CREATE
KEEPING THE GO IN CHICAGO

Illinois Department of Transportation

PROJECT P2: ROCK ISLAND CONNECTION

FY 2024 FSP Application Statement of Work

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STATEMENT OF WORK

4. Statement of Work

The Illinois Department of Transportation (IDOT) is pleased to submit this application for a Federal-State Partnership for Intercity Passenger Rail (FSP) grant on behalf of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program, for improvements to the P2 segment ("P2" or "the Project") of the 75th Street Corridor Improvement Project (75th St CIP). This document presents the Statement of Work (SOW) for P2, as requested in the FSP Notice of Funding Opportunity (NOFO) on September 30, 2024. To the extent there is a conflict between the Narrative and this Statement of Work, the Narrative governs.

4.1 General Project Description

CREATE Project P2

The Project includes building a flyover structure to connect the Metra SouthWest Service (SWS) to the Metra Rock Island District (RID) near W 75th St and S Parnell Ave. The P2 flyover will divert 30 daily Metra SWS trains from Chicago Union Station (CUS) to the LaSalle St Station in Chicago's downtown, which will free up capacity at CUS for future increased Amtrak service. This will also ease complicated dispatching at CUS and through Amtrak's service yards, while addressing chronic pedestrian congestion in the concourse. By addressing these issues, this Project will enable better emergency response and quicker evacuation capabilities at one of the Midwest's most critical passenger rail hubs and one of the nation's most strategic global corporate centers. The terminal station shift will also increase capacity for the Metra SWS and put riders closer to their destinations in central downtown Chicago. Additionally, the rerouting of Metra SWS trains will reduce conflicts with Amtrak and Norfolk Southern (NS) freight

Figure 1. Project Overview Map (Exhibit 1A)

operations on the Chicago and Western Indiana (CWI) line, north of P2. The Project builds on previous work to eliminate rail-rail conflicts and improve travel time, safety, and state of good repair in the 75th St corridor, leading to the flyover.

Project Context

P2 builds on CREATE project P3, which eliminates rail-rail conflicts at Forest Hill Junction, and CREATE project EW2 Segment A (EW2A), which reconfigures track segments and signals at Belt Junction, adds a third track to the NS line, replaces and restores 14 aging grade-separated structures, and implements mobility improvements on surface streets along a 3-mile elevated rail corridor. Those projects improve travel time, safety, and state of good repair for operations in the 75th St corridor and serve as prerequisites for construction of the P2 flyover, which allows the rerouting of Metra SWS to the Metra RID line, and into the LaSalle St station in Chicago's downtown. This shift frees up capacity at CUS for future Amtrak service expansion of at least 29 daily trains per ongoing Corridor ID planning work.[1]

Project Objective

The CREATE Program's overall goals are to improve intercity passenger, commuter, and freight rail operations, and to improve highway operations in the Chicago metropolitan area, while reducing the environmental impacts of rail operations. While P2 is located entirely within the Chicago, IL Urbanized Area (UACE 16264), its impacts, and those of the CREATE Program as a whole, are national in scope, by addressing a major chokepoint on a key national rail corridor. Each day, approximately 90 freight trains travel through the P2 corridor, as well as 30 Metra commuter trains, and three Amtrak trains weekly on the Cardinal route. Construction of P2 will improve efficiency of this key junction in the Chicago Terminal (Terminal), specifically addressing the following transportation challenges:

Eliminating Rail Conflicts and Delays

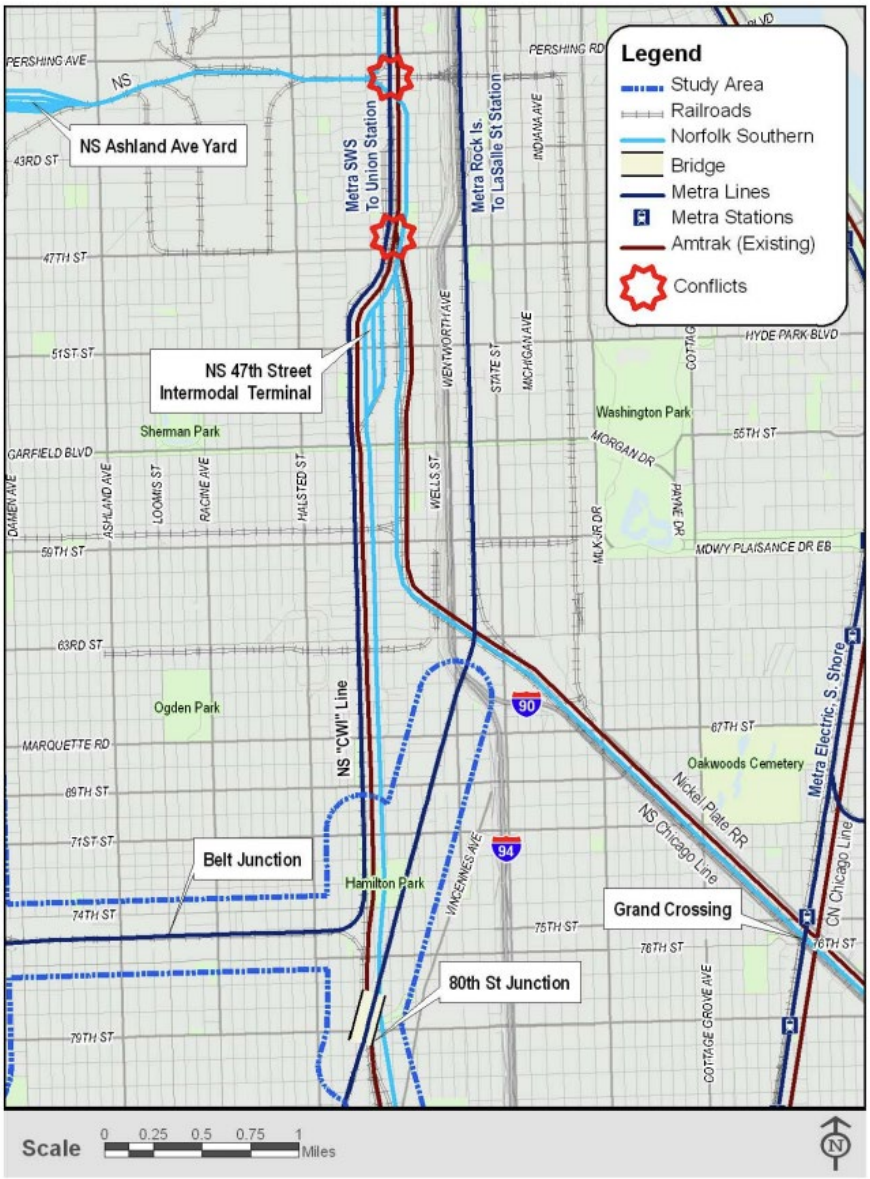
Passenger and freight rail conflict points exist along the CWI line, north of the P2 project area where NS operations to their 47th St Intermodal Yard and Ashland Yard can block Metra SWS and Amtrak trains heading north to CUS (see Figure 2). Freight operations are typically delayed at rail-rail conflict points, to allow for prioritized Amtrak and Metra movements, although there are also sometimes delays to passenger service resulting from these conflicts. By agreement between the passenger and freight railroads in the Terminal, the Chicago Protocol[2] specifies that passenger trains always run first if there is a conflict with a freight train, exacerbating freight delay during both morning and evening peak commuting hours to allow Metra to maintain their frequency of operations. By allowing Metra to use of the corridor without obstructions during weekday peak hours, the actual daily freight capacity of the entire corridor is substantially reduced. Shifting Metra SWS operations to the Metra RID line from the CWI line via the P2 flyover also reduces conflicts between passenger rail and freight rail north of 75th St, including conflicts between Amtrak and Metra on the CWI line north of 47th St. Amtrak runs three weekly trains, on the Cardinal route on the CWI line north of 75th St, following the same path as Metra SWS to CUS, and on average, interference with Metra SWS trains is responsible for approximately 0.6 minutes of delay per Amtrak trip.[3]

[1] Interview with Illinois Department of Transportation – Office of Intermodal Project Implementation (Dec 10, 2024)
[2] Chicago Train Operations Protocol Guidelines (May 21, 2023)
[3] 75th St CIP FEIS Chapter 1 - Purpose and Need (p.18)

Increasing Intercity Passenger Rail Capacity

Metra runs 30 weekday passenger trains on the SWS line into CUS. P2 shifts those SWS trains onto the Metra RID line, which terminates at the LaSalle St Station in Chicago's downtown, instead of at CUS. This frees up capacity at CUS for future expansion of Amtrak service of at least 29 daily trains, per ongoing Corridor ID planning work.[4] Prior 75th St CIP projects like P3 (Forest Hills Flyover), EW2A (Belt Junction), and GS19 (71st St grade separation) reduce rail-rail and road-rail conflicts as well as improve state of good repair, which increases train reliability, speed, capacity, and safety throughout the corridor. P2 further builds on these improvements and extends the benefits through to downtown Chicago for commuter and intercity passenger rail riders. For a complete list of project benefits, see the Benefit Cost Analysis Technical Memorandum (BCA Tech Memo).

Figure 2. *Rail Conflicts along CWI Line (Exhibit 1G)*



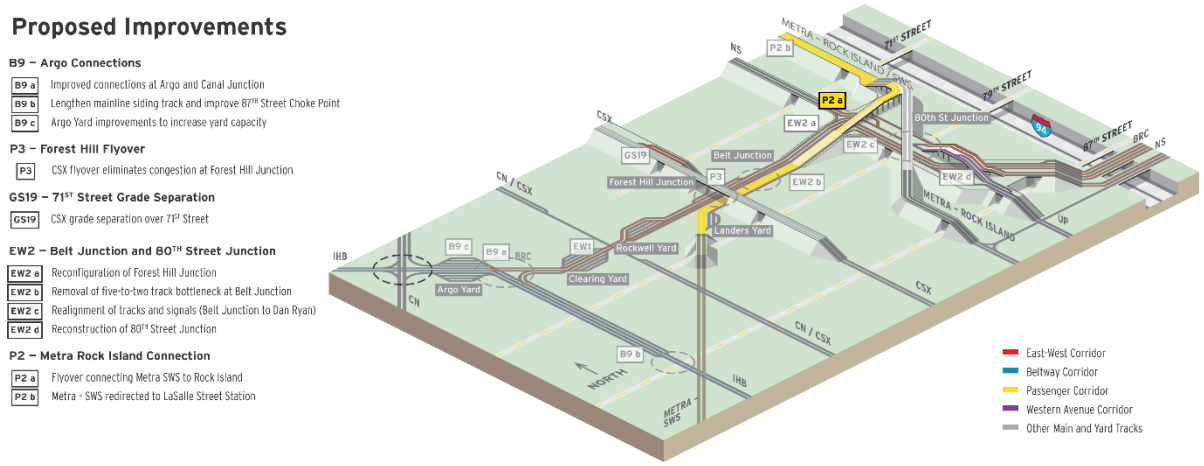
Work to be accomplished

IDOT and CREATE specifically seek funding for P2's construction phase, the activities for which are detailed in **Section 4.3** (Project Scope) and **Section 6.5** (Approved Project Budget). The Project includes constructing a 0.8-mile-long flyover bridge, connecting Belt Junction (to the west) with Metra's RID line (to the east), encompassing construction of two new structures (comprising 35 spans) and the replacement of 4 existing structure spans. This work will also entail delivering approximately 15,100 linear feet of new track (including a second main track for Metra's SWS operations from Wrightwood Station to S Halsted St) and 3,100 linear feet of shifted track, while removing around 5,000 linear feet existing track. P2 will also add railroad signals, switches, and bungalows to seven locations on the corridor, along with implementing mobility improvements, including new sidewalks, and lighting on surface streets under six

[4] Interview with Illinois Department of Transportation – Office of Intermodal Project Implementation (Dec 10, 2024)

viaducts. As the 75th St CIP is elevated from the street level, project P2 does not include any at-grade crossing components. By establishing this new grade-separated connection between Belt Junction and the RID, P2 will enable the shift of Metra SWS to LaSalle St Station, supporting the expansion of Amtrak inter-city passenger service at CUS. P2 also reduces conflicts between freight and passenger service at Belt Junction and on the CWI line, which currently serves Amtrak Cardinal, NS, and Metra SWS trains.

Figure 3. *75th St CIP Isometric Map – P2 Breakout (Exhibit 1B)*



Project Impacts and Benefits

Between 2033-2062, P2's improvements will yield 2,810 hours of avoided delay for trains in the Terminal (BCA, p.13), by separating passenger and freight movements east of Belt Junction and on the CWI line, thereby reducing instances where one operator curtails the movement of another. This will benefit the national distribution of manufactured goods and natural resources, as Chicago continues to handle 67% of all east-west gateway traffic in the US, and 85% of all east-west intermodal traffic, and remains the one of the top North American container port (handling 17.9 million Twenty Foot Equivalent Units annually).[5] Reduced delay will also increase efficiency of Metra's and Amtrak's passenger rail operations. Metra operates 30 SWS trains daily through this corridor, carrying 9,600 daily weekday riders,[6] while Amtrak runs 3 Cardinal trains weekly, carrying 82,705 riders[7] annually. Implementation of project P2, and the subsequent shifting of Metra SWS trains to the RID line, will yield average travel time savings of 9.2 minutes per SWS passenger trip (BCA, p.11), and prevent approximately 0.6 minutes of delay per Amtrak trip.[8] In addition to enabling the expansion of Amtrak service at CUS, the Project also successful diverts 102,008 vehicles miles per weekday, by improving Metra services (BCA, p.15). Through its community mobility scope, P2 also improves roadway safety at the viaducts. In the Project's EIS, the City of Chicago identified numerous critical upgrades to the lighting, pavement, pedestrian accessibility, and drainage systems, to improve state of good repair, and to reduce accidents and crime, enhancing connectivity between neighborhoods for all

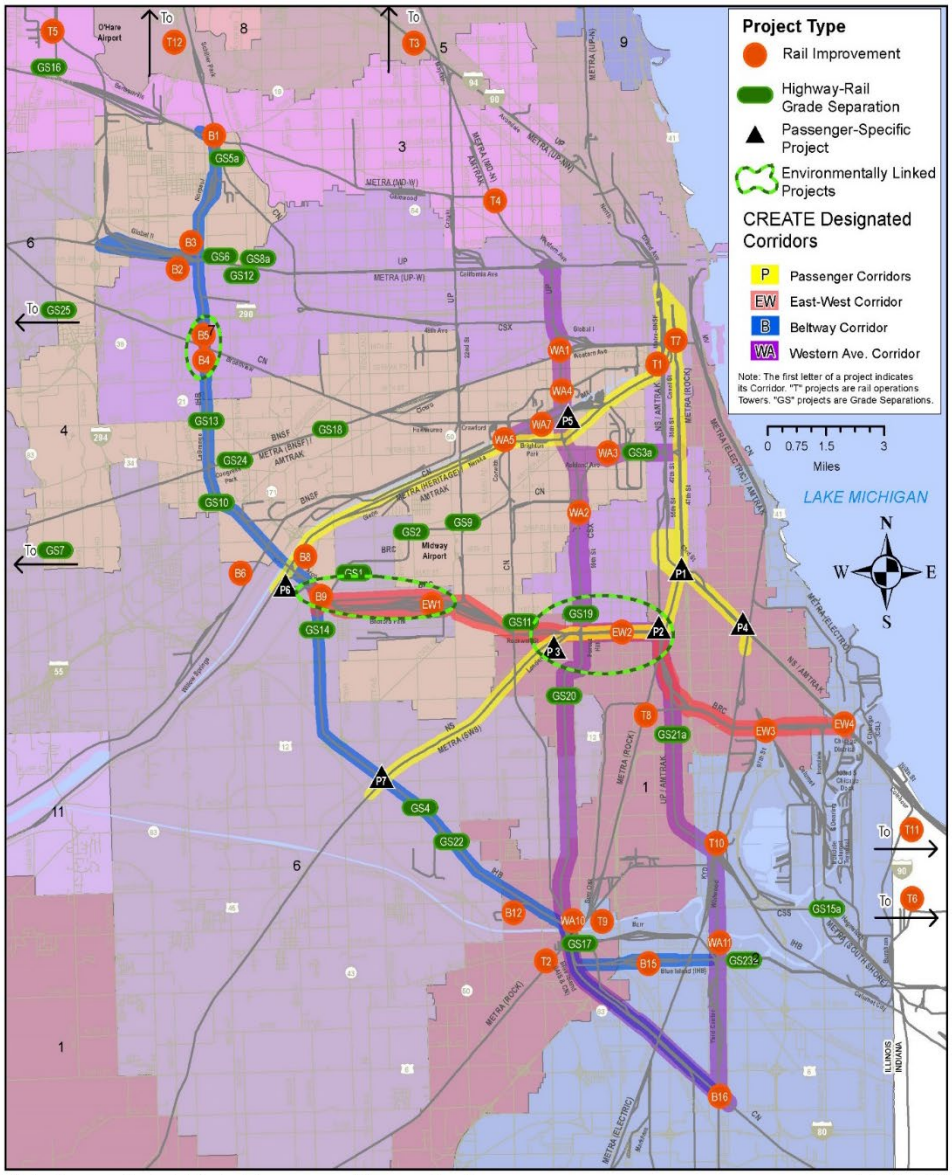
[5] CREATE Program Overview (April 2021)
[6] Metra Ridership Data (2024)
[7] Amtrak Route Ridership (FY 23 vs. FY22)
[8] 75th St CIP FEIS Chapter 1 - Purpose and Need (p.18)

roadway users. Specifically, P2 will reduce crashes and auto-related injuries at the Project area viaducts by 30%, through implementation of community mobility improvements (BCA, p.18).

4.2 Project Location

P2 is located within Chicago IL – IN 2020 Census Designated Urban Area, in two Chicago communities: Englewood, and Greater Grand Crossing. P2 is located in Illinois US congressional districts 1 and 7, as shown in Figure 3. The P2 project area is along the 75th St corridor, between S Morgan S and S Union St, where it curves northeast to meet the Metra RID line at W 74th St, extends along the Metra RID line between W 72nd St and just south of W 76th St, and encompasses part of the CWI line between W 72nd St and W 75th St. The Project footprint consists of approximately 9.15 acres An interactive map of the project area can be accessed here.

Figure 3. *CREATE Projects and US Congressional Districts*



Note: Does not include Viaduct Improvement Program locations, Safety Improvement Program or Common Operational Picture

Adopted 2022

4.3 Project Scope

The Project is divided into five tasks: (1) Project Administration and Management; (2) Structures Work; (3) Track Work; (4) Signals Work; and (5) Viaduct & Community Mobility Work. Approximate locations, quantities, additional scope details are also included in Exhibit 2B. Detailed Cost Estimate and Exhibit 1C. P2 Segment Schematics.

Task 1: Project Administration and Management

Subtask 1.1 Project Administration

IDOT is the lead applicant and Recipient for this FSP grant. IDOT is a department of the State of Illinois and a partner agency in the CREATE Program. IDOT will assume its traditional role related to financial management, partner coordination, and oversight of the environmental assessment process. Partnering agencies include Amtrak and the Association of American Railroads (AAR), whose members are listed below. Metra and NS will oversee the design and construction process, with IDOT and City of Chicago assisting with project oversight and permitting coordination.

The Recipient will perform all tasks required for the Project through a coordinated process involving affected railroad owners, operators, and funding partners, including:

- Illinois Department of Transportation (IDOT) - Program and funding lead
- Chicago Department of Transportation (CDOT) - funding partner, utility coordination, project oversight
- Cook County Department of Transportation and Highways (DoTH) – funding partner, project oversight
- Metra – Co-lead railroad, funding partner, asset owner, project oversight
- Norfolk Southern (NS) – Co-lead railroad, asset owner, project oversight
- Association of American Railroads (AAR) – Program support, partner coordination
- The Belt Railway of Chicago (BRC) – Asset owner, project oversight
- Canadian National (CN) – Asset owner, project oversight
- CSX – Asset owner, project oversight support
- Union Pacific Railroad (UP) – Asset owner, project oversight
- Amtrak - funding partner, project oversight
- Federal Highway Administration (FHWA) – project oversight
- Federal Railroad Administration (FRA) – project oversight

The Recipient will facilitate the coordination of all activities necessary for implementation of the Project. The Recipient will:

- participate in a Project kickoff meeting with FRA and FHWA following award
- complete necessary steps to hire a qualified consultant/contractor to perform required Project work, as necessary
- hold regularly scheduled Project meetings with FRA and FHWA
- inspect and approve work as it is completed; and
- participate in other coordination, as needed.

Subtask 1.2: Project Management Plan

CREATE developed a Project Management Plan or PMP (Exhibit 2L) for all projects in the 75th St CIP in July 2020, which includes P2. It includes plans for the entire execution of the construction phase, including procurement, organizational management, controls, communication, documentation and reporting, and closeout. Specific project timing, milestones, and expenses for the work performed under P2 are in detailed in Exhibit 2A. Project Schedule and Exhibit 2B. Project Cost Estimate.

The Recipient will submit the PMP to FRA for review and approval. The Recipient will implement the Project as described in the approved PMP. The Recipient will not begin work on subsequent tasks until FRA has provided written approval of the PMP, unless FRA has provided pre-award authority for such work under **Section 6.6** of this Attachment 2 (p. 17). FRA will not reimburse the Recipient for costs incurred in contravention of this requirement.

FRA may require the Recipient to update the PMP. The Recipient will submit any such updates to FRA for review and approval, and FRA will determine if updates to the PMP require an amendment to this Agreement. The Project Budget and Project Schedule may be revised, consistent with Article 5 of Attachment 1 of this Agreement without amending this Agreement.

The Recipient will identify agreements governing the construction, operation, and maintenance of the Project in the PMP. If requested by FRA, the Recipient will provide FRA the final, executed copies of any agreements within ten business days of the request.

The PMP will be consistent with the FRA Guidance on Development and Implementation of Railroad Capital Projects (Railroad Capital Projects Guidance) and 49 U.S.C. § 22903, as applicable.

Subtask 1.3: Project Closeout

The Recipient will submit a Final Performance Report as required by Section 7 of Attachment 1 of this Agreement, which should describe the cumulative activities of the Project, including a complete description of the Recipient's achievements with respect to the Project objectives and milestones.

Table 1. *Task 1 Deliverables.*

Deliverable ID	Subtask	Deliverable Name
1	1.1 Project Administration	IDOT Notice to Advertise
2	1.1 Project Administration	IDOT/FHWA Approval State Rail Agreement - Procurement/Construction
3	1.1 Project Administration	Bid & Award Construction
4	1.2 Project Management Plan	Project Management Plan
5	1.3 Project Closeout	Final Performance Report submitted to FRA and FHWA

Task 2: Structures Work

P2 includes the replacement of four existing structures and construction of two new structures, delivering a 0.8-mile-long, 35-span flyover bridge connecting Belt Junction with Metra's RID

line. Throughout final design, the design team may identify additional scope needed to be completed at each structure. The description of work for each structure is provided in **Table 2**.

Subtask 2.1 Procurement

Metra and NS will jointly lead the process of procuring materials, equipment, and labor involved in structures work, with oversight by IDOT. Both Metra and NS will be supported by AAR and other participating railroads through coordination and project oversight.

Subtask 2.2 Structure Replacement, Rehabilitation & New Construction

The P2 bridge structure begins at the west end along the SWS tracks near Green St and rises to its maximum height over the BRC tracks near Union Ave. From there it descends along a curve to the northeast where it meets the existing Metra RID tracks near Hamilton Park and 74th St. The overall structure length, including retaining walls is approximately 4,616 feet.

The superstructures consist of: (1) steel deck plate girder spans with reinforced concrete decks over Peoria St and Halsted St; (2) a curved flyover structure with transverse steel floor beams and a reinforced concrete deck over the BRC tracks; (3) a steel thru plate girder span over NS tracks; and (4) steel deck plate girder spans with reinforced concrete deck at Normal Ave. Between steel spans are Polyester Polymer Concrete (PPC) beam spans of varying length. Spans are supported by reinforced concrete piers and abutments, founded on deep foundations. Each end of the structure consists of cast-in-place concrete walls, founded on deep foundations on the east end.

Table 2. *List of Structures Requiring Replacement or New Construction*

No.	Roadway Intersection	Approx. Bridge Length	No. of Tracks	Traffic Lanes Below	Owner	Description of Work
2.2.1	Peoria St & W 75th St	90’	5	2	BRC, NS, Metra	Replacement of structure carrying Metra tracks. Adjacent structures over Peoria St are included in EW2A scope.
2.2.2	S. Halsted St & W 75th St	100’	5	2, plus 2 bike lanes	BRC, NS, Metra	Replacement of structure carrying Metra tracks. Adjacent structures over Halsted St are included in EW2A scope.
2.2.3	W 73rd St, near S Stewart Ave	25’	2	Bike path	Metra	Replacement of pedestrian underpass providing east access to Hamilton Park.
2.2.4	W 74th St, between S Normal Ave & S Eggleston Ave	76’	2	2	Metra	Replacement of 74th St. Bridge along RID line.
2.2.5	W 74th St to S Halsted St	2,845’	2	N/A	Metra	New construction of 29 spans

No.	Roadway Intersection	Approx. Bridge Length	No. of Tracks	Traffic Lanes Below	Owner	Description of Work
2.2.6	S Halsted St to S Green St	350’	2	2	Metra	New construction of 5 spans
2.2.7	Various	1,130’	N/A	N/A	Metra	New construction of 6 retaining walls

Table 3. *Task 2 (Structures) Deliverables*

Deliverable ID	Subtask	Deliverable Name
1	2.1 Procurement	Procured materials, equipment, and labor
2	2.2 Structure Replacement & New Construction	Implementation of structure replacement and new construction work

Task 3: Track Work

P2 consists of track improvements along 75th St, approximately between S Peoria St (on the west end) to W 74th St and S Eggleston Ave (on the east end). Throughout construction, temporary track will be built to maintain operations as structures are rehabilitated and replaced.

Subtask 3.1 Procurement

Metra and NS is leading the process of procuring materials, equipment, and labor involved in track work, with oversight by IDOT, and support by other participating railroads (BRC, CSX, UP, CN, Amtrak) and AAR, through coordination and technical review.

Subtask 3.2 New and Shifted Track

East of Belt Junction, tracks will be reconfigured to six lines. split into two alignments (detailed in Exhibit 1C. P2 Segment Schematics). The first alignment group includes three BRC tracks (the northernmost tracks), while the second alignment includes two Metra tracks relocated to the south, and a NS Landers Main as the southernmost track. The two Metra tracks (Alignment 2) rise from an existing grade of 0.35% to a near 2% grade west of the Peoria St Bridge, crossing over the three BRC tracks near the existing Union Ave Bridge. The three BRC tracks (Alignment 1) remain at their current grade, as they curve to the southeast using an approximately 5-degree 45-minute curve, cross over the existing and proposed NS tracks, and connect to Metra’s RID tracks using #20 turnouts. Two #20 crossovers will be installed near the connection to facilitate necessary train movements to continue to LaSalle St Station. In total, nearly 4,500 feet of double track will be constructed, along with two #20 turnouts and two #20 crossovers. A temporary shoofly will be constructed for the bridge improvements at 73rd and 74th St.

Track work involves the replacement, rehabilitation, and new construction of track including:

- **Approximate New Track:** 15,152 linear ft (4,118 temporary and 11,034 final)
- **Approximate Shifted Track:** 3,104 linear ft (2,303 temporary and 802 final)
- **Approximate Track Removed:** 5,035 linear ft

Table 4. *New & Shifted Track*

Category	Approx. West to East Coordinates		Description of Work
Final Stage			
Railroad - Line Rock Island Track 1 New (*final*)	41°45'48.04"N 87°38'4.41"W	41°45'33.11"N 87°38'10.26"W	1,192 ft new track
Railroad - Line Rock Island Track 2 New (*final*)	41°45'47.59"N 87°38'4.54"W	41°45'28.01"N 87°38'12.13"W	1,464 ft new track
Railroad - Line Rock Island Track 1 Shifted (*final*)	41°45'49.07"N 87°38'4.03"W	41°45'48.04"N 87°38'4.41"W	208 ft shifted track
Railroad - Line Rock Island Track 2 Shifted (*final*)	41°45'47.59"N 87°38'4.54"W	41°45'47.59"N 87°38'4.54"W	171 ft shifted track
Railroad - Line Rock Island Track 1 Shifted (*final*)	41°45'33.11"N 87°38'10.26"W	41°45'30.60"N 87°38'11.23"W	246 ft shifted track
Railroad - Line Rock Island Track 2 Shifted (*final*)	41°45'28.01"N 87°38'12.13"W	41°45'25.98"N 87°38'12.91"W	177 ft shifted track
Railroad - Line Southwest Service Track 1 New (*final*)	41°45'37.50"N 87°38'9.37"W	41°45'28.51"N 87°38'55.92"W	3,917 ft new track
Railroad - Line Southwest Service Track 2 New (*final*)	41°45'40.84"N 87°38'8.37"W	41°45'28.51"N 87°38'55.92"W	4,461 ft new track
Temporary Stage			
Railroad - Line Rock Island Track 1 New (*temp*)	41°45'43.34"N 87°38'6.67"W	41°45'23.64"N 87°38'13.80"W	2,068 ft new track
Railroad - Line Rock Island Track 2 New (*temp*)	41°45'43.37"N 87°38'6.86"W	41°45'23.85"N 87°38'13.92"W	2,050 ft new track
Railroad - Line Rock Island Track 1 Shifted (*temp*)	41°45'48.26"N 87°38'4.62"W	41°45'43.34"N 87°38'6.67"W	523 ft shifted track
Railroad - Line Rock Island Track 2 Shifted (*temp*)	41°45'48.31"N 87°38'4.80"W	41°45'43.37"N 87°38'6.86"W	524 ft shifted track
Railroad - Line Rock Island Track 1 Shifted (*temp*)	41°45'23.64"N 87°38'13.80"W	41°45'17.69"N 87°38'16.00"W	625 ft shifted track
Railroad - Line Rock Island Track 2 Shifted (*temp*)	41°45'23.85"N 87°38'13.92"W	41°45'17.85"N 87°38'16.11"W	630 ft shifted track

Subtask 3.3 Turnouts

The three BRC tracks (Alignment 1) will curve to the southeast using an approximately 5-degree 45-minute curve, crossing over the existing and proposed NS tracks, and connecting to Metra's RID tracks using #20 turnouts. Two #20 crossovers will be installed near the connection to facilitate the necessary train movements to continue to LaSalle St Station. In total, approximately 4,500 feet of double track will be constructed, along with two #20 turnouts and two #20 crossovers. A temporary shoofly track will also be constructed for the bridge improvements at 73rd and 74th street.

Track materials and construction will comply with FRA standards and appropriate railroad standards (such as 49 CFR 213), dictating the weight of the rail, crosstie type, and of quantity of switches.

Table 5. *Turnouts*

Category	Approx. Coordinates	Description of Work
No. 20 Turnout (*final*)	41°45'38.21"N 87°38'8.73"W	Southwest Service Track 1 to Rock Island Track 2
No. 20 Turnout (*final*)	41°45'40.68"N 87°38'7.74"W	Rock Island Track 2 to Rock Island Track 1
No. 20 Turnout (*final*)	41°45'42.51"N 87°38'7.00"W	Rock Island Track 2 to Rock Island Track 1
No. 20 Turnout (*final*)	41°45'43.97"N 87°38'6.87"W	Southwest Service Track 2 to Rock Island Track 2
No. 20 Turnout (*final*)	41°45'46.35"N 87°38'5.88"W	Rock Island Track 2 to Rock Island Track 1
No. 20 Turnout (*final*)	41°45'46.35"N 87°38'5.88"W	Rock Island Track 2 to Rock Island Track 1

Table 6. *Task 3 Deliverables*

Deliverable ID	Subtask	Deliverable Name
1	3.1 Procurement	Procured materials, equipment, and labor
2	3.2 Track Replacement and New Construction	Temporary Track Construction
3	3.2 Track Replacement and New Construction	Final Constructed and Shifted Track
4	3.3 Turnouts	Temporary Turnout Construction
5	3.3 Turnouts	Final Turnout Construction

Task 4: Railroad Signals Work

New railroad switches, signals, and bungalows will be added at seven distinct locations on the existing and newly constructed segments of Project P2's 0.8-mile corridor. This will align the signal network with the new and reconfigured track segments and will serve to update PTC and CTC technology on the corridor, improving control of train movements through the interlockings. These interfaces will be coordinated with Amtrak, NS, BRC, CN, UP, Metra, BNSF, and CPKC operations. P2's signal design will determine the final interfaces to align with track and structure construction. Detail on signal locations and activities is provided in **Table 7**.

Subtask 4.1 Procurement

Metra is leading the process of procuring materials, equipment, and labor involved in signal work, with oversight by IDOT. Metra will be supported by other participating railroads (NS, BRC, CSX, UP, CN, Amtrak) and AAR, through coordination and technical review.

Subtask 4.2 Signal, switch, and bungalow construction

This task includes installation of new railroad signals, switches, and bungalows at identified control points.

Table 2. *Signals to be Installed, Moved or Reconfigured*

Roadway Area	Approx. Coordinates	Description of Work
NS Landers DTMF	41°45'26.97"N/87°40'35.83"W	Add Dual Toned Multi-Frequency (DTMF)-controlled switch to join NS Lead to NS Landers. New bungalow and signals.
METRA Leavitt East	41°45'27.23"N/87°40'13.14"W	Add crossover from NS Landers Main to METRA #1. Add new track and switch east of crossover to connect to BRC (approx. halfway between Damen and Ashland Ave.). Remove temporary crossovers, tracks, and switches connecting NS and METRA to BRC located between Ashland, Loomis, and Racine. New METRA CP Leavitt East.
BRC Belt Junction	41°45'28.61"N/87°39'33.53"W	Design and programming to achieve removal of tracks and routes associated with METRA Leavitt construction activities as they relate to BRC Belt Junction. Also make relevant material and programming changes to facilitate desired control authorities for the affected railroads.
METRA CP Aberdeen Street	41°45'28.43"N/87°39'4.77"W	New P3 METRA Flyover tracks become METRA #1 here. New CP Aberdeen Street. One switch and bungalow; 3 MLP signals.
METRA Auto Signal S. Parnell Ave.	41°45'30.65"N/87°38'16.11"W	Block signal to provide preview and aspect upgrade on new P3 METRA flyover tracks approximately at S. Parnell Avenue. 2-track cantilever back-to-back auto signal with new bungalow.

Roadway Area	Approx. Coordinates	Description of Work
METRA CP 73rd Street	41°45'42.24"N/87°38'6.87"W	Universal crossover and 2 switches to provide access to new flyover tracks. 3 Ea. 2-track cantilever signals, 2 Ea. 10x14 Bungalows.
BRC CP 80th Street	41°45'22.45"N/87°38'21.95"W	Switches and signals to accommodate BRC connections to METRA 74th Street and NS Landers Main tracks. 1 Ea. 3-track cantilever and 2 Ea. MLP signals. 2 new BRC 10x10 bungalows.

Table 3. *Task 4 Deliverables*

Deliverable ID	Subtask	Deliverable Name
1	Subtask 5.1 Procurement	Procured materials, equipment, and labor
2	Subtask 5.2 Signal, switch, and bungalow construction	New signals at on existing and newly constructed track

Task 5: Viaduct & Community Mobility Work

At most structures replaced or rehabilitated in Task 2, roadway viaducts will receive work with the goal of improving safety, security, and mobility for the surrounding community. At a minimum, 6 segments of city streets will be improved:

- **Approximate Repaved Roads:** 5,500 sq yd
- **Approximate Sidewalks Improvement:** 4,790 sq yd
- **Approximate ADA Ramps Installed:** 6 ramps
- **Approximate Lighting Fixtures Replaced:** 30

There will be additional inspection throughout the final design stage, at which point the design team may identify additional scope necessary at each viaduct. Expanded detail on the mobility improvements listed by viaduct is provided in Exhibit 2K. Environmental Commitments.

Subtask 5.1 Procurement

Metra and NS will carry out procurement of materials, labor, and equipment for improvement of roadways, sidewalks, and lighting, with oversight by the City of Chicago and IDOT.

Subtask 5.2 Roadway and Sidewalk Construction

All roadways will be resurfaced or reconstructed as needed, and sidewalks within approximately 150 feet of the bridge will be repaired. At locations where ramps do not meet ADA guidelines, they will be reconstructed to be ADA accessible.

Subtask 5.3 Lighting Fixture Installation

All lighting fixtures will be upgraded, to be compatible with new LED bulbs, versus the orange sodium vapor bulbs that have historically been used.

Subtask 5.4 Drainage and Sewer Upgrades (as needed)

At each viaduct, drainage conditions will be evaluated, with inlets and sewers reconstructed and new tie-ins added.

Table 9. *Task 5 Deliverables*

Deliverable ID	Subtask	Deliverable Name
1	Subtask 4.1 Procurement	Procured materials, equipment, and labor
2	Subtask 4.2 Roadway and Sidewalk Construction	Completed roadways and upgraded sidewalks
3	Subtask 4.3 Lighting Fixture Installation	LED Lighting Along Viaducts
4	Subtask 4.4 Drainage and Sewer Upgrades (as needed)	Assessed and upgraded drainage and sewer upgrades

4.4 Implement Required Environmental Commitments

The Project's environmental review process was completed in September 2014 when the Federal Highway Administration (FHWA) approved the 75th St CIP's Environmental Impact Statement (EIS) and Record of Decision (ROD), which provided a formal environmental clearance for Projects P3, GS19, EW2, and P2. As these four projects were determined by IDOT and FHWA to be environmentally linked, they were all cleared under the same NEPA process. That said, due to the cost and phasing constraints of the entire 75th St CIP, it has been 10 years since the original EIS approval. In turn, as part of the final design process, certain environmental documents developed in the EIS phase will need to be reevaluated and updated, such as the environmental class of determination (ECAD) technical memorandum and other studies. These documents will be updated and approved by FHWA in advance of the completion of the final design report and start of the construction phase.

Table 10. *Required Environmental Commitments*

Document Type	Commitment Reference	Document date
Record of Decision	Exhibit 2K. Environmental Commitments	September 2014
Environmental Impact Statement (EIS)	Exhibit 2K. Environmental Commitments	September 2014

5. Award Dates and Estimated Project Schedule

5.1 Award Dates

Budget Period End Date: June 30, 2032

Period of Performance End Date: June 30, 2035

5.2 Anticipated Project Schedule

Figure 4: Project Schedule (see Exhibit 2A for Detailed Schedule)

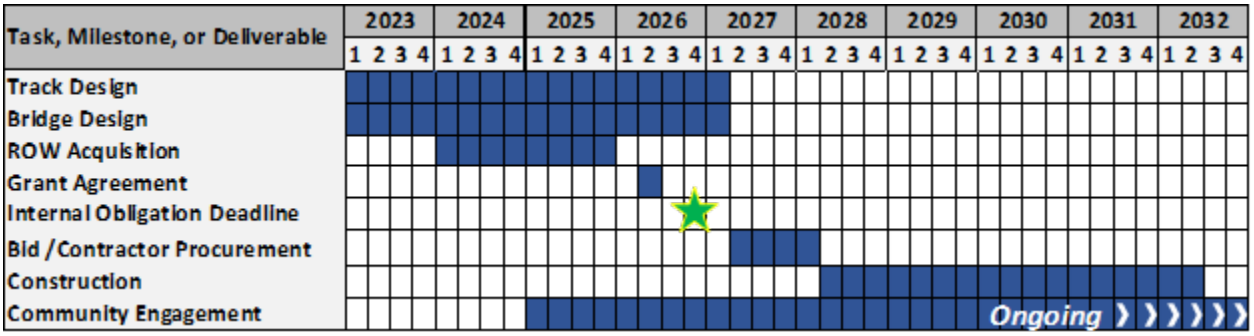


Table 11: Anticipated Project Schedule Milestones

Milestones	Schedule Date
ROW Acquisition	Q4 2025
FSP Grant Agreement	Q2 2026
Track & Bridge Design Completion	Q1 2027
Bid/Contractor Selection	Q4 2027
Initiation of Construction	Q2 2028
Construction Substantial Completion	Q2 2032
Closeout	Q2 2032

6. Award and Project Financial Information

6.1 Award Amount

Agreement Federal Funds: $327,706,117

6.2 Federal Obligation Information

Federal Obligation Type: Single

6.3 Federal Authorization and Funding Source

Authorizing Statute: 49 U.S.C. 24407(c)(3)

Appropriation: Consolidated Appropriations Act, 2023, Div. L Tit. I, Pub. L. 117-328 (2023 Appropriation, December 29, 2022), Consolidated Appropriations Act, 2024, Div. F. Tit. I, Pub. L. 118-42 (2024 Appropriation, March 9, 2023), FY 2023 and FY 2024 advance appropriations provided by and Division J of the Infrastructure Investment and Jobs Act (IIJA), Pub. L. No. 117-58 (November 15, 2021), $7,724,132 in carryover FY 2022 appropriations, and $2,000,000 in carryover from FY 2021 appropriations.

6.4 Funding Availability

All funding that is obligated under this Agreement remains available throughout the full duration of the Project's budget period.

6.5 Approved Project Budget

The estimated total Project cost under this Agreement is $409,632,647.

FRA will contribute a maximum of 80 percent of the total Project cost, not to exceed the Agreement Federal Funds in **Section 6.1** of this Attachment 2 (p.15). FRA will fund the Project at the lesser amount of the Agreement Federal Funds or the FRA maximum contribution percentage of total Project costs.

The Recipient will contribute $81,926,530 in Agreement Non-Federal Funds. Recipient's Agreement Non-Federal Funds are comprised of cash contributions.

The Recipient will complete the Project to FRA's satisfaction within the Approved Project Budget, subject to Article 5 of Attachment 1 of this Agreement.

Table 12. *Approved Project Budget by Major Construction Activity Category*

No.	Cost Categories	FSP	%	Non-Federal	%	Total
1.0	Removals / Demolition	$523,049	80	$130,763	20	$653,812
2.0	Civil - Earthwork	$3,867,866	80	$966,967	20	$4,834,833
3.0	Track work	$30,325,756	80	$7,581,439	20	$37,907,195
4.0	Signals & Systems	$20,576,160	80	$5,144,040	20	$25,720,200
5.0	Structures	$205,322,056	80	$51,330,514	20	$256,652,570
6.0	Viaducts	$1,530,046	80	$382,511	20	$1,912,557
7.0	Environmental Mitigation	$7,162,853	80	$1,790,713	20	$8,953,566
8.0	Miscellaneous & Temporary Facilities	$27,722,484	80	$6,930,621	20	$34,653,105
9.0	Utility	$9,293,922	80	$2,323,481	20	$11,617,403
10.0	ROW	$0	0	$0	0	$0
11.0	Professional Services	$21,381,926	80	$5,345,481	20	$26,727,407
	Unallocated Contingency	$0	0	$0	0	$0
	Total	**$327,706,117**	**80%**	**$81,926,530**	**20.0%**	**$409,632,647**

* Project costs are escalated to Year of Expenditure (YOE) dollars. The YOE is 2030.

Table 13. *Approved Project Budget by Source*

Funding Source	Total Amount	Percent of Total Cost
Federal Share	**$327,706,117**	**80.00%**
Agreement Federal Funds	$327,706,117	80.00%
FSP	*$327,706,117*	*80.00%*
Agreement Non-Federal Funds	**$81,926,530**	**20.0%**
State	$53,926,530	10.72%
IDOT (State bond sources)	*$53,926,530*	*10.72%*
Regional / Local	$29,000,000	9.03%

Funding Source	Total Amount	Percent of Total Cost
Metra (PAYGO funds (state gas tax revenue)	*$25,000,000*	*6.10%*
Cook County (county motor fuel tax revenue)	*$10,000,000*	*2.44%*
City of Chicago (municipal capital improvement funds)	*$2,000,000*	*0.49%*
Other	$1,000,000	0.24%
Amtrak	*$1,000,000*	*0.24%*
Total	**$409,632,647**	**100%**

6.6 Pre-Award Costs

None. Consistent with 2 CFR 200, costs incurred before the date of this Agreement are not allowable costs under this award. FRA will neither reimburse those costs under this award nor consider them as a non-Federal cost-sharing contribution to this award.

6.7 Phased Funding Agreement

Not applicable.

7. Performance Measurement Information

Provided below are the "baseline" and "post-project" performance measures for P2. The objective of P2 is to be able to handle increased intercity passenger service, reduce passenger travel time, and create high quality jobs. Documented below is the aligned USDOT goals with the project's objectives. Detailed in BCA, objective measures include expanding the Terminal's capacity to handle 98,177 train miles annually for Metra alone (p.6), increasing annual time savings by 747,099-person hours for existing and new Metra SWS and RID passengers (p.11-12), and the realization of target contract awards to DBE contractors.

Table 14. *Performance Measurement Information*

Goal	Objective	Performance Measure	Description of Measure	Measurement	Reporting
Goal 1 **Workforce Development, Job Quality, and Wealth Creation**	**Future Growth in Train Volumes**	Weekly Passenger Train Counts	Total number of trains operating daily between mile posts CP521 - Cermak	**Pre-Project (Baseline) Performance as of:** 2022: 83 **Expected Post-Project Performance:** 2065: 309.5	**Frequency:** Annual **Duration:** 2022-2065

Goal	Objective	Performance Measure	Description of Measure	Measurement	Reporting
	Metra Passenger Time Savings	New and Existing Metra Passenger Time Savings	Time savings through new service and mode-shift.	**Pre-Project (Baseline) Performance as of:** 2022: 686,144 person hours/ year **Expected Post-Project Performance:** 2065: 961,208 person hours/ year	**Frequency:** Annual **Duration:** 2022-2065
	Equity in Contracting	Total Contract Dollars Awarded to DBE's	Total contract dollars	**Pre-Project (Baseline) Performance as of:** 2024: N/A **Expected Post-Project Performance:** Amount to be determined at the procurement stage	**Frequency:** Annual **Duration:** 2024-2065

8. Environmental Compliance

FRA signed a Final Environmental Impact Statement for this Project on September 19, 2014, and a finding of No Adverse Effects on historic properties on March 21, 2012. The Recipient is responsible for complying with environmental commitments, such as mitigation measures and/or design features, identified in Task 5 of this Statement of Work (p.13) and described in detail in Exhibit K. P2 Environmental Commitments. Should conditions or the scope of the action change, the Recipient must notify FRA and receive written response and notice to proceed before proceeding. FRA will evaluate whether this determination remains applicable or if additional environmental review is necessary.

9. Climate Change and Environmental Justice Impacts

9.1 Consideration of Climate Change and Environmental Justice Impacts

This Section identifies how the Project addresses climate change and environmental justice priorities. The Recipient certifies that rows marked with "X" in the following table are accurate:

X	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions.
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions.
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions.

X	The Recipient or a Project partner used environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities.
X	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand.
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions.
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both.
	The Project supports the installation of electric vehicle charging stations.
X	The Project promotes energy efficiency.
	The Project serves the renewable energy supply chain.
X	The Project improves disaster preparedness and resiliency.
X	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity.
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm.
	The Project supports or incorporates the construction of energy- and location-efficient buildings.
X	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both.
	The Project includes other actions or attributes that address climate change and environmental justice.
	The Project does not include actions or attributes that address climate change and environmental justice but, before beginning construction of the Project, the Recipient will take relevant actions described below to address climate change and environmental justice impacts of the Project.

9.2 Supporting Narrative

Supporting Climate Action Plan Goals Through Reduced Emissions

P2's improvements will yield 2,810 hours of avoided delay for trains in the Terminal (BCA, p.13), by separating passenger and freight movements east of Belt Junction and on the CWI line, thereby reducing instances where one operator curtails the movement of another. This will reduce 4 metric tons of CO_2 annually between 2033-2062, by alleviating railway congestion and preventing a shift to automobiles for passenger trips (BCA Calculations) The reduction in emission levels in the Terminal is consistent with the goals of the City of Chicago - Climate Action Plan (CAP) which outlines strategies to reduce greenhouse gas emissions and prepare for climate change's impacts. As detailed in the CAP, the City's carbon reduction goal of 62% by 2040 is heavily driven by reducing on-street transportation and railway emissions, which accounts for 1/6th of that total reduction goal (p.16-17). In turn, by preventing emissions increases due to rail congestion and passenger trip diversions, P2 encourages a shift to low or no emission modes, serving to support the City's climate action goals.

Minimizing Impacts In Disadvantaged Communities

The emissions reductions detailed above will also directly benefit surrounding environmental justice communities. As detailed in Exhibit 3F: EJ Screen Summary, most of the census tracts in the Project area rank above the 90th percentile for PM2.5, diesel particulate matter risk, and toxic air releases, posing negative consequences for health and air quality in these communities.

Promoting Energy Efficiency

P2 also includes updating the viaduct lighting with new LED fixtures that reduce energy expense to the City, while providing brighter illumination. These LED fixtures are expected to have a lifespan of over ten years, as compared to about six years for HPSV fixtures, reducing operation and maintenance costs.

Improving Stormwater Management & Resiliency

The drainage improvements implemented at many viaducts also improve infrastructure resiliency against flash flooding events. As cited in the CAP, these events occur more frequently in environmental justice areas, where deferred upgrades lead to poor drainage and increased combined sewer overflow events (p.14). This is supported by the CEJST, which finds 4 of the Project's 5 census tracts rank above the 90th percentile for "Projected Flood Risk" (Exhibit 3I: CEJST Outputs).

10. Racial Equity and Barriers to Opportunity

10.1 Efforts to Improve Racial Equity and Reduce Barriers to Opportunity

This Section identifies how the Project addresses efforts to improve racial equity and reduce barriers to opportunity. The Recipient certifies that rows marked with "X" in the following table are accurate:

	A racial equity impact analysis has been completed for the Project.
X	The Recipient or a Project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project.
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation.
X	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation.
X	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities.
X	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity.
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, the Recipient will take relevant actions described below to improve racial equity and reduce barriers to opportunity.

10.2 Supporting Narrative

Approach to Inclusive Public Engagement

CREATE seeks input through public involvement, particularly engaging the environmental justice communities most directly served and impacted by the 75th St CIP. Stakeholder engagement began in 2018 (during Phase I project planning) and is ongoing. In Phase I, two Community Advisory Groups (CAG) were established to focus on specific areas of concern, CAG West (focusing on P3 and GS19) and CAG East (focusing on EW2 and P2). CREATE has sought community input, particularly from the environmental justice communities most directly impacted by the 75th St CIP. CAG East, which oversees P2, consists of representatives from local churches, schools, community groups, businesses, emergency service providers, elected officials, and other groups. CAG members were selected to represent diverse local viewpoints within the Project corridor. As the Project corridor crosses numerous historically disadvantaged communities, ensuring that CAG members represent these communities throughout Project development has been one of the key objectives of the CREATE Program.

The 75th St CIP Stakeholder Involvement Plan (SIP) was completed in August 2020 to guide the collection and organization of input from all stakeholders. This ensured meaningful engagement with the community affected by the Project, including disadvantaged communities. The SIP is regularly updated and is informed by USDOT's "Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide," to ensure the Project's engagement and partnerships center on equity and inclusivity.

Input from CAG members is a critical element for delivering key project elements, including environmental commitments; community mobility improvements; education, local jobs, and contracting initiatives (delivered in coordination with local union chapters); project re-evaluations; assessing construction activities and impacts; and maintaining quality of life in communities during construction. The CAG will be actively involved in Project P2 during final design and construction, participating in charettes and receiving key updates on project progress.

Improving Community Connectivity in the Corridor

Aligning with the Justice40 Initiative, P2 advances equity, multimodal options, and quality of life within recognized Areas of Persistent Poverty (APP) and Historically Disadvantaged Communities (HDC). The Project achieves this through its planned mobility improvements to surface streets that cross through the corridor's viaducts (listed in **Section 4.3 Project Scope**, **5**, p. 13). These improvements benefit transit riders, bicyclists, and pedestrians (including those with physical disabilities) within these transportation cost-burdened communities. The structure carrying Metra SWS over S Halsted St will be replaced, benefiting CTA bus route 8, a City of Chicago bike route, and pedestrians using the sidewalks under the crossing. The Metra structures over S Peoria St and W 74th St will also be replaced, benefiting pedestrians. These improvements will also strengthen access for emergency vehicles, school buses, and other critical roadway users, and improve access to key institutions and amenities. Additionally, the pedestrian underpass under the Metra tracks that provides access to Hamilton Park in the Englewood neighborhood from South Stewart Avenue at West 73rd Street will be replaced which includes pedway and lighting improvements, enabling residents to safely access a popular local park that features a baseball field, outdoor pool, and tennis courts.

By rerouting Metra SWS trains off of the CWI line, P2 reduces conflicts with NS operations at their 47th St Intermodal Yard and Ashland Yard north of the 75th Street corridor, building on other

projects in the corridor with broader freight movement benefits, such as EW2A. EW2A will enable Metra's 30 daily SWS trains to run separate, parallel movements from NS trains that exit and enter from nearby NS Landers Yard, reducing delay for all operators on the corridor, particularly in instances where one breaks down. EW2A's improvements will benefit from P2's supportive scope, which removes congestion points to the east of Belt Junction. By reducing delay in the Terminal, P2 benefits freight movement for other intermodal yards and logistics centers across the Chicago region, near O'Hare Airport (ORD), Lake Calumet, and Will County.

Equity-Focused Procurement & Delivery Policies

Detailed in **Section 11**, CREATE maintains strong DBE goals and a mentor-protégé program, which increases participation and experience development for under-represented vendors. Specifically, $39 million in awards to DBEs from the ten most recent general rail construction projects, and the Program's mentor-protégé program is ongoing.

11. Labor and Work

11.1 Efforts to Support Good-Paying Jobs and Strong Labor Standards

This Section identifies the Project supports good-paying jobs and strong labor standards related to the Project. The Recipient certifies that rows marked with "X" in the following table are accurate:

	The Recipient or a Project partner has adopted the use of project labor agreements in the overall delivery and implementation of the Project.
X	The Recipient or a Project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project, subject to all applicable State and local laws, policies, and procedures
	The Recipient or a Project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project.
X	The Recipient or a Project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project
X	The Recipient or a Project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs.
	The Recipient or a Project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking.
X	The Recipient or a Project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups.
	The Recipient or a Project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hiring and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:

	a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law; b. proactive partnerships with the U.S. Department of Labor's Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements; c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements; d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin; e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and f. maintaining robust anti-retaliation measures covering employees and contractors.
	The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards
	The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take the relevant actions described below.

11.2 Supporting Narrative

As with all CREATE projects, the contractor work will be carried out by 100% union labor, including skilled and semi-skilled laborers, equipment operators and specialty craftspeople, represented by Laborers, Steel Workers, Electrical Workers, Heavy Equipment Operators, Brotherhood of Railroad Signalman, Brotherhood of Maintenance of Way Employees unions, and others. All contractor employees will be covered by Davis-Bacon Act (23 USC 113) requiring payment of prevailing wage rates. Additionally, the 75th CIP's projects are fully supported by the Chicago Federation of Labor.

The implementation of P2 will include high quality job creation and will focus on local workforce development. The Project will incorporate the CREATE Program's Community Partnership, which emphasizes inclusion of disadvantaged business enterprises (DBE) in design and construction work. The contracted work element of the Project will include outreach to support local hiring in the surrounding communities, conducted in partnership with City Colleges, community organizations, and elected officials. IDOT data from 2022 showed that of CREATE's ten most recent general rail construction projects, the Program achieved a DBE participation goal of 23%, exceeding its 21% target, representing $39 million in completed awards. An additional $30 million in DBE contract awards is planned through 2028. CREATE partners are also performing a procurement analysis for P2 that will enable setting of project-specific construction DBE and local hiring goals, considering the technical capacity required to complete the work and the capabilities of local firms. CREATE also maintains a mentor-protégé program that advances participation and experience development for under-represented vendors.

CREATE also runs programming focused on increasing representation of under-represented groups in the Program's contracted work. These include the Get on Board (GOB) events, which connect minority and DBE contractors with rail-industry prime contractors specializing in

engineering, design and construction. GOB events educate contractors on how to become a certified DBE and/or a certified railroad contractor, and on upcoming bid opportunities.

Additionally, CREATE provides funding for construction industry qualifications trainings, and for on-the-job training in 75th St CIP construction projects, involving entry-level individuals who have graduated from IDOT's Highway Construction Careers Training Program (HCCTP). The HCCTP is offered at numerous Chicago area schools, including Dawson Technical Institute of Kennedy King College, South Suburban College, and Richard J. Daley College. To date, the HCCTP has advanced 600 graduates, 300 of which have been placed in highway careers. The CSX Railway Career Pathways Program is also held at Dawson Technical Institute, which prepares students for rail industry careers. In 2022, thirty-one students attended the program, and it continues to grow. NS has also contributed $200,000 to HIRE360's workforce development center, helping to cultivate Chicago's next generation of construction workers and DBE entrepreneurs. CREATE Partners have also funded STEAM programs in 75th St CIP communities since 2019, including over $200,000 from NS to Chicago Public Schools and the Chicago Public Library Foundation. These programs encourage student interest in transportation, engineering, and technical fields throughout a CREATE project's design and construction phases. Partners also led bridge building competitions at elementary schools and RFP Competitions with local high schools, having engaged over 130 elementary and 30 high school students to date.