NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

The UP North Rebuild: Fullerton to Addison Project would receive federal funding and, therefore, requires NEPA compliance.

NEPA, establishes a decision-making process that federal agencies must follow to review the environmental impacts of proposed projects. NEPA reviews consider a wide range of potential impacts, such as:

- Air quality
- Stormwater and water quality
- Hazardous waste
- Noise and vibration
- Community effects
- Visual quality
- Construction effects
- Park and recreational areas
- Waterways, wetlands, and floodplains
- Threatened and endangered species
- Environmental justice
- Historic resources

The Federal Transit Administration (FTA) and Metra have preliminarily determined that this Project would likely not have significant adverse environmental impacts, as improvements would occur within existing railroad property. FTA and Metra are preparing a Documented Categorical Exclusion (DCE) to analyze and document the extent of potential environmental impacts.

SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT

... is a federal law that requires projects that receive federal funding to consider effects on historic and archaeological resources from project actions and to balance preservation needs with the need for the actions.

Within the Area of Potential Effect, 245 properties including the UP North Line, are being evaluated for National Register of Historic Places (NRHP) eligibility. Of these, the Monastery Hill Bindery and the Eversharp Pencil Factory have been determined eligible.

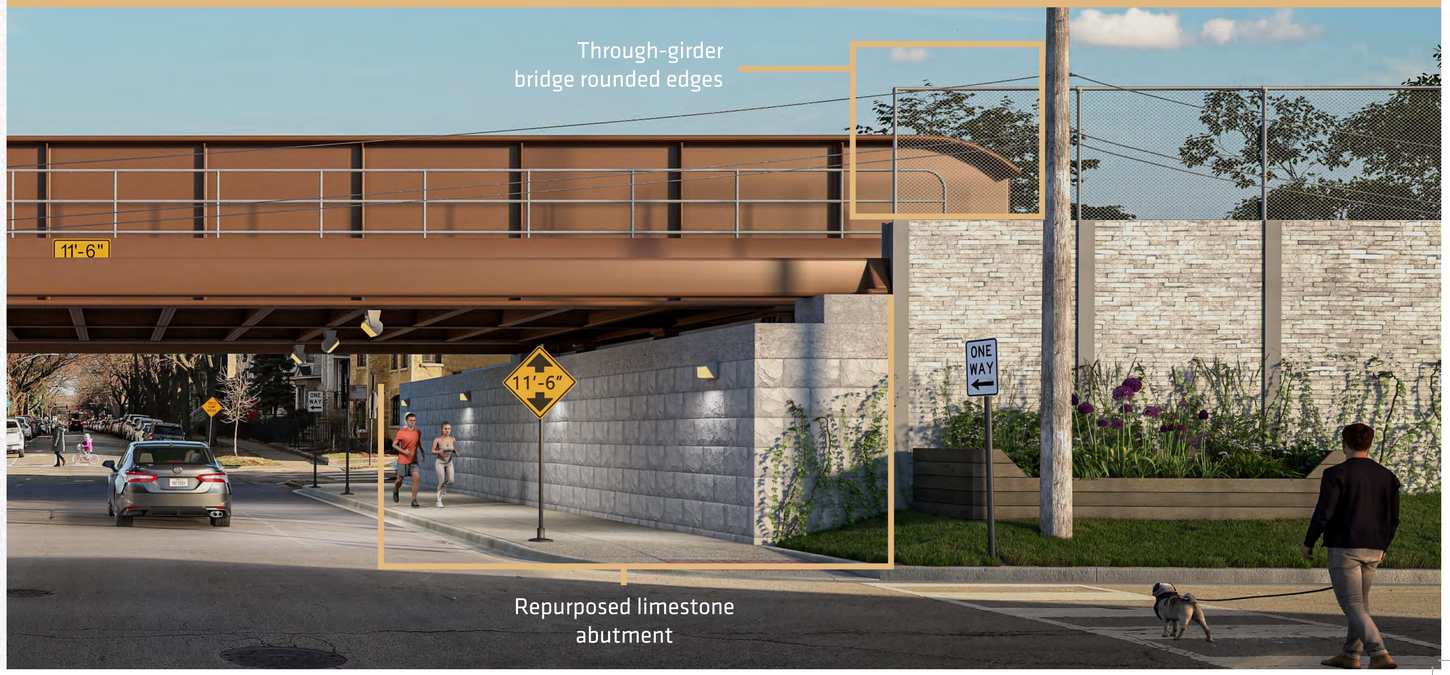
MONASTERY HILL BINDERY

EVERSHARP PENCIL FACTORY

Metra is working with consulting parties to avoid adverse effects on all eligible resources. The project will have no adverse effect to either the Monastery Hill Bindery or the Eversharp Pencil Factory as construction work would take place in the vicinity and have only minor alterations to the look and feel of the surrounding area.

For the UP North Line, Metra is designing the bridges to share characteristics of the existing bridges, such as using a through-girder bridge design with rounded ends, and maintaining and repurposing the existing limestone bridge abutments, where feasible.

CONCEPTUAL RENDERING OF SCHOOL ST.



NOISE & VIBRATION ANALYSIS PROCESS

The UP North Rebuild: Fullerton to Addison Project noise and vibration analysis followed the Federal Transit Administration Noise and Vibration Impact Assessment Manual. Steps include:

1. Measure existing noise and vibration conditions
2. Develop and validate models
3. Model for proposed conditions
4. Evaluate for impacts
5. If needed, consider mitigation options
6. General assessment of construction-related noise and vibration

Federal Mitigation Guidelines:

- Severe impacts = Mitigation is required
- Moderate impacts = Consideration of mitigation is required

Per FTA Manual guidelines and Metra policy, mitigation consideration is conducted through a feasibility and cost-reasonableness analysis.

NOISE & VIBRATION ANALYSIS RESULTS

Vibration Analysis Results

- 1,830 dwellings and 5 institutional locations were analyzed
- Monitoring was conducted at 10 locations
- No vibration impacts are anticipated
- Most dwellings near the UP North Line would experience a slight increase, slight decrease, or no change in ground-borne vibration levels

Noise Analysis Results

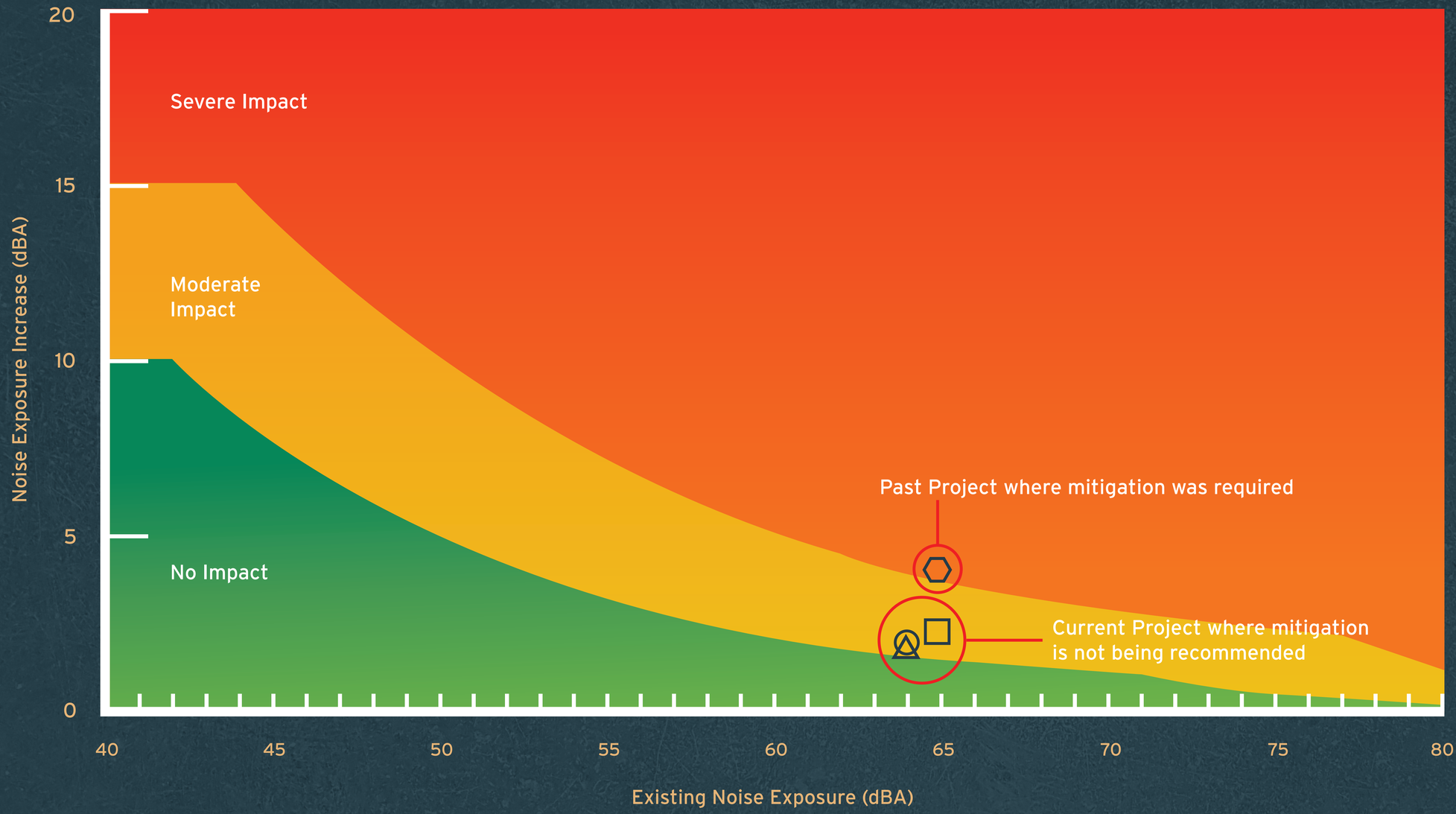
- 1,830 dwellings and 8 institutional locations were analyzed
- Monitoring was conducted at 21 locations
- No severe noise impacts are anticipated
- Most dwellings near the UP North Line would experience a slight increase, slight decrease, or no change in cumulative noise exposure levels

Locations of Moderate Noise Impacts

Location	# of Impacted Dwellings	Decibel Increase	Decibels Above Threshold
South of Diversey Parkway	6	1.7 dBA	0.3 dBA
North of Diversey Parkway	33	2.3 dBA	0.9 dBA
3100 Block of N Honore St.	10	1.8 dBA	0.2 dBA

IDOT's Noise Assessment Manual considers a +/-3 dBA change in Noise Level to be a Barely Perceivable change.

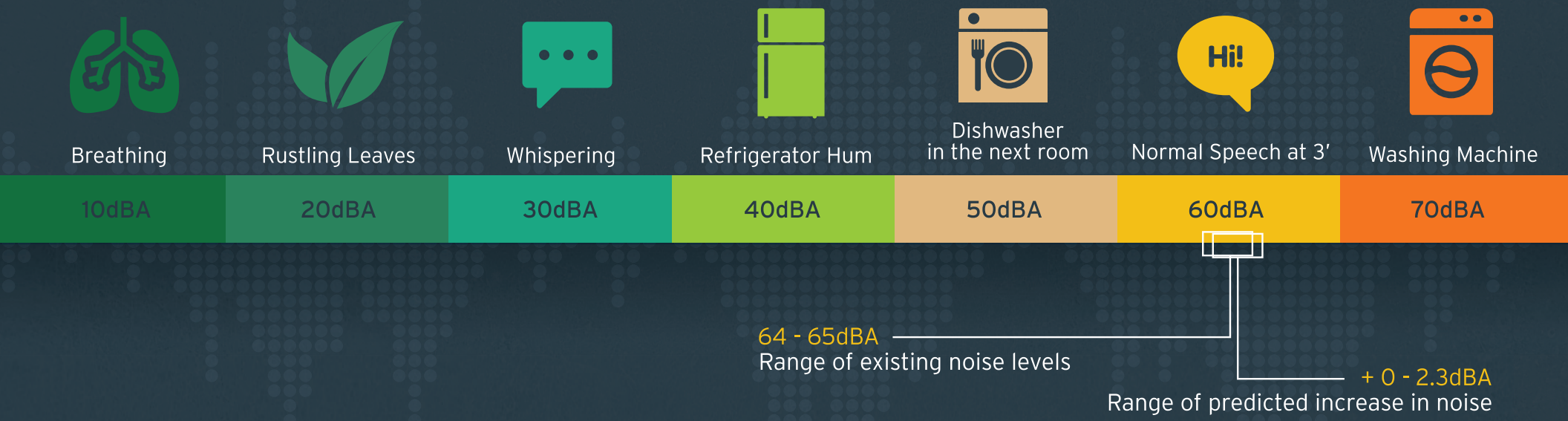
NOISE ANALYSIS



Legend

- 3100 Block of Honore Street (10 dwellings)
- South of Diversey Parkway (6 dwellings)
- North of Diversey Parkway (33 dwellings)
- Severe Impact from Past UP North Rebuild Project (Grace to Balmoral Project)

DECIBEL LEVELS OF COMMON NOISES



Note: +/- 3 dBA is considered a barely perceivable change in noise levels per IDOT's Noise Assessment Manual

dBA = a-weighted decibels are an expression of the relative loudness of sounds in air as perceived by the human ear

METRA'S MITIGATION FEASIBILITY & COST REASONABLENESS ANALYSIS

IS IT PHYSICALLY POSSIBLE TO BUILD THE NOISE MITIGATION?

A noise barrier is feasible but creates long-term maintenance and access challenges for Union Pacific.

No → Do not build noise mitigation

Yes →

IS IT ECONOMICALLY REASONABLE TO BUILD THE NOISE MITIGATION?

- A limit of $5,000 per dwelling is considered economically reasonable* for each decibel exceeding the moderate noise theshold.
- Potential noise barriers per dwelling are estimated to be 2 to 9 times more expensive than what is considered economically reasonable.

No → Do not build noise mitigation

Yes → Build noise mitigation

* An economic reasonableness analysis is used by Metra and follows FTA guidelines to consider mitigating moderate noise impacts

NO NOISE MITIGATION WILL BE IMPLEMENTED.