of the Illinois Manufacturers' Association (IMA) and our nearly 4,000 member companies and facilities, thank you for the opportunity to express my strong support for the Ogden Junction (WA1) project application submitted by the Illinois Department of Transportation – on behalf of all the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago.

Illinois manufacturers employ 556,000 women and men on factory floors that produce the single largest share of Illinois' economy. Manufacturers rely on a safe and efficient transportation system to move people and products around the globe with rail being a huge component of that infrastructure.

The CREATE Program has invested more than \$1.2 billion in rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic. \$170 million for the Ogden Junction/WA 1 project will be the first investment on the west side of Chicago and addresses one of the most important remaining blockages in the network – one that affects the movement of freight and the health of the community (physical and economic) alike.

The Ogden Junction/WA I project entails the rebuilding of 16 railroad bridges that run along Rockwell street, from Fulton Street on the north, to 16th street on the south, and repair of the viaducts below the bridges that provide the entire pedestrian and vehicle access between the west and east sides of Chicago across this entire swatch of the center city.

Given that many railroad bridges (and their attendant viaducts) were built as long ago as the 1800s and nearly half will be at the end of their useful life by 2030, we consider this project to be of the utmost importance.

Track configuration, bridge condition, and signaling control systems on the corridor cause trains to run very slowly and the related idling of waiting trains contributes to unnecessary air pollution. These issues are of great concern, particularly to Chicago's West Side residents and health care community. The Project will renew the old bridges, allowing for increased train speeds on the segment that will eliminate these problems.

Without this grant, conditions will continue to deteriorate, leading to bridge closures and the concomitant need to reroute all trains that currently use the Rockwell line. This will create unwanted idling and emissions, plus new vulnerabilities in the Chicago rail network and national supply chain.

The public and private partners in CREATE have proposed a strong non-federal match of over 50% of the project costs. In particular, and importantly, the project will:

- 1) Speed up train movements and significantly improve air quality on this and all related segments of the rail infrastructure;
- 2) Bring the railroad bridges and the viaducts below them to an enhanced state of good repair - improving lighting, drainage, and facilitating better integration of the east and west sides of the central area corridor;
- 3) Enhance the development prospects for the West side by making access easier and more attractive;
- 4) With \$170 million in investment, bring meaningful employment and skill training to one of the most economically challenged parts of Chicago;
- 5) Help ensure the continued centrality of Chicago/Illinois to the nation's freight and passenger rail system – a critical component and driving force of Chicago and Illinois' economy; and
- 6) Improve U.S. freight mobility, reducing and avoiding bottlenecks and delays on this key line, and retain a freight corridor that is also designated as critical for national defense logistics.

If you have any question, please feel free to contact me.

Best,



Mark Denzler
President & CEO

November 18, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

As former Deputy Mayor of Chicago, I write to express my strong support for the Ogden Junction (WA1) project application submitted by the Illinois Department of Transportation – on behalf of all the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago. I was involved with the CREATE Program during my tenure as Deputy Mayor, and deeply believe in its importance.

The CREATE Program has invested more than \$1.2 billion in rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic. \$170 million for the Ogden Junction/WA 1 project will be the first investment on the west side of Chicago and addresses one of the most important remaining blockages in the network – one that affects the movement of freight and the health of the community (physical and economic) alike.

The Ogden Junction/WA I project entails the rebuilding of 16 railroad bridges that run along Rockwell street, from Fulton Street on the north, to 16th street on the south, and repair of the viaducts below the bridges that provide the entire pedestrian and vehicle access between the west and east sides of Chicago across this entire swatch of the center city.

Given that many railroad bridges (and their attendant viaducts) were built as long ago as the 1800s and nearly half will be at the end of their useful life by 2030, we consider this project to be of the utmost importance.

Track configuration, bridge condition, and signaling control systems on the corridor cause trains to run very slowly and the related idling of waiting trains contributes to unnecessary air pollution. These issues are of great concern, particularly to Chicago's West Side residents and health care community. The Project will renew the old bridges and install positive train control (a state-of-the-art safety system) enabling increased train speeds on the segment, eliminating these problems.

Without this grant, conditions will continue to deteriorate, leading to bridge closures and the concomitant need to reroute all trains that currently use the Rockwell line. This will create

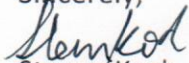
unwanted idling and emissions, plus new vulnerabilities in the Chicago rail network and national supply chain.

The public and private partners in CREATE have proposed a strong non-federal match of over 50% of the project costs. In particular, and importantly, the project will:

- 1) Speed up train movements and significantly improve air quality on this and all related segments of the rail infrastructure;
- 2) Bring the railroad bridges and the viaducts below them to an enhanced state of good repair - improving lighting, drainage, and facilitating better integration of the east and west sides of the central area corridor;
- 3) Enhance the development prospects for the West side by making access easier and more attractive;
- 4) With \$170 million in investment, bring meaningful employment and skill training to one of the most economically challenged parts of Chicago;
- 5) Help ensure the continued centrality of Chicago/Illinois to the nation's freight and passenger rail system – a critical component and driving force of Chicago and Illinois' economy; and
- 6) Improve U.S. freight mobility, reducing and avoiding bottlenecks and delays on this key line, and retain a freight corridor that is also designated as critical for national defense logistics.

Should you wish any further information about my position, feel free to contact me.

Sincerely,



Steven Koch

steve@stevekoch.us



LAWNDALE CHRISTIAN
DEVELOPMENT
CORPORATION
LOVING GOD. LOVING OUR NEIGHBORHOOD.

November 18, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

As Executive Director of Lawndale Christian Development Corporation located: 3843 West Ogden Avenue, Chicago, IL 60623. I write to express my strong support for the Ogden Junction (WA1) project application submitted by the Illinois Department of Transportation – on behalf of all the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago.

The CREATE Program has invested more than \$1.2 billion in rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic. \$170 million for the Ogden Junction/WA 1 project will be the first investment on the west side of Chicago and addresses one of the most important remaining blockages in the network – one that affects the movement of freight and the health of the community (physical and economic) alike.

The Ogden Junction/WA I project entails the rebuilding of 16 railroad bridges that run along Rockwell street, from Fulton Street on the north, to 16th street on the south, and repair of the viaducts below the bridges that provide the entire pedestrian and vehicle access between the west and east sides of Chicago across this entire swath of the center city.

Given that many railroad bridges (and their attendant viaducts) were built as long ago as the 1800s and nearly half will be at the end of their useful life by 2030, we consider this project to be of the utmost importance.

Track configuration, bridge condition, and signaling control systems on the corridor cause trains to run very slowly and the related idling of waiting trains contributes to unnecessary air pollution. These issues are of great concern, particularly to Chicago's West Side residents and health care community. The Project will renew the old bridges and install positive train control (a state-of-the-art safety system) enabling increased train speeds on the segment, eliminating these problems.



Without this grant, conditions will continue to deteriorate, leading to bridge closures and the concomitant need to reroute all trains that currently use the Rockwell line. This will create unwanted idling and emissions, plus new vulnerabilities in the Chicago rail network and national supply chain.

The public and private partners in CREATE have proposed a strong non-federal match of over 50% of the project costs. In particular, and importantly, the project will:

- 1) Speed up train movements and significantly improve air quality on this and all related segments of the rail infrastructure;
- 2) Bring the railroad bridges and the viaducts below them to an enhanced state of good repair - improving lighting, drainage, and facilitating better integration of the east and west sides of the central area corridor;
- 3) Enhance the development prospects for the West side by making access easier and more attractive;
- 4) With \$170 million in investment, bring meaningful employment and skill training to one of the most economically challenged parts of Chicago;
- 5) Help ensure the continued centrality of Chicago/Illinois to the nation's freight and passenger rail system – a critical component and driving force of Chicago and Illinois' economy; and
- 6) Improve U.S. freight mobility, reducing and avoiding bottlenecks and delays on this key line, and retain a freight corridor that is also designated as critical for national defense logistics.

Should you wish any further information about our position or our organization, feel free to contact me: email address rtownsell@lcdc.net or via phone (312) 762-8889

By God's Grace

Richard E. Townsell
Executive Director



CITY OF CHICAGO • OFFICE OF THE MAYOR



MAYOR LORI E. LIGHTFOOT

November 18, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

As the Mayor of the City of Chicago, I write to express my strong support for the Ogden Junction (WA1) project application submitted by the Illinois Department of Transportation – on behalf of all the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago.

The CREATE Program has invested more than \$1.2 billion in rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic. \$170 million for the Ogden Junction/WA 1 project will be the first investment on the west side of Chicago and addresses one of the most important remaining blockages in the network – one that affects the movement of freight and the health of the community (physical and economic) alike.

The Ogden Junction/WA I project entails the rebuilding of 16 railroad bridges that run along Rockwell street, from Fulton Street on the north, to 16th street on the south, and repair of the viaducts below the bridges that provide the entire pedestrian and vehicle access between the west and east sides of Chicago across this entire swath of the center city.

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Track configuration, bridge condition, and signaling control systems on the corridor cause trains to run very slowly and the related idling of waiting trains contributes to unnecessary air pollution. These issues are of great concern, particularly to Chicago's West Side residents and health care community. The Project will renew



CITY OF CHICAGO • OFFICE OF THE MAYOR



MAYOR LORI E. LIGHTFOOT

the old bridges and install positive train control (a state-of-the-art safety system) enabling increased train speeds on the segment, eliminating these problems.

Without this grant, conditions will continue to deteriorate, leading to bridge closures and the concomitant need to reroute all trains that currently use the Rockwell line. This will create unwanted idling and emissions, plus new vulnerabilities in the Chicago rail network and national supply chain.

The public and private partners in CREATE have proposed a strong non-federal match of over 50% of the project costs. In particular, and importantly, the project will:

- 1) Speed up train movements and significantly improve air quality on this and all related segments of the rail infrastructure;
- 2) Bring the railroad bridges and the viaducts below them to an enhanced state of good repair - improving lighting, drainage, and facilitating better integration of the east and west sides of the central area corridor;
- 3) Enhance the development prospects for the West side by making access easier and more attractive;
- 4) With \$170 million in investment, bring meaningful employment and skill training to one of the most economically challenged parts of Chicago;
- 5) Help ensure the continued centrality of Chicago/Illinois to the nation's freight and passenger rail system – a critical component and driving force of Chicago and Illinois' economy; and
- 6) Improve U.S. freight mobility, reducing and avoiding bottlenecks and delays on this key line, and retain a freight corridor that is also designated as critical for national defense logistics.

Should you wish any further information about our position or our organization, feel free to contact me (email, phone etc)

Sincerely



November 18, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

The Metropolitan Planning Council writes to express our strong support for the Ogden Junction (WA1) project application submitted by the Illinois Department of Transportation – on behalf of all the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago.

The CREATE Program has invested more than \$1.2 billion in rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic. \$170 million for the Ogden Junction/WA 1 project will be the first investment on the west side of Chicago and addresses one of the most important remaining blockages in the network – one that affects the movement of freight and the health of the community (physical and economic) alike.

The Ogden Junction/WA I project entails the rebuilding of 16 railroad bridges that run along Rockwell street, from Fulton Street on the north, to 16th street on the south, and repair of the viaducts below the bridges that provide the entire pedestrian and vehicle access between the west and east sides of Chicago across this entire swatch of the center city.

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Track configuration, bridge condition, and signaling control systems on the corridor cause trains to run very slowly and the related idling of waiting trains contributes to unnecessary air pollution. These issues are of great concern, particularly to Chicago's West Side residents. The Project will renew the old bridges and install positive train control (a state-of-the-art safety system) enabling increased train speeds on the segment, reducing these problems.

Without this grant, conditions will continue to deteriorate, leading to bridge closures and the concomitant need to reroute all trains that currently use the Rockwell line. This will create unwanted idling and emissions, plus new vulnerabilities in the Chicago rail network and national supply chain.

The public and private partners in CREATE have proposed a strong non-federal match of over 50% of the project costs. In particular, and importantly, the project will:

- 1) Speed up train movements and significantly improve air quality on this and related segments of the rail infrastructure;
- 2) Bring the railroad bridges and the viaducts below them to an enhanced state of good repair - improving lighting, drainage, and facilitating better integration of the east and west sides of the central area corridor;
- 3) Enhance the development prospects for the West side by making access easier and more attractive;
- 4) Bring meaningful employment and skill training to one of the most economically challenged parts of Chicago;
- 5) Help ensure the continued centrality of Chicago/Illinois to the nation's freight and passenger rail system – a critical component and driving force of Chicago's and Illinois' economy; and
- 6) Improve U.S. freight mobility, reducing and avoiding bottlenecks and delays on this key line, and retain a freight corridor that is also designated as critical for national defense logistics.

Sincerely,

A handwritten signature in blue ink, reading "Audrey Wennink". The signature is fluid and cursive, with the first name "Audrey" written in a larger, more prominent script than the last name "Wennink".

Audrey Wennink
Director of Transportation



"Serving West Haven"

**NEAR WEST SIDE COMMUNITY DEVELOPMENT
CORPORATION**

November 18, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

My name is Earnest Gates, a lifelong resident of the West Side and the founder of the Near West Community Development Corporation, which, over the past 40 years has worked to repopulate and sustain the economy and well -being of the area.

While we have seen many investments in housing, we have seen few infrastructure investments. The proposed \$170 million Ogden Junction project means a great deal to us on the West Side – cleaner air, safer and more attractive viaducts and, of course, the possibility of meaningful jobs and job training for residents.

With hope and confidence the Ogden Junction/WA1 project has my full support

Sincerely,

Earnest Gates
Executive Director
Near West Side Community Development Corporation



THE RESURRECTION PROJECT

1805 South Paulina Street / Chicago, IL 60608

November 18, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

As Chief Executive Officer of The Resurrection Project, I write to express my strong support for the Ogden Junction (WA1) project application submitted by the Illinois Department of Transportation – on behalf of all the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago.

The CREATE Program has invested more than \$1.2 billion in rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic. \$170 million for the Ogden Junction/WA 1 project will be the first investment on the west side of Chicago and addresses one of the most important remaining blockages in the network – one that affects the movement of freight and the health of the community (physical and economic) alike.

The Ogden Junction/WA I project entails the rebuilding of 16 railroad bridges that run along Rockwell Street, from Fulton Street on the north, to 16th Street on the south, and repair of the viaducts below the bridges that provide the entire pedestrian and vehicle access between the west and east sides of Chicago across this entire swath of the center city.

Given that many railroad bridges (and their attendant viaducts) were built as long ago as the 1800s and nearly half will be at the end of their useful life by 2030, we consider this project to be of the utmost importance.

Track configuration, bridge condition, and signaling control systems on the corridor cause trains to run very slowly and the related idling of waiting trains contributes to unnecessary air pollution. These issues are of great concern, particularly to Chicago's West Side residents and health care community. The Project will renew the old bridges and install positive train control





THE RESURRECTION PROJECT

1805 South Paulina Street / Chicago, IL 60608

(a state-of-the-art safety system) enabling increased train speeds on the segment, eliminating these problems.

Without this grant, conditions will continue to deteriorate, leading to bridge closures and the concomitant need to reroute all trains that currently use the Rockwell line. This will create unwanted idling and emissions, plus new vulnerabilities in the Chicago rail network and national supply chain.

The public and private partners in CREATE have proposed a strong non-federal match of over 50% of the project costs. In particular, and importantly, the project will:

- 1) Speed up train movements and significantly improve air quality on this and all related segments of the rail infrastructure;
- 2) Bring the railroad bridges and the viaducts below them to an enhanced state of good repair - improving lighting, drainage, and facilitating better integration of the east and west sides of the central area corridor;
- 3) Enhance the development prospects for the West side by making access easier and more attractive;
- 4) With \$170 million in investment, bring meaningful employment and skill training to one of the most economically challenged parts of Chicago;
- 5) Help ensure the continued centrality of Chicago/Illinois to the nation's freight and passenger rail system – a critical component and driving force of Chicago and Illinois' economy; and
- 6) Improve U.S. freight mobility, reducing and avoiding bottlenecks and delays on this key line, and retain a freight corridor that is also designated as critical for national defense logistics.

Should you wish any further information about our position or our organization, feel free to contact me at rRaymundo@resurrectionproject.org or 312-880-1150.

Sincerely

Raul I. Raymundo
CEO, The Resurrection Project



***Julia Stasch
556 West Arlington Place
Chicago, IL 60614***

November 18, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

As a former chief of staff to Mayor Richard M. Daley of Chicago, the immediate past president of the John D. and Catherine T. MacArthur Foundation, and a civic leader with a deep concern for the vitality, competitiveness, and quality of life of Chicago, I want to express my strong support for the Ogden Junction WA1 project application, submitted by the Illinois Department of Transportation on behalf of the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago.

The CREATE program has invested more than \$1.2 billion in rail infrastructure improvements in Chicago that make rail traffic more efficient and reduce interference with commuter rail and motor vehicle traffic. A commitment of \$170 million for the Ogden Junction WA 1 project will be the first investment on the West Side of Chicago and addresses one of the most important remaining blockages in the network – one that affects the movement of freight and the physical and economic health of the community alike.

The Ogden Junction WA1 project entails the rebuilding of 16 railroad bridges that run along Rockwell Street, from Fulton Street on the north, to 16th Street on the south, and repair of the viaducts below the bridges that provide the entire pedestrian and vehicle access between the East and West Sides across this entire swath of the center city.

Given that many railroad bridges and their viaducts were built as long ago as the 1800s and nearly half will be at the end of their useful life by 2030, it is clear that this project is critically needed.

Track configuration, bridge condition, and signaling control systems on the rail corridor cause trains to run very slowly and the related idling of waiting trains contributes to harmful air pollution. These issues are of great concern, particularly to Chicago's West Side residents and the health care community. This essential project will renew the old bridges and install positive

train control (a state-of-the-art safety system) enabling increased train speeds on the segment, eliminating these problems.

Without this grant, conditions will continue to deteriorate, leading to bridge closures and the need to reroute all trains that currently use the Rockwell line. This will create unwanted idling and emissions, as well as new vulnerabilities in the Chicago rail network and national supply chain.

With a commitment of federal funds and the strong non-federal match of over 50 percent of project costs proposed by CREATE's public and private partners, the project will accomplish these important goals:

- 1) Speed up train movements and significantly improve air quality on this and all related segments of the rail infrastructure;
- 2) Bring the railroad bridges and viaducts below them to an enhanced state of good repair by improving lighting, drainage, and facilitating better integration of the east and west sides of the city's central area corridor;
- 3) Enhance economic development prospects for the West Side by making access easier and more attractive;
- 4) Bring meaningful employment and skills training to one of the most economically challenged parts of Chicago;
- 5) Help ensure the continued centrality of the City of Chicago and State of Illinois to the nation's freight and passenger rail system, a critical component and driving force of the economy of the city and the state; and
- 6) Improve U.S. freight mobility, reducing and avoiding bottlenecks and delays on this key line, and retain a freight corridor that is also designated as critical for national defense logistics.

Please feel free to contact me for any additional information or perspective on this critical issue.

Sincerely,



Julia Stasch
jstasch@outlook.com



November 18, 2021

Mr. Amit Bose
Deputy Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

On behalf of the United Center I write to express my strong support for the Ogden Junction (WA1) project application submitted by the Illinois Department of Transportation – on behalf of all the CREATE partners, including all the Class I railroads, the State of Illinois, the County of Cook and the City of Chicago.

As you are probably aware this project entails the rebuilding of 16 railroad bridges that run along Rockwell Street, from Fulton Street on the north, to 16th Street on the south, and repair of the viaducts below the bridges that provide the entire pedestrian and vehicle access between the west and east sides of Chicago across this entire swath of the center city.

The United Center is a state-of-the-art 960,000 square-foot multi-use sports and entertainment facility located on a 35 acre campus situated on the Near West side of Chicago, only a short distance from the site of the proposed project. Serving as the home for the Chicago Bulls of the National Basketball Association and the Chicago Blackhawks of the National Hockey League, the United Center hosts more than 200 events each year, including the best sporting events, musical performers, family shows and special events in the industry. More than 65 million fans have experienced the United Center entertainment since opening in 1994. An iconic legacy and commitment to superior service makes the United Center one of the premiere venues in the world.

We believe the completion of this project will enhance the safety of the people who attend events at the United Center, and perhaps of greater importance, the numerous employees who work at our facility.

Given that many railroad bridges (and their attendant viaducts) were built as long ago as the 1800s, we believe this project to be of the utmost importance. Emphasizing this importance, the public and private partners in CREATE have proposed a strong non-federal match of over 50% of the project costs.

Sincerely,

A handwritten signature in black ink, appearing to read "Howard C. Pizer", written over a circular stamp.

Howard C. Pizer
Executive Vice President/CEO

