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CHICAGO DEPARTMENT OF TRANSPORTATION
CITY OF CHICAGO

November 17, 2014

VIA E-FILING

Ms. Cynthia Brown
Chief, Section of Administration
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Mack H. Shumate, Jr.
101 North Wacker Drive, Room 1920
Chicago, IL 60606

Re: Union Pacific Railroad Company--Abandonment Exemption and Discontinuance of Operations over the Weber Industrial Lead from Milepost 5.8 near Wilson Avenue, Chicago, to Milepost 9.5 near Touhy Avenue, Skokie, a Distance of 3.7 Miles in Cook County, IL; STB Docket No. AB-33 (Sub-No. 263X)

Dear Ms. Brown:

The City of Chicago, an Illinois municipal corporation, acting by and through its Department of Transportation ("**City**"), hereby petitions the Surface Transportation Board ("**Board**") for an order extending its Decision and Notice of Interim Trail Use or Abandonment ("**NITU**") in the above-referenced matter for an additional 180 days, through and including May 16, 2015.

On December 9, 2008, the City filed a petition for a Public Use Condition as well as a Certificate or Notice of Interim Trail Use ("**Petition**"), rather than an outright abandonment authorization, for the portion of the Weber Industrial Lead extending from milepost 5.8 near Wilson Avenue in Chicago to approximately milepost 8.4 near Devon Avenue, a distance of approximately 2.6 miles. The Village of Lincolnwood ("**Village**") filed a similar trail use/rail banking request on the portion of the rail line traversing the village.

On December 17, 2008, the Board issued its NITU, providing for a 180-day period for negotiations between the City, the Village and Union Pacific Railroad Company ("**UP**"). By multiple decisions, the most recent (ID# 43812) decided on May 21, 2014 and served on May 22, 2014, the Board extended the NITU negotiating period to November 17, 2014.

As noted in previous filings on this docket, CDOT needs the assistance of a consultant team to conduct preliminary engineering and environmental studies and provide real estate acquisition services. Four-fifths of the cost of the teams' efforts will be funded by the federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

After a contract was negotiated with one team, the lead firm was suspended by the Illinois Department of Transportation (IDOT) from participating in any contract with the agency or any contract with a local agency subject to its approval, citing accounting irregularities. Because this project will use IDOT-supervised FHWA funds from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program, it was subject to this ruling.

CDOT then began contract negotiations with the firm with the second highest scoring proposal, which was eventually approved by the City, IDOT and FHWA. The firm began work in August with a walkthrough inspection of the corridor and is now underway with surveying, title research, and other forms of data collection. The first public meeting is preliminarily scheduled for mid-to-late Winter 2015.

Although the City is making progress, due to past events beyond its control, it needs additional time to complete its trail engineering plan and conclude negotiations with UP.

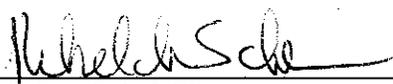
In support of its request for additional time, the City renews its Petition and its Statement of Willingness to Assume Financial Responsibility.

A copy of this statement is being served on UP on the same date it is being served on the Board. By my signature below, I certify service upon Union Pacific Railroad Company, Attn: Mack H. Shumate, Jr., 101 North Wacker Drive, Room 1920, Chicago, IL 60606, by U.S. Mail, postage prepaid, first class, this ~~14th~~^{17th} day of November 2014.

Pursuant to 49 C.F.R. § 1002.2(e)(1), the filing fee for this request is waived.

Respectfully submitted,

CITY OF CHICAGO, an Illinois municipal corporation

By: 
Rebekah Scheinfeld
Commissioner of Transportation