

June 15, 2026

The Honorable David A. Fink
Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Fink:

The Sustainable Englewood Initiatives (SEI) is local advocacy group working on environmental solutions, land use and zoning variances, public safety strategies, regional transportation planning, healthspan modeling and climate resilience.

SEI fully supports the Illinois Department of Transportation's (IDOT) application, on behalf of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program, for funding through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. The CREATE Program is the largest public-private partnership of its kind, involving the nation's rail industry and all levels of government.

Working with regional teams such as the CREATE Englewood Together, Norfolk Southern Intermodal Advisory Committee and Grow Greater Englewood (GGE) we hope to utilize the metropolitan planning organization known as CMAP to better coordinate transportation assistance

Federal funding will advance CREATE's Rock Island Connection project (P2), the next phase of the larger 75th Street Corridor Improvement Project, which will construct a flyover bridge to eliminate a major chokepoint and reduce conflicts between freight and passenger trains. P2 directly aligns with the goals of CRISI by improving safety, reliability, and travel times for both passenger and freight trains in the country's most congested rail terminal. P2 is necessary to fully realize the delay reductions for freight rail users at Belt Junction once passenger trains are separated from freight traffic.

A key benefit of the project is to reduce conflicts between freight and passenger trains in the corridor, which use the same tracks at the Belt Junction. Freight operators run 90 trains through the corridor daily, Amtrak runs 6 weekly Cardinal trains (serving 98,583 riders in fiscal year 2025), and Metra currently runs 30 weekday SWS trains through the corridor (serving 976,376 riders in 2024). Because passenger trains are prioritized, freight trains are curtailed at least twice daily on the corridor, during peak morning and afternoon commuting periods (totaling six hours daily) and occasionally during non-peak periods. Rerouting Metra SWS using the P2 bridge will reduce the state of good repair backlog and improve freight flows through Belt Junction, particularly to and from the adjacent NS Landers Intermodal Facility (which handled 352,775 annual lifts in 2024).

Another key benefit to the project is the expected reduction in air pollution in adjacent communities along the corridor. The community has been with Chicago Air Quality Network and the Chicago Regional Tree Initiative to head off heat vulnerability across within low income census tracts. The CREATE Program through its rail traffic route planning and various environmental solutions through landscape and coordinated Green Infrastructure should leverage a host of public good.

The P2 project is also critical to improving passenger rail performance across the Chicago terminal and the Midwest. Chicago's Union Station (CUS) is the National Network's busiest station, home to 17 intercity lines and serving nearly 17 million passengers annually. P2 will greatly improve the reliability of

passenger rail service at CUS by allowing Metra to direct 30 weekday trains away from CUS to the LaSalle Street Station. This change strengthens Amtrak's ability to provide reliable service with improved travel times and reduced freight conflicts for intercity rail service across the Midwest, including the Cardinal route, which connects New York Penn Station and Chicago Union Station via major destinations such as Philadelphia, Washington D.C., Charlottesville, Cincinnati, and Indianapolis.

The P2 project advances the CREATE Program's overarching goals—increasing the efficiency, capacity, safety, and reliability of passenger and freight rail throughout Chicago and the nation. Chicago is the nation's premier freight hub, handling nearly **half of all U.S. intermodal units** and **one-third of rail cars**. This investment is not merely an infrastructure upgrade – it is pivotal step toward enhancing supply chain resilience and driving economic growth nationwide.

Sustainable Englewood Initiatives fully supports this application and looks forward to the successful implementation of the P2 project with your award of **CRISI**.

Sincerely,

John Paul Jones

John Paul Jones
President
Sustainable Englewood Initiatives
And
Coordinator
Norfolk Southern Intermodal Advisory Committee

cc: Elected Officials serving Greater Englewood
CMAP Transportation Committee
City Council Committee on Transportation and Public Way
Regional Transportation Authority (RTA) Board
Cook County Board
Grow Greater Englewood
Teamwork Englewood
CREATE Englewood Together
Greater Auburn Gresham Development Corporation
Northwestern University Environmental Clinic
Earth Justice