ILLINOIS
STATE RAIL PLAN

PUBLIC INVOLVEMENT • PASSENGER RAIL • FREIGHT RAIL



2012 Illinois State Rail Plan

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Illinois Department of Transportation

Contents

Exhibits

Acronyms

AAR	Association of American Railroads
AASHTO	American Association of State Highway Transportation Officials
ABS	Automatic Block Signaling
ACP	Panama Canal Authority
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
ARRA	American Recovery and Reinvestment Act
ASMs	Alternative Safety Measures
ATA	American Trucking Association
BNPTS	Bloomington-Normal Public Transit System
BNSF	Burlington Northern Santa Fe
BRT	Bus Rapid Transit
BSRC	Bi-State Regional Commission
BTS	Bureau of Transportation Statistics
C&O	Chesapeake and Ohio
CATS	Chicago Area Transportation Study
CDOT	Chicago Department of Transportation
CMAP	Chicago Metropolitan Agency for Planning
CMAQ	Congestion Mitigation and Air Quality
CN	Canadian National Railway; also known as Grand Trunk Railroad[1]
CNG	Compressed Natural Gas
COD	Cargo-Oriented Development
COP	Common Operational Picture
CP	Canadian Pacific Railway
CREATE	Chicago Region Environmental and Transportation Efficiency
CSX	CSX Transportation
CTA	Chicago Transit Authority
CTC	Centralized Traffic Control
CUS	Chicago Union Station
CUUATS	Champaign-Urbana Urbanized Area Transportation Study
CWR	Continuously Welded Rail
DATS	Danville Area Transportation Study
DDG	dried distillers' grain
DEIS	Draft Environmental Impact Statement
DMATS	Dubuque Metropolitan Area Transportation Study
DOH	Division of Highways
DPIT	Division of Public and Intermodal Transportation
DSATS	DeKalb-Sycamore Area Transportation Study

[1] Canadian National does not operate in the United States except through its various subsidiary operating properties, who are collectively referred to as "CN." CN as used in the Illinois State rail plan refers to U.S. properties of the Canadian National Railway Company

DUATS	Decatur Urbanized Area Transportation Study
EA	Environmental Assessment
EDA	Economic Development Administration
EIS	Environmental Impact Statement
EPA	See also USEPA; U.S. Environmental Protection Agency
EWG	East-West Gateway Council of Governments
FAF-3	Freight Analysis Framework Version 3
FFY	Federal Fiscal Year[2]
FHWA	Federal Highway Administration
FIRE	Finance, Insurance, and Real Estate
FRA	Federal Railroad Administration
FY	Fiscal Year
GCPF	Grade Crossing Protection Fund
GDP	Gross Domestic Product
GREDA	Galesburg Regional Economic Development Association
HC	Heritage Corridor
HSIP	Highway Safety Improvement Program
HSIPR	High Speed Intercity Passenger Rail
HSR	High Speed Rail
IADOT	Iowa Department of Transportation
IAIS	Iowa Interstate
IANA	Intermodal Association of North America
ICC	Illinois Commerce Commission
IDES	Illinois Department of Employment Security
IDOT	Illinois Department of Transportation
IDVA	Illinois Department of Veterans' Affairs
INRD	Indiana Rail Road
IP	Identity Preserved
IPI	Inland Port Intermodal
IRRA	Illinois Rail Road Association
ITCS	Incremental Train Control System
ITTF	Illinois Terrorism Task Force
JRMMTC	Joliet Regional Multi-Modal Transportation Center
KACOT	Kankakee Area Commuter Transit
KATS	Kankakee Area Transportation Study
KCS	Kansas City Southern
LNG	Liquefied Natural Gas
LOS	Level of Service
LQ	Location Quotient
LRFA	Local Rail Freight Assistance
LRSA	Local Rail Service Assistance
LRTP	Long Range Transportation Plan

[2] For example: FFY 2013 is October 1, 2012 through September 30, 2013

MAP-21	Moving Ahead for Progress in the 21st Century
MARS	Midwest Association of Rail Shippers
MCRPC	McLean County Regional Planning Commission
MD	Milwaukee District
MDOT	Michigan Department of Transportation
ME	Metra Electric
MED	Metra Electric District
MEI	Metropolitan Export Initiative
MEP	Metropolitan Export Plans
MGT	Million Gross Tons
MMS	Moline Multimodal Station
mph	Miles Per Hour
MPOs	Metropolitan Planning Organizations
MTD	Mass Transit District
MWRRI	Midwest Regional Rail Initiative
MWRRS	Midwest Regional Rail System
NAFTA	North American Free Trade Act
NAICS	North American Industrial Classification System
NCFRP	National Cooperative Freight Research
NCS	North Central Service
NEPA	National Environmental Policy Act
NHS	National Highway System
NICTD	Northern Indiana Commuter Transportation District
NIPC	Northeastern Illinois Planning Commission
NIRC, Metra	Northeast Illinois Regional Commuter Railroad Corporation
NIRPC	Northwest Indiana Regional Planning Commission
NMTC	Normal Multimodal Transportation Center
NOx	Nitrogen Oxide
NS	Norfolk Southern
OTC	Ogilvie Transportation Center
OTP	On-Time Performance
PCP	Posted County Price
PEGJ	Plan for Economic Growth and Jobs
Plan	Illinois State Rail Plan
PPP or P3	Public Private Partnership
PPUATS	Peoria/Pekin Urbanized Area Transportation Study
PRB	Powder River Basin
PRIIA	Passenger Rail Investment and Improvement Act of 2008
PSAs	Purchase of Service Agreements
PTC	Positive Train Control
QZ	Quiet Zone
RFP	Rail Freight Program
RI	Rock Island
RID	Rock Island District
RITA	Research and Innovative Technology Administration

RMAP	Rockford Metropolitan Agency for Planning
RMS	Rockford Multimodal Station
RMTC	Regional Multimodal Transportation Center
RMTD	Rockford Mass Transit District
ROI	Return on Investment
RR	Railroad
RRIF	Rail Rehabilitation and Improvement Financing
RSAC	Railroad Safety Advisory Committee
RTA	Regional Transportation Authority
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act - a Legacy for Users
SATS	Springfield Area Transportation Study
SCORT	Standing Committee on Rail Transportation
SCTG	Standard Classification of Transported Goods
SCWCTS	South Central Wisconsin Commuter Transportation Study
SIB	State Infrastructure Banks
SIC	Standard Industrial Classification
SIP	Stakeholder Involvement Plan
SLATS	State Line Area Transportation Study
SMEs	Small and Medium Enterprises
SMTD	Springfield Mass Transit District
SS	South Shore
SSMs	Supplemental Safety Measures
STAR	Suburban Transit Access Route
State	State of Illinois
STB	Surface Transportation Board
STCC	Standard Transportation Commodity Code
STP	Surface Transportation Program
STRACNET	Strategic Rail Corridor Network
STS	strategic transportation system
Study	CUS Master Plan Study
SWS	SouthWest Service
TEUs	twenty-foot equivalent units
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TOD	Transit-Oriented Development
TP&W	Toledo, Peoria, and Western
TransCon	Transcontinental
TRB	Transportation Research Board
TSA	Transportation Satellite Accounts
TTI	Texas Transportation Institute
TWC	Track Warrant Control
U.S.	United States

UP	Union Pacific
UP-W	UP West
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USEIA	U.S. Energy Information Administration
USEPA	U.S. Environmental Protection Agency
VMT	Vehicle Miles of Travel
WBC	World Business Chicago
WisDOT	Wisconsin Department of Transportation
WSOR	Wisconsin & Southern Railroad

Chapter 1 – Introduction

The Illinois State Rail Plan (the "Plan") presents existing and future passenger and freight rail services and conditions in Illinois. It also formulates a State of Illinois (State) vision describing the role of passenger and freight rail services in Illinois and illustrates what these services will look like in the future. It describes Illinois' passenger and freight rail programs and outlines the Illinois Department of Transportation's (IDOT) long-range policies, strategies, goals, and investments needed to meet that vision in the future. The rail vision, presented in Chapter 2, is designed to support IDOT's Mission to provide safe, cost-effective transportation for Illinois in ways that enhance the quality of life, promote economic prosperity, and demonstrate respect for the environment. The Plan provides detailed rail information that expands on the information provided in the State's sustainable multimodal transportation plan, *Transforming Transportation for Tomorrow*, April 30, 2012, adopted and approved by Illinois Governor Pat Quinn.

1.1 Rail Plan Purpose and Planning Process

The Plan was developed by IDOT with input and cooperation from a variety of Illinois rail stakeholders and government agencies including the Illinois Commerce Commission (ICC). The purposes for the Plan are to:

- Improve mobility for passengers and freight on Illinois' rail system
- Improve rail safety
- Increase the effectiveness of the rail program
- Broaden understanding of rail issues
- Provide a framework to implement rail initiatives in Illinois
- Support IDOT in seeking federal and State funding
- Provide a gauge to measure rail benefits (performance metrics)
- Fulfill requirements for State rail plans

The Plan was developed with extensive public participation and involvement by the State's railroads and rail users. Proactive and early public involvement throughout the development of the Plan ensured that all project stakeholders had the opportunity to participate in the planning process.

The Plan was segmented into the following milestones:

- Stakeholder involvement kick-off activities
- Small group meetings
- Public meetings
- Website and newsletter development
- Vision statement
- Corridor and regional analysis
- Documentation and other requirements

1.2 Rail Plan Scope and Study Area

The Rail Plan study area is the entire State of Illinois. Rail services addressed include rail freight carrier services, Amtrak services, intercity high-speed rail services, and urban rail commuter services. The State's overall rail transportation system was inventoried during the development of the Plan, and individual profiles presented on all major rail service providers. The Plan identifies anticipated trends, needs, and issues that will affect rail service and demand over the next 2 or 3 decades. The Plan provides a long-range investment program framework for meeting the various needs of rail passenger and freight services within the State.

A total of 45 freight railroads currently operate in Illinois. The system is comprised of 7 Class I railroads; 3 regional railroads; 26 short-line, or local railroads; and 9 terminal carriers. Passenger rail systems and services are described in **Chapter 10**.

Railroads by Class:

- Class I Railroads are defined by the Federal Surface Transportation Board as having more than $398.7 million of annual carrier operating revenue. They primarily operate long-haul service over high-density intercity traffic lanes.
- Class II and Regional railroads are railroads of similar size with slightly different definitions. Class II railroads are defined as having annual revenue of between $31.9 million and $398.7 million. Regional railroads are defined as operating over at least 350 miles of track and/or having revenue of between $40 million and the Class I threshold.
- Class III or Short-line railroads are defined as having annual revenue of less than $31.9 million per year.
- Terminal, or switching railroads, are a sub-category of Class III railroads which provide pick-up and delivery service within a specified area.

According to the ICC, Illinois' comprehensive rail network consists of approximately 7,400 miles of railroad tracks— 5,839 of which are owned by Class I railroads, primarily the Burlington Northern Santa Fe (BNSF) Railway and the Union Pacific (UP) Railroad. The remaining miles of track are operated by Class II or regional railroads, Class III or short line railroads, terminal or switching railroads, and selected passenger or privately-owned freight rail operations. They range in size from a short 1-mile interstate carrier to larger railroads extending from Illinois to the West and East Coasts, Gulf of Mexico, Canada, and Mexico.

1.3 The Rail System's Role in the Illinois Transportation System

The rail industry in Illinois has grown from a 59-mile route connecting Meredosia and Springfield in 1842 to what is unquestionably today the center of the nation's rail network. Illinois has the second largest rail system in the United States (U.S.), second only to Texas, and is the only state in which all seven Class I railroads operate. Chicago, the largest rail hub in North America, serves 500 rail freight trains and 700 rail intercity and commuter trains on a daily basis.

The rail industry in Illinois grew from Chicago's strength in the 1840s and 1850s as a Great Lakes shipping center. Eastern and western railroads connected in Chicago to interchange freight traffic and people to create a rail gateway that continues stronger than ever today. Within 40 years of its inception, Illinois' rail system had grown to 8,000 miles and ultimately reached a peak of approximately 12,000 miles circa 1920.

Today, even though the State's total rail system has decreased in size to approximately 7,400 route miles, it continues to not only provide two of the nation's major east-west gateways at Chicago and East St. Louis, but to also serves the manufacturing, warehouse/distribution, agricultural, and energy industries in the State. Illinois also serves as the focal point for the expansion of intercity rail passenger service in the Midwest and increased rail commuter service between its cities.

Illinois' expansive rail freight network, its 16,500 mile highway system and 300 port terminals, together with over 200 intermodal freight transfer facilities between these modes, provide the State's businesses and industries with cost and transportation-efficient means to utilize the most effective and competitive combination of modes to meet their needs. Likewise, the State's rail passenger network serves over 2 million annual Amtrak riders and its 35 passenger station facilities provide for efficient transfer between intercity rail, bus, and airport facilities.

This Plan describes Illinois' rail system and expands on the benefits of moving goods and passengers by rail, describes the various rail safety and security activities undertaken within the State, and provides a blueprint of proposed rail improvements and how these improvements will benefit transportation, economic development, and the quality of life in Illinois.

1.4 Mandate for State Rail Plans

In 2008, the U.S. Congress passed the Passenger Rail Investment and Improvement Act (PRIIA) with the expressed intent of improving passenger rail service in the United States. PRIIA authorized continued federal funding for Amtrak and new funding programs for states to improve rail passenger service, operations, and facilities. Funding for these programs must be appropriated annually.

One of the features of the legislation is the requirement that any state seeking federal assistance for rail improvements have an approved state rail plan. PRIIA also contained new rail plan requirements, as past federal guidance for state rail plans was established in the 1970s, primarily for the purpose of preserving light density freight rail branch lines.

The new federal guidelines for rail plans require that states attempt to accomplish the following objectives through their plan process:

- Broaden the understanding of rail issues for all stakeholders
- Define the role of railroads in a multimodal environment
- Describe the state's rail infrastructure and identify improvements required to enhance rail service
- Provide the state's passenger rail service objectives and describe the framework for implementing rail initiatives
- Describe the methodologies used to measure the public and private benefits of rail improvements
- Describe public financing issues for rail projects and service in the state

This document was developed by IDOT to meets the requirements set forth in the federal legislation and public law, and is intended to serve as Illinois' State Rail Plan. The Plan represents a compendium of recent rail studies, supplemented by input by rail stakeholders, as required to meet the federal requirements.

PRIIA directed the Administrator of the Federal Railroad Administration (FRA) to develop a Preliminary Rail Plan to address the rail needs of the nation. PRIIA also directed FRA to provide assistance to states in developing their state rail plans to ensure that the long-range National Rail Plan is consistent with approved state rail plans. The Preliminary Plan, published in 2009, laid the groundwork for developing policies to improve the U.S. transportation system and the means by which the important attributes of rail—safety, fuel efficiency, and environmental benefits—can assist in achieving the goals.

The FRA, in preparing the Final National Rail Plan, will examine passenger and freight corridors running through and between states. The FRA will utilize individual state rail plans to develop a blueprint for an efficient national system that meets both regional and national goals. In addition to serving as a blueprint for Illinois' rail future, information from the Illinois State Rail Plan, including state and regional level infrastructure and operating constraints, will be used to develop the Final National Rail Plan.

1.5 Illinois State Rail Plan Content

This Plan includes twelve chapters and appendices to these chapters.

- **Chapter 1** – Provides a brief introduction and overview of the Plan and the Federal PRIIA mandate for state rail plans.
- **Chapter 2** – Presents the rail vision and goals for Illinois and describes the outreach activities for the development of the Plan. Appendices to Chapter 2 include copies of survey and comment forms, public meeting attendance sign-in sheets, and comments submitted by stakeholders.
- **Chapter 3** – Describes the public rail program activities in Illinois including public agencies involved in rail activities and rail funding. Recent Illinois rail freight and passenger studies are identified and summarized.
- **Chapter 4** – Includes a profile of Class I, Class II/Regional, and Class III/short line railroads in Illinois.
- **Chapter 5** – Profiles the freight rail commodities, geographies, traffic, and trends in Illinois.
- **Chapter 6** – Discusses the role of the Illinois rail system in multimodal transportation.
- **Chapter 7** – Analyzes the economic, environmental, energy, land use and community impacts of rail transportation in Illinois.
- **Chapter 8** – Presents an overview of rail safety and security programs and issues in Illinois.

- **Chapter 9** – Provides a high-level evaluation of Illinois' rail freight system. Additional details on issues presented are requested from Illinois railroads based on their review of this chapter during the final outreach and comment period.
- **Chapter 10** – Provides detailed listings, descriptions, and analysis of existing passenger rail service and passenger intermodal facilities in Illinois.
- **Chapter 11** – Describes proposed passenger rail services and intermodal facilities in Illinois.
- **Chapter 12** - Presents Illinois' proposed investment policies and program for rail. Appendices to Chapter 12 include both long- and short-term projects.

Chapter 2 – Stakeholder Outreach and Illinois' Rail Vision and Goals

The State and IDOT are committed to an ongoing stakeholder and public involvement process for all aspects of its transportation program. For the development of this Plan, the process included engaging the public; the ICC; federal, state, and local transportation agencies; private corporations (including railroad owners and operators); rail users; special interest groups; transportation authorities; and Metropolitan Planning Organizations (MPOs). Their involvement extended to participation in rail planning activities, in developing the rail vision and goals for Illinois, in identifying potential rail investments, and in helping to define rail policies and performance metrics.

This Chapter describes IDOT's outreach efforts and provides a "high-level" summary of comments received from the public, rail freight shippers, and railroads. It also presents Illinois' rail vision that was shaped by stakeholders engaged in the outreach and involvement efforts. In addition to providing general input on the plan, the stakeholders assisted in identifying rail system needs and identifying future projects that are included in long-range plans.

2.1 Public Stakeholder Consultation and Outreach

Public stakeholder involvement began when the study started and continues.

2.1.1 Stakeholder Involvement Plan

IDOT developed a Stakeholder Involvement Plan (SIP) that was used to define the approach for reaching out and involving rail stakeholders in the development of the Illinois State Rail Plan. IDOT's approach was based on a belief that proactive and early public involvement results in an improved plan with more effective implementation. This inclusive process contributes to a program that is responsive to the unique conditions surrounding the plan, provides for continuing substantive input, ensures that public concerns get a fair hearing, and meets all federal, State, and local requirements. It is based on techniques that have yielded successful results with hundreds of programs.

As defined in the SIP, the intent of the public stakeholder outreach effort is to provide the general public, rail shippers and carriers, rail users, public officials, transit agencies, and metropolitan planning agencies with opportunities to participate in the development of the plan by providing them with information about Illinois' rail system and requesting their comments and other input. An additional goal for the stakeholder and public outreach was to increase awareness, interaction, and information about the plan and Illinois' rail system as IDOT enters the decision-making process for statewide rail service. The key objectives of the SIP include:

- Proactive outreach to stakeholders
- Early and continuous community participation

- Reasonable access to information in clear, jargon-free language
- Opportunity for public comment prior to key decisions
- Focus stakeholder participation on decisions

2.1.2 Outreach Approach

IDOT contacted stakeholders through a variety of public meeting and web-based approaches in an effort to capture a public voice for the outreach as well as act as a guide during the development of the Plan. Meetings were advertised through a range of outlets including local media, contacting the MPOs and other transportation agencies, and e-mails to stakeholders inviting them and their members to meetings or directing them to the IDOT rail webpage. Copies of outreach advertizing materials are provided in **Appendix A**.[1] Survey and comment forms were provided at the public meetings, on the website, and through MPOs and other agencies. An IDOT webpage featuring the Plan was developed and included on the IDOT website. The Plan website also included a survey form that provided all stakeholders with the opportunity to submit comments.

2.1.3 Public Meetings

During the outreach effort for the IDOT statewide rail plan, a series of 10 meetings were held throughout the State to obtain input from the general public. The meeting dates and locations are listed below.

- Chicago – February 22, 2012
- Rockford – February 23, 2012
- Peoria – February 27, 2012
- Champaign-Urbana – February 28, 2012
- Springfield – March 6, 2012
- Quincy – March 7, 2012
- Alton – March 8, 2012
- Aurora – March 13, 2012
- Moline – March 15, 2012
- Carbondale – April 12, 2012

The meetings were organized in an "open house" format lasting approximately 3 hours each. Poster size "story boards" were arranged throughout the room presenting information on the rail plan and rail service in Illinois. While no formal presentations were made, Steering Committee representatives from IDOT and consultant staffs were stationed and available throughout the events. Information on the story boards included:

- Map showing rail lines in Illinois
- Purpose of the rail Plan
- PRIIA requirements
- Vision and goals of the Plan (as presented in Section 2.7 below)
- Plan schedule and next steps

[1] All appendices for Chapter 2 are in a separate document, available upon request form IDOT Office of Planning and Programming.

- Description of what will be included in the Plan concerning passenger rail service
- Description of what will be included in the Plan concerning freight rail service
- Pie charts showing freight rail commodities by percentage originating and terminating in Illinois
- Facts about high-speed rail
- Facts about Rail Intermodal facilities in Illinois
- Facts on METRA and AMTRAK ridership
- Options on how to get involved including website information

Each public meeting served as a forum for discussion on specific issues relating to the Illinois statewide rail system. This format allowed for one-on-one conversations between the public and the Steering Committee representatives and staff while allowing flexibility for individual's schedules. Survey and comment forms were distributed to all attending as a means for attendees to voice their concerns, needs, questions, and input on the intended plan and to obtain valuable information on the public's perspective for future rail service statewide.

An attendance count indicates that 328 people attended these meetings; 241 surveys and 113 comment forms were received. As shown on **Exhibit 2-1,** 25 surveys were received from Chicago, 10 from Rockford, 25 from Peoria, 19 from Champaign-Urbana, 28 from Springfield, 2 from Quincy, 15 from Alton, 4 from Aurora, 6 from Moline, 3 from Carbondale, and 104 were submitted online. The online forms may have come from attendees or others who did not attend the meetings but who visited the website and completed the survey. There were 13 comments from Chicago, 5 from Rockford, 26 from Peoria, 24 from Champaign-Urbana, 19 from Springfield, 0 from Quincy, 15 from Alton, 5 from Aurora, 4 from Moline, and 2 from Carbondale. Meeting sign-in sheets are provided in **Appendix B**; completed comments are provided in **Appendix C**; completed survey forms are provided in **Appendix D**; and a blank copy of the survey form is provided in **Appendix E.1** to this Chapter.

Exhibit 2-1: Outreach Meeting Summary

Meeting	Attendees	Returned Surveys	Written Comments Submitted
Chicago	52	25	13
Rockford	23	10	5
Peoria	47	25	26
Champaign-Urbana	54	19	24
Springfield	62	28	19
Quincy	8	2	0
Alton	38	15	15
Aurora	15	4	5
Moline	22	6	4
Carbondale	7	3	2
On line survey returns		104	
Totals	**328**	**241**	**113**

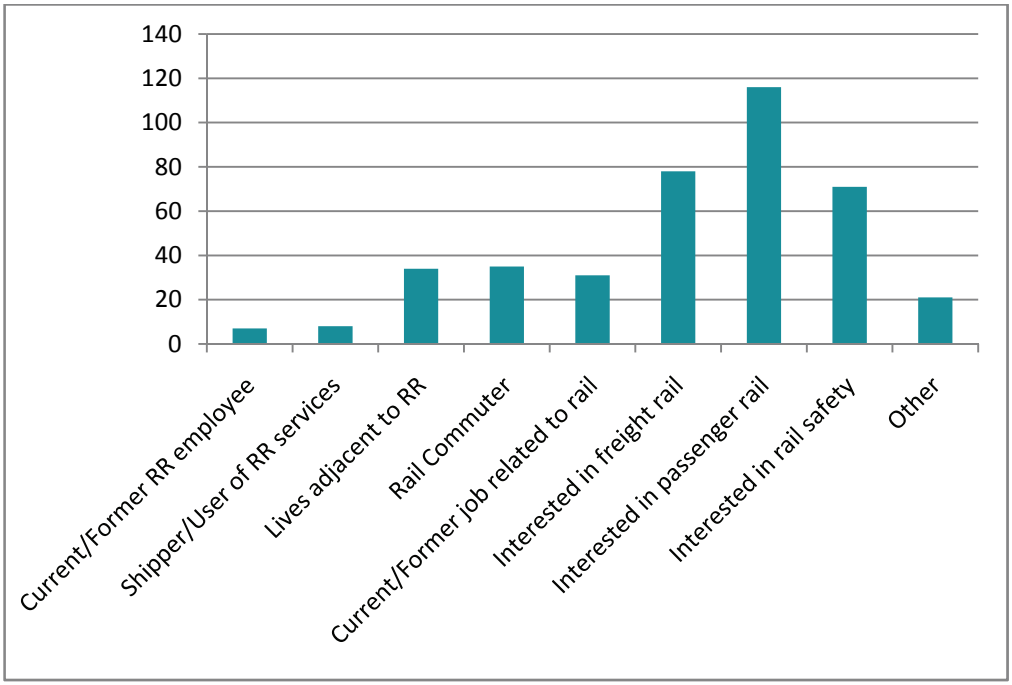
2.2 Summary of Public Comments

The Summary of Public Comments provides the general public's perspective on rail service in Illinois. The majority of the comments listed in the surveys echoed the comment forms regarding the need for high speed rail, connectivity between Chicago and St. Louis, and expanded service for passengers. **Exhibits 2-2 and 2-3** provide an overview of the participants' backgrounds. (Note: participants were allowed to make multiple selections.)

Exhibit 2-2 Summary of Survey Forms – Participant Backgrounds

IDOT Rail Survey Forms- Participant Backgrounds	
Current/former railroad (RR) employee	7
Shipper/user of RR services	8
Lives adjacent to RR	34
Rail commuter	35
Current/former job related to rail	31
Interested in freight rail	78
Interested in passenger rail	116
Interested in rail safety	71
Other	21

Exhibit 2-3: Summary of Survey Forms – Participant Backgrounds

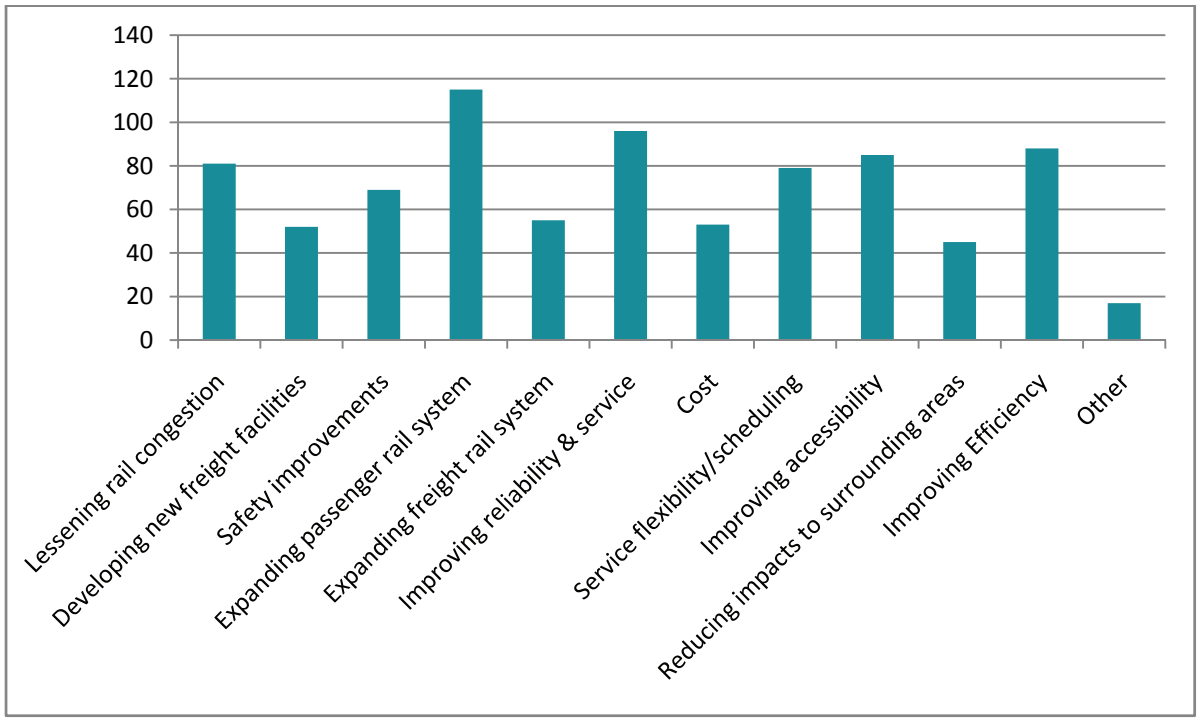


Exhibits 2-4 and 2-5 provide an overview of the participants' general interest for improved rail service. (Note: participants were allowed to make multiple selections.)

Exhibit 2-4: Summary of Survey Forms – Interest Areas

IDOT Rail Survey Forms - Interest Areas	
Lessening rail congestion	81
Developing new freight facilities	52
Safety improvements	69
Expanding passenger rail system	115
Expanding freight rail system	55
Improving reliability and service	96
Cost	53
Service flexibility/scheduling	79
Improving accessibility	85
Reducing impacts to surrounding areas	45
Improving efficiency	88
Other	17

Exhibit 2-5: Summary of Survey Forms - Interest Areas



Overall, feedback from the public showed support that the goals and objectives identified are reasonable and consistent with stakeholder opinions. Comments from the public supported the initial plan objectives, although participants felt that the goals were too broad. There was a strong demand for expanded freight rail as well, and enhancement to overall safety is desired. Common themes and concerns provided by public stakeholders at the meetings and in the returned surveys included:

- Rail is important to job creation and keeping Illinois economically competitive
- Rail provides environmental benefits by keeping vehicles off the roads and using less fuel than motor vehicles
- Several stakeholders felt there was a need to discuss in the Plan the State's role versus the private sector role in developing spurs, sidings, and crossings
- Issues of concern included:
  - Funding
  - Meeting the needs of the entire state, including rural areas
  - Frequency of passenger service
  - The need for east/west passenger service
  - The lack of information on a high speed rail plan and connectivity of high speed rail to airports and other cities

2.3 Outreach to Rail Shippers

Private sector freight rail shippers were contacted regarding the Plan and given the opportunity to comment. Rail shippers are defined as a business or company that uses rail for shipping or receiving all or part of the materials used to manufacture or produce their products. First, a presentation was made to the Midwest Association of Rail Shippers (MARS) meeting on January 11, 2012 by consultant team member Libby Ogard of Prime Focus. Of the 409 attendees at this event, 223 were from Illinois; 110 attendees represented railroad shippers and 100 represented railroads. During this event, a survey designed specifically for rail shippers was distributed and their comments requested. Attendees were also given a link to an on-line web based survey to complete and submit.

In an effort to solicit additional responses, in mid June an e-mail was sent to a list of 219 shippers in Illinois with a link to a short electronic survey and comment form designed specifically for shippers to respond with their issues and the concerns they would like addressed in the Plan. A copy of the survey form is included in **Appendix E.2**. In the e-mail, private sector freight rail shippers were told about the proposed rail plan, its goals, and vision. Fifty-one shippers, or 23 percent, responded with many providing comments. In general, comments and recommendations from rail shippers can be summarized as:

- Their major challenge in meeting shippers' transportation needs are:
  - Shipping price volatility
  - Taxes in Illinois
- The weakest link in the freight rail system is:
  - Transferring between Class Is and switching RRs
  - Movement of rail cars through terminals
  - Ability of individual communities to determine rules and regulations for facilities located in their jurisdiction; they indicated a need to standardize regulations statewide
- The greatest opportunity is completing Chicago Region Environmental and Transportation Efficiency (CREATE) projects to keep Chicago's role as a national rail hub

- The greatest threats include:
  - Loss of ability to add rail capacity
  - Increases in rail rates
  - Rail service moving out of Illinois to nearby states such as Indiana that is seen as having lower taxes, fewer pension issues, and a favorable business climate

- Projects that could improve efficiency/safety include:
  - Rail grade separations
  - More unit train facilities
  - Improved switching times

- The major problem mentioned is that intermodal yards are too far out of the city and accessing them requires using local roads that are congested and cannot support the freight traffic

- What would make them use rail more:
  - Reduced costs to offset slow service in switching between railroads

2.4 Outreach to Freight Railroads

On May 21, 2012, IDOT Secretary of Transportation Ann Schneider hosted an IDOT Roundtable to discuss rail infrastructure needs and IDOT programs and funding to support freight and passenger rail with the railroads and railroad stakeholders. Secretary Schneider identified Governor Quinn's rail priorities as:

- 110 mile-per-hour (mph) rail passenger service between Chicago and St. Louis
- New Amtrak routes in Illinois
- CREATE freight projects
- 220 mph rail passenger feasibility study

There was also discussion on the proposed capital funding for rail service in Illinois for Fiscal Years (FY) 2013 – 2017 including:

- Congestion relief program
  - $774 million for CREATE – Chicago 75th Street Corridor Improvement program
  - $600 million for Springfield Rail Relocation and Flyover

- Midwest Regional Passenger Rail Initiative
  - $5-7 billion for double tracking on UP route for high speed rail between Chicago and St. Louis
  - $600 million to cover the Illinois portion of the Chicago- Detroit route

- High Speed Rail (HSR)Grade Crossing Improvements
  - $65 million to upgrade crossings and add fencing between Dwight and the Mississippi River along the Chicago-St. Louis Corridor

In May, 2012, working through the Illinois Rail Road Association (IRRA), each Class I, regional railroads, and short line railroads (who are members of the American Shortline and Regional Railroad Association), and switching railroad doing business in Illinois was sent an e-mail notice that an Illinois State Rail Plan was being developed and their comments and input would be valuable in the preparation of the Plan. Each e-mail included a copy of the goals and objectives, a copy of a rail carrier survey, and contact information on how they could provide direct input to the Plan. The railroads were assured that their comments and recommendations would be kept anonymous. The seven Class I and a randomly selected 5 regional and short lines were called by telephone and an interview time requested. Copies of the survey form and the e-mails sent are included in **Appendix E.3**. Written comments submitted by CSX Transportation (CSX) are also included in this Appendix.

Of the 45 railroads in Illinois, responses were received from 9. In general their comments and related recommendations are summarized in **Exhibit 2-6**. To protect the confidentiality of the private sector businesses, comments are provided here and no completed survey forms or interview summaries are included. IDOT agreed that all responses from the RRs would be kept confidential.

In terms of the rail vision and goals provided for comment, the responding RRs indicated:

- It is important to look at the rail system from a national perspective
- It is important to keep goals realistic, focused, and attainable
- Goals should recognize that demands are continually changing based on market conditions and the economy
- The RRs should be allowed to do what they do best in terms of providing services
- What governments and the public view as available capacity may be, in some cases, being reserved to support projected growth in businesses (such as growth in agriculture markets) and the economy
- Goals should reflect a balanced view of the Illinois rail industry in terms of freight and passenger; Chicago and downstate; and Class I, II, and III railroads[2]

[2] Class I railroads are defined by the Federal Surface Transportation Board as having more than $398.7 million of annual carrier operating revenue. They primarily operate long-haul service over high-density intercity traffic lanes. Class II or regional railroads operate over at least 350 miles of track and/or have revenue of between $40 million and the Class I threshold. Class III or short line railroads have annual revenue of less than $31.9 million per year. Terminal, or switching, railroads provide pick-up and delivery service within a specified area.

Exhibit 2-6: Comments and Recommendations from Railroads Doing Business in Illinois

Summary Comments from Interviews and Returned Surveys	Potential IDOT Actions, Programs and Strategies Based on Railroad Comments
Sustainability is important to the RRs. For the RRs sustainability means: • Protecting and expanding their capacity to accommodate growth for both passenger and freight customers • Preserving their corridors • Protecting their lines from encroachment • Balancing passenger and freight service on their lines • Advancing projects with both a public and private benefit	Sustainability: • Work with railroads to help educate local governments and private developers who may attempt to build too close to RR right-of-way or to take railroad right-of-way through eminent domain • Encourage local governments and MPOs to engage and involve the RRs early in projects that may impact the RR right-of-ways or properties adjacent to their lines and facilities • Work to minimize obstructions in the RR right-of-way that would hinder their ability to increase capacity (i.e., drainage projects located in the right-of-ways) • Support capacity expansion projects as warranted
Safety is the RRs' number one concern; they address safety issues immediately	With heavier unit trains, bridges may need to be evaluated and outdated ones replaced to sustain rail traffic
It helps the RRs to deal with governments (at all levels) when government staff understand how RRs work and how they make business decisions; government staff turnover impacts this	Continue to educate IDOT, MPO, and local government staffs about RRs, their role, and importance to a balanced multimodal transportation system in Illinois
The public often thinks of the RRs as if they are the same as government. Also, governments do not understand that rail cars from one railroad cannot just move to another line	Educate the public about RRs; explain that each RR is like separate grocery stores having different owners; products cannot be moved between the shelves of the different stores
Land use development adjacent to their facilities and lines can negatively impact the RRs: • Often the local governments fail to involve the railroad until after land use decisions are made – again corridor preservation is critical for growth • Housing developments can be approved very close to rail tracks, and after they are built and sold, the new property owners complain of railroad operations	Work with local governments and MPOs to involve the RRs early in the planning process; recognizing that as a private, for profit business, RRs may not be able to attend all the meetings held by government agencies, one-on-one contact may be warranted
RRs try to maintain a balance between freight and passenger service on their lines. They need to protect their ability to serve all their customers and their corridors	Continue dialogue with freight RRs on passenger rail issues

RRs are in business to make a profit. They cannot do every project even if it seems to have benefit. Their decisions to fund individual projects depends on if it can show an adequate return on investment. Sometimes a partial grant or low/no interest loan can make the difference in the percent rate of return on investment and provide a good business case for advancing a project that may not be implemented with a relatively small amount of funding	• Continue Illinois rail investment programs • Continue to support RR construction efforts by helping to expedite permits and helping to coordinate with local governments • When trying to decide which projects to fund IDOT should consider: project cost, future growth potential and the impact on the general public
Confidentiality is important to protect each RR's competitive position	Continue to not share RR business confidential information
The RRs would like more information on how IDOT and FRA funding provided to Illinois is spent. The RRs would like to understand how projects are solicited for IDOT rail investments – i.e., is there a solicitation process; can ICC money only be used on state roads, etc.	Prepare and provide to the RRs detailed materials on Illinois rail funding, where the money comes from, what projects it is spent on, how a RR could submit an application for funding
The HSR program is a good example of how to work with, coordinate with, and inform a variety of stakeholders	Continue rail stakeholder outreach for all rail planning activities
In trying to be good corporate citizens, the RRs have had to spend a lot of time responding to questions on rail related issues such as HSR and CREATE	• Notify the RRs of the availability of easily accessed public information on the HSR and CREATE programs • Possibly provide a list of frequently asked questions or information on the IDOT website that RRs could direct inquiries rather than responding themselves • Provide more outreach information to the public on these topics
Continue to support CREATE	• Continue to support CREATE
RRs welcome Public Private Partnership (PPP or P3) opportunities under the following conditions: • the P3 is voluntary – i.e., RRs are not forced to participate • RRs are expected to pay only for the parts that provide a private benefit • The project will not alter their competitive balance	• Continue to identify and approach RRs about opportunities for P3s • Develop a state P3program for rail freight infrastructure projects
Truck access to intermodal facilities is a concern. Respondents indicated there seems to be a move by local governments to tax (put a container fee on) trucks going into an intermodal facility so the local jurisdiction can recover the cost for access road improvements needed. Several RRs indicated they would rather the local governments worked with the RRs and would welcome a P3 type arrangement to improve the roadway	Encourage local governments to engage the RRs in their decision-making processes that may impact their equipment, facilities, and property.

Taxes and policies in Illinois make it difficult for RRs to remain competitive with other states and attract new customers; some regulations are overreaching and duplicative	
Illinois can improve efficiency by consolidating safety and compliance inspection efforts by the ICC and the FRA	Consider program consolidation

2.5 Passenger Rail Providers and Operators Consultation and Outreach

The IDOT State Rail Plan Team held outreach meetings and contacted rail passenger stakeholders that provide or operate rail passenger service in Illinois. The meetings and calls informed the stakeholders that IDOT would be completing a State Rail Plan for Illinois in accordance with PRIIA requirements. The stakeholders were informed that the requirements of a State Rail Plan must establish freight and passenger rail service objectives and a long-range investment program for rail infrastructure.

IDOT also requested the stakeholders' assistance in identifying capital improvement projects and defining goals and objectives, infrastructure/operations needs, and capital investments over a 20-year period. Meetings were held with the following stakeholders on the dates specified:

- Regional Transportation Authority (RTA), Chicago, Illinois, January 17, 2012
- Amtrak, Chicago, Illinois, January 20, 2012
- Metra, Chicago, Illinois, February 2, 2012
- Northern Indiana Commuter Transportation District (NICTD), Teleconference, February 14, 2012

Overall, the stakeholders were interested in assisting the Team with the Plan by providing data, reviewing documents, and providing comments on the documents. Each stakeholder instructed the Team to use existing reports and conclusions within the reports to identify objectives and long-term projects. Minutes were prepared for each meeting and submitted to each of the participants. Minutes can be found in **Appendix F**. Comments are included within **Chapters 10 and 11** of this Plan.

2.6 IDOT Rail Plan Steering Committee

IDOT directed the Plan study. A team comprised of CDM Smith; Quandel Consultants; Prime Focus, LLC; and Images, Inc. assisted IDOT with the development of the Plan. An IDOT Rail Plan Steering Committee was established to help guide and assist with the development of the Plan. Members included representatives from the:

- Office of Planning and Programming
- Office of Communications
- Division of Public and Intermodal Transportation

This committee was designated to provide guidance on the conduct and findings of the project. The Steering Committee typically met prior to major milestones and before moving onto the next steps.

2.7 Rail Vision and State Goals for a Multimodal Transportation System

The rail vision is designed to support economic development, human capital, and workforce development, and improve the quality of life for all Illinoisans. Stakeholder involvement in developing the vision for a long-term state rail plan is critical to the success of the Plan. The vision development process is also informed by existing plans, such as the 2007 Illinois State Transportation Plan, which presents the policies and goals that will guide IDOT in their investment decisions for the state transportation system over the next 20 years, as well as other statewide regional plans. Additional planning resources include various freight studies and passenger rail studies that are underway.

IDOT's vision for rail transportation in Illinois centers on improving the quality of life for its citizens while fostering economic growth and environmental sustainability. The vision statement for the Illinois State Transportation Plan is:

> ***"Provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for the environment."*** [3]

An update to the 2007 Illinois State Transportation Plan is being developed simultaneously with the State Rail Plan. Accordingly, the vision for the State Rail Plan is modeled after the State Transportation Plan's vision to ensure consistency in its message.

This vision and related goals and objectives were vetted and refined through public and stakeholder outreach meetings, surveys, and the IDOT website.

The Passenger Rail Vision and Freight Rail vision for the State Rail Plan are as follows.

2.7.1 Passenger Rail Vision

Develop and maintain a passenger rail system that provides the traveling public with a safe, attractive, energy-efficient, cost-effective, sustainable, and reliable personal transportation alternative which promotes mobility and enhances quality of life.

In order to achieve the vision for passenger rail transportation in Illinois, the needs and requirements of the customers must be met. To understand the needs and requirements of the customers, the customers need to be defined. For the passenger rail portion of the State Rail Plan, three customer types are identified:

- **Rail Users** – Persons who use the rail system for commuting, intercity travel, and travel for pleasure.

[3] Illinois State Transportation Plan, 2007

- **Businesses/Communities** – Businesses that utilize the rail system to attract customers to their business. Communities use rail to attract people to live, work, and participate in the community.
- **Network Providers** – Providers and their suppliers that own, operate, and maintain the rail system and provide rail service to the users.

2.7.2 Freight Rail Vision

To foster an economically-competitive and sustainable freight rail system that moves goods safely, efficiently, and expeditiously across and within the State of Illinois.

In order to achieve the vision for freight rail transportation in Illinois, the needs and requirements of the freight rail customers must be met. For the freight rail portion of the State Rail Plan, three customer types are identified:

- **Rail Users** – Persons or businesses who use the rail system for the movement of goods.
- **Communities** – Communities that utilize the rail system to attract businesses.
- **Network Providers** – Providers and their suppliers that own, operate, and maintain the rail system and provide rail service to the users.

With these customers in mind, goals and measurable objectives are identified for freight and passenger service to support the vision.

1. **Goal: Provide a passenger rail system that improves the quality of life for Illinois residents and visitors.**

   Objectives:

   a. Continuously seek to improve reliability.
   b. Strive to increase efficiency and convenience of service.
   c. Continually provide increased accessibility to low income, elderly, and special needs groups that have limited access to other modes of transportation.

2. **Goal: Promote and expand intermodal connectivity. Enhance the multimodal transportation system where the existing network of roads is complemented by efficient passenger and freight rail services.**

   Objectives:

   a. Increase coordination between freight, intercity passenger, and commuter rail networks and other modes of transportation.
   b. Improve access to commuter and intercity passenger service via other modes.
   c. Improve efficiency of transfers of passengers between modes.

3. **Goal: Enhance economic development and promote economic competitiveness in Illinois.**

   Objectives:

   a. Increase accessibility and mobility to passenger rail service in order to increase employment opportunities, incomes, and property values.
   b. Support transit-oriented development in and near intercity passenger and commuter rail stations.
   c. Invest in long-term "mega projects" such as the Midwest Regional Rail Initiative (MWRRI), a plan to build a HSR hub in Chicago and a network throughout the Midwest, and the CREATE program, a project that is investing in critically needed improvements to increase the efficiency of the Midwest's passenger and freight infrastructure, to bring more business to Illinois and to more efficiently move freight and passengers throughout the region and make communities more livable.
   d. Address the potential for trade and economic development.
   e. Maximize sustainability.

4. **Goal: Provide a safe rail system that is energy efficient and environmentally sustainable.**

   Objectives:

   a. Promote rail and highway safety by identifying and improving hazardous highway grade crossings.
   b. Promote safety efforts throughout the system to prevent pedestrian fatalities at other locations in the system and prevent train collisions, derailments, spills, etc.
   c. Promote congestion relief on the State's rail lines and on the highway network through greater use of commuter, intercity, and freight rail.
   d. Work with adjacent states to achieve a regional transportation solution.
   e. Realize positive air quality gains and reduced energy consumption with efficient passenger and freight operations.
   f. Promote efforts to provide security of passenger and freight railroad operations.

5. **Goal: Develop a financial plan to ensure ample, secure, and predictable funding through public and private sources for rail investments.**

   Objectives:

   a. Identify needed capacity enhancements or capital improvements.
   b. Maintain a rail funding structure that provides adequate resources for rail needs incorporating federal, state, local, and private revenue sources.
   c. Support public-private partnerships and private sector initiatives.
   d. Support joint use of transportation facilities for compatible activities.
   e. Explore innovative financing methods.
   f. Advocate for creation of dedicated federal and state programs for rail infrastructure investment.

2.8 Rail Policies, Strategies and Performance Measures

Proposed passenger rail strategies, performance measures, and projects are presented in **Chapter 11**. Proposed freight rail strategies, policies, and performance measures are provided in **Chapter 12**.

APPENDIX A – Notifications for Public Meetings

(Appendices are available from IDOT upon request)

APPENDIX B – Public Meeting Sign-in Sheets

(Appendices are available from IDOT upon request)

B.1 Sign-in sheets from Chicago

Date: February 22, 2012

Location: Chicago Metropolitan Agency for Planning
233 S. Wacker Drive #800, Chicago, IL 60606

B.2 Sign-in sheets from Rockford

Date: February 23, 2012

Location: Rockford Public Library
215 N. Wyman Street, Rockford, IL 61101

B.3 Sign-in sheets from Peoria

Date: February 27, 2012

Location: Peoria Public Library
107 Northeast Monroe Street, Peoria, IL 61602

B.4 Sign-in sheets from Champaign-Urbana

Date: February 28, 2012

Location: University of Illinois, Illini Union Building
1401 West Green Street, Urbana, IL 61801

B.5 Sign-in sheets from Springfield

Date: March 6, 2012

Location: Lincoln Public Library
326 S. 7 Street, Springfield, IL 62701

B.6 Sign-in sheets from Quincy

Date: March 7, 2012

Location: Quincy Public Library
526 Jersey Street, Quincy, IL 62301

B.7 Sign-in sheets from Alton

Date: March 8, 2012

Location: Holiday Inn
3800 Homer M Adams Parkway, Alton, IL 62002

B.8 Sign-in sheets from Aurora, IL

Date: March 13, 2012

Location: Eola Road Branch Public Library
555 S. Eola Road, Aurora, IL 60504

B.9 Sign-in sheets from Moline

Date: March 15, 2012

Location: Moline Public Library
3210 41st Street, Moline, IL 61265

B.10 Sign-in sheets from Carbondale

Date: April 12, 2012

Location: Holiday Inn
2300 Reed Station Parkway, Carbondale, IL 62901

APPENDIX C – Comment Forms

(Appendices are available from IDOT upon request)

Comment Forms

During the outreach effort for the IDOT statewide rail plan, a series of 10 meetings were held to obtain input from the general public. Locations for these meetings are listed below. Comment forms were on hand for attendees to complete, and 113 comment forms were received. There were 13 comments from Chicago, 5 from Rockford, 26 from Peoria, 24 from Champaign-Urbana, 19 from Springfield, 0 from Quincy, 15 from Alton, 5 from Aurora, 4 from Moline, and 2 from Carbondale. These forms are attached to this document below.

The overall messages received from the general public regarding the proposed state rail plan showed support for the plan, and many stated an appreciation for the plan as a statewide plan. There is a strong demand for high speed rail, especially between Chicago and St. Louis, and a desire to plan for national interoperability. Concerns were centered on funding capabilities, and many mentioned support for a gas tax increase and/or public-private contributions.

C.1 Comment forms from Chicago

Date: February 22, 2012

Location: Chicago Metropolitan Agency for Planning
233 S. Wacker Drive #800, Chicago, IL 60606

C.2 Comment forms from Rockford

Date: February 23, 2012

Location: Rockford Public Library
215 N. Wyman Street, Rockford, IL 61101

C.3 Comment forms from Peoria

Date: February 27, 2012

Location: Peoria Public Library
107 Northeast Monroe Street, Peoria, IL 61602

C.4 Comment forms from Champaign-Urbana

Date: February 28, 2012

Location: University of Illinois, Illini Union Building
1401 West Green Street, Urbana, IL 61801

C.5 Comment forms from Springfield

Date: March 6, 2012

Location: Lincoln Public Library
326 S. 7 Street, Springfield, IL 62701

C.6 Comment forms from Quincy (note: there are no comment forms from Quincy)

Date: March 7, 2012

Location: Quincy Public Library
526 Jersey Street, Quincy, IL 62301

C.7 Comment forms from Alton

Date: March 8, 2012

Location: Holiday Inn
3800 Homer M Adams Parkway, Alton, IL 62002

C.8 Comment forms from Aurora, IL

Date: March 13, 2012

Location: Eola Road Branch Public Library
555 S. Eola Road, Aurora, IL 60504

C.9 Comment forms from Moline

Date: March 15, 2012

Location: Moline Public Library
3210 41st Street, Moline, IL 61265

C.10 Comment forms from Carbondale

Date: April 12, 2012

Location: Holiday Inn
2300 Reed Station Parkway, Carbondale, IL 62901

C.11 Miscellaneous Correspondence

APPENDIX D – Survey Forms

(Appendices are available from IDOT upon request)

Stakeholder Surveys

During the outreach effort for the IDOT statewide rail plan, a series of 10 meetings were held to obtain input from the general public. Locations for these meetings are listed below. Survey forms were on hand for attendees to complete at each meeting or online, and 241 surveys were received. There were 25 surveys from Chicago, 10 from Rockford, 25 from Peoria, 19 from Champaign-Urbana, 28 from Springfield, 2 from Quincy, 15 from Alton, 4 from Aurora, 6 from Moline, 3 from Carbondale, and 104 on-line. These forms are attached to this document below.

The purpose of the survey forms was to provide a more detailed way for the general public to comment on the rail plan. Majority of the comments listed in the surveys echoed the comment forms regarding the need for high speed rail, connectivity between Chicago and St. Louis, and expanded service for passengers. There was a strong demand for expanded freight rail as well, and enhancement to overall safety is desired.

These tables show the types of attendees, and their general interest to improved rail service.

Participant Background	
Current/Former RR employee	7
Shipper/User of RR services	8
Lives adjacent to RR	34
Rail Commuter	35
Current/Former job related to rail	31
Interested in freight rail	78
Interested in passenger rail	116
Interested in rail safety	71
Other	21

Area of Interest	
Lessening rail congestion	81
Developing new freight facilities	52
Safety improvements	69
Expanding passenger rail system	115
Expanding freight rail system	55
Improving reliability & service	96
Cost	53
Service flexibility/scheduling	79
Improving accessibility	85
Reducing impacts to surrounding areas	45
Improving Efficiency	88
Other	17

D.1 Surveys from Chicago

Date: February 22, 2012

Location: Chicago Metropolitan Agency for Planning
233 S. Wacker Drive #800, Chicago, IL 60606

D.2 Surveys from Rockford

Date: February 23, 2012

Location: Rockford Public Library
215 N. Wyman Street, Rockford, IL 61101

D.3 Surveys from Peoria

Date: February 27, 2012

Location: Peoria Public Library
107 Northeast Monroe Street, Peoria, IL 61602

D.4 Surveys from Champaign-Urbana

Date: February 28, 2012

Location: University of Illinois, Illini Union Building
1401 West Green Street, Urbana, IL 61801

D.5 Surveys from Springfield

Date: March 6, 2012

Location: Lincoln Public Library
326 S. 7 Street, Springfield, IL 62701

D.6 Surveys from Quincy

Date: March 7, 2012

Location: Quincy Public Library
526 Jersey Street, Quincy, IL 62301

D.7 Surveys from Alton

Date: March 8, 2012

Location: Holiday Inn
3800 Homer M Adams Parkway, Alton, IL 62002

D.8 Surveys from Aurora, IL

Date: March 13, 2012

Location: Eola Road Branch Public Library
555 S. Eola Road, Aurora, IL 60504

D.9 Surveys from Moline

Date: March 15, 2012

Location: Moline Public Library
3210 41st Street, Moline, IL 61265

D.10 Surveys from Carbondale

Date: April 12, 2012

Location: Holiday Inn
2300 Reed Station Parkway, Carbondale, IL 62901

APPENDIX E – Blank Survey Forms

(Appendices are available from IDOT upon request)

E.1 Stakeholder Surveys

E.2 Shipper Surveys

- Original Survey
- Revised Shortened Survey

E.3 Rail Carrier Surveys

APPENDIX F – Passenger Rail Agency Minutes

(Appendices are available from IDOT upon request)

Chapter 3 – Public Rail Program Activities in Illinois

Public sector rail activities are conducted at a number of governmental levels in Illinois. This chapter addresses the organizational aspects of rail planning and rail project programming that are conducted by the State and various local agencies.

The roles and responsibilities of Illinois State agencies involved in rail, and their coordination with other federal and State agencies, local transportation agencies, railroads operating within the State, and the general public, are described below.

3.1 IDOT Authority to Conduct Rail Planning and Investment

The Civil Administrative Code of Illinois, Department of Transportation Law, provides IDOT the authority to qualify for and disburse federal rail funding, and to establish a State program from which it can make rail loans and grants to qualified entities within the State.

20 ILCS 2705/2705-400 authorized IDOT to exercise those powers necessary for the State to qualify for rail service continuation subsidies pursuant to the provisions of the federal Regional Rail Reorganization Act of 1973, the Railroad Revitalization and Regulatory Reform Act of 1976, or other relevant federal or State legislation, including the authority to:

1. Administer a State plan for rail transportation and local rail services.
2. Administer and coordinate the State plan.
3. Provide in the plan for equitable distribution of federal rail service continuation subsidies.
4. Develop or assist the development of local or regional rail plans.
5. Promote, supervise, and support safe, adequate, and efficient rail service.
6. Employ sufficient trained and qualified personnel.
7. Maintain adequate programs of investigation, research, promotion, and development in connection with such purposes and to provide for public participation.
8. Provide satisfactory assurance on behalf of the State that such fiscal control of accounting procedures will be adopted by the State as may be necessary to assure proper disbursement of federal funds.
9. Comply with the regulations of the Secretary of Transportation and the U.S. Department of Transportation (USDOT) affecting federal rail assistance funds.
10. Review all impending rail abandonments and provide its recommendations on those abandonments.

3.2 IDOT Rail Functions and Structure

Oversight of rail operations within IDOT is located in the Department's Division of Public and Intermodal Transportation (DPIT) and its Division of Highways (DOH).

IDOT's DPIT is charged with supporting public and specialized transportation throughout Illinois by providing technical support and financial resources to local governments, public and specialized transportation operators, and rail operators. The division aims to enhance Illinois' transportation network and ensure that it is intermodal, interconnected, provides mobility options, and supports the efficient movement of people, goods, and services.

Bureaus within DPIT include the Bureau of Transit Capital, the Bureau of Transit Operations, the Bureau of CREATE & Freight Rail, and the Bureau of High Speed & Passenger Rail.

DPIT's main roles are to:

- Develop and recommend policies and programs
- Implement and administer operating, capital, technical assistance, and rail freight programs
- Coordinate and participate in statewide planning and programming activities
- Conduct technical studies, planning studies, and engineering reviews of public transportation and rail freight projects
- Maximize the amount of federal funds received in Illinois for public and specialized transportation and rail projects
- Advocate for public and specialized transportation funding within IDOT

The following functions are performed within DPIT:

- Northeast Illinois Area Programs – The division evaluates and administers capital and operating grant programs for RTA, Chicago Transit Authority (CTA), City of Chicago, Northeast Illinois Regional Commuter Railroad Corporation (Metra), Pace, and suburban municipalities
- Downstate Area Programs – The division evaluates and administers capital and operating grant programs for downstate urban and rural transit systems, and administers the Statewide Consolidated Vehicle Procurement Program
- Railroads – The division administers the State's freight and passenger rail programs, including the rail freight program, passenger rail and high speed capital projects, and operating assistance for supplemental Amtrak service
- Program Support – The division is represented in regional and statewide planning and engineering efforts, conducts engineering reviews, detailed evaluations, analyses of public transportation and multimodal projects, and performs special public transportation planning studies

IDOT's federally-funded (Title 23 USC Section 130) Highway-Railway Crossing Program is overseen by the Department's DOH. The Division's Bureau of Local Roads and Streets in conjunction with its Bureau of Safety Engineering administer the local Highway Safety Improvement Program (HSIP) funds. The Division's Bureau of Design and Environment in conjunction with the Department's nine districts and Bureau of Safety Engineering administer the state HSIP Rail program funds.

3.3 Other State and Local Rail Planning Activities in Illinois

Although IDOT has the primary responsibility for rail planning, policy, and project development, a number of additional State and local agencies in Illinois also play important roles in the safety, viability, and efficiency of the State's rail system. The following sections describe the role of other State, regional, and local public agencies that contribute toward the oversight and funding of safety, local projects, or coordinating and implementing rail-related economic development opportunities.

3.3.1 Illinois Commerce Commission

Illinois' Commercial Transportation Law establishes safety requirements for rail carriers' track, facilities, and equipment within Illinois and gives the ICC jurisdiction to administer and enforce FRA rules and Illinois administrative codes in a cooperative manner with FRA. The functions of the ICC's Rail Safety Section include:

- Managing rail crossing safety projects, paid in part by the State's Grade Crossing Protection Fund
- Providing engineering oversight of all safety improvements and/or modifications to the State's public highway/rail crossings
- Inspecting all railroad track in the State for defects that could cause train derailments
- Providing oversight of all railroad hazardous material shipments through the State, including radioactive waste and spent nuclear fuel
- Providing engineering oversight of all improvements/modifications to highway traffic signals interconnected with railroad warning devices
- Implementing Illinois' Operation Lifesaver public education campaign
- Investigating highway/rail collisions and other rail related incidents that occur in Illinois

The rail planning, funding, and safety programs noted above will be described in more detail in various sections of the Plan document.

3.3.2 Passenger Rail Service Providers, Operators, and Oversight

Long-range planning for intercity passenger rail and commuter rail services in Illinois is typically provided by Amtrak, Metra, the NICTD, and the RTA as the providers of passenger rail service. These groups often coordinate on projects with one another and with IDOT to produce cohesive

planning documents for the State. The agencies involved in providing intercity passenger and commuter rail service in Illinois are as follows:

Amtrak

Amtrak provides extensive intercity passenger rail service throughout the United States. In Illinois, Amtrak operates eight long-distance routes, four corridor services, and four in-state routes to 30 stations. (Amtrak route descriptions are discussed in Chapter 10.)

Planning for Amtrak is generally focused in the near term where funding sources are more certain. For many planning projects, Amtrak collaborates with states or other agencies. Amtrak is working to plan and implement a number of projects that directly affect Amtrak's Illinois service.

Regional Transportation Authority

RTA is the financial and oversight body for the three transit agencies, called "service boards," in northeastern Illinois—the CTA, Metra, and Pace. RTA serves Cook, DuPage, Kane, Lake, McHenry, and Will Counties. In addition to providing financial and budget oversight, RTA also provides regional transit planning for the three service boards.[1] Specifically, RTA annually reviews and approves 5-year capital plans to be funded by RTA and executed by the CTA, Metra, and Pace.

Metra

RTA's Commuter Rail Board introduced the Metra brand in 1984 to bring a single identity to the many infrastructure components serviced by RTA's commuter rail system. Metra's operating arm, the Northeast Illinois Regional Commuter Railroad Corporation, was created as a separate rail subsidiary that operates seven Metra owned routes. In addition, Metra contracted with the UP and BNSF railroads to operate four additional routes.

Metra owns all rolling stock, and has authority over fares, service, and staffing levels.

Metra is responsible for capital improvements and planning for the 11 commuter rail lines that it operates or contracts others to operate. Metra is engaged in ongoing capital improvement projects and has defined future capital improvement projects and Federal Transit Administration's "New Starts" – funded projects, which are projects eligible for federal funding of extensions to rail transit systems, to meet the ever-increasing population in northeastern Illinois.

Northern Indiana Commuter Transportation District

The NICTD was formed by the State of Indiana in 1977 to fund commuter rail service when the Chesapeake and Ohio Railway asked the ICC to abandon passenger service over the South Shore Line, which extends from the Millennium Station in downtown Chicago to South Bend, Indiana. In 1990, the track was sold to the NICTD, which continues to operate commuter rail service over the line. Freight service was contracted to Chicago South Shore and South Bend Railroad.

NICTD has funded in-state planning studies for several projects on the South Shore Line.

[1] http://www.rtachicago.com/about-the-rta/overview-history-of-the-rta.html

3.3.3 Metropolitan Planning Organizations

MPOs are federally mandated and funded transportation policy-making organizations comprised of local government and transportation officials that are responsible for programming funds for selected transportation programs. The formation of an MPO is required for any urbanized area with a population greater than 50,000.

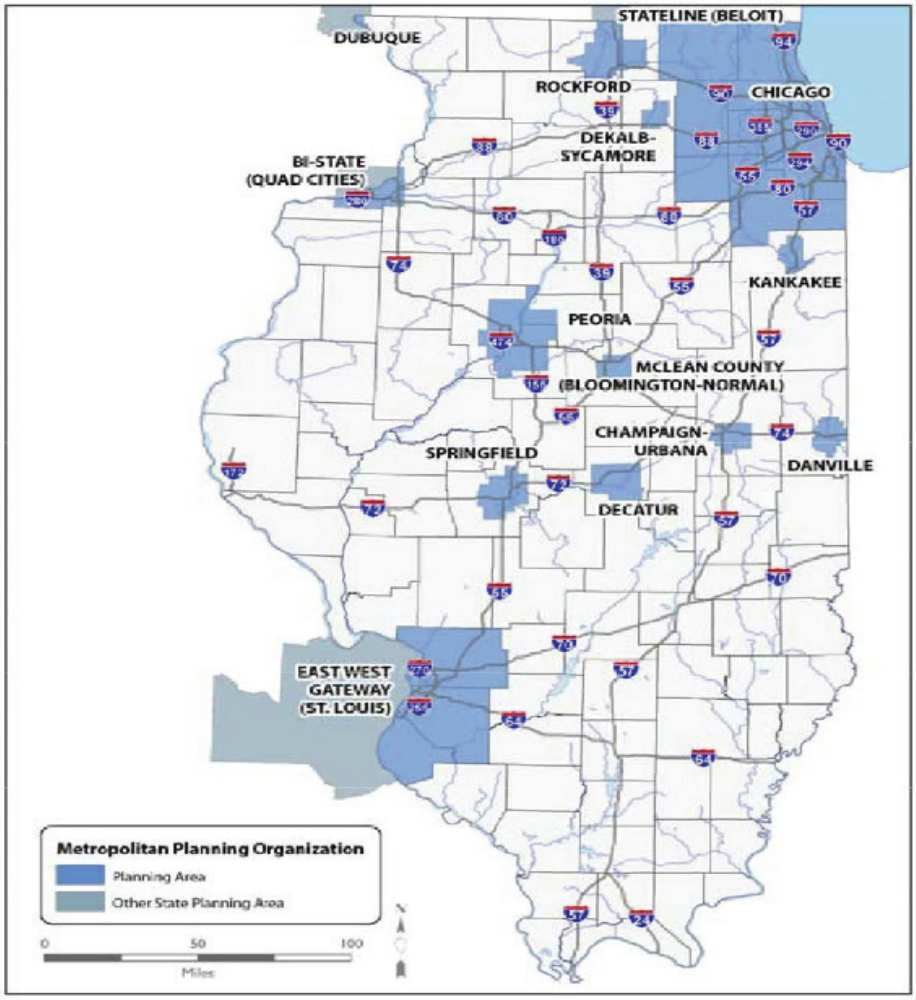
MPOs are required to maintain and continually update a Long Range Transportation Plan (LRTP) as well as a Transportation Improvement Program (TIP), which is a multi-year program of transportation projects to be funded with federal and other transportation funding sources. As MPO planning activities have evolved to address the movement of freight as well as passengers, they have also included consideration of multimodal solutions, improved intermodal connections, and more specific rail and rail-related project solutions. MPOs must work cooperatively with area transportation stakeholders to understand and anticipate the area's travel needs and to develop these documents. Illinois has 14 MPOs as follows:

- Bi-State Regional Commission (BSRC)
- Champaign-Urbana Urbanized Area Transportation Study (CUUATS)
- Chicago Metropolitan Agency for Planning (CMAP)
- Danville Area Transportation Study (DATS)
- Decatur Urbanized Area Transportation Study (DUATS)
- DeKalb-Sycamore Area Transportation Study (DSATS);
- Dubuque Metropolitan Area Transportation Study (DMATS);
- East-West Gateway Council of Governments (EWG)
- Kankakee Area Transportation Study (KATS)
- McLean County Regional Planning Commission (MCRPC)
- Rockford Metropolitan Agency for Planning (RMAP)
- Springfield Area Transportation Study (SATS)
- State Line Area Transportation Study (SLATS)
- Peoria/Pekin Urbanized Area Transportation Study (PPUATS)

In addition, beginning in 2013, two additional MPOs will be formed in the Marion-Carbondale area and the Cape Girardeau area.

Exhibit 3-1 is a map denoting the areas of each MPO in the State.

Exhibit 3-1: Illinois MPO Jurisdictions



Source: IDOT

The Bi-State Regional Commission

The BSRC is the designated MPO within the Quad Cities metropolitan area and is made up of 5 counties and 44 municipalities in Iowa and Illinois including Davenport and Bettendorf, Iowa; East Moline, Moline, and Rock Island, Illinois.[2]

Champaign –Urbana Urbanized Area Transportation Study

CUUATS is the transportation entity of the Champaign County Regional Planning Commission, which is the MPO responsible for administering the federally mandated transportation planning process for the Champaign-Urbana-Savoy-Bondville Urbanized Area. CUUATS member agencies include the Cities of Urbana and Champaign, the Villages of Savoy and Bondville, Champaign

[2] http://www.bistateonline.org/index_ie.shtml

County, University of Illinois, Champaign-Urbana Mass Transit District, Champaign County Regional Planning Commission, and IDOT. [3]

Chicago Metropolitan Agency for Planning

In 2005, the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) merged to form CMAP. CMAP was created to manage land use planning and transportation in the region comprised by Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will counties in northeastern Illinois. CMAP is responsible for developing strategies to protect natural resources, improve mobility, and minimize traffic congestion[4]. Under Federal Transportation Legislation, known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), CMAP is tasked with developing the region's official transportation plan as part of the broader GO TO 2040 comprehensive plan.[5]

Danville Area Transportation Study

DATS is the designated MPO within the Danville Metropolitan Planning Area. The purpose of DATS is to "generate transportation planning and support the goals and objectives of regional planning with the planning area." DATS committees include representatives from the City of Danville, the City of Georgetown, the Village of Tilton, the Village of Belgium, the Village of Westville, the Village of Catlin, Catlin Township, Danville Township, Newell Township, Georgetown Township, Vermilion County, Danville Mass Transit, CRIS Transportation Services, Vermilion Regional Airport, and IDOT.[6]

Decatur Urbanized Area Transportation Study

DUATS serves as the planning entity for the Decatur Urbanized Area. DUATS includes three committees—the Policy Committee, the Technical Committee, and the Advisory Committee. These committees are comprised of representatives of the City of Decatur, Villages of Forsyth and Mt. Zion, Macon County, Decatur Public Transit System, Decatur Park District, Federal Transit Administration, Federal Highway Administration, and IDOT.[7]

DeKalb-Sycamore Area Transportation Study

DSATS is the MPO that administers the federal and state funding for highway and public transit projects in the DeKalb Urbanized Area. The DSATS region includes the Cortland, DeKalb, and Sycamore communities.[8]

Dubuque Metro Area Transportation Study

DMATS is a tri-state MPO located at the intersections of the states of Iowa, Illinois, and Wisconsin. The following entities are members of DMATS—Cities of Dubuque, Iowa; Asbury, Iowa; and East Dubuque, Illinois; Jamestown Township, Wisconsin; Dubuque County, Iowa; Jo Daviess County, Illinois; and Grant County, Wisconsin; East Central Intergovernmental Association; Keyline

[3] http://www.ccrpc.org/transportation/
[4] http://www.rtams.org/rtams/cmap.jsp
[5] http://www.fhwa.dot.gov/safetealu/factsheets/mp.htm
[6] http://www.dats-il.com/
[7] http://www.ci.decatur.il.us/citygovernment/duats.htm
[8] http://www.cityofdekalb.com/Engineering/DSTS/DSATS/About%20Us.htm

Advisory Board; Southwest Wisconsin Regional Planning Commission; Illinois, Iowa, and Wisconsin Departments of Transportation; Region 8 RTA; Federal Transit Administration; and Federal Highway Administration.[9]

East-West Gateway Council of Governments

EWG is the designated MPO for the St. Louis-region of Illinois and Missouri. In addition to selecting road, bridge, and transit projects in the region that will receive federal funds, the EWG promotes public investment and taxing policies that will lead to responsible growth and redevelopment. The EWG is made up of 24 voting members from Illinois and Missouri local governments. The local governments include Madison County, Illinois; St. Clair County, Illinois; Monroe County, Illinois; St. Charles County, Missouri; the City of St. Louis; St. Louis County, Missouri; Franklin County, Missouri; and Jefferson County, Missouri.[10]

Kankakee Area Transportation Study

KATS is the MPO for the Kankakee Urbanized Area, which encompasses the communities of Aroma Park, Bourbonnais, Bradley, Kankakee, Sun River Terrace, and portions of unincorporated Kankakee County; River Valley METRO Mass Transit District; and IDOT.[11]

McLean County Regional Planning Committee

MCRPC is responsible for coordinating long-range planning in the Cities of Bloomington and Normal and McLean County. The 11-member commission includes appointees representing Bloomington, Normal, McLean County, District #87 and Unit #5 Schools, Bloomington-Normal Airport Authority, and Bloomington-Normal Water Reclamation District. [12]

Rockford Metropolitan Agency for Planning

RMAP is the MPO for the Rockford region of Illinois. RMAP encompasses the Cities of Rockford, Loves Park, and Belvidere; the Counties of Winnebago and Boone; the Village of Machesney Park; and IDOT.[13]

Springfield Area Transportation Study

SATS is the MPO for the Springfield area of Illinois. SATS is responsible for coordinating long-range planning in the City of Springfield and Sangamon County. [14]

Stateline Area Transportation Study

SLATS is the MPO for the Beloit Urbanized Area and is responsible for the transportation planning for the Cities of Beloit, Wisconsin and South Beloit, Illinois; the Towns of Beloit,

[9] http://www.eciatrans.org/pdf/dmats_policy_committee.pdf
[10] http://www.ewgateway.org/AboutUs/aboutus.htm
[11] http://planning.k3county.net/transportation.htm
[12] http://www.mcplan.org/
[13] http://www.rmapil.org/about-us/
[14] http://www.co.sangamon.il.us/Departments/RegionalPlanning/about_us.asp

Wisconsin and Turtle, Wisconsin; the Village of Rockton, Illinois; Rockton Township, Illinois; and Rock County, Wisconsin and Winnebago County, Illinois.[15]

Peoria/Pekin Urbanized Area Transportation Study

PPUATS is the MPO for the Peoria Urbanized Area, providing transportation planning for the Counties of Tazewell, Woodford, and Peoria, and IDOT.[16]

Due to its proximity to Illinois, the Northwest Indiana Regional Planning Commission is also profiled below:

Northwest Indiana Regional Planning Commission

Northwest Indiana Regional Planning Commission (NIRPC) is the MPO responsible for addressing the regional issues relating to transportation, the environment and community, and economic development for three counties in northwest Indiana—Lake, Porter, and LaPorte Counties. The Northwest Indiana region is part of the U.S. Census Bureau's Chicago Metropolitan Statistical Area and represents an integral part of the greater Chicago metropolitan area.[17]

3.3.4 Local Economic Development Agencies

The State of Illinois has a number of local public and private economic development agencies that recruit industries and businesses on the basis of their location, available labor force, room for growth, and access to rail and other transportation assets.

The Illinois Economic Development Directory[18] lists over 100 entities around the State, including economic development agencies, partnerships, development councils, corporations, and associations at the regional, county, or city level of government. Many of these agencies offer incentives such as tax exemptions and credits and other means of assistance to attract business interests. The economic development arms of major corporations in Illinois, such as utilities, also work closely with local, regional, and state officials and provide comprehensive site information.

Although these agencies do not generally work directly with freight railroad operators, they do have a vested interest in the level of rail services and rail assistance programs available to supplement their incentives.

3.4 Rail Funding in Illinois

Illinois' involvement in financial assistance to the rail industry dates back to the 1970s with the introduction of the federal Local Rail Service Assistance (LRSA) Program, which was established by the Regional Rail Reorganization Act of 1973 to provide financial support to states for the continuation of rail freight service on abandoned light density lines in the Northeast. The subsequent Local Rail Freight Assistance (LRFA) Program expanded funding to all states and allowed capital assistance for rehabilitation of lines threatened with abandonment. Although

[15] http:// www.ci.beloit.wi.us/index.asp?Type=B_BASIC&SEC=%7BCB668F51-CAD6-4BD1-B913-2602817D75A2%7D
[16] http://www.tricountyrpc.org/about-us
[17] http://www.nirpc.org/home/about.htm
[18] http://www.ecodirectory.com/illinois.htm

federal funding for this program has not been authorized since the early 1990s, its effectiveness led Illinois and a number of other states to establish state funded programs to address their own specific rail needs.

Individual state rail programs have generally grown and become more diversified over time. In addition to branch line/short line preservation or improvement, some state programs have expanded to address freight capacity constraint and clearance restrictions on major rail lines, and improved facilities and related highway access necessary to meet the rapidly expanding rail intermodal market.

State rail programs have also been established to initiate and/or expand state-subsidized rail intercity passenger corridor services, develop high speed rail passenger initiatives, and to participate in economic development initiatives through investments that result in improved rail freight and passenger access or efficiency.

The following is a description of funding programs utilized or available to Illinois for rail system improvements.

3.4.1 Illinois Rail Freight Program

The Illinois Rail Freight Program (RFP) was established in the General Assembly's Illinois Administrative Code (Title 82, Chapter 1, Part 800) in 1983 to facilitate government investments in rail service that provide for statewide economic development. The program provides low-interest loans, and grants in some cases, to finance rail improvements that have the potential to provide job creation and retention, improve access to markets, and maintain transportation cost savings. The program targets projects where state participation leverages private investment and that fosters permanent solutions to rail service problems. Projects are evaluated through a benefit/cost analysis.

Funding for the program is provided through two revolving loan funds—the Rail Freight Loan Repayment Fund, which utilizes federal funds from the former LRFA program, and the State Loan Repayment Fund, which utilizes state funds from past General Revenue Fund appropriations.

In FY 2012 a total of $3.2 million was provided for the Illinois RFP. Illinois expects to provide this level of annual funding through FY 2016.

3.4.2 Illinois Rail Passenger Program

Illinois' Rail Passenger Program has three components—operating support, marketing, and capital investments.

Since the establishment of Amtrak in 1971, Illinois has provided operating funding to support supplemental intercity passenger service. The program supports several additional round trips for service within the Chicago-Quincy, Chicago-St. Louis, and Chicago-Carbondale corridors. It also provides a 25 percent contribution to the cost of providing additional round trips between Chicago and Milwaukee. The FY 2012 budget for operating funding is $26.3 million. These costs are expected to increase in 2013 as federal cost-sharing requirements included in PRIIA are implemented.

The operating budget also supports an intercity rail passenger marketing program, which is intended to raise public awareness of the availability of passenger trains in Illinois and the advantages of rail travel. These marketing efforts increase ridership and maximize revenue with the intended result of reducing operating support costs and optimizing the State's investment in passenger rail operations. Marketing materials, such as brochures, flyers, maps, schedules, and public service announcements, are distributed to government agencies, chambers of commerce, universities, travel agents, and tourism groups.

State funding for capital needs is provided primarily to match federal funds that have been made available for both conventional and high speed rail passenger improvements. Capital needs include the maintenance of track and signal systems suitable for passenger operations as well as new or improved infrastructure necessary for expanding service to areas of the state not currently served. The Capital Improvement Program also involves the purchase of passenger locomotives and coaches needed to operate services.

The 2009 "Illinois Jobs Now" legislation provided $150 million for conventional rail passenger service improvements and expansion. The FY 2012 budget calls for $30 million with similar annual expenditures through 2015.

The Capital Program also provides $400 million from general obligation bonds in addition to federal funds received through the American Recovery and Reinvestment Act (ARRA) for improvements necessary to establish high speed passenger service along the Chicago-St. Louis corridor.

3.4.3 Illinois Grade Crossing Protection Fund

The Grade Crossing Protection Fund (GCPF) is appropriated to IDOT but administered by the ICC. The fund was created in 1955 by the General Assembly to assist counties, townships, and municipalities in paying for safety improvements at highway-railroad crossings on local roads and streets. Eligible projects include warning device upgrades, roadway and pedestrian grade separations, signal interconnection projects, improved roadway approaches and connections, crossing closures, and crossing surface renewals. State roads and highways are not eligible for the program. Approximately $39 million is provided to the GCPF annually from state motor fuel tax receipts.

3.4.4 Illinois Public Transportation Program

The FY 2012-2016 Proposed Public Transportation Improvement Program totals $13.538 billion. The FY 2012 Proposed Public Transportation Improvement Program totals $2.775 billion comprised of $1.228 billion of state funds to secure an estimated $527 million of federal funds and includes $1.020 billion of local resources. The Program includes more than $1.076 billion for capital projects to allow transit systems to continue to modernize and rehabilitate aging capital assets.

Series B Bonds are issued by the State to fund capital projects and represent the primary state fund source for implementing public transportation capital improvement projects and for providing state capital assistance to transit operators and municipalities throughout Illinois.

Commuter rail investments comprise a large portion of the Public Transportation Improvement Program.

Planned investments over the 5-year Public Transportation Program for the Northeastern Illinois' Regional Transportation Authority include the repair of track and structures, rehabilitation and overhaul of rail cars, and the purchase of rail cars. Investments in the Commuter Rail Division (Metra) include the purchase of bi-level electric cars; bridge rehabilitation and renewal; rehabilitation of commuter rail cars; the construction and renewal of yards, shops, and facilities; the rehabilitation and purchase of locomotives; station rehabilitation and improvement; and installation of a Positive Train Control (PTC) System as discussed further in Chapter 8.

3.4.5 Illinois Transportation Regulatory Fund

Section 18c-1601 of the Illinois Commercial Transportation Law establishes and sets requirements for the Illinois Transportation Regulatory Fund.

The ICC has the responsibility to collect revenues related to fees, taxes, and other sources and to expend these funds for the purpose of carrying out the regulatory responsibilities of the State with respect to motor carriers of property and rail carriers. These funds, which total approximately $4.0 million annually for rail, are utilized for the personnel services and other costs necessary to carry out the State's Railroad Safety Program including staff work related to the design, installation, and maintenance of grade crossing signal systems and grade separations; the investigation of crossing collisions and incidents; and to conduct inspections to determine railroads' compliance with federal track regulations and standards pertaining to track, operating practices, and hazardous materials handling standards.

3.5 Federal Rail-Related Programs and Funding Options

In 2008, the PRIIA and related appropriation bills provided funds directly to states for rail intercity passenger investments. In early 2009, the ARRA also provided flexible transportation funding to states for capital projects as well as funding for passenger rail development.

The following sections describe these and federal budget appropriations specifically available for rail assistance as well as programs that may be eligible for selected rail-related applications.

3.5.1 PRIIA Rail Capital Assistance Programs

This legislation authorized over $13 billion between 2009 and 2013 for Amtrak and promotes the development of new and improved intercity rail passenger services. The act also establishes an intercity passenger rail capital grant program for states. States are required to identify passenger rail corridor improvement projects in their State Rail Plan.

PRIIA established three new competitive grant programs for funding high-speed intercity passenger rail improvements. Each of the three programs provides 80 percent federal funding with a required 20 percent non-federal match.

Intercity Passenger Rail Service Corridor Capital Assistance Program

This program is intended to create the framework for a new intercity passenger rail service corridor capital assistance program. The program authorized USDOT to use appropriated funds

to provide grants to assist in financing the costs of facilities, infrastructure, and equipment necessary to provide or improve intercity passenger rail transportation. States or groups of states, interstate compacts, and public intercity passenger rail agencies established by states are eligible for these grants. In addition, to be eligible for funding under this program, projects must be included in an approved State Rail Plan.

Existing or proposed intercity passenger services in Illinois are eligible under this program.

High Speed Rail Corridor Development Program

PRIIA also authorized $1.5 billion annually to establish and implement a HSR corridor development program. Funding is restricted to projects intended to develop the 11 federally-designated high-speed corridors for intercity passenger rail services (not including the Northeast Corridor) that may reasonably be expected to reach speeds of at least 110 miles per hour.

Several FRA-designated HSR Corridor segments are located within Illinois and are therefore eligible for financial assistance under this program. The corridors include Chicago-Detroit, Chicago-Indianapolis-Louisville/Cincinnati, Chicago-Milwaukee-Minneapolis, Chicago-St. Louis-Kansas City, and Chicago-Cleveland.

Congestion Grant Program

This PRIIA program authorized $325 million annually for grants to states, or to Amtrak in cooperation with states, for financing the capital costs of facilities, infrastructure, and equipment for high-priority rail corridor projects necessary to reduce congestion or facilitate intercity passenger rail ridership growth.

As noted, funding for these authorized programs associated with PRIIA must be appropriated annually. The actual PRIIA appropriation levels approved by Congress and Illinois' participation in these programs are discussed below.

3.5.2 U.S. Department of Transportation Budget Appropriations

Federal funding authorized under PRIIA or other authorization programs must be appropriated under annual budget or other legislative bills.

USDOT most recent budget appropriation for the high speed rail state grant program was for Federal Fiscal Year (FFY) 2010 (October 1, 2009 through September 30, 2010) and provided $2.5 billion of funds authorized under PRIIA. Funds were provided to states, on a competitive basis, up to 50 percent of the capital cost of improving intercity rail passenger service.

Previous USDOT appropriation acts also provided funding that could be utilized for intercity rail passenger improvements under similar terms. The FFY 2009 USDOT Appropriations Act provided $90 million to states. The FFY 2008 USDOT Appropriations Act provided $30 million to states. Up to 10 percent of the funding available under these appropriations was available for rail corridor planning grants.

No appropriations for high speed rail grants were included in the FFY 2011 or 2012 budgets.

Illinois has received three federal grants under past USDOT budget appropriations. These are:

- FY 2009 - $1.25 million for completion of a supplemental Environmental Impact Statement (EIS) for the project to double track the Chicago-St. Louis rail corridor.
- FY 2009 - $3.712 million for replacement of two existing steel and concrete composite railway bridges to meet the speed, reliability, and scheduling needs on Amtrak's Chicago-Milwaukee corridor, located in Wadsworth, Illinois.
- FY 2010 - $186.38 million for a series of upgrades and improvements on the Chicago-St. Louis Corridor between Dwight and Joliet, Illinois that will increase operational flexibility and reliability, reduce trip times, enhance safety, and increase ridership. Construction of new siding and track upgrades will allow trains to operate at 110 mph and increase reliability along the entire corridor.

USDOT also received a $20 million appropriation in FFY 2009 for the Railroad Rehabilitation and Repair Grant Program. The funding was intended to repair and rehabilitate Class II and Class III railroad infrastructure damaged by hurricanes, floods, and other natural disasters. IDOT applied for and received $0.57 million for flood control on the Indiana Harbor Belt Railroad.

3.5.3 American Recovery and Reinvestment Act

As a result of the economic recession of 2008, the federal government approved the ARRA (Public Law 111-5) in February 2009 to stimulate the economy partly through the funding of infrastructure projects that could be initiated in the short term. Programs that could be utilized for rail-related projects under ARRA are described below.

Flexible Highway Program

This program provided states a total of $27.5 billion of flexible highway funding for surface transportation improvements including rail improvements. Eligibility criteria included projects being "shovel ready" for early implementation.

Intercity Passenger Rail/High Speed Rail Program

This program provided $8 billion of High-Speed Intercity Passenger Rail funding to "jump start" intercity passenger rail improvements authorized under PRIIA. The federal share of costs was 100 percent and proposed projects were not required to be included in a State Rail Plan.

Illinois applied for and received grants for three projects under this program as follows:

- $1.1423 billion for improvements to track, station, and rolling stock to enable three of five current daily round-trips to operate at 110 mph between Alton and Dwight.
- $126 million for construction of a flyover, approach bridges, embankment, retaining walls, and other associated investments to support three new grade separated tracks to carry Metra operations over the four Norfolk Southern (NS) tracks that currently accommodate intercity passenger and freight services.
- $268.2 million for the purchase of 48 passenger rail cars and seven locomotives for eight corridors in the Midwestern states of Illinois, Indiana, Iowa, Michigan, and Missouri. These new cars and locomotives will be compliant with standards for equipment that can travel at speeds of up to 125 mph.

3.5.4 Transportation Investment Generating Economic Recovery Discretionary Grants Program

This program allowed local and state governments to apply for $1.5 billion of discretionary funding. Grants were eligible for capital investment in rail, highway, bridge, public transportation, and port projects and awarded by USDOT on a competitive basis.

To-date, USDOT has held four rounds of Transportation Investment Generating Economic Recovery (TIGER) applications since 2010. The State of Illinois and other eligible applicants within the state have had rail-related projects selected for funding through this USDOT program to-date as follows:

- $22.0 million for the Normal Multimodal Transportation Center
- $6.0 million for the Southwestern Illinois Intermodal Freight Transportation Hub
- $100.0 million for CREATE Program projects
- $13.85 million to build the Alton Regional Multimodal Transportation Center
- $10.0 million to convert historic building into the Moline Multimodal Transportation Center
- $10.44 million for additional CREATE Program projects

3.6 Federal Surface Transportation Programs

The SAFETEA-LU was the transportation authorization bill for the nation's surface transportation program in effect, by extension, until September 30, 2012. Moving Ahead for Progress in the 21st Century (MAP-21) was passed into law in July 2012 and authorizes funding from July through September, 2012 and for FFY 2013 and 2014 (October 1, 2012 through September 30, 2014).

The following is a brief description of rail-eligible programs available in these programs and Illinois' participation where applicable.

3.6.1 Rail-Related SAFETEA-LU Programs

The SAFETEA-LU bill contained a number of program provisions with specific eligibility for rail. These include:

Highway Safety Improvement Program

This program is a core federal-aid funding program with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads. Funding from this program is set aside for Illinois' Highway-Railway Crossing Fund with the purpose of reducing the number of fatalities and serious injuries at public highway-railway crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings. IDOT allocates 40 percent of the HSIP Highway Crossing funds to projects on the state system and 60 percent to projects on the local system. Illinois receives approximately $9 million in total HSIP funding annually. The federal share for these funds is 90 percent.

Rail Line Relocation and Improvement Capital Grant Program

Section 9002 of SAFETEA-LU authorized $350 million per year for the purpose of providing financial assistance for local rail line and improvement projects. Any construction project that improves the route or structure of a rail line and 1) involves a lateral or vertical relocation of any portion of the rail line, or 2) is carried out for the purpose of mitigating the adverse effects of rail

traffic on safety, motor vehicle traffic flow, community quality of life, or economic development, is eligible. The federal share for these funds is 90 percent, not to exceed $20 million.

Illinois has applied for and received a number of grants under this program as follows:

- $1.9 million for Passenger Rail Corridor CREATE projects in Chicago
- $0.475 million for Quad Cities Track Improvements
- $2.92 million for grade crossing mitigation in Galesburg
- $1.0 million for the Ogden Avenue Grade Separation
- $1.95 million for railroad-highway grade crossing mitigation in Northeastern Illinois

Rail Rehabilitation and Improvement Financing (RRIF)

Section 9003 of SAFETEA-LU provided loans and credit assistance to both public and private sponsors of rail and intermodal projects. Eligible projects include acquisition, development, improvement, or rehabilitation of intermodal or rail equipment and facilities. Direct loans can fund up to 100 percent of a capital project with repayment terms of up to 25 years and interest rates equal to the cost of borrowing to the government. A total of $35 billion was authorized for this program, of which $7 billion was directed to short line and regional railroads.

Eligible borrowers include railroads, state and local governments, government sponsored authorities, corporations, and joint ventures that include at least one railroad. The Iowa Interstate (IAIS) Railroad, which operates within Illinois, has participated in this program.

Transit Urbanized Area Program

Section 5307 of SAFETEA-LU provided federal funds to urbanized areas for transit planning, capital, and operating assistance. Grants are awarded by the Federal Transit Administration by formula. Illinois utilizes funds from this program for its Public Transportation Program.

Transit Capital Investments Program

Section 5309 of SAFETEA-LU provided federal funds for transit capital projects in urbanized and rural areas. These funds are apportioned by formula for fixed guideway modernization and for discretional grants for new construction and expansion of fixed guideway systems. Illinois utilizes funds from this program for its Public Transportation Program.

3.6.2 SAFETEA-LU Programs with Selected Rail Applications

In addition to the above programs, a number of additional programs, although primarily intended for highway use, are eligible for rail projects at the discretion of states and with the approval of the administering federal agency. These programs include:

National Highway System Program

This program can be utilized to improve designated highway intermodal connectors between the National Highway System (NHS) and intermodal facilities, such as truck-rail transfer facilities. The federal share of NHS funding is 80 percent.

Congestion Mitigation and Air Quality Improvement Program

This program funds transportation projects and programs that improve air quality by reducing transportation-related emissions in non-attainment and maintenance areas for ozone, carbon

monoxide, and particulate matter. Examples of Congestion Mitigation and Air Quality (CMAQ)-funded rail projects include the construction of intermodal facilities, rail track rehabilitation, diesel engine retrofits and idle-reduction projects in rail yards, and new rail sidings.

State Departments of Transportation and MPOs select and approve projects for funding. The federal matching share for these funds is 80 percent. Illinois utilizes CMAQ funding for a portion of its Public Transportation Program.

Surface Transportation Program

The Surface Transportation Program (STP) is a general grant program available for improvements on any Federal-Aid highway, bridge, or transit capital project. Eligible rail improvements include lengthening or increasing vertical clearance of bridges, crossing eliminations, and improving intermodal connectors.

State Departments of Transportation and MPOs select and approve projects for funding under this program. The federal share for these funds is 80 percent.

Rail Rehabilitation and Improvement Financing Program

This program provides loans and credit assistance to both public and private sponsors of rail and intermodal projects. Eligible projects include acquisition, development, improvement, or rehabilitation of intermodal or rail equipment and facilities. Direct loans can fund up to 100 percent of a capital project with repayment terms of up to 25 years and interest rates equal to the cost of borrowing to the government.

Eligible borrowers include railroads, state and local governments, government sponsored authorities and corporations, and joint ventures that include at least one railroad. The Iowa Interstate Railroad has participated in this program.

Transportation Infrastructure Finance and Innovation Act

This program provides credit assistance to large-scale projects (over $50 million or 1/3 of a state's annual federal-aid funds) of regional or national significance that might otherwise be delayed or not constructed because of risk, complexity, or cost. A wide variety of intermodal and rail infrastructure projects are eligible and can include equipment, facilities, track, bridges, yards, buildings, and shops. The interest rate for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans is the U.S. Treasury rate and the debt must be repaid within 35 years.

High Priority Projects

This program provided designated funding over a 5-year period for 5,091 projects identified in SAFETEA-LU. Though primarily highway-related, some projects were rail-related. Rail-related projects in Illinois were as follows:

- $0.48 million for construction of a pedestrian tunnel at a railroad crossing in Winfield
- $7.6 million for construction of a new grade separation of the UP West (UP-W) Line east of Elburn
- $1.1 million to improve grade crossings at Galesburg

Transportation Enhancement Program

These funds are available to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. Eligible projects can include the rehabilitation of historic transportation buildings or facilities, and the preservation of abandoned rail corridors.

Projects are usually chosen at the local government level. The federal share of project costs is 80 percent.

Private Activity Bonds

SAFETEA-LU established a new financial assistance program that provides up to $15 billion in private activity bonds for transportation infrastructure projects. States and local governments are allowed to issue tax-exempt bonds to finance projects sponsored by the private sector. Eligible projects include privately owned-or-operated highway and rail-truck transfer facilities.

State Infrastructure Banks

This program allows all states to set aside 10 percent of highway formula grants to establish revolving funds that can be used to provide loans and other credit tools to public or private sponsors for eligible transportation projects. Multi-state State Infrastructure Banks (SIBs) may also be utilized to fund projects that cross jurisdictional boundaries. States must provide 20 percent of the capitalization amount and debt must be repaid within 30 years.

3.6.3 Moving Ahead for Progress in the 21st Century

This most recent federal transportation authorization legislation was signed into law in July 2012. Major rail-eligible program areas such as the STP, CMAQ Program, Highway Safety Improvement Program (including the Sec. 130 Grade Crossing Improvement Program), the RRIF, and the Metropolitan Planning Program were retained.

A new National Highway Performance Program consolidates many of the formerly separate highway-related programs and also includes the establishment of a National Freight Policy and National Freight Network.

3.7 Other Federal Programs Available for Rail-Related Funding

In addition to transportation programs available under the Transportation Authorization bill, other programs are administered by federal agencies for which rail-related capital projects are eligible. These programs include:

3.7.1 U.S. Department of Commerce Economic Development Administration

The U.S. Department of Commerce provides Economic Development Administration (EDA) grants for projects in economically distressed industrial sites that promote job creation or retention. Eligible projects must be located within EDA-designated redevelopment areas or economic development centers. Eligible rail projects include railroad spurs and sidings. EDA also provides disaster recovery grants.

Grant assistance is available for up to 50 percent of the project, although EDA could provide up to 80 percent for projects in severely depressed areas.

Past rail-related EDA grants to Illinois have included the following:

- $2.4 million for the construction of 4 miles of the City of Rochelle Railroad system to allow for future industrial development
- $1.98 million to the City of Ottawa for infrastructure improvements in the Ottawa Industrial Park including purchase of 8.7 acres for installation of a rail spur

3.7.2 U.S. Department of Agriculture Programs

The U.S. Department of Agriculture (USDA) Community Facility Program and Rural Development Program provide grant or loan funding mechanisms to fund construction, enlargement, extension, or improvement of community facilities providing essential services in rural areas and towns. Grant assistance is available for up to 75 percent of the project cost.

Eligible rail-related community facilities include transportation infrastructure for industrial parks and municipal docks.

3.7.3 Railroad Track Maintenance Credit Program

This program was originally authorized within the Internal Revenue Code in 2005 to provide tax credits to qualified entities for an amount equal to 50 percent of qualified railroad maintenance expenditures on railroad tracks owned or leased by Class II or Class III railroads through 2007. The maximum credit amount allowed was $3,500 per mile of track.

The Emergency Economic Stabilization Act of 2008 extended the tax credits through December 31, 2009 and was further extended through 2011 as part of the federal income tax extensions passed in late 2010. The program, however, expired on December 31, 2011. The American Short Line and Regional Railroad Association and its member railroads support the extension of this program through 2017 and proposed bills have been introduced in both houses of Congress.

A number of short line railroads operating in Illinois have taken advantage of this program.

3.8 Illinois Rail Freight Studies

IDOT has participated in or supported a number of rail-freight studies in the recent past. These studies have largely focused on specific regions within the State. A selection of these studies is as follows:

3.8.1 South Suburban Freight Study

This study, sponsored by the South Suburban Mayor and Managers Association and the Chicago Southland Economic Development Corporation in 2008, was developed to identify and evaluate freight assets in Chicago's Southland in order to develop a phased implementation plan of capital and operating improvements that address the region's land use and economic development goals. The study provides decision-makers with the necessary information and strategies to promote the economic benefits of existing and proposed freight facilities, maintain a safe and reliable transportation system, and minimize the impacts to residential and rural areas.

The South Suburban Mayor and Managers Association and IDOT also sponsored the Illiana Expressway Economics Opportunities Analysis in 2010, which evaluated the benefits of the expressway including its relationship to the many truck/rail intermodal facilities in proximity to the proposed project.

3.8.2 The Chicago Rail Economic Opportunities Plan

This plan, sponsored by the Chicago Metropolitan Agency for Planning in 2010, was developed to assist the City of Chicago to identify and understand issues regarding rail-oriented economic development and to develop strategies to leverage the city's unique rail freight infrastructure and services in attracting new industrial development.

3.8.3 Metropolitan Chicago's Freight Cluster: A Drill-Down Report on Infrastructure, Innovation, and Workforce

This study, sponsored by the Chicago Metropolitan Agency for Planning in 2012, analyzes freight in the Chicago region to identify the major issues affecting competitive advantage. It explores connections between the freight cluster and the regional economy, how national and international developments are affecting freight in the region, identifies key infrastructure and other challenges and opportunities influencing cluster growth, and provides strategies to better align resources and investments with the needs of the freight cluster.

3.8.4 Moline Metropolitan Rail Study

The City of Moline, through an IDOT grant, conducted a study that involved the potential removal of a freight rail car storage facility next to the Western Illinois University Quad Cities Riverfront Campus, the relocation of the existing Iowa Interstate rail yard in Rock Island to Silvis, the feasibility of local commuter service between Silvis and Rock Island, and candidate sites for an Amtrak station in the Quad Cities.

In addition to the above studies, new state legislation requiring a freight plan is being developed as part of the Long Range Transportation Plan.

3.9 Illinois Rail Passenger Studies

Various passenger rail studies have been undertaken in the past few years to study the feasibility of implementing new service, to study the feasibility of extending service, to analyze alternatives for route realignments, and to propose improvements to existing stations. The studies included in this discussion are published on IDOT websites.

3.9.1 Feasibility Report on Proposed Amtrak Service – Chicago - Quad Cities

On January 7, 2008, Amtrak released a Feasibility Report on proposed Amtrak service between Chicago and the Quad Cities. The Feasibility Report studied two alternative routes—Route A, which utilized IAIS-BNSF-Amtrak tracks; and Route B, which utilized IAIS-CSX-Metra/Rock Island District-Amtrak tracks. A third alternative was considered using Metra's Southwest Service from Chicago-New Lenox, where a connection would have to be constructed to connect to Metra's Rock Island District. This route was eliminated because the land required for the connecting track is public park property and a local official indicated that any effort to utilize this property would elicit serious opposition by the park agency.

The report analyzed the length of the routes, proposed travel time, order of magnitude capital costs, and estimated ridership, revenues, operating expenses, and subsidies for Routes A and B for service provided at current speeds, 60 mph speeds, and 79 mph speeds.[19] Route A was identified as the preferred route.

3.9.2 Feasibility Report on Proposed Amtrak Service-Chicago-Rockford-Galena-Dubuque

IDOT requested that Amtrak conduct a study to analyze the feasibility of initiating intercity passenger train service between Chicago, Rockford, Galena, and Dubuque, Iowa. On June 22, 2007, Amtrak released a Feasibility Report of Proposed Amtrak Service. Initially, Amtrak identified four routes to be studied:

- Route A – Chicago-Elgin-Belvidere-Rockford-Galena-Dubuque via Amtrak-Metra-UP-Canadian National Railway (CN)
- Route B – Chicago–Elgin–Genoa-Rockford Airport–Rockford–Galena-Dubuque via Metra-ICE-IRY-CN
- Route C – Chicago-West Elgin-Genoa-Rockford-Galena-Dubuque via Amtrak-CN
- Route D – Chicago-Elgin-Genoa-Rockford-Galena-Dubuque via Amtrak-Metra-ICE-CN

The report analyzed route miles, proposed capital improvements, order of magnitude capital costs, proposed train schedules, and estimated ridership, revenues, operating expenses and subsidies for the four routes. [20]

In 2010, an updated report was completed that recommended further reduction in the number of routes to two—Route A and Route C. According to the 2010 report, Route C (Chicago- West Elgin-Genoa-Rockford-Galena-Dubuque via Amtrak-CN) best met cost, reliability, and performance tests.[21] CN did not concur with the findings of this report and is conducting an independent capacity analysis. Infrastructure upgrades to the route will commence after CN analysis and discussions with Amtrak are held. The earliest service may begin is spring of 2014.

3.9.3 Feasibility Report on Proposed Amtrak Service-Chicago-Peoria

IDOT requested that Amtrak conduct a study to analyze the feasibility of initiating intercity passenger train service between Chicago and Peoria, Illinois. On September 26, 2011, Amtrak released a Feasibility Report of Proposed Amtrak Service. Initially, Amtrak identified eight routes to be studied:

- Route A – Normal-East Peoria rail shuttle via UP; NS; and Toledo, Peoria, and Western (TP&W)

[19] Feasibility Report on Proposed Amtrak Service Quad Cities-Chicago, January 7, 2008
[20] Feasibility Report on Proposed Amtrak Service Chicago-Rockford-Galena-Dubuque, June 22, 2007
[21] http://dot.state.il.us/press/r121010.html

- Route B – Chicago-Joliet-Chenoa-East Peoria-Peoria via Amtrak, CN, UP, TP&W, and T&P tracks
- Route C – Chicago-Joliet-Normal-East Peoria-Peoria via Amtrak, CN, UP, NS, TP&W, and T&P tracks
- Route D – Chicago-Joliet-Edelstein-Radnor-Peoria-East Peoria via Amtrak, CN, BNSF, UP, PRR, T&P, and TP&W
- Route E – Chicago-Joliet-Chillicothe-Peoria-East Peoria via Amtrak, CN, BNSF, IAIS, T&P, and TP&W
- Route F – Chicago-Naperville-Princeton-Radnor-Peoria-East Peoria via Amtrak, BNSF, UP, PRR, T&P, and TP&W
- Route G – Chicago-Joliet-Morris-Ottawa-LaSalle-Chillicothe-Peoria-East Peoria via Amtrak, Metra, CSX, IAIS, T&P, and TP&W
- Route H – Chicago-Kankakee-Gilman-East Peoria via Amtrak, CN, and TP&W

Due to the anticipated low ridership, high operating cost, and high capital costs of rail improvements, IDOT decided that a complete route between Chicago and Peoria was not necessary and the most expedient way to meet the State's goal of providing high speed rail service to Peoria would be to study the feasibility of a rail or bus shuttle between Peoria and Normal, Illinois. Connecting to Normal would utilize the new multimodal station on the Chicago-St. Louis corridor. The Normal Multimodal Transportation Center is discussed further in Chapter 11.[22] A decision on whether bus or rail would be utilized has not yet been made.

3.9.4 Chicago-St. Louis 110 mph - 2004 Record of Decision

In 2003, IDOT completed an EIS for the Chicago-St. Louis corridor. The purpose of the EIS was to evaluate the effects of increasing the speed and capacity between Chicago and St. Louis. The Preferred Alternative that resulted from the EIS included increasing speeds to 110 mph along the existing corridor south of Dwight, constructing 12 miles of double track and 22 miles of freight sidings, and providing three daily round trips. The record of decision documents the decision process utilized and the alternatives considered.

The study stated that supplemental environmental documentation must be prepared to select an alternative alignment between Chicago and Dwight before the number of round trips could be increased. Further discussion of the Chicago-St. Louis 110 mph project is included in Chapter 11.

3.9.5 Chicago-St. Louis Second Track – 2009 Environmental Assessment

In 2009, IDOT prepared and submitted an Environmental Assessment (EA) to the FRA to receive funding to support the construction of a second mainline track between Chicago and St. Louis.

[22] Feasibility Report of Proposed Amtrak Service Chicago-Peoria, September 26, 2011

The EA identified the potential environmental impacts of the project on the physical environment, ecological systems, and human environment, and also addressed construction impacts and secondary and cumulative impacts.

The FRA determined that a Tier 1 EIS was required before Illinois could apply for additional funding for the full build-out of a second mainline track. Further discussion of the Chicago-St. Louis Second Track project is included in Chapter 11.

3.9.6 Chicago Union Station Master Plan

The City of Chicago's DOT conducted a study in collaboration with Amtrak, Metra, and other key stakeholders to identify ways to increase the capacity of Union Station. Union Station now handles about 120,000 daily arriving and departing passengers. It operates close to capacity and continued growth in both commuter and intercity passenger service is expected. An open house Public Meeting was conducted on December 15, 2011 to discuss possible improvements presented in the Union Station Master Plan study.

The study, which was completed in May 2012, identifies short, medium, and long-term improvements to improve passenger flow and accommodate high speed rail and increased passenger rail service.[23]

3.9.7 Gary Station Assessment Study

NICTD hired a consultant to prepare an assessment of increasing revenue opportunities through improved commuter rail service on the South Shore Line. The study examined the result of operational, facility, and safety improvements at the Gary Metro Center and Miller Station and the result of constructing a new regional "Gateway" Station. [24]

Constructing the new Gateway Station is anticipated to reduce travel time and increase weekday ridership. It would also be compliant with the American with Disabilities Act (ADA) and would provide modern facilities. Additionally, the new station would be accessible to major highways in the area. Improvements made to the Gary Metro Center and Miller Station would also reduce travel time and increase weekday ridership, but not as much as if the two stations were consolidated.[25]

The study analyzed the Return on Investment (ROI) for the alternatives. The study reported that consolidating the two stations would increase ridership and provide a time savings for riders. When compared to the estimated capital cost for the consolidation project, the ROI was positive. The ROI for improving the existing stations was negative. The study concluded that the construction of a new Gateway Station is the most viable option to address the project's purpose and need.[26]

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[23] http://www.unionstationmp.com/download-reports/
[24] Final Operational, facility, and Safety Improvement Assessment, September 30, 2011
[25] Final Operational, facility, and Safety Improvement Assessment, September 30, 2011, Page 20
[26] Final Operational, facility, and Safety Improvement Assessment, September 30, 2011, Page 24

3.9.8 Michigan City Realignment Study

NICTD and the City of Michigan City have undertaken a planning project to evaluate a set of alternatives to realign the South Shore Line through Michigan City. Currently, the South Shore Line runs through a residential portion of Michigan City along a 2-mile segment of single track that is embedded in the middle of 10th and 11th Streets. The goals of the project are to improve the operating efficiency and safety of the South Shore Line, maximize transit oriented development in Michigan City, and minimize neighborhood impacts.[27] The project will also increase speed and will decrease the travel time to Chicago.

The study identified seven options within three corridors to be analyzed. The study examined each based on demographic data, land use conditions, economic development potential, urban design factors, environmental conditions, and traffic. A preferred alignment is expected to be selected at the conclusion of the study in mid-2012.[28]

3.9.9 West Lake Corridor Study

The West Lake Corridor Study was sponsored by NICTD to identify and evaluate alternatives to serve the broader portions of Lake and Porter Counties of Indiana with commuter service to downtown Chicago. Completed in two phases, the study evaluated the need, feasibility, and potential for expanded commuter transit investment in the Northwest Indiana-Chicago travel market. A key objective of the study was to qualify a project for federal New Starts funding.[29]

In the first phase, five alternatives were identified: two bus alternatives, and three commuter rail alternatives. The study identified that Alternative 1 (constructing two commuter rail services from Valparaiso and Lowell, Indiana) was the most desirable alternative and best met the purpose and need of the project.

In Phase 2, a more detailed analysis of Alternative 1 was conducted. Through these analyses, it was determined that constructing both alignments was too expensive to undertake at one time. It was decided that a phased approach would be used to implement the corridors. Additionally, it was determined that the original alignment to Valparaiso using CN right-of-way would be too costly to implement and was removed from further analysis.

Four alternatives for the Lowell alignment were evaluated based on capital costs and operating and maintenance costs. A new Valparaiso alignment was selected that would utilize the Ft. Wayne Corridor. Each alternative was evaluated based on federal New Starts criteria:

- Cost-Effectiveness Index
- Local Financial Commitment
- Mobility Improvements
- Environmental Benefits
- Operating Efficiencies
- Transit-Supportive Land Use/Future Patterns

[27] Existing Conditions Report – Michigan City/NICTD Rail Realignment Study, October 2011, Page 1
[28] http://emichigancity.com/cityhall/departments/planning/alternative-analysis/project-overview.htm
[29] West Lake Corridor Study, March 2011, Page 1

- Livability
- Economic Development

Using these criteria, the Lowell Alternative 3D, providing commuter rail to Dyer, Indiana and bus from Valparaiso to the Dune Park stop on the South Shore Line, was identified as an initial operating segment. NICTD identified the next steps as gauging the level of support to pursue a local funding source and to explore other funding avenues.[30]

3.9.10 Springfield Rail Corridor Study

Hanson Professional Services, Inc. was retained by the City of Springfield and Sangamon County to provide recommendations for the alignment used to accommodate passenger and freight trains between Chicago and St. Louis through Springfield, Illinois. A memorandum was published on March 31, 2011 that outlined the purpose of the project, the alignments considered, and the conclusions of the alternatives analysis. Twelve alignments were considered based on input from the project Steering Committee, advisory groups, and the public. Five preliminary alternatives were eliminated from further study based on their ability to meet the project purpose and need, impacts to railroad operations and safety, costs, environmental impacts, agency input, and public comments. The seven that remained for further study included:

- 1A - Double Track UP on 3rd Street
- 1B - Double Track UP on 3rd Street with new grade separations on UP
- 1C - Double track UP on 3rd Street with new grade separations on UP, NS, and CN
- 2A - Shift UP to 10th Street using 10th Street North Alignment
- 2B - Shift UP to 10th Street, fully grade separate using 10th Street North Alignment
- 3A - Shift UP and CN to 10th Street using 10th Street North Alignment
- 3B - Shift UP and CN to 10th Street, fully grade separate using 10th Street North Alignment

The seven alternatives were studied using the following criteria:

- Traffic Delays
- Accident Prediction
- HAZMAT Incidences
- Environmental Analyses
- Socioeconomics
- Environmental Justice
- Noise and Vibration
- Historical Sites
- Wetlands/Water Quality/Floodplains
- Endangered and Threatened Species
- Recreational Areas
- Special Wastes
- Train Horn Noise
- Initial Costs
- Life Cycle Costs
- Resource Agency/Citizen Involvement
- Benefit/Cost Ratio

[30] West Lake Corridor New Start Studies Presentation to Elected Officials on June 20, 2011

Hanson recommended that Alternative 2A be the recommended alternative because it has low traffic delays, lowest crash frequency, lowest train horn noise, low number of displacements, lowest number of access changes, and lowest total cost. It best meets the purpose and needs while minimizing environmental impacts. Notably, this alternative received public support throughout the public involvement process.[31]

A Draft Environmental Impact Statement (DEIS) was completed for the Chicago-St. Louis HSR corridor on June 27, 2012. The alternatives identified within the Springfield Rail Corridor Study were evaluated in two screening levels within the DEIS; Tier 1 and Tier 2. The purpose of the screening was to identify the alternatives that would best meet the project purpose and need while minimizing capital and lifecycle costs and impacts to social resources. In the Tier 1 screening process, the alternatives that relocated additional freight onto 10th street or split freight and passenger trains between 3rd and 10th Streets were eliminated. The two remaining alternatives with five alternatives (1A, 1B, 1C, 2A, and 2B) were subjected to additional Tier 2 screening. At the conclusion of the Tier 2 screening, Alternatives 2A and 2B, described above, were carried forward. IDOT recommended that Alternative 2A be selected as the Preferred Alternative. Alternative 2A proposes relocating the existing UP freight and passenger rail corridor to a new location parallel to the Norfolk Southern tracks on 10th Street. Federal Railroad Administration will identify the Preferred Alternative in the Final EIS after consideration of public and agency comments on the DEIS.

3.10 Illinois' Involvement in Multi-State Rail Planning

The Illinois General Assembly has enabled legislation (45 ILCS 78) that allows the State to participate in multi-state compacts and other partnerships to study and establish passenger rail services. These compacts and partnerships, as well as other national rail coalitions and associations, include:

3.10.1 The Interstate High Speed Intercity Rail Passenger Network Compact

Illinois ratified this compact and enacted into law the joining with other states for the purpose of cooperating and jointly administering study of the feasibility of operating a rail passenger system connecting major cities in Illinois, Indiana, Kentucky, Michigan, Ohio, Pennsylvania, and West Virginia.

3.10.2 The Midwest Interstate Passenger Rail Commission

This commission was formed by compact agreement in 2000 to promote, develop, and implement improvements to intercity rail passenger service in the Midwest. Current state members are Illinois, Indiana, Iowa, Kansas, Minnesota, Nebraska, North Dakota, Ohio, and Wisconsin.

3.10.3 Midwest Regional Rail Initiative

In 1996, the MWRRI was formed by nine Midwestern states, including Illinois, and Amtrak to develop a network of high-speed rail service focused on a central hub in Chicago. This hub-and-

[31] Memorandum – Hanson Recommendation – Springfield Railroad Corridor Study, March 31, 2011, http://www.springfield.il.us/HighSpeedRail/Hanson%20Recommendations.pdf

spoke system, known as the Midwest Regional Rail System (MWRRS), included the following high-speed rail corridors:

- Chicago-Detroit/Pontiac
- Chicago-Cleveland
- Chicago-Cincinnati
- Chicago-Carbondale
- Chicago-St. Louis
- St. Louis-Kansas City
- Chicago-Quincy
- Chicago-Omaha
- Chicago-Milwaukee-Twin Cities/Green Bay

The MWRRI elements include the use of 3,000 miles of existing rail right-of-way and track and signal improvements to accommodate speeds up to 110 mph resulting in significantly reduced travel times. As reported in the MWRRI Business Plan of 2004, high-speed rail would generate $6.9 to $9.2 billion worth of benefits to Illinois users in the form of travel time savings, congestion relief, and emissions reductions. Additionally, the MWRRI is expected to create more than 24,000 new permanent jobs and $480 million of extra household income in Illinois. As a further benefit, increased train frequencies will lead to rising property values and transportation oriented development opportunities near stations. [32]

IDOT provided key staff to serve on the MWRRI Steering Committee and provided oversight and direction to the consultant team retained to complete the MWRRI Business Plan of 2004.

In 2009, MWRRI Phase 7 was initiated to advance the MWRRI on the path to implementation, building upon previous efforts put forth by the MWRRI since 1996 by updating and refining key MWRRI plan elements. The work will provide basic information for the participating states as they prepare to meet the requirements of the federal National Environmental Policy Act (NEPA) process. The work included completing first level alternatives analyses for all MWRRI corridors, updating system capital costs, evaluating equipment and operational plans, updating the South of the Lake Corridor alternatives analysis report, and publishing public outreach materials. **Exhibit 3-2** presents the rail corridors included in the MWRRI.

[32] MWRRI Economic Impacts of the Midwest regional Rail System

Exhibit 3-2: Midwest Regional Rail Initiative Corridors

Source: MWRRI

3.10.4 Mid-America Freight Coalition

This coalition, comprised of 10 Mid-America states, works to support freight transportation development activities in the region. The coalition has developed a Regional Freight Study to provide a preliminary look at what a national freight network would look like in the region with an analysis of the importance of these corridors to each respective state.

3.10.5 States for Passenger Rail Coalition

This coalition is an alliance of state DOTs that support intercity passenger rail initiatives and advocate for federal funding. Its mission is to promote the development, implementation, and expansion of intercity passenger rail services with involvement and support from state governments. Currently 32 states, including Illinois, are members of the coalition.

3.10.6 The American Association of State Highway Transportation Officials (AASHTO) – Standing Committee on Rail Transportation (SCORT)

IDOT staff participates in this national committee within AASHTO. It is composed of rail officials from state DOTs. The committee conducts conferences, prepares technical studies and reports, and advocates and promotes various federal issues and projects for both freight and intercity passenger rail improvements.

3.11 Chicago Region Environmental and Transportation Efficiency

Chicago remains the busiest rail hub in the United States. Each day, nearly 1,300 trains pass through the region (500 freight and 760 passenger). Chicago handles one-fourth of the nation's freight rail traffic, each day handling 37,500 railcars. For almost 150 years, Chicago has been the nation's rail hub due to its critical location at the nexus of the North American railroad network. Six of the seven largest rail carriers access the region—the eastern railroads, NS and CSX; the western railroads, BNSF and UP; and the American subsidiaries of the two Canadian railroads, Canadian Pacific (CP) and CN. The rail lines built more than a century ago were not configured for the volumes and types of freight being carried currently, and Chicago has become the largest U.S. rail freight chokepoint. A train that may take as little as 48 hours to travel the 2,200 miles from Los Angeles to Chicago spends an average of 30 hours traversing the Chicago region. Average speeds of freight trains operating in the region typically range from 5 to 12 mph, depending on the route. Over the next 30 years, demand for freight rail service in Chicago is expected to nearly double. That means more jobs for Illinois workers and increased economic opportunity for Illinois businesses, but only if the growing need for rail service can be met.[33]

The CREATE Program is a first-of-its-kind partnership between federal, state, and local governmental entities, as well as passenger and freight railroads. CREATE is a rail modernization proposal that will improve the flow of freight and passenger train traffic moving in and out of northeastern Illinois and provide relief from vehicle backups by rejuvenating the area's overloaded and outdated freight rail system. CREATE partners include:

[33] www.createprogram.org

- USDOT
- IDOT
- Chicago DOT
- Association of American Railroads
- Amtrak
- Belt Railway of Chicago
- BNSF Railway
- CP Railway
- CN Railway
- CSX Transportation
- Indiana Harbor Belt Railroad
- Metra
- NS Corporation
- UP Railroad

A rail program (announced on June 16, 2003) of national significance, CREATE will invest billions in critically needed improvements to increase the efficiency of the region's passenger and freight rail infrastructure and enhance the quality of life for Chicago-area residents. The main goals of CREATE are to:

- Enhance public safety
- Improve passenger rail service
- Reduce freight rail congestion to boost regional and national economic competitiveness
- Reduce motorist delay due to rail conflict at grade crossings
- Promote economic development
- Create and retain jobs
- Improve air quality
- Reduce noise from idling or slow-moving trains

3.11.1 CREATE Funding

CREATE includes a $3.6 billion infrastructure improvement effort funded through state, federal, and local sources, along with the freight railroads. Approximately one-third of this funding is committed. The State's proposed 5-year program provides CREATE with $100 million from TIGER grant funding and $300 million from Governor Pat Quinn's Illinois Jobs Now! state capital program.

3.11.2 CREATE Projects

The CREATE public-private partnership includes 70 rail-related projects including highway/rail grade separation projects. CREATE will reduce train and auto delays throughout the Chicago area by focusing rail traffic on four rail corridors that will be improved to handle passenger and freight traffic more efficiently. The work includes:

- Twenty-five new roadway overpasses or underpasses at locations where traffic (auto, pedestrian, bicycle, bus) currently crosses railroad tracks at grade level
- Six new rail overpasses or underpasses to separate passenger and freight train tracks

- Thirty-seven freight rail projects including extensive upgrades of tracks, switches, and signal systems
- Viaduct improvement projects – improvements to existing viaducts in Chicago
- Grade crossing safety enhancements – improvements to existing railroad grade crossings throughout the region
- Common Operational Picture (COP) – integration of information from dispatch systems of all major railroads in the region into a single display

For area residents, CREATE means reduced traffic delays, shorter commute times, better air quality, and increased public safety. For workers and businesses, it means more jobs and economic opportunity. As of May 2012, 14 projects are completed, 12 are in construction, and 4 are in final design. **Exhibit 3-3** is a map of CREATE Projects.

3.11.3 CREATE Support for 110 mph Program

CREATE modeling efforts did not include a 110 mph rail passenger program. However, CREATE "preserves the footprint" for 110 mph speeds. Some projects improve existing Amtrak service on 110 mph corridors. Some projects improve grade crossing routes. For example CREATE will permit 30 Metra Southwest Service trains per day to move to LaSalle St. Station, freeing up Union Station slots for High Speed Intercity Passenger Rail (HSIPR) usage. Other examples of CREATE Projects supporting the 110 mph program include:

- Chicago – Detroit Corridor
  - P1 – "Englewood Flyover"
  - Also helps Amtrak's other Eastern routes
  - Agreements now in place among FRA, Metra, NS, and IDOT – construction expected to start this summer
    - Expected substantial completion in late 2014
- Chicago – St. Louis Corridor (assumes current CN Chicago-Joliet route is chosen as HSR alignment)
  - P5 - Brighton Park Flyover – CN and CSX/NS
  - P6 - Flyover at existing CP Canal – CN and Indiana Harbor Belt junction
    - State funding phase I engineering study of this project
- Chicago – Joliet Corridor
  - the recently released FEIS shown the Metra Rock Island District/Norfolk Southern route as the preferred HSR alignment between Chicago and Joliet

Exhibit 3-3: Map of CREATE Projects

Source: www.createprogram.org

Chapter 4 – Illinois Rail Freight System Profile

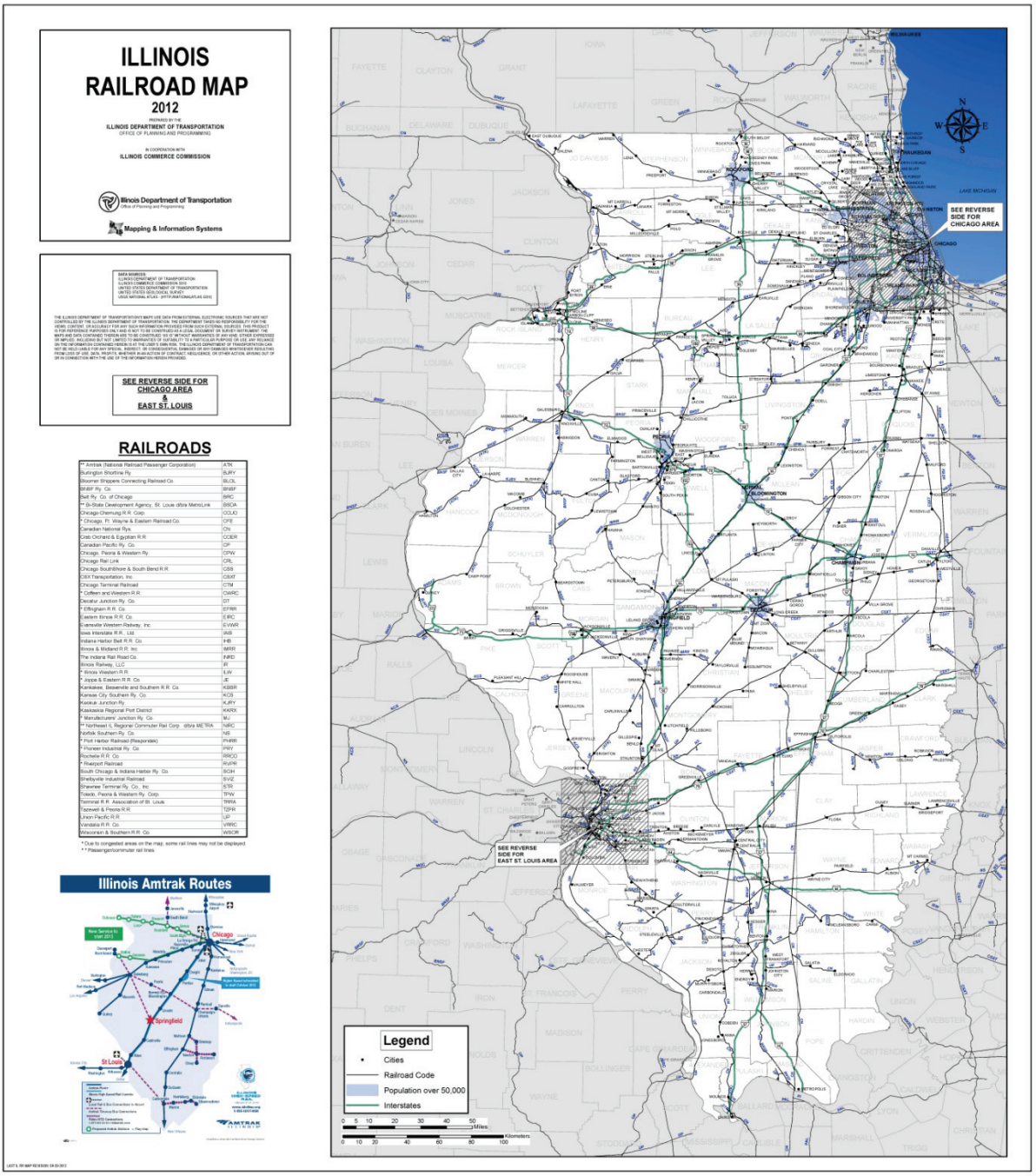
This Chapter presents a profile of Illinois' freight rail system. The system is comprised of 45 railroads including 7 Class I railroads, 3 regional railroads, 26 short line railroads, and 9 terminal carriers. Class I railroads are defined by the Federal Surface Transportation Board as having more than $398.7 million of annual carrier operating revenue. They primarily operate long-haul service over high-density intercity traffic lanes.

Class II and Regional railroads are railroads of similar size with slightly different definitions. Class II railroads are defined by the Surface Transportation Board as having annual revenue of between $31.9 million and $398.7million. Regional railroads are generally defined as operating over at least 350 miles of track and/or having revenue of between $40 million and the Class I railroad revenue threshold.

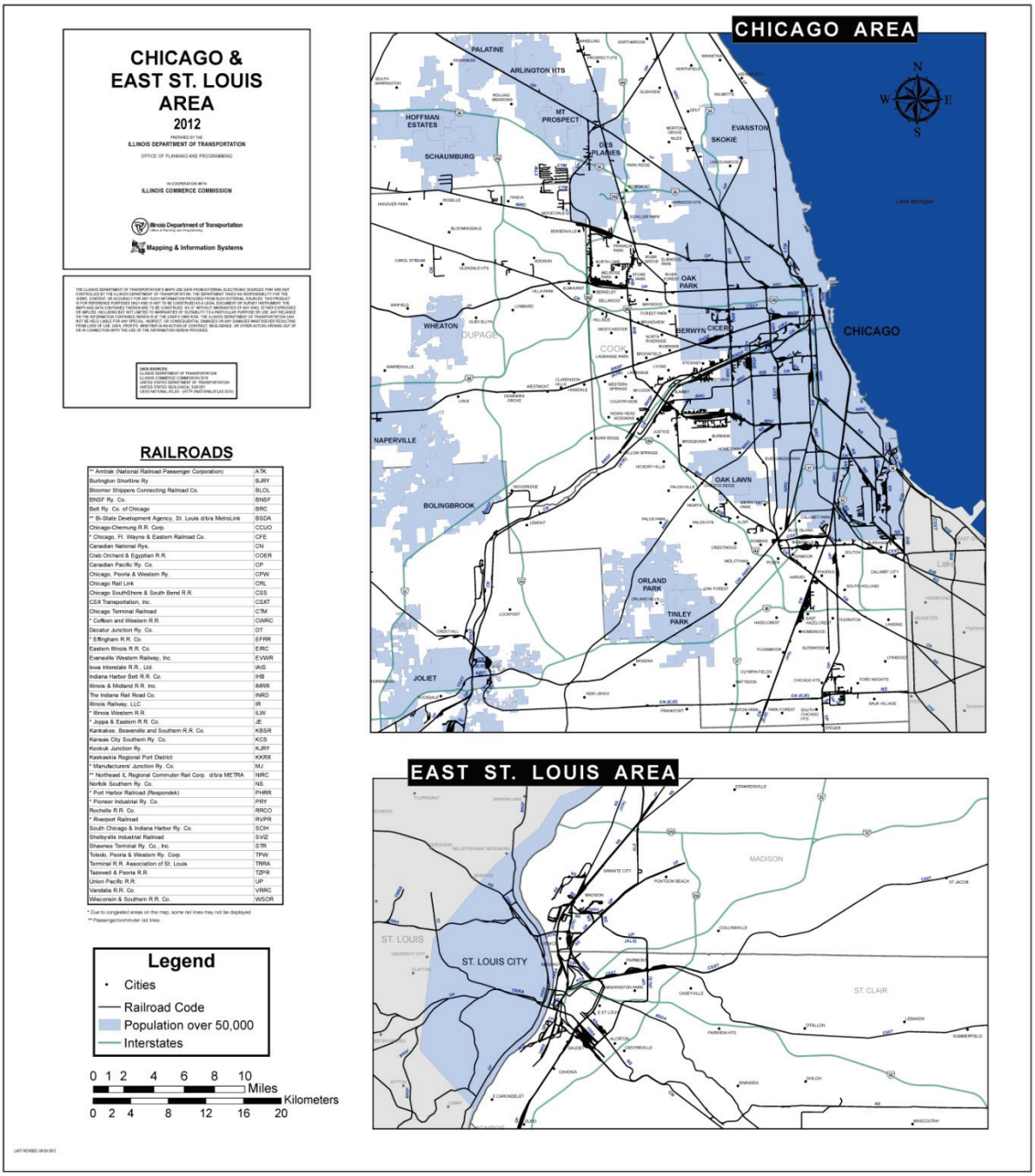
Class III or Short line railroads have annual revenue of less than $31.9 million per year. Terminal, or switching, railroads are a subcategory of Class III railroads which provide pick-up and delivery service within a specified area. **Exhibit 4-1** is a map of the Illinois freight rail network.

Following the map is a profile of the freight railroads operating within Illinois and their principle line segments. The descriptions focus on the location of the rail lines, the lines' physical and operational characteristics, railroad facilities located on the line, and other information available from public sources.

Exhibit 4-1: Illinois Railroad Network



Source: IDOT 2012



Source: IDOT 2012

4.1 Class I Railroads

Exhibit 4-2 provides a summary of the rail route mileage owned and operated by Class I railroads within Illinois. These figures include subsidiary railroads which in some cases operate as separate entities. In addition, a short summary of each of the Class I railroads' major rail lines in the State is also provided. These descriptions provide the rail lines' name and endpoints as designated by the railroad, the predecessor railroad name, its total length and the number of miles within Illinois, trackage rights granted to other railroads, connections with other carriers, operating speeds, signal systems, and any other information pertinent to the rail line.

Exhibit 4-2: Illinois Class I Railroads

Class I Railroads	Miles Owned or Leased	Miles Operated Under Trackage Rights *	Miles of Proprietary Company	Total Route Miles Operated*
BNSF Railway	1,176	376	-	1,552
CN Railway (Grand Trunk Corp.)	1,270	18	-	1,288
CP Railway System	158	235	-	393
CSX Transportation	662	219	35	916
Kansas City Southern	182	-	-	182
NS Corporation	847	413	-	1,260
UP Railroad	1,544	638	19	2,201
Total	**5,839**	**1,899**	**54**	**7,792**

Note: "Trackage Rights" may double count total line miles given several railroads have rights on lines owned by other railroads
Source: IDOT

Most Class I railroad operations are controlled by automatic signal systems. The two most common systems are Centralized Traffic Control (CTC) and Automatic Block Signaling (ABS). CTC is commonly found on high- or medium-density lines. CTC is a series of electronic switches, or interlockings, that are designed so that conflicting train movements cannot be authorized. A train dispatcher remotely controls signals and powered switches, generally over a long section of railroad. Train operators observe the controlled signals to authorize train movements.

ABS consists of a series of signals that govern blocks of track between signals. Under ABS, signals are automatically activated by the condition of the block beyond the signal, providing restrictive signal aspects to move between blocks so that safe braking distances are ensured if two trains attempt to enter the same block.

Rail lines without automatic signal systems are operated by Track Warrant Control (TWC). TWC is used primarily on medium- and low-density lines. TWC provides for a train dispatcher to verbally instruct the train to proceed, usually via radio. The dispatcher designates the stations or mileposts between which the train may move.

Information on Class I railroads operating in Illinois is provided below.

4.1.1 Burlington Northern Santa Fe

The BNSF Railway, the result of the merger between the Burlington Northern Railway and the Atchison, Topeka, and Santa Fe Railway, is now a wholly-owned subsidiary of Berkshire Hathaway Inc. It is the second largest freight network in North America. BNSF owns and operates over 24,000 miles of track and has trackage rights over an additional 8,000 miles.

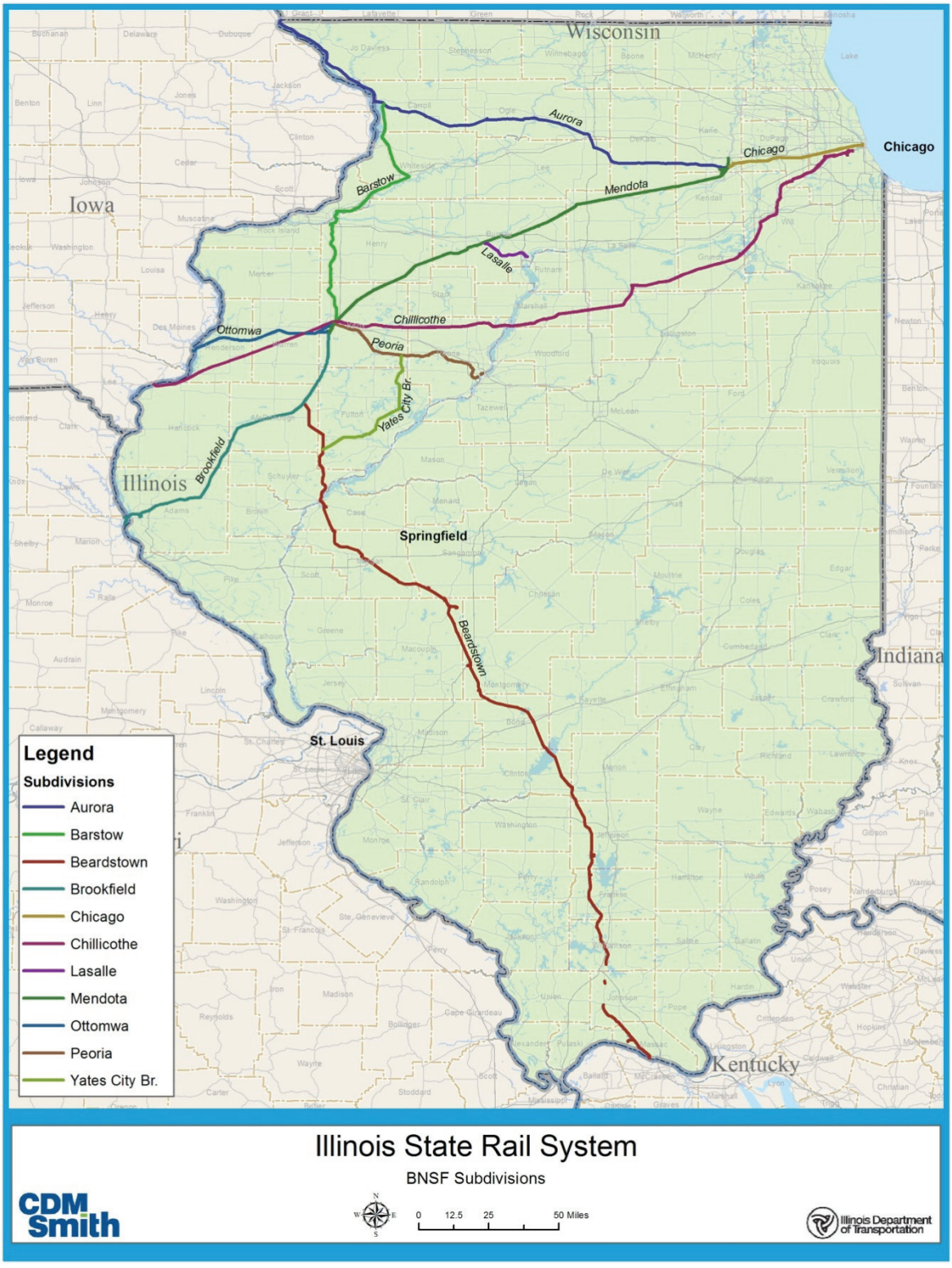
A map of BNSF's rail network is shown in **Exhibit 4-3**.

Exhibit 4-3: BNSF Rail Network

Source: BNSF

BNSF Subdivisions serving Illinois are summarized below and shown on **Exhibit 4-4**.

Exhibit 4-4: Burlington Northern Santa Fe Railway's Illinois Subdivisions



Aurora Subdivision: This former Burlington Northern line extends a total of 261.8 miles between Aurora and North LaCrosse, Wisconsin. Within Illinois the line extends a total of 147.8 miles between Aurora and the Illinois/Wisconsin border. The line connects with BNSF's Mendota Subdivision at Aurora and its Barstow Subdivision at Plum. It also connects with UP at BX Crossing and Rochelle; with CN at Portage and East Dubuque; with the Illinois RailNet at Flagg Center; with CP at Savannah Crossing, and with the Riverport Railroad at Whitton. Freight yards on the line are located at Rochelle and Savannah. This single track line has maximum speeds of 60 mph with train operations controlled by CTC.

Barstow Subdivision: This former Burlington Northern line extends a total of 95.7 miles between Galesburg and Plum River. The line connects with the Iowa Interstate Railroad at Colona. The Galesburg Yard serves operations on this line. Maximum freight speeds on the line are 60 mph. Train operations are controlled by CTC.

Beardstown Subdivision: This former Burlington Northern line extends from West Bushnell to Padukah, Kentucky, a total of 296.5 miles. Within Illinois it extends 284.9 miles between Bushnell and the Illinois/Kentucky border. BNSF's Centralia Yard is located on the line. This line connects with UP at Girard, Toland, and Waltonville; with NS at Jacksonville, Winston, and Centralia; with CSX at Smithboro and Shattuc; with CN at Centralia Burlington Junction; with the Paducah & Illinois RR at Burlington Junction, and with the Evansville & Western RR at Woodlawn. BNSF's Yates City Branch also connects to the line at Vermont. UP has trackage rights over the line between Nielson Junction and Vienna Junction and CN has trackage rights over the line between Joppa Junction and Burlington Junction. Maximum freight speeds over this single track line are 49 mph. Train operations are conducted by TWC.

Brookfield Subdivision: This former Burlington Northern line extends a total of 311.5 miles between Galesburg and Birmingham, Missouri. Within Illinois the line extends a total of 101 miles between Galesburg and West Quincy. The line connects to BNSF's Beardstown Subdivision and with the Toledo, Peoria & Western Railway at Bushnell. UP and Amtrak have trackage rights over the line through Galesburg. The Galesburg Yard serves operations on this line. Maximum speeds on the line are 60 mph for freight trains and 79 mph for passenger trains. Train operations are controlled by CTC.

Chicago Subdivision: This former Burlington Northern line extends a total of 41 miles between Chicago's Union Station and Montgomery. The line connects with BNSF's Aurora and Mendota Subdivisions at Aurora, CN at Eola, Indiana Harbor Belt RR at Congress Park, and the Central Illinois Railway at Western Ave. in Chicago. BNSF facilities located on this line include Eola Yard, Congress Park Yard, the Clyde Diesel Shop, and Cicero Yard. UP, Metra, and Amtrak have trackage rights over the line. Maximum allowable speeds on the line are 50 mph for freight and 70 mph for passenger trains. Train operations over this primarily three-track line are controlled by CTC.

La Salle Subdivision: This former Illinois Central Gulf line extends a total of 18.4 miles between La Salle and Zearing. It connects to CSX at Peru Crossing and with BNSF's Mendota Subdivision at Zearing. Maximum freight speeds are limited to 10 mph and maximum car weights are limited to 263,000 pounds. Train operations are controlled by TWC.

Mendota Subdivision: This former Burlington Northern line extends a total of 121.4 miles between Montgomery and Galesburg. The line connects to UP at Earlville, Illinois RailNet at Montgomery and BNSF' La Salle Subdivision at Zearing. UP and Amtrak have trackage rights over the line. The Galesburg Yard serves operations on this line. Maximum operating speeds on the line are 60 mph for freight trains and 79 mph for passenger trains. Train operations are controlled by CTC.

Peoria Subdivision: This former Burlington Northern line extends a total of 52.3 miles between Peoria and Galesburg. The line connects to BNSF's Yates City Branch at Yates City and the Iowa Interstate RR and UP at Peoria. The Toledo Peoria & Western Railway has trackage rights over the line. BNSF's Peoria and Galesburg Yards serve the line. Maximum train speeds are 40 mph with train operations controlled by TWC.

Chillicothe Subdivision: This former Santa Fe line extends a total of 228.4 miles between Corwith and Ft. Madison, Missouri. A total of 225.9 miles lie within Illinois. The line connects with BNSF's Ottumwa Subdivision at Cameron Junction and with CN at Lawndale, NS at Streator, Indiana Harbor Belt at McCook Crossing and Keokuk Junction Railway at Iowa Junction. UP, CSX, NS, and KJRY have trackage rights over various portions of the line. Amtrak has trackage rights between Cameron Junction and Ft. Madison and within the Joliet area. BNSF yard facilities on the line include Corwith Yard, Willow Springs Yard, Streator Yard, and Chillicothe Yard. This double track line has maximum speeds of 55 mph for freight trains and 79 mph for passenger trains. Train operations are controlled by CTC.

Ottumwa Subdivision: This former Burlington Northern line extends a total of 230.5 miles between Galesburg and Creston, Iowa. A total of 42.2 miles lie within Illinois. Amtrak has trackage rights over the line. BNSF's Chillicothe Subdivision connects to the line at Cameron Junction. The Galesburg Yard serves operations on the line. Maximum train speeds over the single track line are 60 mph for freight trains and 79 mph for passenger trains. Train operations are controlled by CTC.

4.1.2 CN

CN[1] operates primarily in Canada but does serve a number of major U.S. markets through its acquisitions of the Grand Trunk Western Railroad in 1923, the Illinois Central Railroad in 1999, the Wisconsin Central Ltd. in 2001, and the Elgin, Joliet, and Eastern Railway in 2009. CN's rail network is shown in **Exhibit 4-5**.

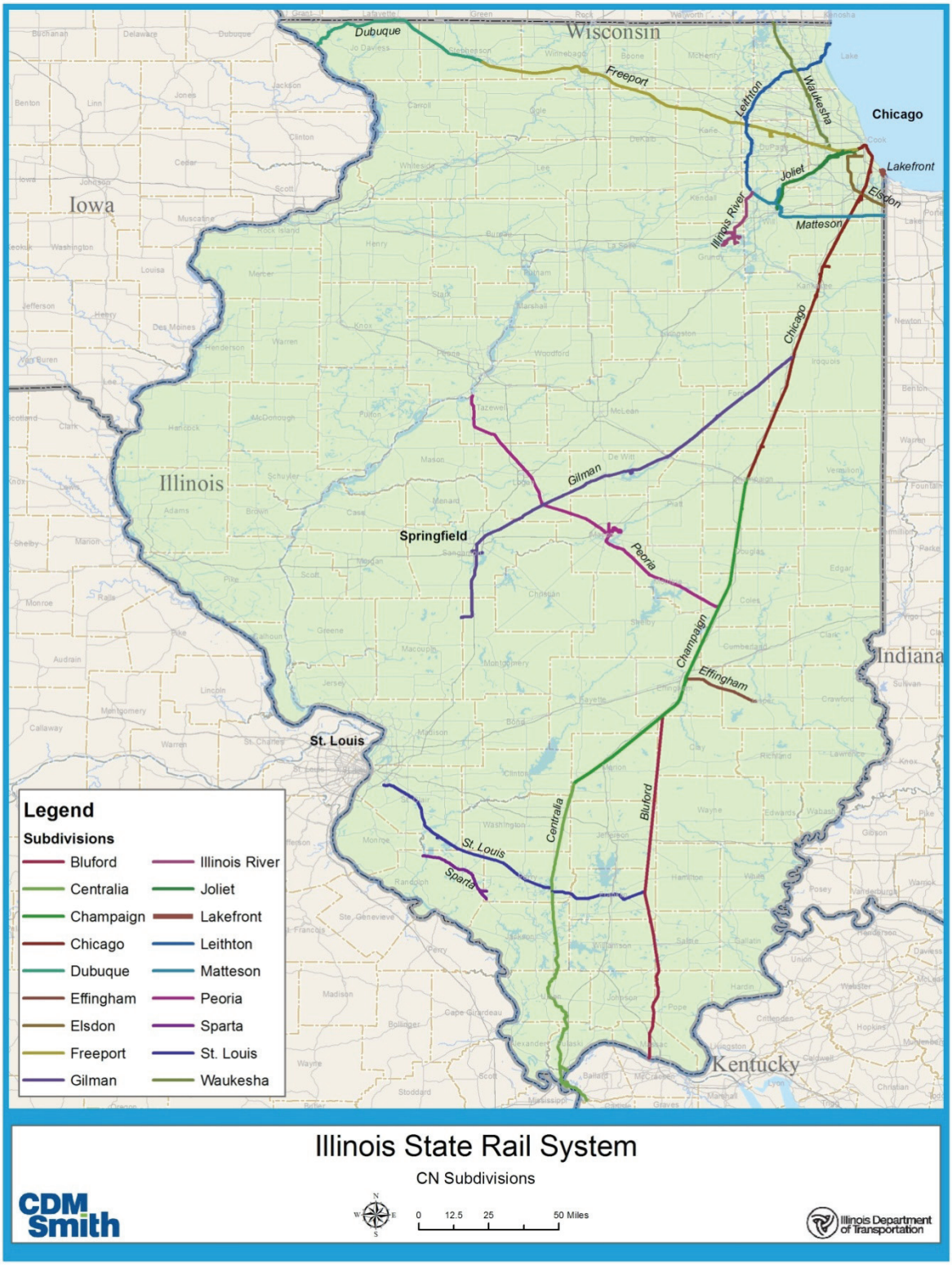
Exhibit 4-5: CN Rail Network

Source: Canadian National Railway

The following is a summary of rail lines owned and operated by CN in Illinois, which are shown on **Exhibit 4-6**.

[1] Canadian National does not operate in the United States except through its various subsidiary operating properties, who are collectively referred to as "CN." This section refers to U.S. properties of the Canadian National Railway Company

Exhibit 4-6: CN Railway's Illinois Subdivisions



Bluford Subdivision: This Illinois Central[2] line extends from the junction of CN's Champaign Subdivision at Edgewood Junction to Maxon, Kentucky. Approximately 122 miles of the line lie within Illinois. Customers on the line are served from CN's Bluford Yard. The line connects with CN's St. Louis Subdivision at Akin Junction, CN's Eldorado Subdivision at Ferber, and BNSF at Anson. The line is single track with maximum speeds of 60 mph. Train operations are controlled by CTC.

Centralia Subdivision: This Illinois Central line extends a total of 55.7 miles from the end of the Champaign Subdivision at Centralia to Carbondale. Both Amtrak and NS have trackage rights over the line. The line connects with BNSF and NS at Centralia, the Evansville & Western Railroad at Ashley, UP at Tamaroa, and CN's Bluford Subdivision at Eldorado Junction. The line is single track with maximum speeds of 79 mph for passenger and 60 mph for freight trains. Train operations are controlled by CTC.

Champaign Subdivision: This Illinois Central line extends a total of 124.6 miles from its connection with the Chicago Subdivision at Champaign to Centralia, where it continues as the Centralia Subdivision. Amtrak has trackage rights over the entire length of the line. The line is served by CN yards located at Mattoon, Edgewood Junction, and Centralia. This line connects with NS at Tolono, UP and CSX at Tuscola, the CN Peoria Subdivision at Mattoon, the Eastern Illinois Railroad at Neoga, CN's Effingham Subdivision and CSX at Effingham, the CN Edgewood Subdivision at Edgewood Junction, UP at Kinmundy, and CSX at Odin. The line is single track with a maximum speed of 79 mph. Train operations are controlled by CTC.

Chicago Subdivision: This Illinois Central line extends a total of 123.4 miles between Bridgeport Yard in Chicago to Champaign. Amtrak has trackage rights over the entire line and NS has trackage rights between Fordham and Gilman. CN's Markham Yard, near Homewood, is located on this line. This line connects with UP at 31st Street, the Belt Railroad of Chicago at 95th Street, CN's Gilman Subdivision at Harvey, CN's Matteson Subdivision at Matteson, NS at Fordham, CN's Gilman Subdivision at Gilman, and with NS and the Kankakee, Beaverville & Southern Railroad at Kankakee. The line continues as the Champaign Subdivision south of Champaign. The line is double track between Bridgeport and Stuenkel and single track south of Stuenkel. Maximum speeds are 79 mph and train operations are controlled by CTC.

Dubuque Subdivision: This Illinois Central line extends a total of 67.6 miles between the Freeport Subdivision at Freeport to Dubuque, Iowa. Approximately 66.8 miles of the line are within Illinois. CN's Wallace Yard is located on the line. The line connects with BNSF at Portage and BNSF has trackage rights over the line between Portage and Dubuque. The line is single track with maximum train speeds of 50 mph and operations are controlled by CTC.

Effingham Subdivision: This Illinois Central line extends 23.9 miles from its junction with the Champaign Subdivision at Effingham to its connection with the Indiana Rail Road at INRD Junction. This line primarily serves the Central Illinois Public Service Company's Newton Power Plant. The line is single track with maximum train speeds of 40 mph and operations are controlled by TWC.

[2] The "Illinois Central" remains its own legal entity and is a subsidiary operating property under CN

Eldorado Subdivision: This Illinois Central line extends 18.6 miles from its junction with the Bluford Subdivision at Ferber to Eldorado. The line is single track with maximum train speeds of 40 mph and operations are controlled by TWC.

Elsdon Subdivision: This Grand Trunk Western line extends a total of 29.2 miles from CN's Railport Yard in Chicago to Griffith, Indiana. Approximately 23.7 miles lie within Illinois. In addition to the Railport Yard, the line also provides access to CN's Markham Yard. CSX has trackage rights over the line east of Harvey and Amtrak operates over the line east of Thornton Junction. The line connects with CSX and the Indiana Harbor Belt Railroad at Blue Island Junction, CN's Chicago Subdivision and CSX at Harvey, and with UP at Thornton Junction. This line is primarily double track with authorized speeds of 55 mph. Train operations are controlled by CTC.

Freeport Subdivision: This Illinois Central line extends a total of 113.5 miles between 16th Street in Chicago to Freeport, where the line continues as the Dubuque Subdivision. CN's Hawthorn and Rockford Yards are located on the line. This line connects with CN's Chicago Subdivision at Bridgeport, the Indiana Harbor Belt Railroad at Broadview, CN's Leithton Subdivision at Munger, and the Illinois RailNet and CP at IR Crossing near Rockford. Maximum operating speeds are 50 mph. The line is double track east of Broadview with operations controlled by CTC. West of Broadview, the line is single track with train operations controlled by TWC.

Gilman Subdivision: This Illinois Central line extends a total of 136.4 miles between Gilman, where it connects to CN's Chicago Subdivision, to Farmersville. NS has trackage rights on this line between Gilman and Gibson City and the Illinois & Midland Railroad has trackage rights between Springfield and Cimic. CN yards on the line are located at Clinton and Springfield. This line connects with NS at Gibson City, CN's Peoria Subdivision at Mt. Pulaski, UP at Springfield, and the Illinois & Midland Railroad at Springfield and Cimic. The line is single track with maximum train speeds of 60 mph and operations controlled by CTC and TWC.

Illinois River Subdivision: This former Elgin, Joliet & Eastern Railway line extends a total of 20.2 miles between Walker, where it connects to CN's Leithton Subdivision, and the end of the line at Goose Lake. The line is single track with maximum train speeds of 25 mph and operations are controlled by TWC.

Joliet Subdivision: This Illinois Central line extends a total of 41 miles between Chicago's Union Station to Plaines, south of Joliet. UP, Amtrak, and Metra have trackage rights over the line. CN yards are located at Bridgeport and Glenn on the line and access is also available to CN's East Joliet Yard. This line connects with CN's Chicago and Freeport Subdivision at Bridgeport, CSX and NS at Brighton, BNSF at Corwith, the Belt Railway of Chicago at Lemoyne, the Indiana Harbor Belt Railroad at CP Canal, and UP at Plaines. The line is double track with maximum speeds of 79 mph. Train operations are controlled by CTC.

Lakefront Subdivision: This former Elgin, Joliet & Eastern Railway line extends a total of 12.2 miles from CN's South Chicago Yard to Kirk Yard in Gary, Indiana. Approximately 2.5 miles lie within Illinois. The line connects with the Belt Railway of Chicago at South Chicago. The line is single track with trains operations controlled by TWC.

Leithton Subdivision: This former Elgin, Joliet & Eastern Railway line extends a total of 72 miles between Waukegan and CN's East Joliet Yard. The line connects with UP at Upton, Barrington, and West Chicago, with CP at Rondout and Spaulding, with BNSF Railway at Eola, and with CN's Waukesha Subdivision at Leithton, Freeport Subdivision at Munger, and Illinois River Subdivision at Walker. The line is single track with maximum train speeds of 45 mph with operations controlled by CTC, except for the segment between Waukegan and Leithton, which is controlled by TWC.

Matteson Subdivision: This former Elgin, Joliet & Eastern Railway lines extends a total of 45.4 miles between CN's East Joliet Yard and CN's Kirk Yard in Gary, Indiana. Approximately 30 miles lie within Illinois. This line connects with CSX at East Joliet, CN's Chicago Subdivision at Matteson, and with UP at Chicago Heights. The line is generally double track with maximum train speeds of 45 mph and operations are controlled by CTC.

Peoria Subdivision: This Illinois Central line extends approximately 113 miles from IC Junction near Peoria to its connection with the Champaign Subdivision at Mattoon. CN's Decatur Yard is located on the line. The line connects with the Illinois & Midland Railroad at Pekin, UP at Athol and Sullivan, CN's Gilman Subdivision at Mt. Pulaski, and NS and CSX at Decatur. The line is single track with maximum train speeds of 40 mph and operations are controlled by TWC.

Sparta Subdivision: This Illinois Central line extends 16.8 miles from Baldwin to Percy. The line connects to UP at Percy and Sparta. The line is single track with maximum train speeds of 25 mph and operations are controlled by TWC.

St. Louis Subdivision: This Illinois Central line extends approximately 55 miles from Church, east of the KCS-CN E. St. Louis Yard to the junction with CN's Centralia Subdivision at DuQuoin. The line connects with UP at Coulterville and Pinckneyville. The line is single track with maximum train speeds of 60 mph and operations are controlled by CTC.

Waukesha Subdivision: This Wisconsin Central line extends a total of 147.5 miles from Madison Street in Chicago to Fond du Lac, WI. A total of 46.4 miles lie within Illinois. Metra has trackage rights over the line within Illinois. CN's Schiller Park Yard is located on the line. This line connects with CSX at Madison Street, CP near Belmont Avenue, UP at Deval, CN's Leithton Subdivision at Leithton, and the Wisconsin & Southern Railroad at Grays Lake. The line is double track with authorized speeds of 60 mph, and train operations are controlled by CTC.

4.1.3 Canadian Pacific

CP's 14,000-mile network extends from the Port of Vancouver in western Canada to The Port of Montreal, and to the U.S. industrial centers of Chicago, Newark, Philadelphia, Washington, New York City, and Buffalo. CP's rail system is shown on **Exhibit 4-7**.

Exhibit 4.7: Canadian Pacific Railway Network

Source: CP website

CP's rail operations with the U.S. are conducted by its Soo Line and Dakota, Minnesota and Easter RR subsidiaries. CP's rail operations in Illinois are comprised of a combination of lines owned by CP and lines owned by Metra over which CP has trackage rights. CP's subdivisions within Illinois are shown in **Exhibit 4-8** and summarized below.

Exhibit 4-8: Canadian Pacific Railway's Illinois Subdivisions

C&M/Fox Lake Subdivision: This former Soo line extends a total of 49.5 miles from Chicago Union Station to Fox Lake. The line is owned by Metra between Rondout and Fox Lake. Amtrak also has trackages trackage rights from Union Station and north through Rondout on the C&M Subdivision. Amtrak does not utilize the Fox Lake Subdivision. The line connects with UP near Northbrook and to CP's C&M Subdivision at Rondout. The line is primarily double track and controlled by CTC between Union Station and Rondout and single track between Rondout and Fox Lake with operations controlled by ABS. Speed limits range from 60 to 79 mph for passenger operations and 50 mph for freight operations.

C&M Subdivision: This line extends a total of 33.2 miles between Rondout and Milwaukee, Wisconsin. Approximately 15 miles lie within Illinois. The line is owned by CP with Amtrak having trackage rights over the entire line. The line connects to CN at Rondout. The line is double track with maximum freight speeds of 60 mph and passenger speeds of 79 mph. Train operations are controlled by CTC.

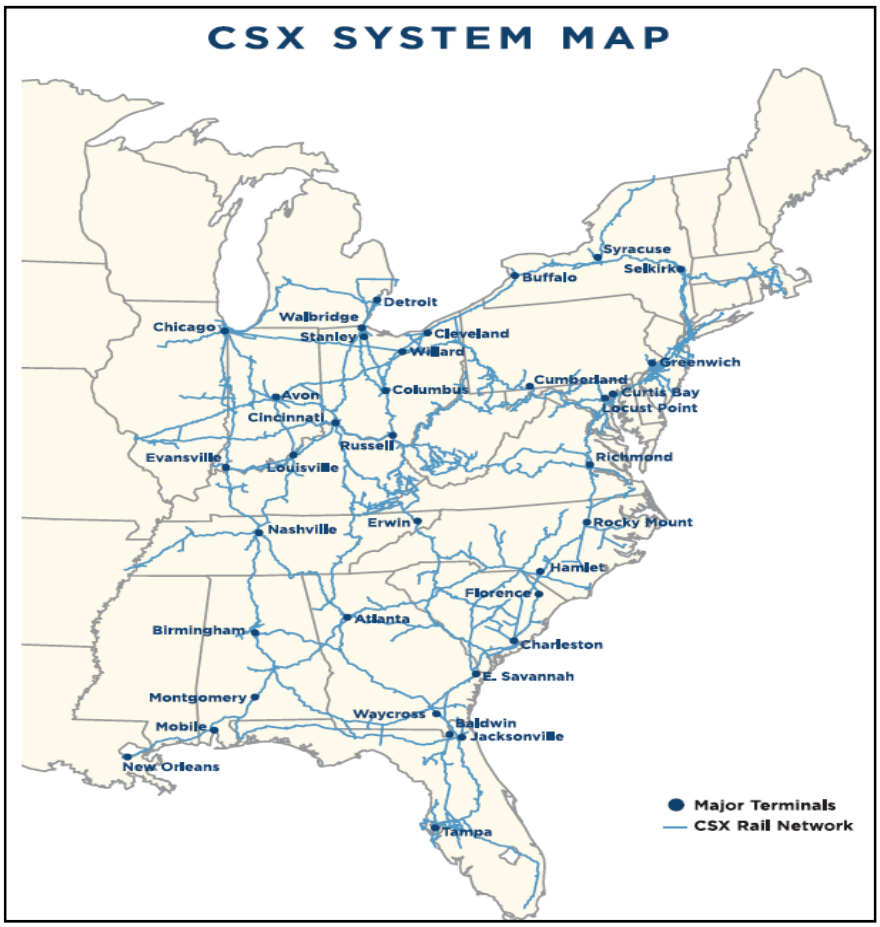
Davenport Subdivision: This former Iowa, Chicago & Eastern line extends a total of 98.5 miles between Big Timber and Savanna. The line is owned by CP. The line connects to BNSF at Savanna. The line is single track with maximum train speeds of 40 mph and operations controlled by TWC.

Elgin Subdivision: This line extends a total of 40.3 miles from Chicago Union Station to Big Timber. The entire line is owned by Metra with CP operating via trackage rights. The line connects to UP at Western Ave in Chicago, CN and Indiana Harbor Belt near Franklin Park, UP at Bensenville, and with CN at Spaulding. CP yards on the line are located at Galewood and Bensenville. The line is triple track for the first 12 miles from Union Station and double track for the remainder. Train operations are controlled by CTC with maximum speeds of 70 mph for passenger trains and 60 mph for freight trains.

4.1.4 CSX Transportation

CSX Transportation has an extensive rail network that covers 23 states east of the Mississippi River, shown in **Exhibit 4-9**. It serves nearly every major economic and population center east of the Mississippi River and provides connectivity to western U.S. markets at Chicago, St. Louis, Memphis, and New Orleans. CSX serves all major Atlantic ports with major intermodal operations connecting the Ports of New York, New Jersey, Philadelphia, Baltimore, and Norfolk, with Midwest markets.

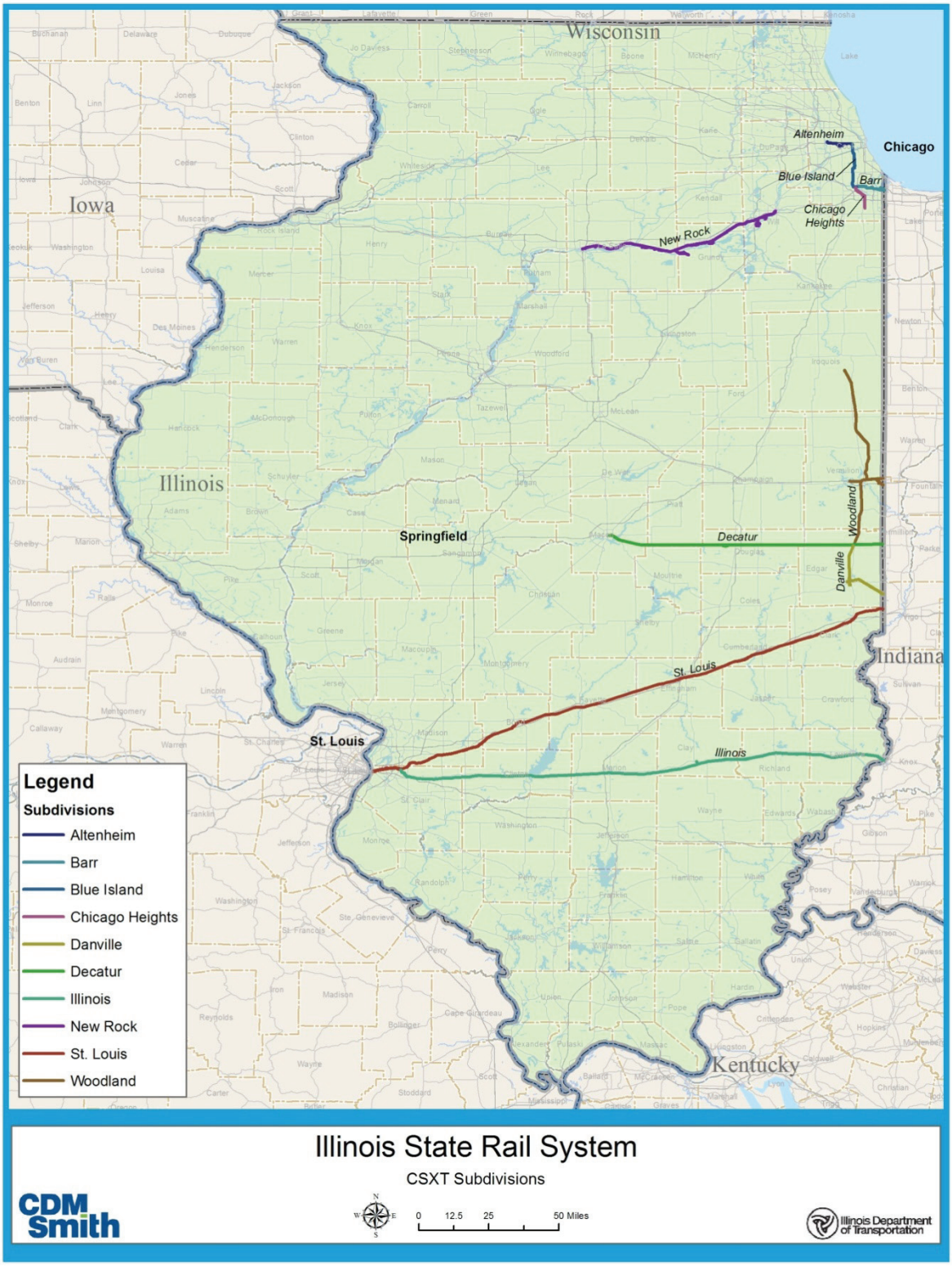
Exhibit 4-9: CSX Network



Source: CSX website

Exhibit 4-10 is a map of CSX's major rail lines in Illinois labeled by their commonly used line names.

Exhibit 4-10: CSX's Illinois Subdivisions



Altenheim Subdivision: This former B&O Chicago Terminal line extends 6.9 miles between Rockwell Street and Madison Street within the Chicago Terminal area. CN has trackage rights over a portion of the line. The line also connects to CSX's Cicero Industrial Track and to CN at its western terminus. The line is primarily double track, although some segments are out of service, with an authorized speed of 10 mph, and train operations are controlled by ABS.

Barr Subdivision: This former B&O Chicago Terminal line extends 26.8 miles from Willow Creek, IN to Blue Island with a total of 9.4 miles within Illinois. CN has trackage rights over this line. The line connects with the Indiana Harbor Belt Railroad at Calumet Park and Cottage Grove, with NS at Calumet Park and Riverdale, with UP at 138th Street, and with CN at Riverdale. CSX's Barr Yard, its major classification yard in the Chicago area, is located at the western end of the line. A connection between Barr Yard and the Indiana Harbor Belt Railroad's Blue Island Yard allows interchange between the two carriers. The line within Illinois is double track with authorized speeds of 30 to 40 mph, and train operations are controlled by CTC.

Blue Island Subdivision: This former B&O Chicago Terminal line extends 14.9 miles between the western terminus of CSX's Barr Subdivision at Barr Yard and the eastern terminus of CSX's Altenheim Subdivision at Rockwell Street. CSX's Forest Hill Yard and 59th Street Intermodal Facility are accessed from this line. The line connects with BNSF at 18th Street and the Belt Railway at 75th Street. The line is double track with authorized speeds of 25 to 40 mph, and train operations are controlled by CTC.

Chicago Heights Subdivision: This former B&O Chicago Terminal line extends a total of 8 miles from Harvey Junction near Barr Yard to the end of the line near Glenwood. CSX operates over CN via trackage rights on a portion of the line. The line connects with the Indiana Harbor Belt Railroad at North Harvey. The line is single track with an authorized speed of 10 mph, and train operations are controlled by ABS.

Danville Secondary Subdivision: This former Conrail line extends a total of 41.2 miles from the St. Louis Subdivision near St. Mary's, IN to Vermillion Grove. A total of 33.6 miles lie with Illinois. The line connects with CSX's Decatur Subdivision at Chrisman. The line also provides access to CSX's Midland Yard. The line is single track with an authorized speed of 25 mph and train operations are controlled by TWC.

Decatur Subdivision: This former Chessie line extends a total of 84.3 miles from CSX's CE&D Subdivision at Hillsdale, IN to Decatur. Approximately 76.2 miles lie within Illinois. The line connects with CSX's Danville Secondary Subdivision at Chrisman, the Eastern Illinois Railroad at Metcalf, and the UP and CN at CSX's Tuscola Yard. The line is single track with authorized speeds of 20 to 30 mph. Train operations are controlled by TWC.

Illinois Subdivision: This former B&O Chicago Terminal line extends 159 miles between East St. Louis and Washington, Indiana. A total of 139.3 miles lie within Illinois. The line connects with UP at Salem, with CN at Odin, with BNSF at Shattuc, and ends at CSX's St. Louis Subdivision at its western terminus. The line provides access to CSX's Lawrenceville and Flora Yards and to its North Branch at Flora. The line is single track with a maximum speed of 40 mph. Train operations are controlled by TWC.

New Rock Subdivision: This former Rock Island line extends a total of 86.2 miles between Joliet and Henry. From Joliet eastward, CSX uses trackage rights over Metra to access Barr Yard. The Iowa Interstate Railroad has trackage rights over this subdivision. The line connects with the Illinois RailNet at Ottawa, the Illinois Central Railroad at La Salle, BNSF at Peru and La Salle, and the Iowa Interstate Railroad at E. Bureau. The line is single track with authorized speeds between 25 and 40 mph and train operations are controlled by TWC.

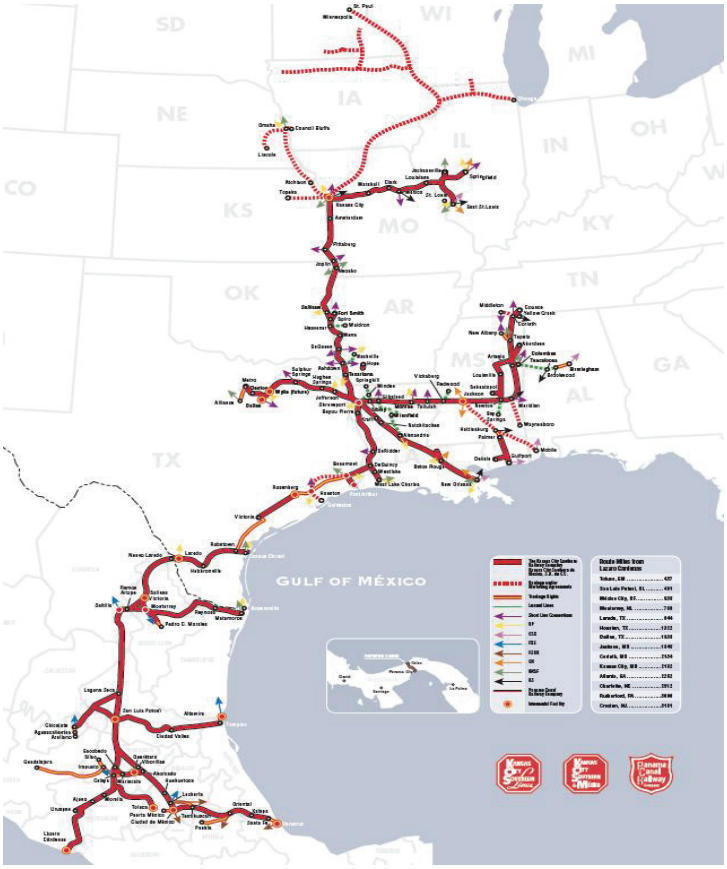
St. Louis Subdivision: This former Conrail line extends approximately 224 miles from Indianapolis, IN to East St. Louis. A total of 157 miles lie within Illinois. The line connects with the CN at Effingham, the Vandalia Railroad at Vandalia, BNSF near Smithboro, the CSX Louisville Subdivision at Black Lane Connector, and the CSX Illinois Subdivision and Alton & Southern RR at East St. Louis. The line provides access to CSX's Rose Lake Yard near East St. Louis. The line is primarily single track with maximum speeds of 50 mph for freight and 60 mph for intermodal trains, and train operations are controlled by CTC.

Woodland Subdivision: This line extends a total of 46.3 miles between Woodland Junction and RB Junction near Danville. North of Woodland Junction, CSX has trackage rights over UP north to the Chicago Terminal area to access Barr Yard and the Bedford Park Intermodal facility. CP has trackage rights over this line. The line provides access to CSX's North Danville Yard and Brewer Yard at the eastern terminus of the line. The line also connects with CSX's Danville Industrial Track and with the Kankakee, Beaverville & Southern Railroad at Brewer Yard. The line is single track with authorized speeds of 50 mph for freight and 60 mph for intermodal trains. Train operations are controlled by ABS.

4.1.5 Kansas City Southern

The Kansas City Southern (KCS) is a transportation holding company that has railroad investments in the U.S., Mexico, and Panama. Its primary U.S. holding is the Kansas City Southern Railway which operates approximately 3,500 route miles in a 10 state region serving the central and south central U.S. KCS operations in Illinois were acquired from the former Gateway Western Railway. A map of the KCS network is shown in Exhibit 4-11.

Exhibit 4-11: KCS Network



Source: KCS website

A map of KCS Illinois Subdivisions is provided in **Exhibit 4-12**.

Exhibit 4-12: Kansas City Southern Railway's Illinois Subdivisions

Godfrey Subdivision: This line extends approximately 39 miles from Roodhouse to Godfrey. KCS has trackage rights over UP from Godfrey to the East St. Louis terminal area. The single track line has a maximum operating speed of 40-49 mph. Train operations are controlled by TWC.

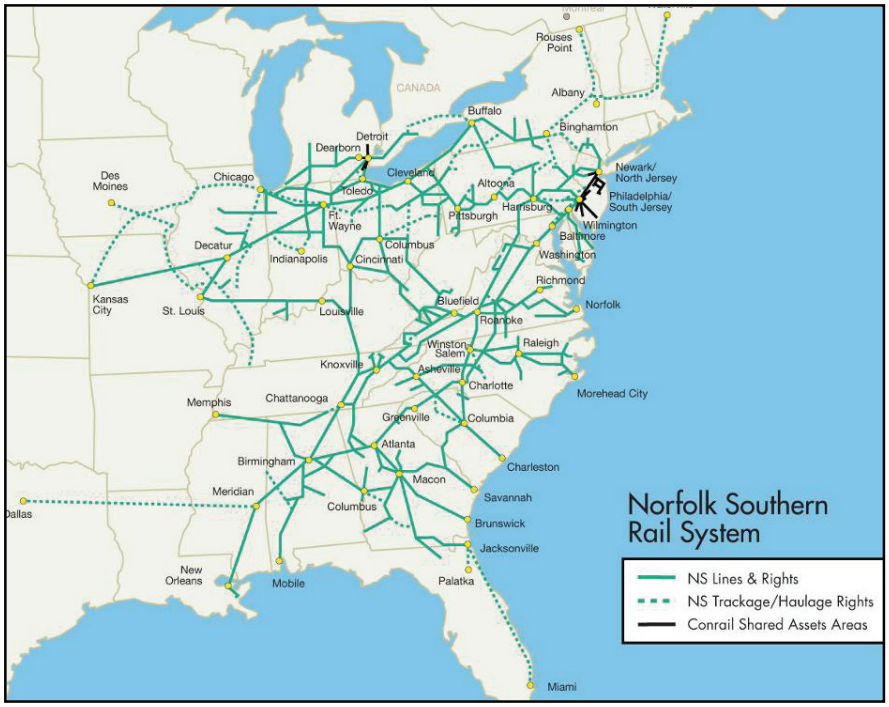
Roodhouse Subdivision: This line extends approximately 37 miles between the Missouri/Illinois border and Roodhouse. KCS' Roodhouse Yard is located on the line. The line is single track with a maximum operating speed of 49 mph. Train operations are controlled by TWC.

Springfield Subdivision: This line extends approximately 45 miles from Roodhouse to Jacksonville, and from Murrayville to Cockrell. KCS operates over NS via trackage rights between Cockrell and Springfield. The single track line has a maximum operating speed of 40 mph. Train operations are controlled by TWC.

4.1.6 Norfolk Southern

Norfolk Southern (NS) has significant operations east of the Mississippi River serving nearly all metropolitan areas (**Exhibit4-13**). Its gateways to the west are Chicago, Kansas City, St. Louis, Memphis, New Orleans, and through haulage rights, Dallas. NS focuses its international operations on the Port of Norfolk.

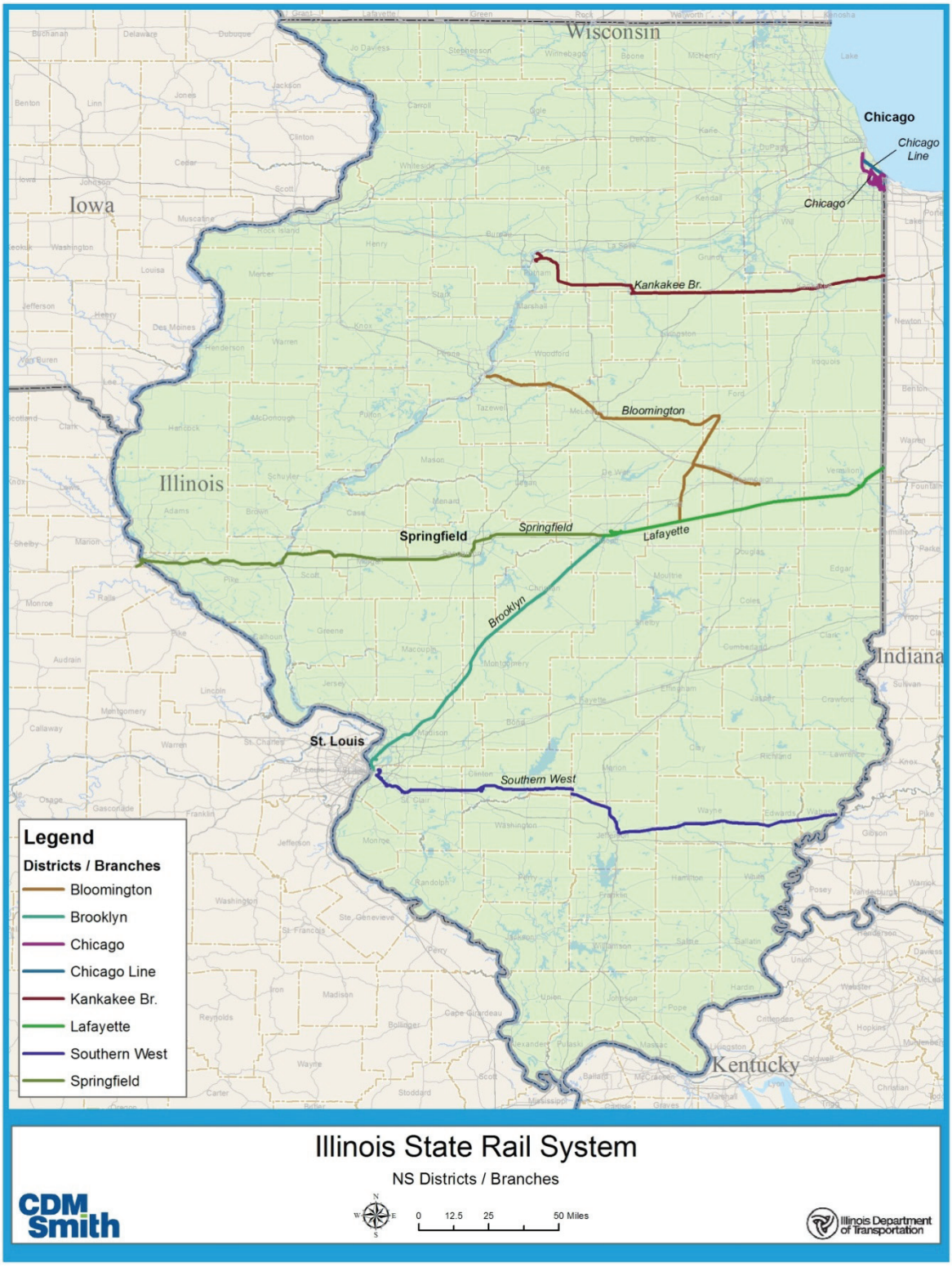
Exhibit 4-13: Norfolk Southern Network



Source: Norfolk Southern website

Exhibit 4-14 is a map of major NS rail lines in Illinois.

Exhibit 4-14: Norfolk Southern's Illinois Districts



Bloomington District: This former Norfolk & Western line extends a total of 110.9 miles between Farmdale, near Peoria, to Bement at the junction with NS' Lafayette District. The line connects with UP at Bloomington, CN and the Bloomer Shippers Connecting Railroad at Gibson City, and NS' Mansfield Branch at Mansfield. The line is single track with authorized speeds of 40 to 50 mph between Farmdale and Gibson City and 50 mph between Gibson City and Bement. Train operations are controlled by CTC.

Brooklyn District: This former Norfolk & Western line extends a total of 108.7 miles from Mosser, near Decatur to East St. Louis. The line connects with the NS Lafayette District at Mosser, the Illinois & Midland Railroad at Taylorville, the BNSF at Winston, NS' Monterey Branch at Remington, the Alton & Southern Railroad at Mitchell, the Terminal Railroad at Madison Junction and CP Junction in East St. Louis. The line is single track with an authorized speed of 50 mph. Train operations are controlled by ABS.

Chicago District: This former Norfolk & Western line extends a total of 151.4 miles between Ft. Wayne, IN and Forest Hills. A total of 14 miles lie within Illinois. The line connects with the Indiana Harbor Belt Railroad at Burnham and the Belt Railway and Chicago Rail Link at Pullman Junction. Most trains on the line originate or terminate at Calumet Yard. Intermodal trains have access to Landers Yard via Metra at the end of the line. The line is primarily single track with authorized speeds of 25 to 40 mph. Train operations are controlled by ABS.

Chicago Line: This former Conrail line extends a total of 342.1 miles between Cleveland and Chicago. Approximately 15 miles lie within Illinois. Amtrak has trackage rights over the line. The line provides access to NS' Colehour Yard. The line is double track with authorized speed limits of 40 to 45 mph for freight and passenger trains. Train operations are controlled by CTC.

Kankakee Branch: This former Conrail line extends a total of 130 miles between Nipsco, IN and Hennepin. A total of 103.2 miles lie within Illinois. The line connects with UP at Momence and Dwight, CN and the Kankakee Beaverville & Southern Railway at Kankakee, and BNSF at Streator. Customers on the line are served from the West Kankakee Yard. The line is single track with operating speeds between 30 and 45 mph with train operations controlled by TWC.

Lafayette District: This former Norfolk & Western line extends a total of 172 miles between Peru, IN and Mosser, near Decatur. A total of 80.5 miles lie within Illinois. The line connects with the NS Brooklyn District at Bement, and CN at Tolono and Decatur. Customers on the line are served from NS' Tilton or Decatur Yards. The line is double track between Ryan and Elden and between Wiggins and Decatur, a total of 39 miles. The remainder of the line is single track with operating speed of 50 mph. Train operations are controlled by ABS.

Southern West District: This former Southern line extends a total of 158.4 miles from East St. Louis to Princeton, IN. A total of 146.8 miles lie within Illinois. The line connects with NS' Brooklyn District and the Terminal Railroad in East St. Louis, the Alton & Southern Railroad at A&S Junction, BNSF at Centralia, UP at Mt. Vernon, and CN at Centralia and Bluford. The line accesses Brooklyn Yard in East St. Louis and Centralia Yard. The line is single track with a maximum speed of 50 mph and train operations are controlled by CTC.

Springfield District: This former Norfolk & Western line extends a total of 139 miles between Mosser, near Decatur and Hannibal, MO. A total of 138 miles lie within Illinois. The line connects to NS' Lafayette and Brooklyn Districts at Mosser and connects with CN at Starnes, CN, UP and Illinois Midland Railroad at Springfield, KCS at Cockrell, and BNSF at Jacksonville. NS yards on the line are located at Springfield and Bluffs. The line is single track with an authorized speed of 50 mph. Train operations are controlled by CTC.

4.1.7 Union Pacific

The Union Pacific Railroad (UP) is America's largest railroad with 31,900 route miles. The railroad operates in 23 states across the western two-thirds of the country. UP is the largest railroad in Illinois by mileage. It also owns the Alton & Southern Railway which operates in the East St. Louis terminal area.

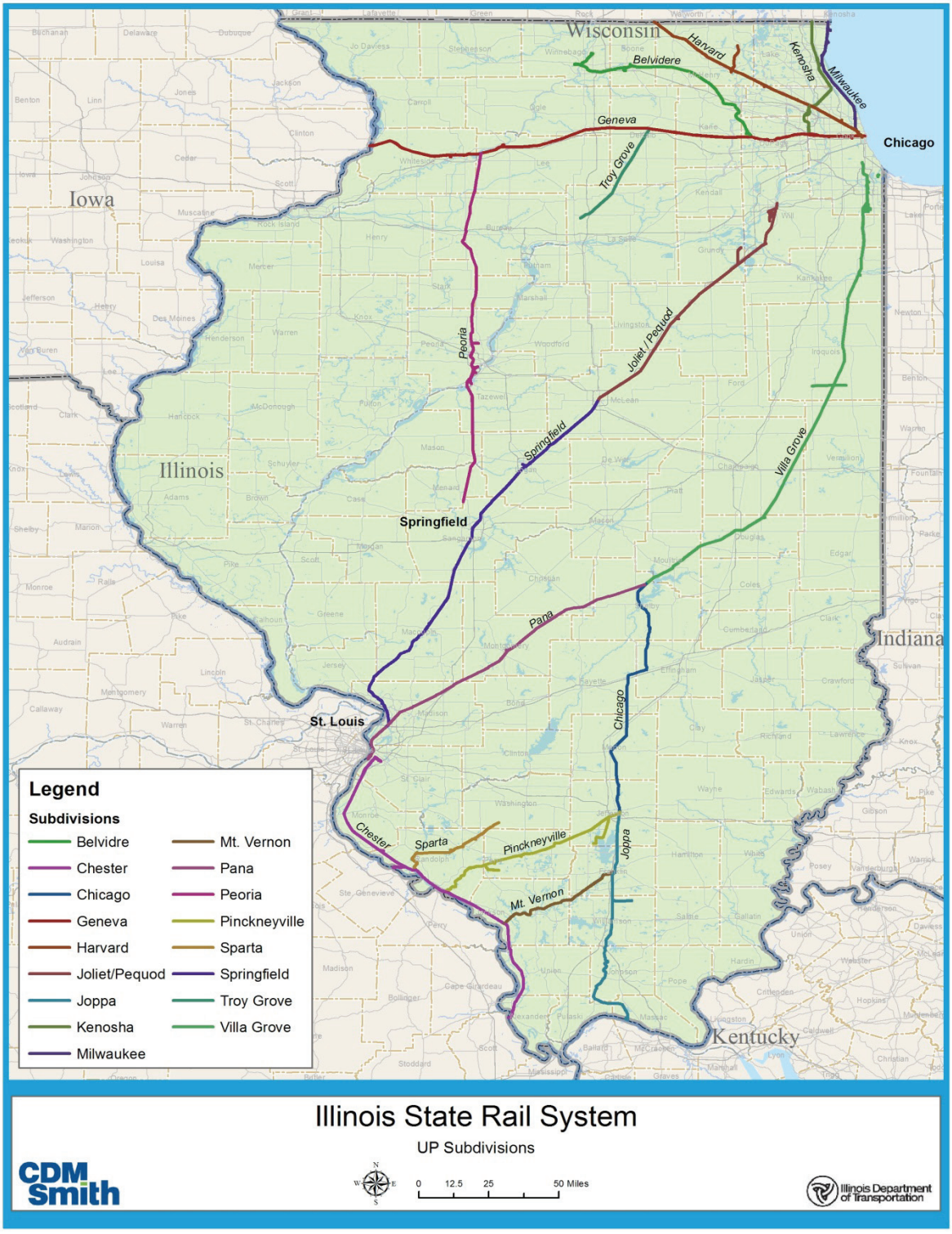
A map of UP's rail system is presented in **Exhibit 4-15**.

Exhibit 4-15: Union Pacific Network

Source: UP website

UP's rail lines within Illinois are shown in **Exhibit 4-16** and described below.

Exhibit 4-16: Union Pacific's Illinois Subdivisions



Geneva Subdivision: This former C&NW line extends 138.9 miles from Chicago (Ogilvie Transportation Center) to Clinton, IA. Approximately 137 miles lie within Illinois. This route is part of UP's Overland Route which extends to Omaha, NE. Metra has trackage rights over the line from Chicago to Elburn. The line connects to the Indiana Harbor Belt RR at Provo Junction, BNSF at West Chicago, UP's Troy Grove Subdivision at DeKalb, BNSF at Rochelle, and UP's Peoria Subdivision at Nelson. UP yards on this line are located at Keeler Avenue and Proviso Yards in Chicago, West Chicago, Rochelle, and Global III Yard near Flagg. The line consists of 2-3 tracks to Elburn and 2 tracks between Elburn and Clinton. Maximum train speeds are 70 mph for passenger and 60 mph for freight trains. Train operations are controlled by CTC.

Harvard Subdivision: This former C&NW line extends a total of 102 miles from Chicago (Ogilvie Transportation Center) to Jamesville, WI. Approximately 70 miles lie within Illinois. Metra has trackage rights over the line from Chicago to Harvard. The line connects to the UP Kenosha Subdivision at Clyburne, UP's Milwaukee Subdivision and CN at Des Plaines, CN at Barrington and with the Chicago Chemung RR at Harvard. UP's Avondale and Harvard Yards are located on the line. The line is triple track between Chicago and Barrington, double track between Barrington and Harvard, and single track for the remainder of the line. Maximum speeds are 59 mph for freight and 70 mph for passenger. Train operations are controlled by CTC between Chicago and Harvard and TWC beyond Harvard.

Joliet/Pequod Subdivision: This former Southern Pacific line extends 89.9 miles between Joliet and Bloomington. The Pequod Subdivision consists of trackage between Mazonia and Pequod to access trackage rights over BNSF to Joliet. Amtrak has trackage rights over the Joliet Subdivision. The line connects to BNSF at Joliet. The Global IV Yard at Elwood and Bloomington Yard are located on the line. This single track line has maximum speeds of 79 mph for passenger and 60 mph for freight trains. Train operations are controlled by TWC between Joliet and Mazonia and CTC between Mazonia and Bloomington.

Kenosha Subdivision: This former C&NW line extends a total of 79.9 miles from the Ogilvie Transportation Center in Chicago to St. Francis, WI. Approximately 45 miles lie within Illinois. Metra has trackage rights over the line. The line connects to UP's Harvard Subdivision at Clybourne. UP's Waukegan Yard is located on the line. The line is primarily double track between Chicago and Winnetka and single track for the remainder of the line. Maximum speeds are 70 mph for passenger and 60 mph freight trains. Trains operate via CTC between Chicago and Winnetka and TWC north of Winnetka.

Milwaukee Subdivision: This former C&NW line extends a total of 96.8 miles between Proviso Yard in Chicago and Milwaukee, WI. Approximately 46.5 miles lie within Illinois. CP has trackage rights over the line between Elk Grove and Shermer. The line connects to UP's Harvard Subdivision at Proviso and Normal, and CP at Bryn Mawr and Shermer. The line is double track between Proviso Yard and KO Junction and single track for the remainder of the line. Maximum speeds are 50 mph with train operations controlled by TWC.

Troy Grove Subdivision: This former C&NW line extends 56 miles from DeKalb to Troy Grove. The line connects to UP's Geneva Subdivision at DeKalb. The line is single track with a maximum speed of 40 mph. Train operations are controlled by TWC.

Chester Subdivision: This former Southern Pacific line extends approximately 135 miles between East St. Louis and Illmo, MO. Approximately 132 miles lay within Illinois. This line connects with UP rail yards at Chester and Gorman. This line connects to UP's Sparta Subdivision at Gage Junction, Pinkneyville Subdivision at Chester, and Mt. Vernon Subdivision at Gorham. The line is double track with maximum speeds of 70 mph. Train operations are controlled by CTC.

Springfield Subdivision: This former C&A line extends a total of 154.4 miles from Bloomington to St. Louis, MO. Approximately 153 miles lay within Illinois. Amtrak has trackage rights over the line and KCS has trackage rights between Godfrey and East St. Louis. The line connects to NS at Iles and Hazel Dell, CN at KC Junction, and with UP's Pana Subdivision at Lenox. UP's Bloomington and Ridgely Yards are located on the line. The line is single track between Bloomington and Wann and double track between Wann and East St. Louis. Maximum speeds are 79 mph for passenger and 50 mph for freight operations. Train operations are controlled by CTC.

Villa Grove Subdivision: This former Missouri Pacific line extends a total of 135.6 miles between 81st St. in Chicago to Villa Grove. Amtrak has trackage rights over the line to Thornton Junction and CP has trackage rights between Thornton Junction and Woodland Junction UP's Yard Center at Dolton and Villa Grove Yard are located on the line. The line connects to CSX and Indiana Harbor Belt at Dolton, CN at Thornton Junction, CSX at Woodland Junction, and NS at Sidney. The line is double track to Woodland Junction and single track from Woodland Junction to Villa Grove. Maximum speeds are 60 mph for freight and 70 mph for passenger trains with operations controlled by CTC.

Chicago Subdivision: This former Missouri Pacific line extends approximately 113 miles between Findley Junction and Benton. NS has trackage rights over the line between Findley Junction and Salem, and CSX has trackage rights over the line from St. Elmo to Salem. UP's Salem and Mt. Vernon yards are located on the line. The line connects to UP's Pana Subdivision at Findley Junction, CSX at St. Elmo, CN at Kinmundy, UP's Pinckneyville Subdivision at Mt. Vernon and UP's Joppa Subdivision at Benton. The single track line has a maximum speed of 60 mph. Train operations are controlled by CTC.

Sparta Subdivision: This former Illinois Southern line extends approximately 29 miles between Gage Junction at Chester and Coulterville. CN has trackage rights between Sparta and Coulterville. UP's Sparta Yard is located on the line. The line connects with UP's Chester Subdivision at Chester, and CN at Sparta. This single track line has a maximum speed of 35 mph. Train operations are controlled by CTC.

Pinckneyville Subdivision: This former Missouri Pacific line extends approximately 64 miles between Chester and Mount Vernon. UP's Mount Vernon Yard is located on the line. This single track line has a maximum speed of 60 mph with train operations controlled by TWC.

Mt. Vernon Subdivision: This former Missouri Pacific line extends approximately 41 miles from Gorham to Benton. BNSF has trackage rights over the line between Gorham and DeSoto. The line connects to UP's Chester Subdivision at Gorham and UP's Chicago Subdivision at Benton. This single track line has maximum speeds of 60 mph. Train operations are controlled by CTC.

Joppa Subdivision: This former Missouri Pacific line extends approximately 41 miles between Benton and W. Vienna. BNSF has trackage rights between Neilson and W. Vienna. UP operates via BNSF trackage rights from W. Vienna to Joppa Junction The single track line has maximum speeds of 60 mph. Train operations are controlled by TWC.

Peoria Subdivision: This former C&NW line extends 131.7 miles between Nelson and I&M Junction. The Nelson Yard is located on the line. The Illinois & Midland RR has trackage rights between Peoria and I&M Junction The line connects to UP's Geneva Subdivision at Nelson, BNSF at Peoria Junction and the IMRR at I&M Junction This single track line has maximum speeds of 49 mph. Train operations are controlled by TWC.

Pana Subdivision: This former Missouri Pacific line extends approximately 138 miles between Villa Grove and Lenox. NS has trackage rights over the line between Villa Grove and Findley Junction and BNSF has trackage rights between Tolland and Lenox. The line connects with CN at Tuscola, UP's Chicago Subdivision at Findley Junction, and BNSF at Toland. This single track line has a maximum operating speed of 60 mph. Train operations are controlled by CTC.

4.2 Regional Railroads

There are three regional railroads that operate within Illinois. These railroads are outlined in **Exhibit 4-17**.

Exhibit 4-17: Illinois Regional Railroads

Regional Railroads	Total Miles Operated	IL Miles Operated
Indiana Rail Road	552	216
Iowa Interstate Railroad	608	218
Wisconsin & Southern Railroad	700	90
Total - Regional Railroads	**1860**	**524**

Indiana Rail Road (INRD): The Indiana Rail Road operates over former Illinois Central lines between Indianapolis, IN and Effingham, IL and over trackage rights between Terre Haute, IN and Chicago. The railroad has a classification yard in Palestine, IL. The single track line has a maximum speed of 40 mph with trains operations controlled by TWC.

Iowa Interstate Railroad (IAIS): The Iowa Interstate Railroad operates between Chicago and Omaha, NE. The railroad owns mainline track between Council Bluffs, IA to Bureau, IL and trackage rights extend over CSX from Bureau to Joliet and over Metra from Joliet to Blue Island. The railroad also has a major branch line from Peoria to Bureau. An intermodal ramp is located at Blue Island Yard. The single track line has operating speeds of 25 mph with train operations controlled by TWC.

Wisconsin & Southern Railroad (WSOR): The Wisconsin & Southern Railroad operates in the Southern portion of Wisconsin with a small extension into northern Illinois. The line into Illinois extends from the state line near Zenda, WI to Fox Lake. It also has trackage rights from Fox Lake to Rondout and between Clearing Yard, near Chicago to Milwaukee, WI. The single track line has operating speeds of 25 mph with train operations controlled by TWC.

4.3 Short Line Railroads

A total of 26 short line, or local, railroads operate over 871.4 route miles in Illinois. These railroads are outlined in **Exhibit 4-18.**

Exhibit 4-18: Short Line Railroads in Illinois

Local Railroads	Location of Operations within IL	IL Miles Operated
Bloomer Line	Colfax-Kempton; Strawn-Gibson City	45.0
Burlington Shortline Railroad	Quincy; Rochelle; Montgomery	8.5
Chicago-Chemung Railroad	Harvard-Chemung	3.0
Chicago, Ft. Wayne, & Eastern RR	Chicago Terminal Area	6.0
City of Rochelle Railroad	Rochelle Area	4.0
Coffeen & Western RR	Coffeen	0.2
Chicago, Peoria & Western Railway	Bedford Park-Summit	17.0
Chicago, South Shore & South Bend RR	Burnham-Kensington	6.0
Decatur Junction Railway	Assumption-Cisco	32.0
Eastern Illinois Railroad	Neoga-Metcalf	53.0
Effingham Railroad	Effingham Area	4.7
Evansville Western Railway	Hillman Switch- Okawville	109.6
Illinois Railway	Streator-Montgomery; La Salle-Zearing; Mt. Morris-Oregon; Flagg Center- Rockport	127.0
Illinois & Midland Railroad	Pekin-Taylorville	98.0
Illinois Western Railroad	Greenville Area	0.7
Joppa & Eastern Railroad	Joppa	4.5
Kankakee, Beaverville & Southern RR	Kankakee-Sheldon; Hooper-Newell	93.0
Kaskaskia Regional Port District	New Athens	5.7
Keokuk Junction Railway	E. Peoria-Warsaw; LaHarpe-Lomax	127.0
Pioneer Industrial Railway	Peoria-Pioneer Park	0.9
Port Harbor Railroad	Granite City	3.0
Riverport Railroad	Savanna	3.5
Shawnee Terminal Railroad	Cairo	5.2
Shelbyville Industrial Railroad	Shelbyville	1.0
Toledo, Peoria & Western Railway	Mapleton-Sheldon	109.9
Vandalia Railroad	Vandalia Area	3.0
Total – Local Rail Carrier Miles		**871.4**

4.4 Switching and Terminal Railroads

There are 9 switching and terminal railroads operating over approximately 108.4 route miles in Illinois. These railroads are outlined in **Exhibit 4-19**.

Exhibit 4-19: Illinois Switching and Terminal Railroads

Switching and Terminal Railroads	Location of Operations within IL	IL Miles Operated
Belt Railway of Chicago	Chicago Terminal Area	27.2
Chicago Rail Link	Chicago Terminal Area	9.0
Chicago Terminal Railroad	Chicago; Elk Grove Village; Bensenville	4.3
Crab Orchard & Egyptian Railroad	Marion; Herron	9.5
Indiana Harbor Belt Railroad	Chicago Terminal Area	21.9
Manufacturers Junction Railway	Cicero	2.0
South Chicago & Indiana Harbor Railway	So. Chicago; Deering	2.0
Tazewell & Peoria Railroad	Peoria-Pekin	18.0
Terminal Railroad Assoc. of St. Louis	Madison; East St. Louis	14.5
Total – Terminal Carrier Miles		**108.4**

4.5 Abandoned or Discontinued Rail Lines

Over the past ten years, over 233 miles of rail line has been abandoned in Illinois. These abandonments are outlined in **Exhibit 4-20**. The IDOT coordinates abandonment activities.

Rail freight service, including the lines over which rail service is operated, are under the jurisdiction of the Federal Surface Transportation Board (STB). Rail owners and operators must apply to the STB for permission to discontinue, or abandon, freight service on a line.

The STB requires that a railroad must publish a notice to abandon an active line once a week for at least three consecutive weeks and provide notice at its stations and to its rail customers. For a line on which no service has been provided over the past two years and where no customers object, prior notice is not required and the carrier is exempt from many of the STB abandonment requirements. For each abandonment application, the STB establishes a docket number and collects information and testimony before deciding whether to allow abandonment or permit other actions as may be requested by interested parties. In addition to STB's authority to grant or deny abandonment of a rail line, it may also impose other conditions, such as granting "Interim Trail Use" or "Public Use" of the line.

The National Trails Act allows for reserving railroad right-of -way through the interim use of the railroad corridor as a trail. Interim trail use can be utilized when it is determined that the railroad right-of-way may be needed in the future for railroad use. Public agencies may also request that the rail corridor be made available for "public use" if it has determined that the right-of-way is suitable for highway or mass transit usage, conservation, energy production or transmission, or recreation.

Exhibit 4-20: Service Discontinuance or Abandonment in Illinois (2002-2012)

Railroad	Line	Description	Docket No.	Miles	Year
Illinois Central	Hayworth Spur	Mileposts 783.42-786.5 in Hayworth	AB-43 Sub No.171X	3.08	2002
Union Pacific	Skokie Industrial Lead	Mileposts 13.64 – 21.7 near Northfield abandoned; service discontinued from Mileposts 12.6 - 13.64	AB-33 Sub No. 167X	8.06*	2002
SF&L Rwy.	SF&L Rwy.	Mileposts 194.5 at LaHarpe-123.0 at Peoria	AB-448 Sub No. 2X	71.5	2002
Illinois Central	N/A	Mileposts 602.55-603.0 near Baldwin	AB-43 Sub No. 174X	0.45	2003
Union Pacific	Sparta Branch	Milepost 41.1 near Oakdale to end of track at Milepost 23.0 near Hoyleton	AB-33 Sub No. 171X	18.1	2003
CSX	Woodland Subdivision	Milepost 107.1 Rossville Junction-113.0 at Henning	AB-55 Sub No. 642X	5.9	2004
City of Venice	N/A	Milepost 0.0 at Venice – MP 1.45 at McKinley Junction	AB-863X	1.45	2004
Norfolk Southern	N/A	Milepost 47.9 at Mansfield – Milepost 78.3 at Bloomington	AB-290 Sub No. 249X	30.4	2004
Norfolk Southern	N/A	Mileposts 28.5-28.68 in Urbana	AB-290 Sub No. 250X	0.18	2004
Union Pacific	Westville Industrial Lead	Milepost 164.87 at Villa Grove to end of track at Milepost 155.0 near Broadlands	AB-33 Sub No. 219 X	9.87	2005
BNSF/ICE	N/A	Mileposts 20.31-25.4 near Albany	AB-6 Sub No. 35X	5.09	2005
BNSF	N/A	Milepost 51.58-52.58 near Farmington; Milepost 46.89 at Yates City to Milepost 51.58 near Farmington	AB-6 Sub No. 431X	5.69	2006
BNSF	N/A	Mileposts 3.53-3.57 at Nifa	AB-6 Sub No. 447X	0.04	2006
BNSF	N/A	Mileposts 13.97-15.02 near Centralia	AB-6 Sub No. 452X	1.05	2007
Union Pacific	Barber Greene Spur	Mileposts 23.5-25.8 DeKalb Co.	AB-33 Sub No.243X	2.3	2007
CSX	Illinois Subdivision	Mileposts 74.14-75.0 at Flora	AB-55 Sub No. 678X	0.86	2007
BNSF	N/A	Discontinue trackage rights Milepost 1.7 at Chicago- to Milepost 19.5 at Harvey	AB-6 Sub No. 462X	17.8	2008
Union Pacific	Elm Industrial Lead	Milepost 461.5 near Middle Grove to Milepost 486.2 at Molitor Junction	AB-33 Sub No. 262X	24.7	2008

Railroad	Line	Description	Docket No.	Miles	Year
Illinois Central	N/A	Milepost P 3.0 Throop St to Milepost 2.0 Cermak Rd., Chicago	AB-43 Sub No. 184X	1.0	2008
Union Pacific	Weber Industrial Lead	Mileposts 5.8-9.5 at Skokie	AB-33 Sub No. 263X	3.7	2008
CIRY	Kellar Branch	Mileposts 2.78-8.5 in Peoria	AB-1066 Sub No. 1X	5.72	2010
Pioneer Ind. Rwy.	Kellar Branch	Mileposts 1.71-10.0 in Peoria	AB-1056X	8.29	2010
Chicago Terminal RR	Kingsbury Branch	Halstead St-Willow St; Clybourne Ave.- Diversey Pkwy, Chicago	AB-1036	1.625	2010
BNSF	N/A	Discontinue trackage rights between Bridge Junction and P7PU Junction	AB-6 Sub No. 470X	3.0	2010
Union Pacific	St. Charles Industrial Lead	Mileposts 35.13-38.3 near St. Charles	AB-33 Sub No. 284X	3.17	2010

*Miles abandoned

Chapter 5 – Illinois Rail Freight Traffic Profile

Illinois has one of the most extensive and heavily used rail systems in the nation. Illinois ranks second among all states in total railroad mileage, and the state ranks fourth in the number of operating railroads. In 2010, Illinois ranked first in rail carloads carried, and third in total rail tons carried. Illinois ranks second in rail tons originating in the state (behind only Wyoming) and second in rail tons terminated in the state (behind only Texas).[1]

Since the mid-19th Century, railways have been instrumental in the development of the Illinois economy, allowing farm produce, mineral ore, and coal to be transported with ease. A number of the larger urban centers within Illinois owe their growth and development to their status as logistics hubs. As an example, the birth of modern Chicago can arguably be dated to 1848.[2] This was the year that the Illinois and Michigan Canal was completed, and perhaps more importantly, construction began on the city's first railroad. From that point, the city became a natural rail and water hub with annual population growth over 7 percent through the next 50 years.

5.1 Rail's Importance to Illinois and the Nation

According to data by the AAR, Illinois ranks first, second, or third in the nation by most metrics used to describe the size and extent of the rail industry. In 2010, the Illinois rail system was ranked as follows:

- Illinois ranked first in carloads carried with nearly 11 million
- Illinois ranked first in carloads terminated with 3.7 million, and second in carloads originated with 3.4 million
- Illinois ranked second in tons originated with 109.5 million and second in tons terminated with 157.8 million
- Illinois ranked second in miles of railroad track with 7,044 miles (not including trackage rights)
- Illinois ranked third in tons carried with 481.6 million tons

[1] Ranking data taken from the American Association of Railroads, State by State Rankings: http://www.aar.org/Railroads-States/State-Rankings-2010.pdf
[2] Donald L. Miller, City of Century: The Epic of Chicago and the Making of America, 1996

According to data from the CREATE program, approximately 25 percent of all U.S. rail traffic and 46 percent of all U.S. intermodal rail traffic, touches Chicago.[3] According to data by the American Public Transportation Association (APTA), Chicago's Metra system has the second highest average weekday ridership of any commuter rail system within the United States behind the Long Island Rail Road.[4] Chicago's Union Station is the fourth busiest Amtrak station behind New York Penn Station, Washington Union Station, and Philadelphia 30th Street Station. Both freight and passenger rail play a key role in the transportation network of Illinois.

5.2 Freight Rail Commodity Profile

This section of the report summarizes rail freight flows by key commodities, directional flows, and geographic markets. The 2010 U.S. Surface Transportation Board (STB) Carload Waybill Sample is the primary data source for the rail traffic analysis. The Waybill Sample is a stratified sampling of carload waybills for all U.S. rail traffic obtained from rail carriers that terminate 4,500 or more revenue carloads annually. Additional discussion is presented in Chapter 7– Rail Impacts, about key industry sectors in the state that are supported by rail transportation.

5.2.1 Coal/Energy

Most of the coal shipped to Illinois is used for power generation. Some of the 80 million tons shipped by rail remain within Illinois, while other coal is transloaded to barge or vessel at one of the Illinois port facilities for delivery elsewhere. As an example, the KCBX terminal in Chicago and the Kinder Morgan Cahokia Terminal in Sauget, Illinois are major transshipment points where coal is shifted from rail to barge transportation. Transportation frequency comprises the greater part of the delivered price of coal, and fuel is a major determinant of the price of electricity. According to the Illinois Department of Commerce and Economic Opportunity (IDCEO), approximately 49 percent of the electricity used within the state is generated from coal.[5] Therefore, rail transportation can impact electricity costs within the state. The majority of coal that terminates by rail in Illinois is sub-bituminous coal from the Powder River Basin (PRB) mine area in Wyoming. Whether it is shipped entirely by rail or whether it is shipped by rail/maritime combination, all PRB coal is shipped out of the basin by rail.

[3] CREATE program presentation to the Indiana High Speed Rail Association, May 2011
[4] American Public Transit Association, Transit Ridership Report, 3rd Quarter 2011
[5] Illinois Department of Commerce and Economic Opportunity, *Illinois Coal Fact Sheet*

According to data from the U.S. Energy Information Administration, Illinois is the eighth largest coal producing state within the United States with production of 33.2 million tons in 2010.[6] Data from the Illinois Department of Commerce and Economic Opportunity shows that roughly 6 million tons of Illinois coal was shipped by rail in 2009, or 18 percent of the 33.5 million tons of production for that year.[7] The proportion shipped by rail was higher in 2008, accounting for roughly 9 million tons, or 27 percent, of that year's 32.9 million tons of production. The most heavily used mode to transport Illinois coal is barge. However, many of the mines within the state are entirely reliant upon rail.

5.2.2 Agriculture/Food

Agriculture is also highly dependent upon rail. From the USDA's 2007 Census of Agriculture, Illinois was the top producing state of grain, oilseeds, dry beans, and dry peas by value. The state accounts for approximately 16 percent of the U.S. corn harvest and 13 percent of the soybean harvest. Illinois is ranked second for feed grain and soybean exports. Similar to coal, transportation is a large portion of the delivered cost of grain and soybeans. According to the Illinois Department of Agriculture, exports from Illinois account for nearly 7 percent of all U.S. agricultural exports. More than 44 percent of grain produced in Illinois is sold for export. Rail connections are a key component of the success of Illinois agriculture sold both domestically and abroad.

The state's abundant agriculture production has fed the agriculture processing industry, which according to the Illinois Department of Agriculture, ranks second in the nation. Most processors are located in the Chicago metropolitan area, which contains one of the largest concentrations of food-related businesses in the world. Food processors also rely heavily on rail.

5.2.3 Chemical and Other

Rail is key to the success of the Illinois chemical industry, whose companies frequently must ship heavy, bulky materials great distances. According to the Council of American States in Europe, the Illinois chemical industry directly employs over 52,000 people, and supports over 295,000 jobs indirectly.[8] The Illinois chemistry industry generated $29.9 billion worth of chemistry products and exported $6.18 billion in 2007. A variety of other industries within Illinois rely on rail as well. These include the steel industry, plastics and rubber, and construction materials such as sands, gravel, and lumber.

[6] U.S. Department of Energy, Energy Information Administration, *2010 Annual Coal Report*
[7] Illinois Department of Commerce and Economic Opportunity, *The Illinois Coal Industry, 2010*
[8] http://www.case-europe.com/stateindustries/stateindustries/ChemicalsPlasticsRubberIllinois,29.aspx

5.3 Directional Rail Flows[9]

In 2010, Illinois railroads carried a total of 448 million tons and nearly 10 million carloads of freight (**Exhibit 5-1**). The most prevalent directional flow was *Interstate Inbound* representing nearly 40 percent by weight, followed by *Interstate Outbound* representing 28 percent by weight. As would be expected, on a unit basis, interstate inbound and outbound are relatively balanced with 4.1 million carloads terminating in Illinois and 3.7 million originating in the state. *Through Freight* often referenced as "overhead freight"[10] that passes through Illinois for commerce between markets outside of the state represents 27 percent of directional flows. Most overhead traffic represents imports and exports that flow between Pacific Coast ports and the Ohio Valley or markets further east. Of the remaining tonnage, 4.5 percent was intrastate traffic. The directional distribution of carload units follows a similar pattern with interstate flows weighing somewhat more heavily to inbound.

Exhibit 5-1: Illinois Rail Traffic Directional Flows

Traffic Type	Tons	Percent	Carload Units	Percent
Interstate Inbound	178,080,914	39.8	4,150,811	41.8
Interstate Outbound	126,872,928	28.3	3,691,088	37.2
Intrastate	20,319,635	4.5	221,090	2.2
Through Freight	122,572,617	27.4	1,861,114	18.8
Total	**447,846,094**	**100**	**9,924,103**	**100**

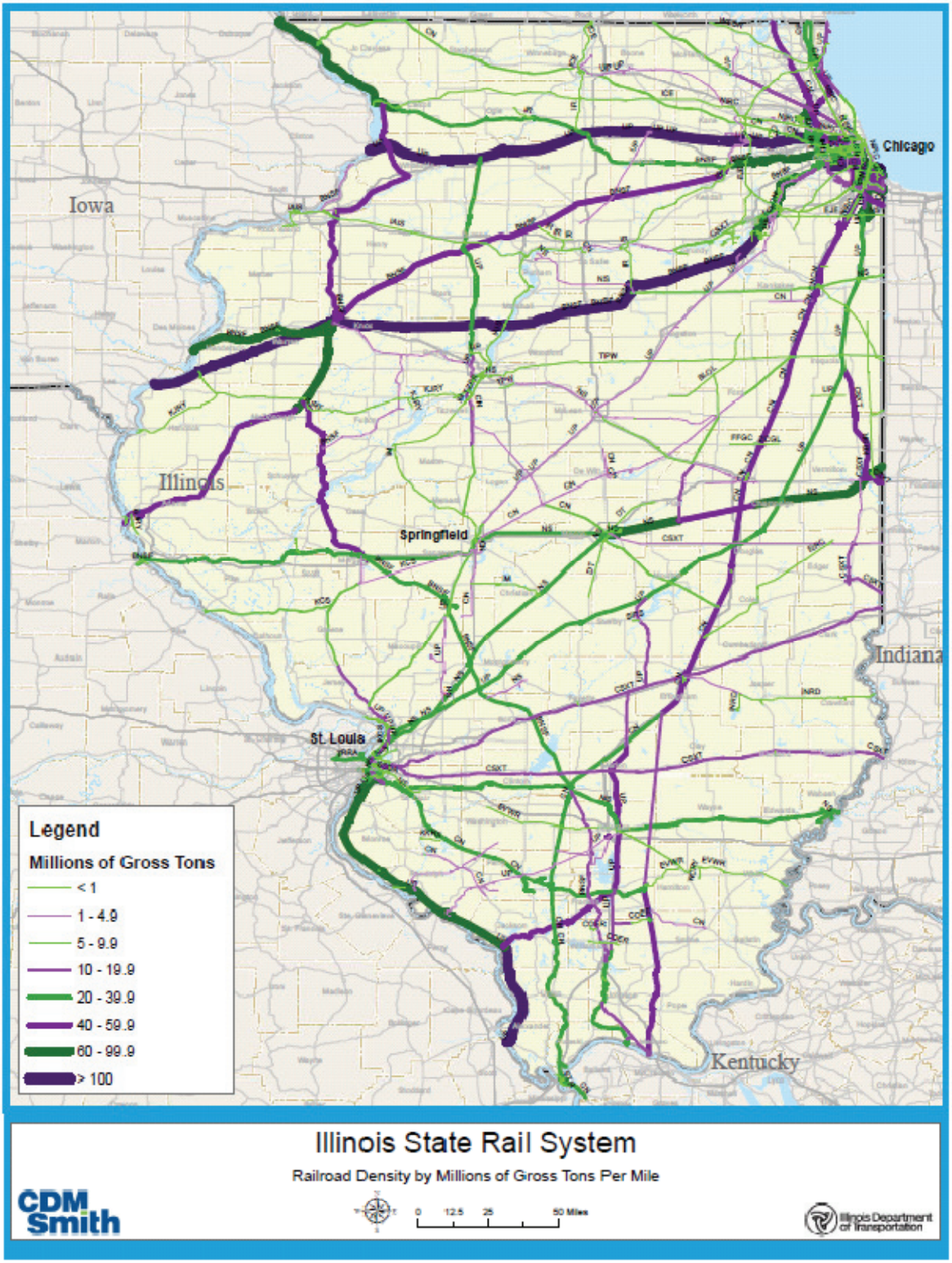
5.3.1 Freight Rail Traffic Densities

Exhibit 5-2 displays the 2010 freight density map for all rail lines in Illinois measured in million net tons per mile. The map represents combined tonnage for freight moving outbound, inbound, intrastate, and overhead. Rail lines with the heaviest density in Illinois are UP and BNSF mainlines crossing the northern portion of the state on an east/west axis into and out of the Chicagoland Area. These mainlines act as the primary land-bridges to West Coast ports that are the U.S. gateways to China and other Asian markets.

[9] Note to the reader: Through-out this section of directional rail flows, the discussion references commodities according to the Standard Transportation Commodity Codes. When referencing STCC commodity groupings, they are referenced as proper names (first letter capitalized) and in *Italics*.

[10] Overhead freight is standard industry terminology for freight that originates and terminates outside of the study area and passes through the study area.

Exhibit 5-2: Illinois Rail Traffic Density (2010)

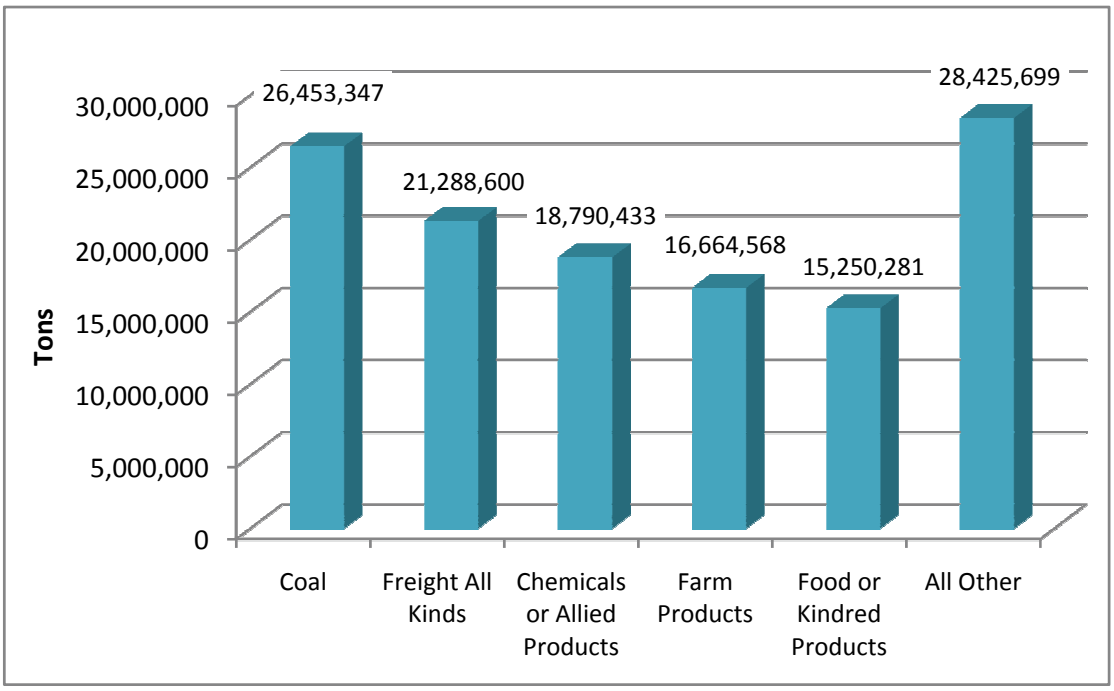


Sources IDOT, STB Waybill Sample, FAF-3, and CDM Smith

5.3.2 Interstate Outbound Rail Traffic

In 2010, a total of 126.9 million tons of freight originating from Illinois was transported by rail to other states or countries. **Exhibit 5-3** shows the top five originating commodity groups at the two-digit Standard Transportation Commodity Code (STCC). These five commodity groups in total weighed 98.4 million tons or 77.6 percent of the total. As shown in Exhibit 5-3, *Coal* is the top commodity by weight with over 26.4 million tons exported from the state by rail in 2010. In standard railroad reporting, freight moved in shipping containers can be classified as *Freight-All-Kinds (FAK)* because often the containers hold a mix of product types. Thus, goods contained in the intermodal commodity category are reported as a single line of railroad business, much like coal, grain, lumber, etc. As a result, intermodal shipments represent the second largest commodity group by weight with 21.3 million tons exiting Illinois by rail in 2010.

Exhibit 5-3: 2010 Tons – Top Five Commodities Outbound



Source: Prepared by CDM Smith, based on 2010 STB Waybill Sample Data

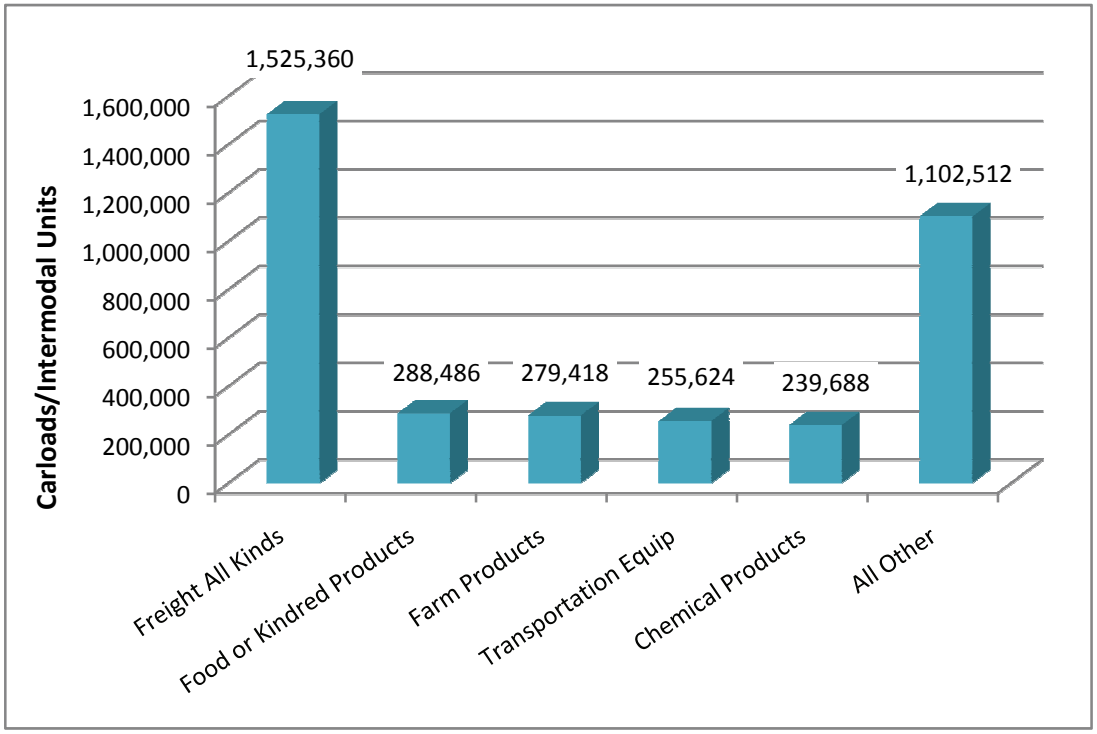
According to the 2010 STB Waybill Sample data, the average loading for a rail freight car is 99 tons when carrying a normal range of commodities, the average loading of a rail grain car is 104 tons, and the average loading of a rail coal car is 117 tons.

The alternative to shipping by rail carload is to use intermodal units (containers in wellcars or trailers on flatcars). A typical international intermodal container is 20-, 40-, or 45-feet long; 8-feet wide; and with a standard height of 8-feet-6-inches. These steel boxes are used internationally to transport freight by sea, rail, and highway. A typical domestic intermodal container is 48- or 53-feet long, 8-feet wide, and with a standard height of 8-feet-6-inches. The typical maximum cargo weight that can be carried in a container is 45,000 pounds, or 22 tons. Containers are loaded onto a chassis and pulled by a truck when they are transported between vessels, trains, and loading docks. The combined weight of the container, chassis, and freight must be less than

56,000 pounds to be legally transported on most U.S. highways. If the combined weight exceeds 56,000 pounds, a special heavy-weight highway permit must be obtained prior to transport, which increases the cost of transportation. The average loading for an intermodal container with mixed freight is around 15 to 20 tons because products such as apparel and electronics are light weight and fill the container's cubic capacity before the maximum weight is reached. The average weight for grain or other heavy commodities such as canned goods or wood products is 22 tons. Grain can be loaded in bins, bags, or blown into plastic lined containers. Bins and bags are commonly used to transport identity preserved grain shipments.[11]

Exhibit 5-4 shows the number of freight carloads/intermodal units that originated in Illinois. By unit count, *FAK* or intermodal traffic had by far the largest number of units moved in Illinois in 2010. *Food or Kindred Products* and *Farm Products* were the second and third largest commodity groups by carload count, with each accounting for nearly 300,000 units exported from the state.

Exhibit 5-4: 2010 Units Originated – Top Five Commodities



Source: Prepared by CDM Smith, based on STB Waybill Sample Data

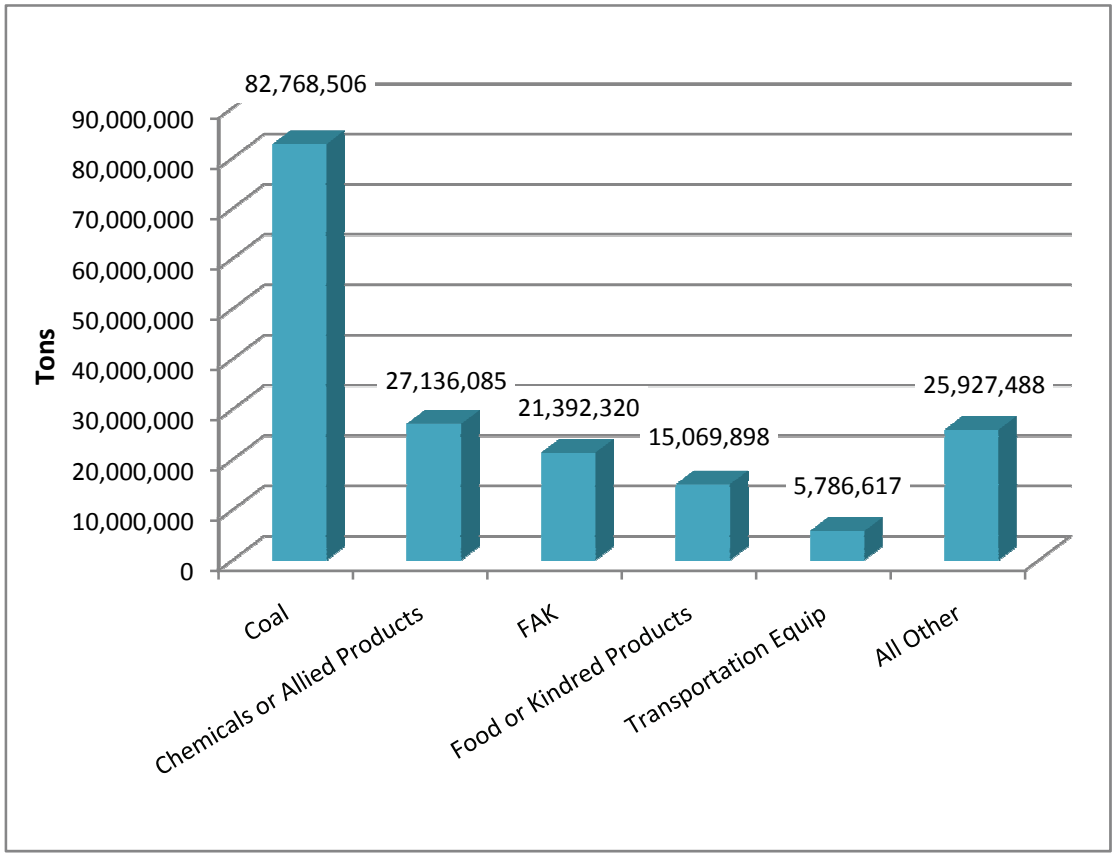
5.3.3 Interstate Inbound Rail Traffic

A total of 178 million tons of freight was transported by rail into Illinois in 2010 from other states and nations. **Exhibit 5-5** presents the top five inbound commodities that terminated in Illinois. The top five commodity groups combined totaled 152.2 million tons, or 85.4 percent of total inbound freight. *Coal* was also the top inbound commodity into Illinois. *Coal* by itself accounted

[11] Identity preserved or "IP" grain refers to an increasingly common buyer handling request that calls for specific handling procedures for planting, harvesting, processing, and transporting grains. Most notably, IP grains must not be mixed or co-mingled with other grains, and often require shipping in sealed containers.

for nearly half (47 percent) of 2010's total inbound tonnage. *Chemicals and Allied Products* represented the second largest inbound commodity group by weight, but accounted for just 15 percent of total inbound rail flows.

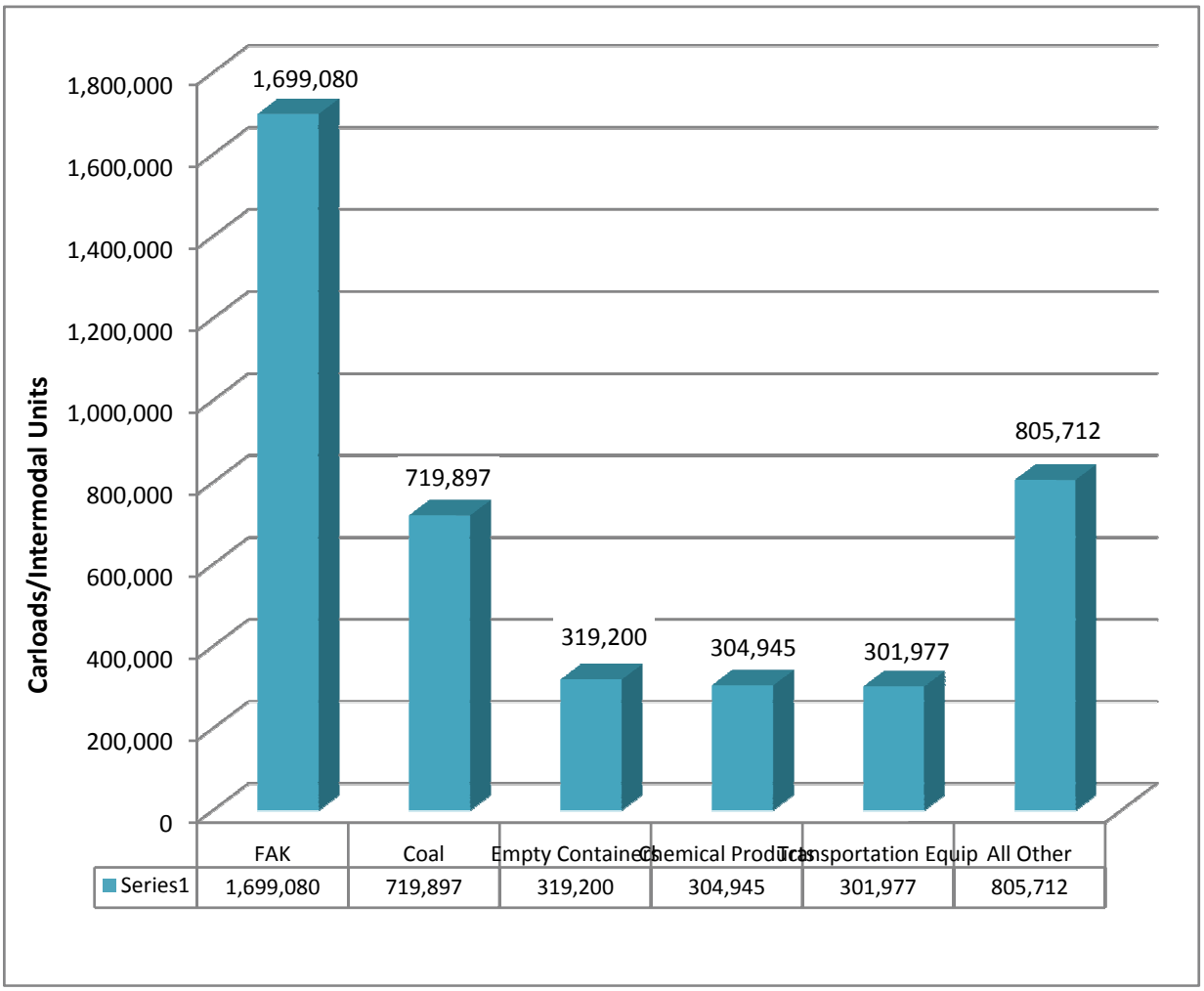
Exhibit 5-5: 2010 Tons – Top Five Commodities Inbound



Source: Prepared by CDM Smith, based on STB Waybill Sample Data

By unit measure, interstate inbound freight totaled 4.1 million carloads or intermodal containers that terminated in Illinois. Intermodal as represented by *FAK* was the largest commodity category with 1.7 million intermodal units, or 41 percent of the total. As shown in **Exhibit 5-6**, by unit count, *Coal* was the second largest inbound commodity, with nearly 720,000 carloads or 17 percent of the total. Note the proportion of carload units for *Coal* was just 17 percent while by total tonnage coal represented nearly 50 percent.

Exhibit 5-6: 2010 Units – Top Five Commodities Terminated in Illinois

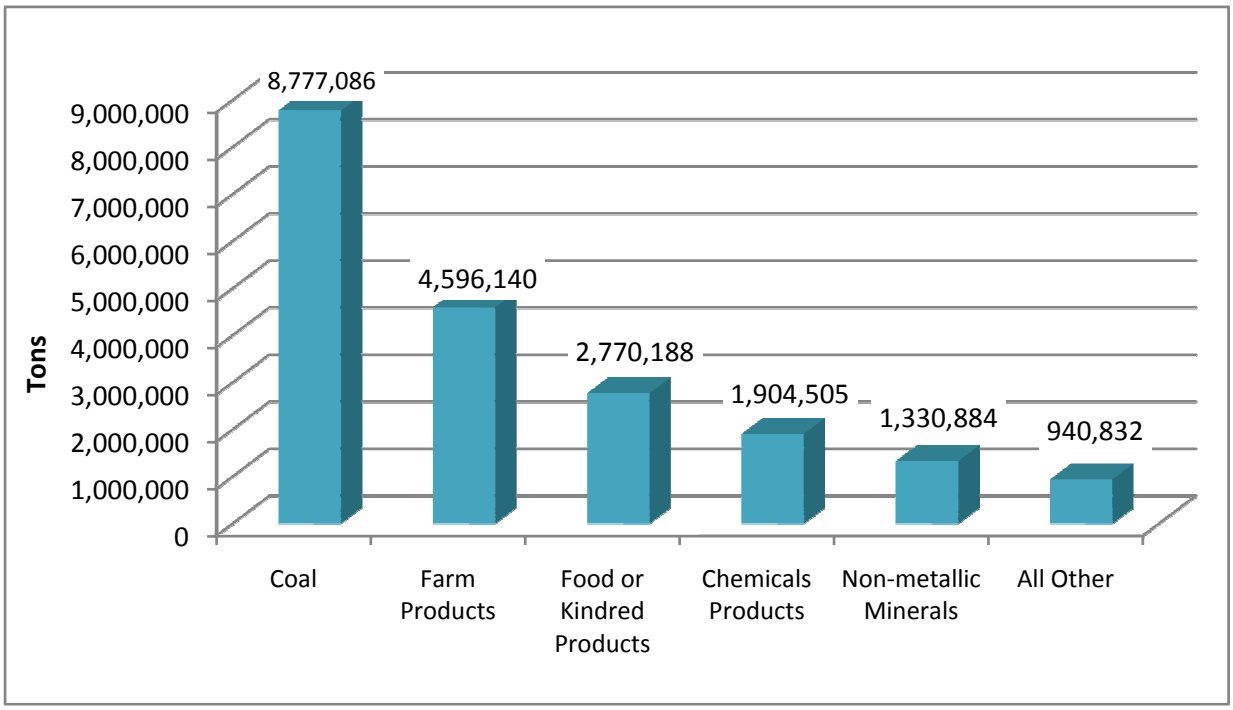


Source: Prepared by CDM Smith, based on STB Waybill Sample Data

5.3.4 Intrastate Rail Traffic in Illinois

In 2010 there was approximately 20 million tons of intrastate freight traffic moved on rails in Illinois. **Exhibit 5-7** shows the top five 2010 intrastate commodities in Illinois. Total tonnage for these five commodities was 20.3 million tons, or 95 percent of the total local rail freight. The top two commodities were *Coal* and *Farm Products*. The top two commodity categories alone accounted for 66 percent of the total tonnage.

Exhibit 5-7: 2010 Tons – Top Five Commodities Intrastate

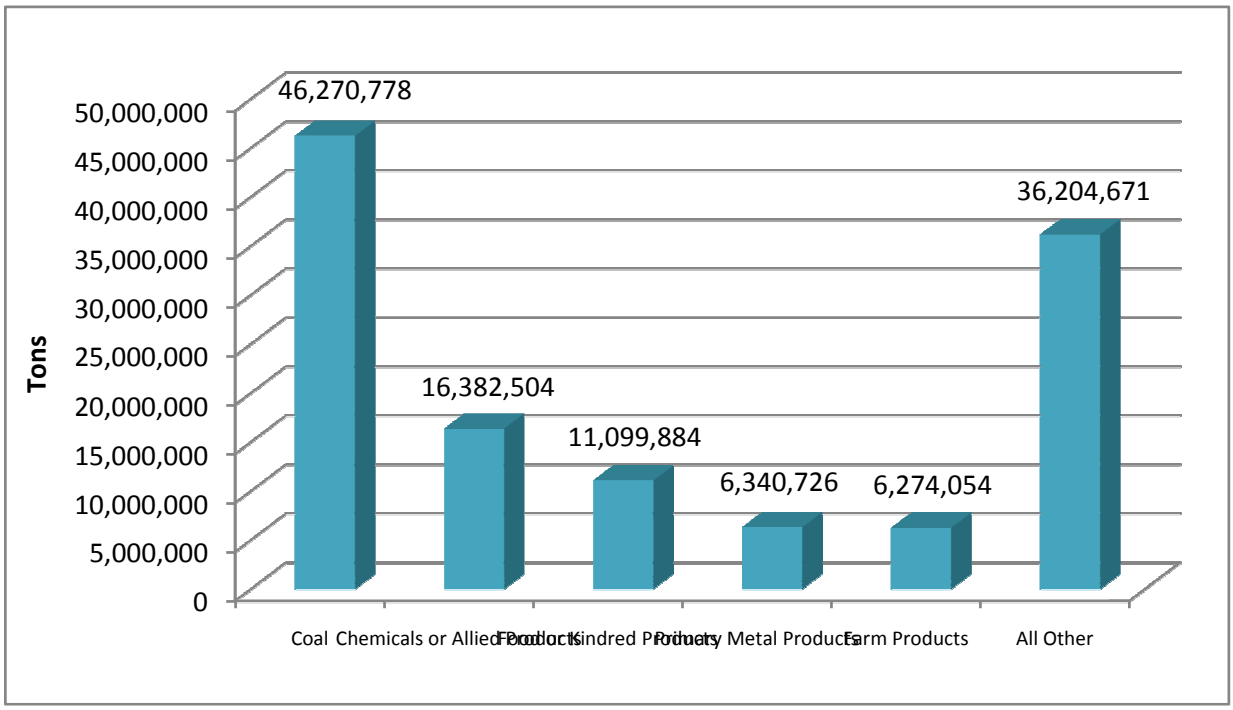


Source: Prepared by CDM Smith, based on STB Waybill Sample Data

5.3.5 Through Rail Freight Traffic

In 2010 there was nearly 123 million tons of freight transported across Illinois whose origin and destination on the Waybill Sample was not in Illinois. At times this through-traffic is termed overhead freight. The total for the top five commodities was 86.3 million tons, accounting for 70 percent of the total. **Exhibit 5-8** indicates that *Coal, Chemical Products and Food,* and *Kindred Products* were the principal commodities carried as through-traffic across Illinois. Coal was the largest through-traffic commodity with 46.3 million tons.

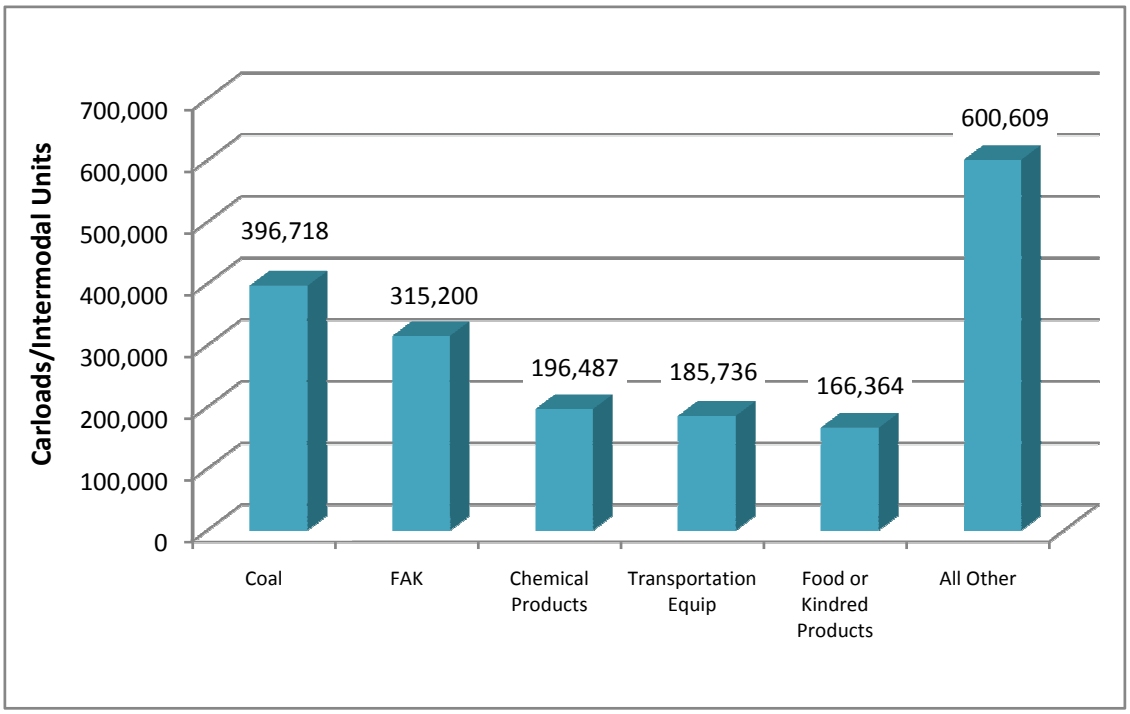
Exhibit 5-8: 2010 Tons – Top Five Commodities Through Illinois



Source: Prepared by CDM Smith, based on STB Waybill Sample Data

In 2010 there were approximately 1.9 million carloads/intermodal units transported across Illinois. **Exhibit 5-9** shows the commodity categories with the highest number of units. *Coal* generated nearly 400,000 through carloads, or 21 percent of the total. Intermodal traffic contributed another 315,200 units.

Exhibit 5-9: 2010 Units – Top Five Commodities Through Illinois



Source: Prepared by CDM Smith, based on STB Waybill Sample Data

5.4 Forecasts of Illinois Future Rail Flows

5.4.1 FAF Based Forecast Methodology

The STB Waybill Sample used for analyzing railroad commodity movements in the prior sections does not provide any forecasts of future rail movements in Illinois. To provide future forecasts about Illinois' rail movement tonnages, the consultant team used the Freight Analysis Framework Version 3 (FAF-3) from the Federal Highway Administration (FHWA) and the forecast multipliers contained in the database. In order to apply the FAF-3 multipliers to the Waybill Sample, the commodity code standard used in the railroad industry: the STCC used in the Waybill Sample had to be converted to the Standard Classification of Transported Goods (SCTG) used by FAF-3. The converted commodity data was broken out by 2-digit SCTG code and by origin-destination pairs (to/from states). While converting these commodity types in the Waybill Sample to the commodities in the FAF-3, some rail movements are omitted because FAF-3 does not account for all the movements that the Waybill Sample does. For instance, a rail shipment going from Minneapolis, Minnesota to Pittsburgh, Pennsylvania going through Chicago would be interlined between two railroads (i.e., moved by truck from a Western Class I to an Eastern Class I). While the STB Waybill Sample may show such a shipment as two separate rail movements, FAF-3 attempts to capture such movements as one continuous flow between the primary origin and ultimate destination. There are also differences between the two sources due to the sampling methods, i.e., FAF-3 is based on the smaller public Waybill Sample, while the STB data is based on the larger, more confidential private sample.

To account for missing rail movements in producing the Illinois forecasts, the consultant team applied the tonnage multipliers for each year for origin-destination pairs actually accounted for in both the FAF-3 and STB Waybill. The resulting tonnages were then summed by STCC code. Once the tonnages were summed for each year, they were then divided by the previous year's tonnage to calculate the forecast multiplier by STCC code rather than by individual movement. Finally after the new multipliers were calculated, they were applied to the original Waybill Sample file to produce the final forecasts of rail tonnages in Illinois.

5.4.2 Future Forecasts of Directional Rail Flows

As noted in the previous section, in 2010 Illinois railroads carried nearly 448 million tons of freight. **Exhibit 5-10** displays the forecasts of future rail flows in tons by direction when applying the FAF-3 forecast methodology described in the preceding section. Over the next 30 years, *Interstate Outbound* flows are forecast to be the fastest growing directional movement, increasing 30 percent over the period. Through freight movements, while predicted to grow slowly in the coming decade, expands nearly 25 percent by 2040.

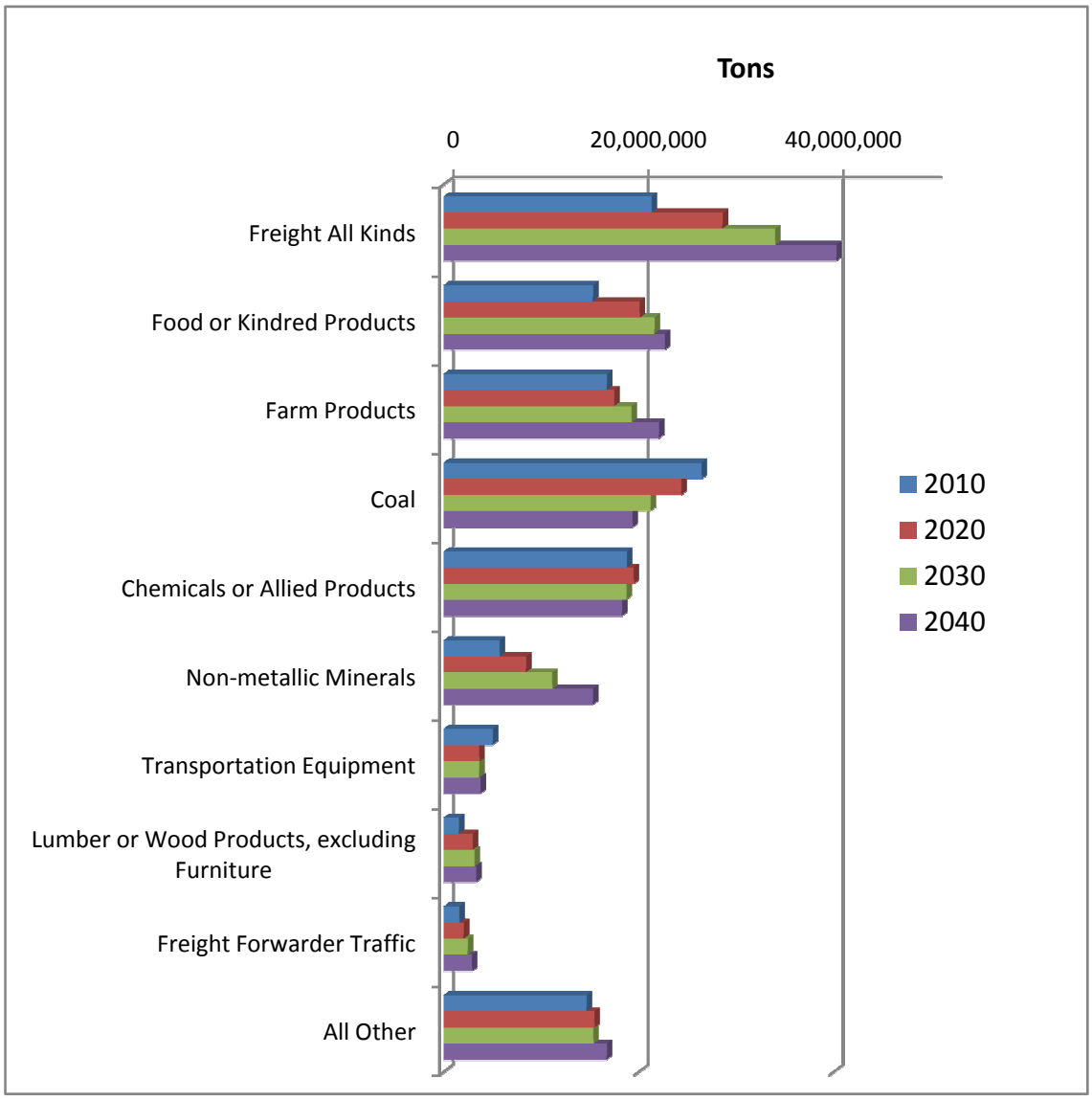
Exhibit 5-10: Forecasts of Future Illinois Rail Traffic Directional Flows – by Tonnage

Traffic Type	2010	2020	2030	2040
Interstate Inbound - Tons	178,080,914	184,952,806	185,141,197	194,795,831
Interstate Outbound - Tons	126,872,928	142,300,517	150,154,447	164,292,911
Intrastate - Tons	20,319,635	22,620,928	21,924,356	21,222,314
Through Freight - Tons	122,572,617	123,914,505	133,514,429	151,685,354
Total	**447,846,094**	**473,788,756**	**490,734,429**	**531,996,410**
Percentage Change from base year (2010)		**2020**	**2030**	**2040**
Interstate Inbound - %Δ		3.9%	4.0%	9.4%
Interstate Outbound - %Δ		12.2%	18.4%	29.5%
Intrastate - %Δ		11.3%	7.9%	4.4%
Through Freight - %Δ		1.1%	8.9%	23.8%
Total		**5.8%**	**9.6%**	**18.8%**

5.4.3 Forecasts Key Rail Commodities by Tonnage and Direction

In 2010, the rail systems of Illinois moved nearly 127 million tons of freight from the state to other destinations in North America. Of the top outbound commodities, *FAK* is expected to grow by 89 percent over the next 30 years (**Exhibit 5-11**). As noted previously, shipments classified as *FAK* are often containers with a mix of product types. In 2010, *FAK* represented the second largest commodity group by weight exiting Illinois; however, by 2020 and continuing into the future *FAK* is expected to be the largest rail flow exiting Illinois. In 2010, *Coal* was the top commodity by weight exported from the state by rail; however, in future years, *Coal* exports are expected to decline, with flows in 2040 expected to decline by 27 percent over 2010. The forecasts further suggest that, while showing more modest growth, *Food and Kindred Products* will grow by nearly 50 percent, and *Farm Products* will grow by 32 percent. Both of these commodity groups are predicted to surpass *Coal* in terms of tonnage exiting the state by 2040. Of the top commodities, *Non-metallic Metals* are forecasted to grow the most; by 167 percent over 30 years.

Exhibit 5-11: Forecasts of Top Outbound Rail Commodities (2010 – 2040)



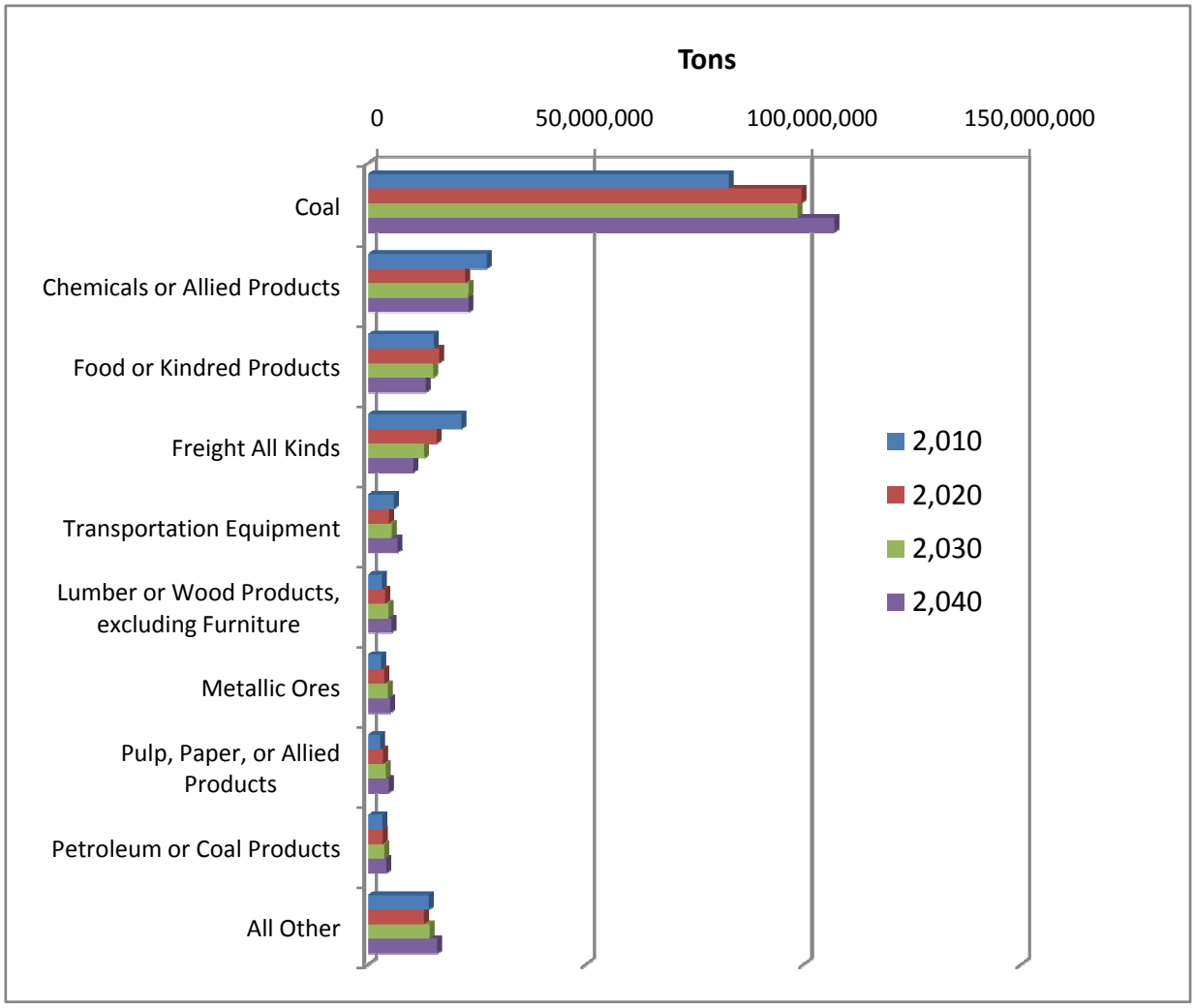
Source: Prepared by CDM Smith, based on 2010 STB Waybill Sample Data and FAF-3

5.4.4 Forecasts of Interstate Inbound Rail Traffic

Exhibit 5-12 on the following page presents forecasts for the top inbound rail commodities terminating in Illinois. *Coal,* accounting for 47 percent of inbound tonnage in 2010, will continue to dominate all other inbound rail flows, growing nearly 30 percent throughout the forecast period. *Chemicals and Allied Products* represented second largest inbound commodity group by weight in 2010; this group is forecasted to decline initially and then show slow growth in future decades. Given the pattern exhibited by *Chemicals and Allied Products,* this may be a commodity group particularly impacted by the data limitation issues discussed at the beginning of this section. Overall a number of the top inbound commodity groups are expected to see declining volumes; this may also be due to external factors such as expansion of the Panama Canal, which is

expected to impact the trade patterns of Asian imports, with more of these goods going to Eastern U.S. markets taking an all water route to East Coast ports.

Exhibit 5-12: Forecasts of Top Inbound Rail Commodities (2010 – 2040)

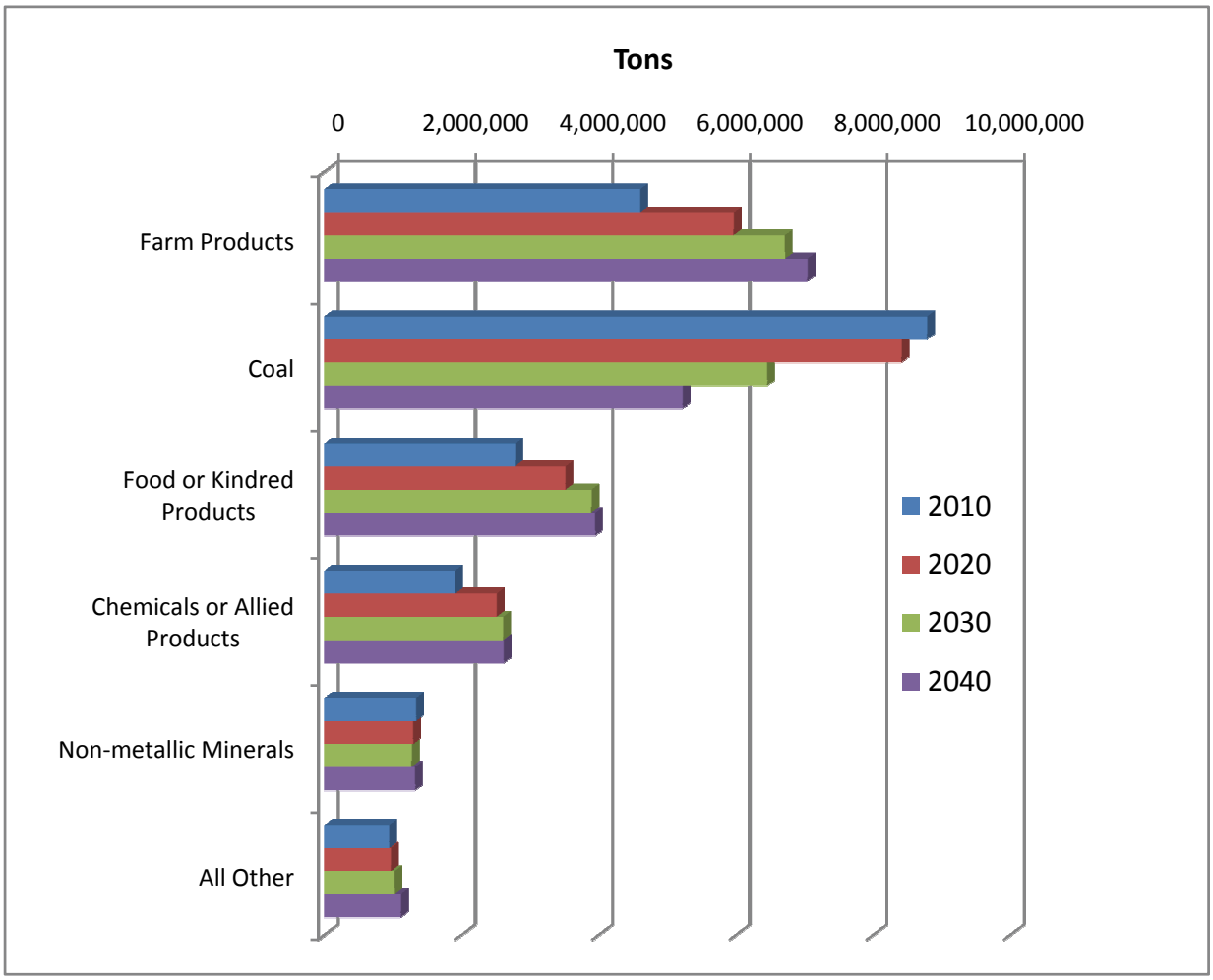


Source: Prepared by CDM Smith, based on STB Waybill Sample Data

5.4.5 Intrastate Rail Traffic in Illinois

In 2010 there was approximately 20 million tons of intrastate freight traffic moved on rails in Illinois. **Exhibit 5-13** shows the forecasted growth in tonnage among the top intrastate commodities moving by rail in Illinois. The top intrastate rail commodity in 2010, *Coal,* is expected to decline in volume by over 40 percent by 2040. *Farm Products,* the second largest movement in 2010, is expected to grow by 53 percent over the period. *Food and Kindred Products* and *Chemicals and Allied Products* are also predicted to show strong growth over the period (42 percent and 37 percent, respectively).

Exhibit 5-13: Forecasts of Top Intrastate Rail Commodities (2010 – 2040)

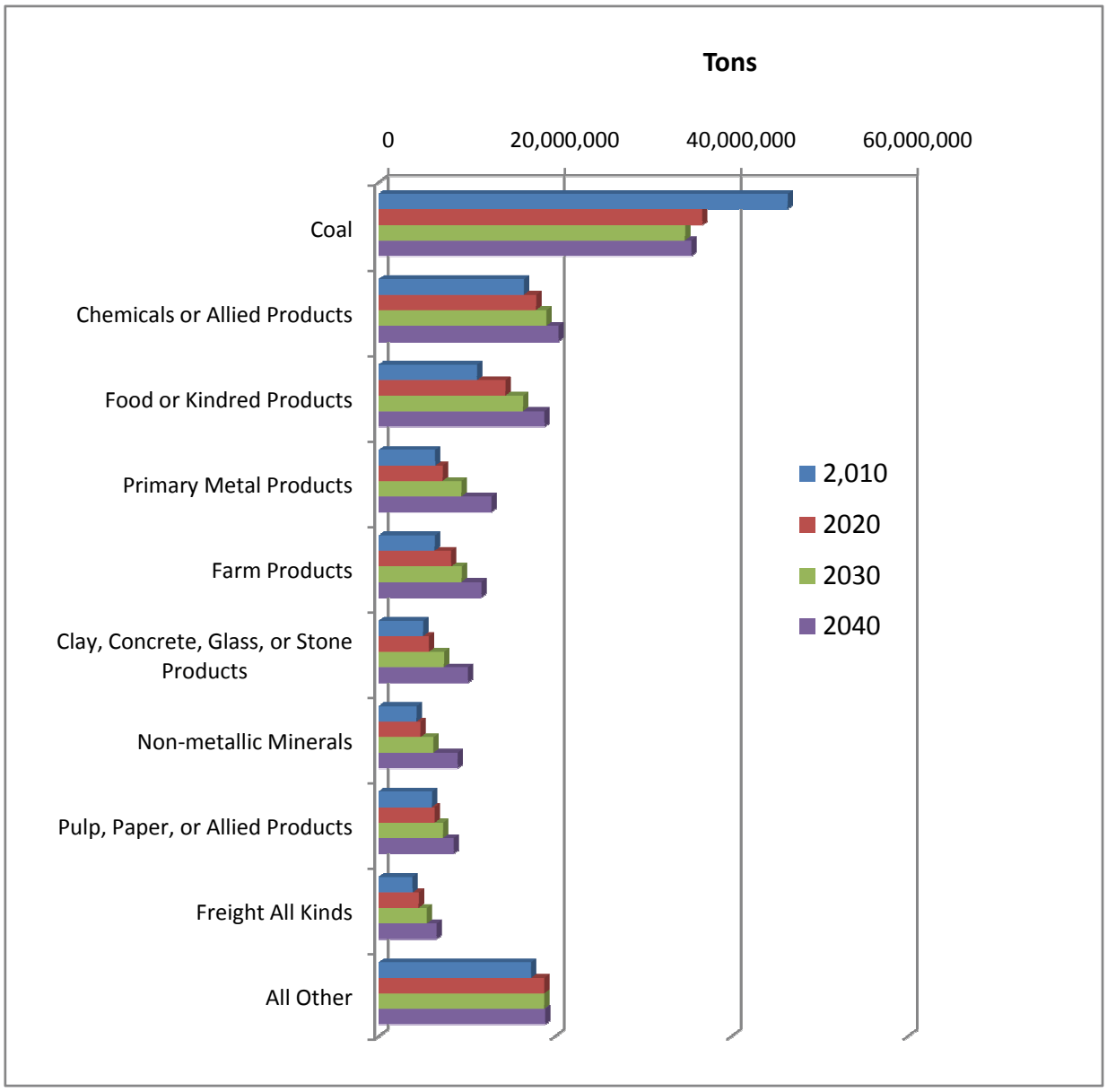


Source: Prepared by CDM Smith, based on STB Waybill Sample Data

5.4.6 Through Rail Freight Traffic

Through-traffic or rail overhead freight makes up a significant volume of the rail traffic moving in Illinois. As shown in **Exhibit 5-14**, *Coal* was the principal commodity transiting the state; however, by 2040 through *Coal* volumes are forecasted to decline by 23.5 percent. All other through commodity groups are forecasted to increase; some, including *Primary Metal Products; Clay, Concrete, Glass and Stone;* and *Non-Metallic Minerals,* are expected to grow by 100 percent or more over the next 30 years.

Exhibit 5-14: Forecasts of Top Through Rail Commodities (2010 – 2040)



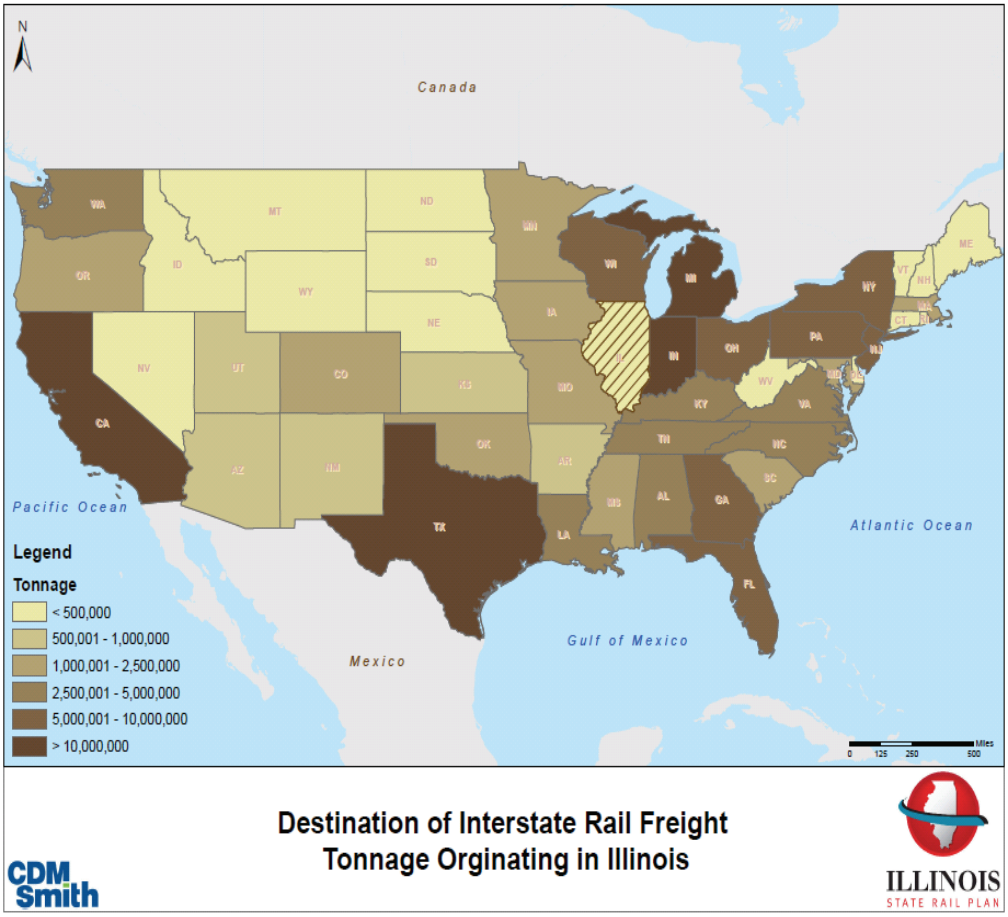
Source: Prepared by CDM Smith, based on STB Waybill Sample Data

5.5 Freight Rail Geographic Profile

5.5.1 Destinations of Outbound Freight Originated in Illinois

Nearly 127 million tons of freight was transported out of Illinois in 2010. **Exhibit 5-15** indicates the top destinations for the freight that originated in Illinois. California, Texas, Indiana, and Michigan were the most important markets for Illinois products exiting the state by rail, each receiving over 10 million tons of rail freight. California is the recipient of intermodal containers, both loaded and empty, as the primary gateway to Asian markets.

Exhibit 5-15: Destination of Interstate Rail Traffic Originated in Illinois

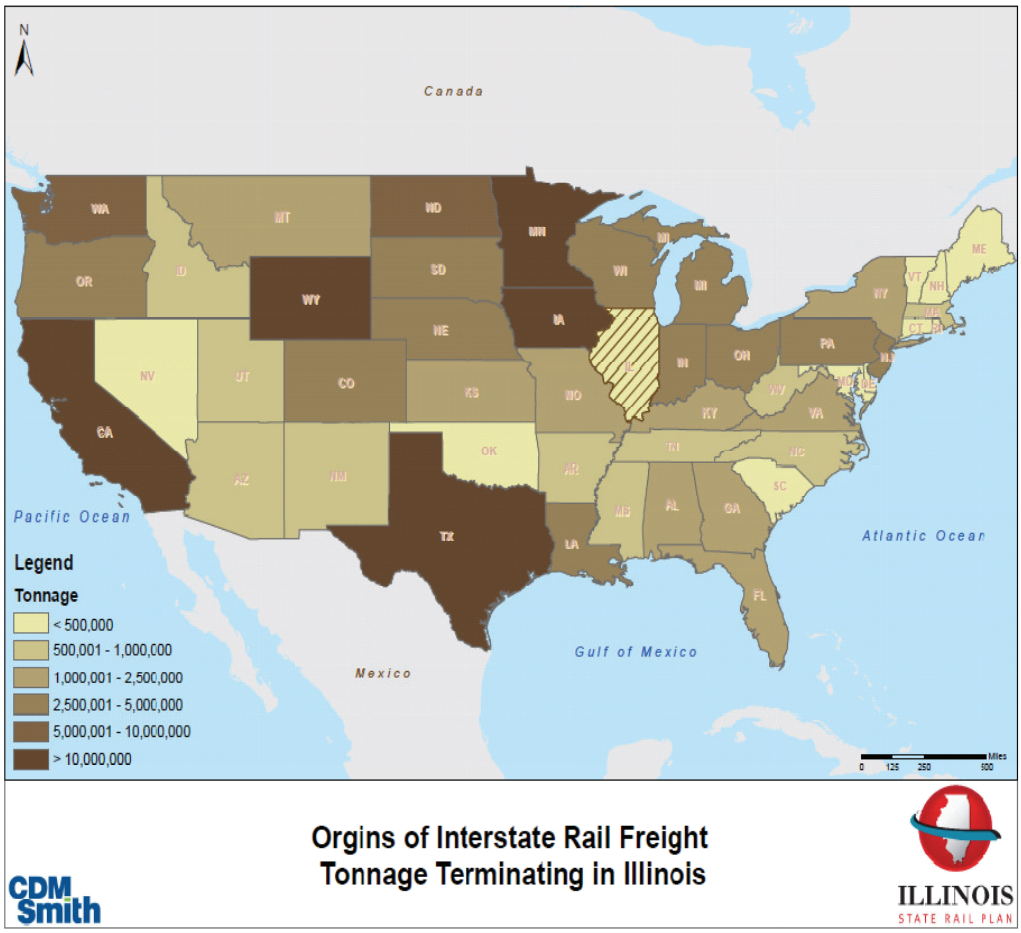


Source: Prepared by CDM Smith, based on STB Waybill Sample Data

5.5.2 Origins of Inbound Freight Destined for Illinois

In 2010 there was more than 178 million tons of freight terminated in Illinois. **Exhibit 5-16** shows the top states that originated freight destined for Illinois. By weight, over 46 percent of the inbound tonnage was sub-bituminous coal that originated from the Wyoming PRB. Texas is the nation's number one producer of chemicals, which as a commodity group include plastic resins, fertilizers, and other petroleum based industrial chemicals. California, another top origin state for Illinois rail traffic, is the nation's primary gateway for consumer goods imported from Asia and moved by rail in intermodal containers. Wisconsin and Iowa, two other states that produced in excess of 10 million tons of rail freight terminated in Illinois, are significant producers of farm products and food products.

Exhibit 5-16: Origin of Interstate Rail Traffic Terminating in Illinois



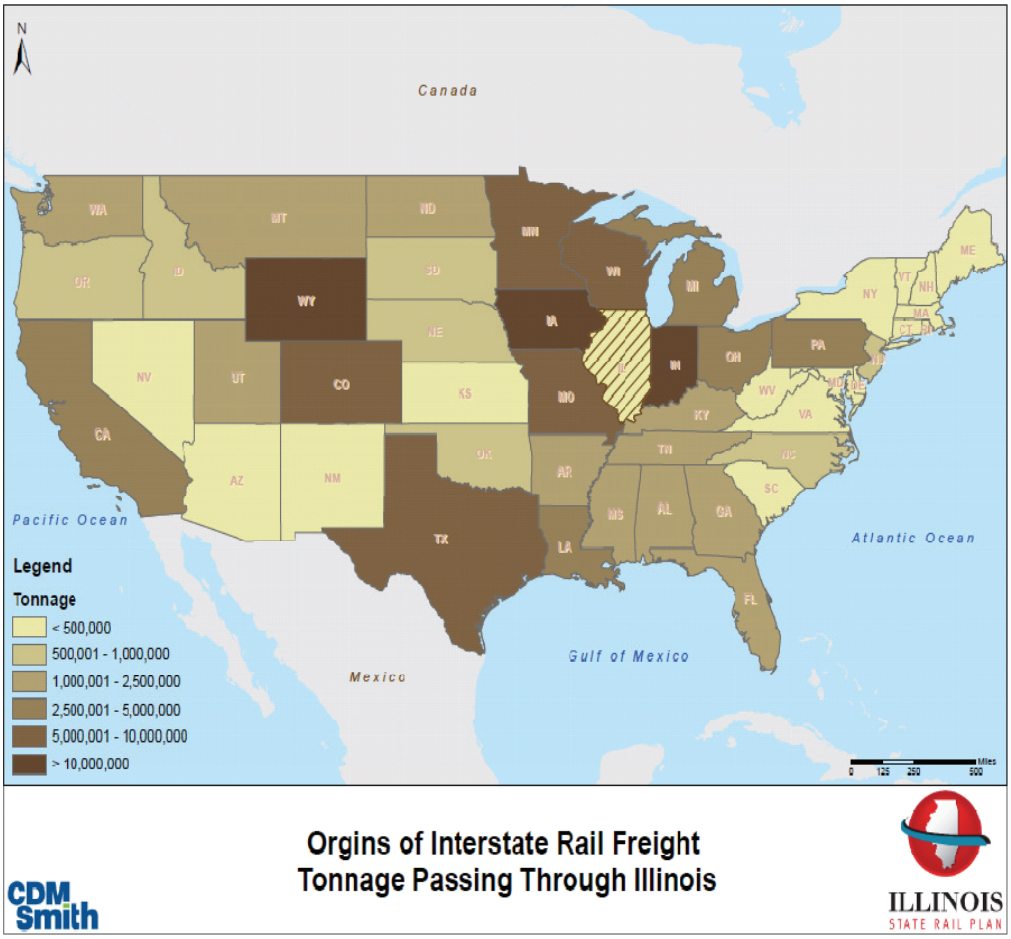
Source: Prepared by CDM Smith, based on STB Waybill Sample Data

5.5.3 Origins and Destinations of Through Traffic

In 2010, Illinois rail lines carried more than 122 million tons of through or overhead traffic across the state. As the crossroad for the largest U.S. Class I railroads, Illinois is also the crossroad for major rail commodity categories.

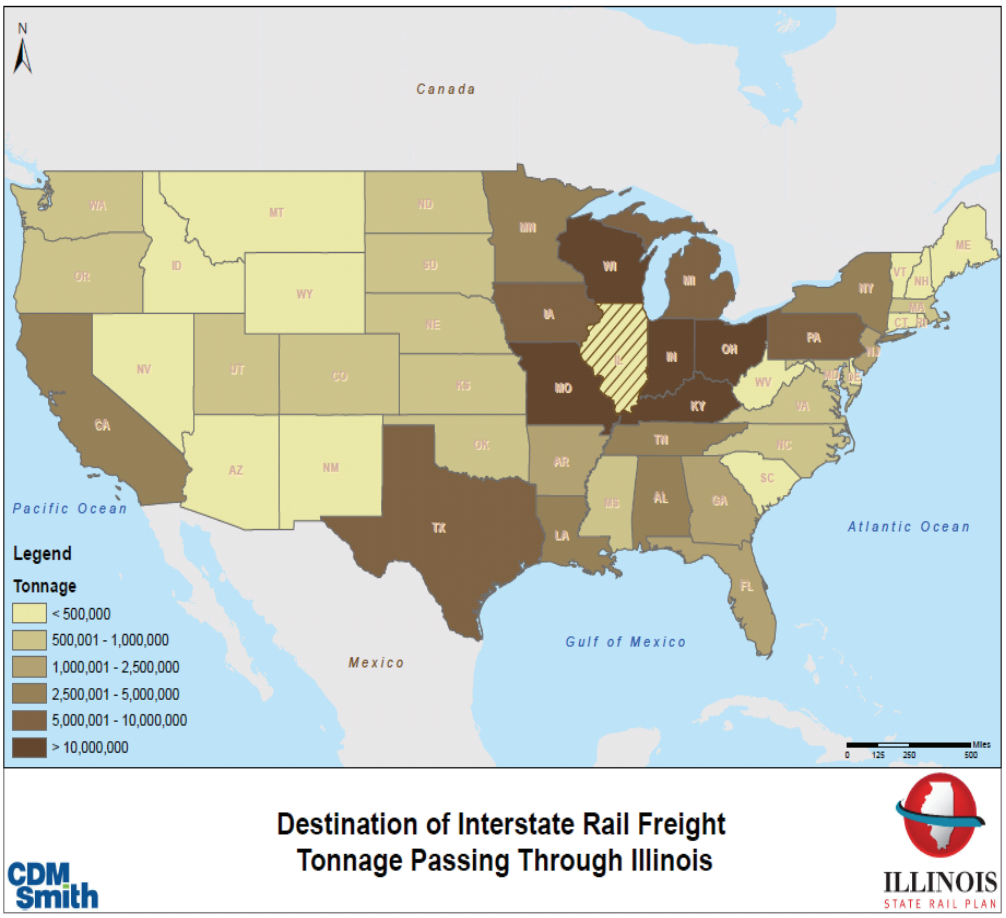
Exhibit 5-17 shows the origin and **Exhibit 5-18** shows the destination of rail freight tonnage relative to Illinois. Coal traffic crosses the state from Wyoming to the Mississippi Valley and eastern states. Other commodity categories that represent large traffic tonnages are chemicals, farm, and food products.

Exhibit 5-17: Origins of Rail Traffic through Illinois



Source: Prepared by CDM Smith, based on STB Waybill Sample Data

Exhibit 5-18: Destination of Rail Traffic through Illinois



Source: Prepared by CDM Smith, based on STB Waybill Sample Data

5.6 Economy, Trade, and Economic Development – Illinois Strategic Freight Corridors

Illinois has designated a "core" or strategic transportation system (STS) of statewide significance. The STS includes commercial service airports, ports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. The STS facilities represent a small portion of the transportation system within the state but carry a disproportionate share of movements, particularly for travel between metropolitan areas, including interstate and international travel. This network is considered key to the state's economic success, since it links Illinois economic centers; not only with each other but also to the nation and to the world.

IDOT developed an initial framework to define the STS as part of the *2007 Illinois State Transportation Plan*. For freight rail corridors, the preliminary STS was defined as those rail lines with freight traffic density equal to or in excess of 20 million gross tons per mile. While a description of the impacts of each rail link or node of the STS would be impractical here, below are some highlights of specific rail lines' impacts on Illinois.

5.6.1 Burlington Northern Santa Fe Transcontinental

The BNSF Transcontinental (TransCon) corridor consists of two rail main lines (a combination of the Chillicothe, Brookfield, Mendota, and Chicago Subdivisions) that enter Illinois west of Galesburg and converge on Chicago. The TransCon links Illinois with the Port of Los Angeles/ Long Beach for import/export traffic, particularly inbound shipments of consumer products and outbound shipments of agricultural products. It is a primary route for domestic and international intermodal freight, finished domestic and imported automobiles, and general carload freight. These rail lines also link Illinois to important domestic markets, such as PRB coal in Wyoming. The TransCon is vital to Illinois logistics/distribution, agriculture, power production, and other industries.

5.6.2 Union Pacific Central Corridor

The UP Central Corridor, also referred to as the Geneva Subdivision within Illinois, enters Illinois near Fulton, Illinois, and continues to Chicago. The Central Corridor is a key spine of the UP Railroad network. It generally facilitates trade between the eastern and western half of the nation with rail lines that radiate to western markets converging in the west at Ogden, Utah and Granger, Wyoming and converging in the east at Chicago and Kansas City. The Central Corridor facilitates movements of coal, agricultural products, automotive, and industrial products such as metals, paper, and construction products. The Central Corridor links Illinois and eastern markets to northern West Coast ports for intermodal traffic, particularly Seattle/Tacoma. The Central Corridor is important to a variety of Illinois industries.

5.6.3 Burlington Northern Santa Fe Great Northern Corridor

BNSF's Great Northern route, also referred to as the Ottumwa Subdivision within Illinois, enters Illinois near Dubuque, Iowa. It connects Illinois and eastern markets with ports in the Northwest, such as Seattle. Among other roles, it brings PRB coal to eastern markets, as well as carries grain products from the Upper Great Plains. According to BNSF, the Great Northern Corridor serves an Illinois population of 8.7 million.[12]

5.6.4 Illinois Central Corridor

The IC line is now owned by CN. The IC line (comprised of CN's Chicago, Champaign, Centralia, Bluford, and Waukesha Subdivisions within Illinois) feeds CN's "three coast" strategy to provide service to the Pacific by the Ports of Prince Rupert and Vancouver, the Atlantic by the Ports of Halifax and Montreal, and the Gulf Coast by the Ports of New Orleans and Mobile. Among other traffic flows, the IC line is a key conduit for Illinois agricultural products to reach the Gulf Coast, as well as chemical products, and industrial products such as paper and forest products.

[12] BNSF Railway, www.corridorsofcommerce.com

5.6.5 Norfolk Southern Chicago Line/CSX Blue Island Subdivision

The NS Chicago Line and the CSX Blue Island Subdivision connect Illinois and the Midwest with markets in the Mid-Atlantic and Northeast. They provide key connections with Northeastern ports, such as New York, Baltimore, and Norfolk. These rail lines are used heavily for intermodal and a range of other traffic types. Outbound shipments originating in Illinois include food, fertilizer, grain, food products, and construction materials. Inbound products terminating in Illinois include coal and chemicals.

5.6.6 Union Pacific Villa Grove/CSX Woodland Subdivision

This corridor is a key connection between Illinois and Midwestern markets to the Southeast. It provides access to Southeastern ports such as Charleston and Savannah. This corridor provides a vital intermodal connection between Chicago and destinations such as Atlanta and Charleston, South Carolina. It also carries large volumes of agricultural products, coal, fertilizer, petroleum, and other products originating in Illinois, as well as fertilizer, newsprint, and other products terminating in Illinois.

Chapter 6 – The Role of Illinois' Rail System in Multimodal Transportation

This chapter defines and describes Illinois' rail freight intermodal connections and explains their role in the state's transportation system. Passenger intermodal is discussed in Chapter 10 of this Rail Plan.

6.1 Freight Intermodal

The term "intermodal" has been defined by the Intermodal Association of North America (IANA) as the transfer of products involving multiple modes of transportation—truck, railroad, or ocean carrier. Intermodal freight is typically handled in a container or a trailer. More than one mode of transportation is required to move freight from the shipper to the receiver of goods.

Intermodal containers are divided into two categories—domestic and international. Domestic containers are typically 48-feet or 53-feet long; international containers are typically 20-feet or 40-feet long. Domestic trailers also move via intermodal service, which includes motor carrier owned equipment.

Double stack efficiencies have encouraged the industry to adopt containerization. Containers typically move without chassis. Chassis are provided at the rail or marine terminal and are used to move the container between the terminal and the customer.

Double stacking containers allow the railroad to move more units per train and improve profitability. Trailer use has been declining as the rail industry is reducing their trailer equipment ownership. However, as more motor carriers identify lanes where they can use rail service instead of drivers, these privately-owned trailers still find their way to intermodal service.

Exhibit 6-1 illustrates intermodal volume over the past 5 years. Since 2007 container shipments have increased despite the economic down turn. In part this is due to the growth in domestic container shipments, which have been widely adopted in core rail lanes, in an effort to reduce overall transportation costs. Trailer volumes over the same time period have declined due to the rail industry focus on improved intermodal economics and a reduction in railroad owned domestic trailers.

Exhibit 6-1: Intermodal Industry Statistics

Rail Intermodal Activity	2007	2008	2009	2010	2011
Containers	11,933,486	11,599,096	10,065,795	11,745,751	12,377,743
Trailers	2,145,466	2,060,399	1,604,555	1,664,787	1,693,782
Total Rail Intermodal Volume	**14,078,952**	**13,659,495**	**11,670,350**	**13,410,538**	**14,071,525**

Source: IANA's Intermodal Market Trends & Statistics Report

6.2 Transloading

Transloading brings the strengths of trucking and rail modes together in a single transportation product for shippers who do not have a rail access at their production facility. Many small shippers, not located on rail networks, can take advantage of rail economics if a transload facility is nearby. These producers can load trucks that transport products to the transload facility. At the transload site the contents of up to three trucks can be transferred to a railcar for movement to the end user. In other cases, transload operators can store products for local receivers who do not have rail sidings. Railcars arrive at transload facilities and some operators can provide product customization for the end user. Increasingly, many companies use transloading as a strategic

advantage in moving products closer to end users by low cost bulk rail shipments, and when orders are received, the product is within a one-day journey to the final customer's facility. Transloading works for many commodities including finished and unfinished goods, fresh food and beverage products, chemicals, lumber, paper, metals, building materials, a variety of packaged bulk commodities, as well as special shipments that cannot travel the entire route by road.

Transload operations support rail shippers and provide logistics services to facilitate the transfer of goods from one mode of transportation to another. Transloads can be located at ports, on railroad property, or at private terminals, and can also become an economic engine for short-line railroads and create local jobs. There are three types of rail-related transload operations and services that are relevant to Illinois businesses:

- Transferring cargo between international and domestic containers
- Providing rail access and services to businesses without rail sidings
- Providing consolidation and other value added services

6.2.1 International Container Transfers to Domestic Containers

In this case, international containers are shipped to U.S. coastal ports and cargo is unloaded from the international (20-foot or 40-foot) container and is reloaded into a domestic 48-foot or 53-foot container. This is most often done by retailers who have purchased international goods and are delaying the decision about the actual percentage of inventory allocation destined for each regional distribution center. The theory is that all forecasts get better the closer you are to the actual event, or in this case, point of purchase. Transloading also provides the shippers the opportunity to mix products from various international origins. Coastal transload centers are prevalent in the four corners of the United States where load centers have been developed to diversify international gateway traffic volumes due to labor unrest or natural disasters. This type of transloading generally merges product from three international containers to two domestic containers for economic reasons and improves transportation economics for the buyer. The risk that this represents to Illinois State Rail users is that it results in fewer international containers arriving in the inland markets, meaning fewer containers for exporters are available.

6.2.2 Creating Rail Access for Offline Users

Transloading operations can provide access to users who have no rail sidings. Many industries were developed in locations where raw materials or a skilled labor force was readily available. As business volumes grew, and sales orders increased, rail transportation became an economic advantage, yet the production facility is not located on a railroad network. A regional rail transload can benefit shippers and receivers. Forest products such as dimensional lumber may be loaded on 89-foot center beam railcars and are sent to a facility in northeast Illinois where the carload is unloaded and divided into truckload quantities where trucks deliver the lumber to home improvement stores in the Chicagoland area. Class 1 and short line railroads participate in transloading to accommodate shippers who desire to take advantage of rail economics and serve users not located on the rail network.

6.2.3 Value Added Services and Advance Inventory Positioning

Transloading can provide value-added services and consolidation functions. Some shippers use transloading operations to bring product closer to end users and small inventories are created and managed by the transloader. When an order is placed by a customer in that market, the transloader can customize the order and quantity of the shipment to meet the customer's demand. For example, steel coils can be shipped to a location close to an end user. When an order is placed, the transloader can cut the steel coils to length or customize the order to the end user specification. Transloading provides the shipper transportation economies of scale. It allows the shipper to reduce the transit time between the origin and destination market, and finally this service allows for minor customization to end user specifications.

6.3 Intermodal Inventory

The Illinois intermodal inventory consists of intermodal rail terminals and equipment depots where shipping containers and chassis not in use are stored. The inventory also includes transload locations and marine dock and port facilities.

Intermodal containers and trailers move between intermodal railroad terminals and/or ports. Ocean carriers often have facilities near rail terminals to store equipment that has been returned from customer facilities and is waiting to be dispatched for an outbound load. **Exhibit 6-2** shows the number of intermodal container terminals, equipment depots, and container ports that are part of the intermodal container and trailer network in North America, as reported by Loadmatch.com, which is an information clearing house for the IANA. Loadmatch includes container operations only for scheduled services. In some cases like the Port of Chicago or St. Louis where containers can be loaded to barges or vessels, if publicly available rates are not published, the facility is not included in the marine count. Illinois leads the nation, not only in number of rail terminals, but also in the number of equipment depots.

Exhibit 6-2: Top 10 States Ranked by Intermodal Facilities Count

State	Rail	Depot	Ports	Total
Illinois	23	41	0	**64**
Texas	17	36	5	**58**
California	14	24	9	**47**
Florida	10	19	9	**38**
Ohio	11	12	0	**23**
New Jersey	7	10	5	**22**
Tennessee	6	16	0	**22**
Georgia	7	13	1	**21**
Washington	7	7	3	**17**
Pennsylvania	9	5	1	**15**

Source: Loadmatch.com

The Chicago Metropolitan Agency for Planning has inventoried a lift count for each rail terminal in the Chicago area based on freight volumes handled in 2010. Lifts are the common term used to measure terminal activity. By this measure the Chicago region is the world's seventh largest global port. The World Shipping Council compiles a list of the top 50 world container ports. Chicago, with 12.8 million twenty-foot equivalent units (TEUs - The Industry counts containers in twenty-foot equivalent units) would rank behind Ningbo-Zhoushan, China and ahead of Qingdao, China. The Port of Los Angeles ranks 17th with 6.5 million TEUs, the Port of Long Beach ranks 18th with 6.25 million TEUs, and the Port of New York, New Jersey ranked 20th with 5.29 million TEUs.

Exhibit 6-3 illustrates the number of intermodal lifts counted at each intermodal rail terminal in the Chicago area comparing 2000, 2005, 2006, 2009, and 2010 traffic volumes. Between 2000 and 2005, the number of Chicago area lifts increased 2.93 percent. Between 2005 and 2010, the lift count volumes increased 3.46 percent in an environment of higher fuel prices and an economy in recession. TTX, a cooperative that is owned jointly by Class I railroads, and provides rail cars to move containers and trailers, estimates intermodal growth to continue at a 5 percent per year growth rate. If this forecast materializes, by 2025 intermodal equipment volumes will double. To accommodate this growth in volume, two new rail complexes similar to the Will County inland port complex will need to be developed, or equipment management practices will need to change.

Exhibit 6-3: Chicago Area Lifts

Chicago Intermodal Facility Lift Counts and Regional TEU Estimate (Revised May 2012)						
Railroad	**Facility**	**Annual Lifts (2000)**	**Annual Lifts (2005)**	**Annual Lifts (2006)**	**Annual Lifts (2009)**	**Annual Lifts (2010)**
BNSF	Corwith	751,154	729,664	757,000	654,927	708,125
	Willow Springs	697,303	769,939	698,000	462,507	457,458
	Cicero	446,036	521,931	533,000	391,801	370,216
	Western Ave.	50,853	N/A	N/A	closed	closed
	Logistics Park	N/A	454,178	727,322	707,277	848,808
UP	Global I	335,286	322,978	321,000	306,366	317,492
	Global II	304,174	299,806	297,000	284,794	343,186
	IMX	113,182	N/A	N/A	closed	closed
	Canal Street	134,646	153,209	155,000	142,969	120,937
	Yard Center	263,914	231,049	248,000	200,132	240,668
	Global III	N/A	103,768	55,088	144,843	150,181
	Joliet Intermodal Terminal	N/A	N/A	N/A	N/A	118,461
CSX	Bedford Park	612,986	875,225	918,680	792,478	846,185
	63rd Street (was CSX)	262,502	N/A	to NS	to NS	N/A
	59th Street	355,226	233,480	217,000	499,397	249,932
NS	47th	440,491	385,843	409,971	429,091	488,685
	63rd Street	15,701	260,299	251,160	256,570	318,952
	Hanjin	64,140	N/A	N/A	closed	closed
	Calumet	29,369	26,526	26,223	23,074	33,257
	Landers	320,820	337,795	341,772	265,469	286,548
CN	Gateway	480,000	210,000	230,000	250,000	300,000
CP	Bensenville	86,198	N/A	N/A	103,375	128,040
	Schiller Park	91,671	N/A	N/A	N/A	N/A
	Total	N/A	195,356	203,934	N/A	N/A
IAIS	Blue Island	115,117	35,000	36,537	36,537	32,000
	Total	**5,970,769**	**6,146,046**	**6,426,687**	**5,951,607**	**6,359,131**

CMAP estimates are shaded in red.

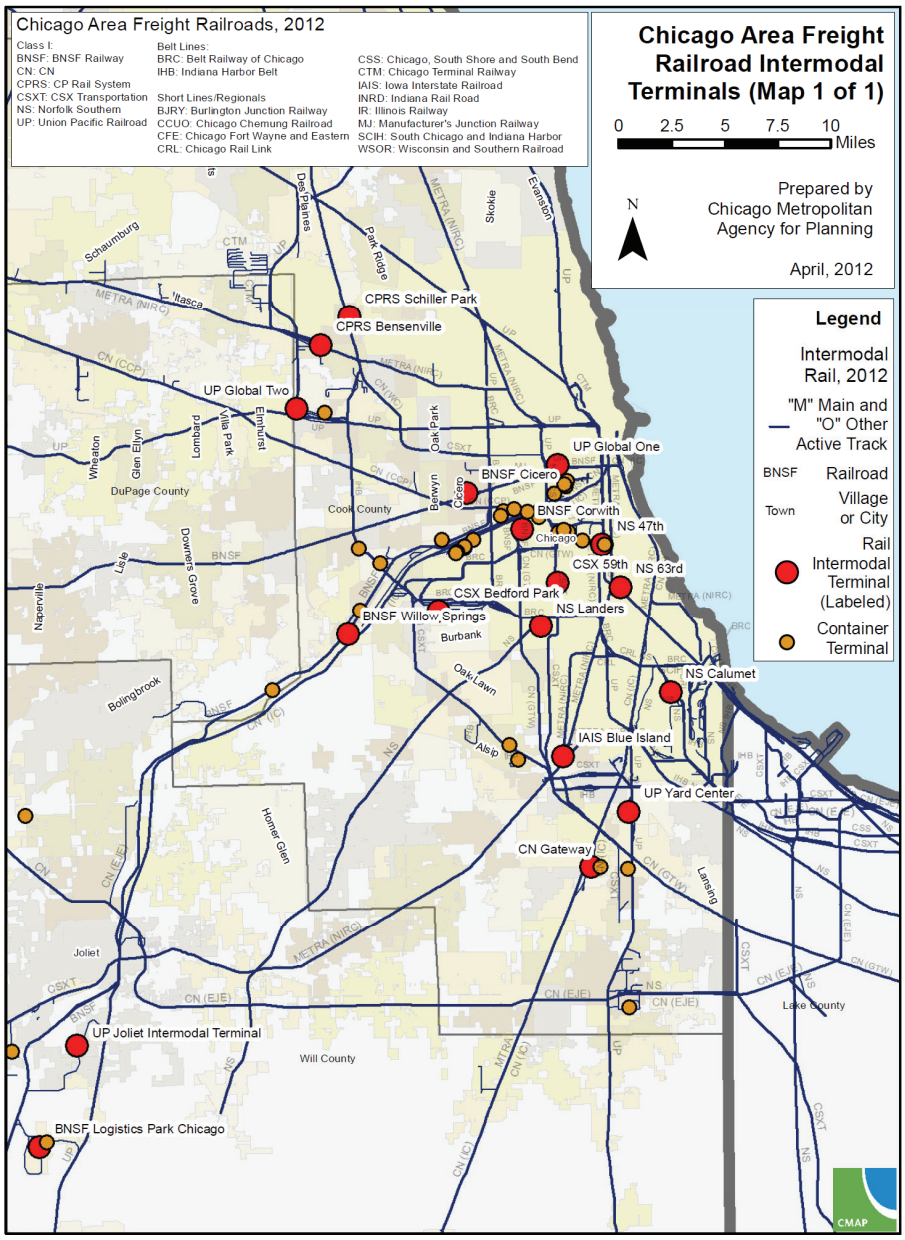
Source: CMAP, Railroad Companies

Calculation of Greater Chicago Region Lift-TEU Equivalents, 2010				
	U.S. Railroads	**Canadian Railroads**	**Total**	
Lifts	5,931,091	767,516	6,698,607	
TEUs per Container (US)	2.23	1.75		Source: US: CMAP Container Count by Container Size, average of CSXT 59th Street Yard, BNSF Cicero Yard and UP Global I, Bing Maps, Bird's Eye View. Http://www.bing.com/maps. Accessed June and November 2010, December 2011. Canada: Used estimate of distribution of containers by container size, CN representative, August 2011.
Gross TEUs	13,226,646	1,343,153	14,569,799	
Laden Container Factor			87.95%	Source: CMAP analysis of STB Public Waybill Sample, 2010. Selecting containers and trailers on flat cars originating or terminating in Bureau of Economic Analysis Area 64 (Chicago), the laden container factor is the proportion of containers in the selected records that are not empty containers or trailers (in 42xx STCC).
Net TEUs			12,813,615	Chicago Regional Intermodal TEU equivalents, 2000

Source: Chicago Metropolitan Agency for Planning (CMAP)

The facilities that handle this volume are located throughout the Chicago metropolitan area and are connected by 24,902 miles of interstate highways, freeways, and principal and minor arterials in the seven county area (source: IDOT 2004 Travel Statistics). **Exhibit 6-4** was prepared by CMAP in association with the Intermodal Association of Chicago, and identifies the rail intermodal terminals and the equipment depots located on the Illinois highway network.

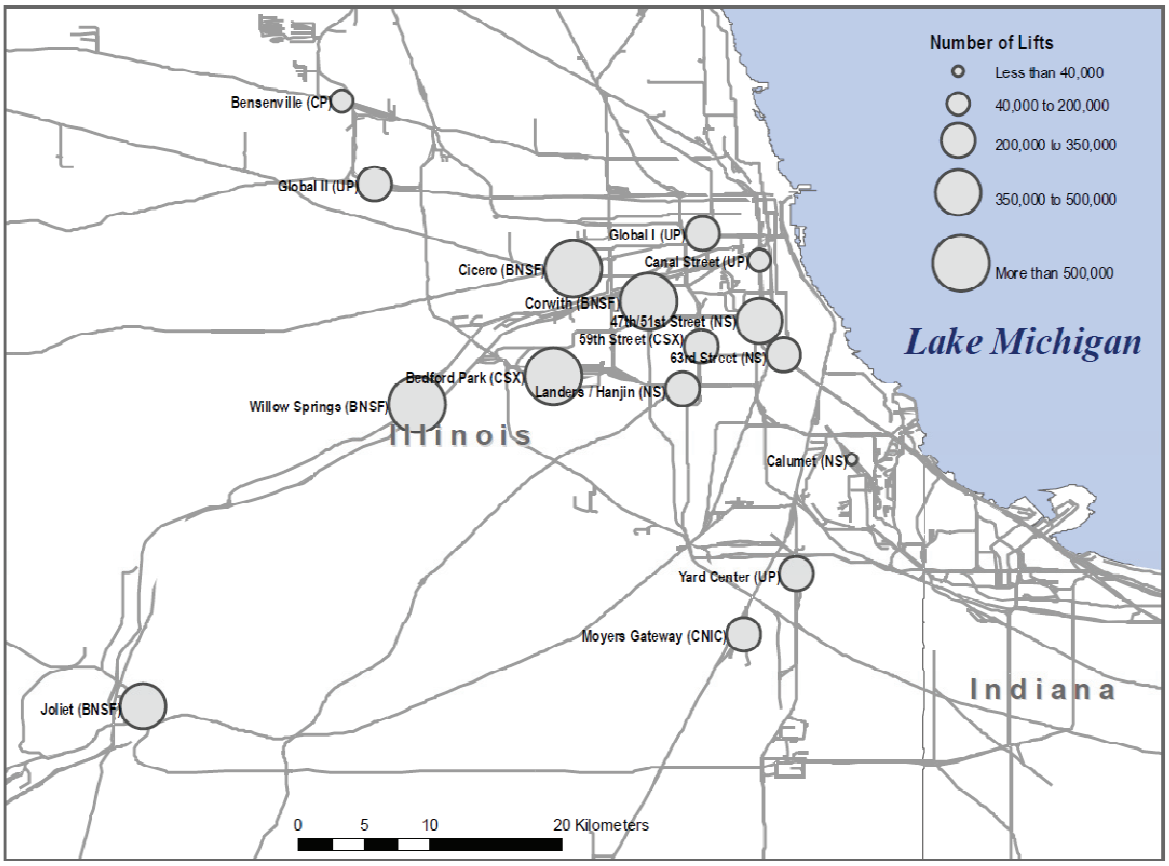
Exhibit 6-4: Chicago Freight Rail Intermodal Terminals



Source: Terminals: Intermodal Association of Chicago, http://www.intermodalofchicago.org/terminals_map.cfm
Rail System: National Transportation Atlas Database, 2011, http://www.bts.gov/publications/national_transportation_atlas_database/2011/, Google Earth, and personal communications

Exhibit 6-5 identifies each terminal and reported capacity by lift count. This exhibit provides insight into the gate activity, or number of trucks moving container and trailers to and from a freight facility. Each facility has unique operating characteristics depending on the train volumes, the type of freight (domestic or international), and the equipment types (trailers or containers) used to move the freight. While many similarities exist between the terminals and carriers, each carrier has unique rules about container storage and free time. Intermodal users are incented to minimize the dwell time for each container or trailer at the rail terminal.

Exhibit 6-5: Chicago Area Terminals and Capacity



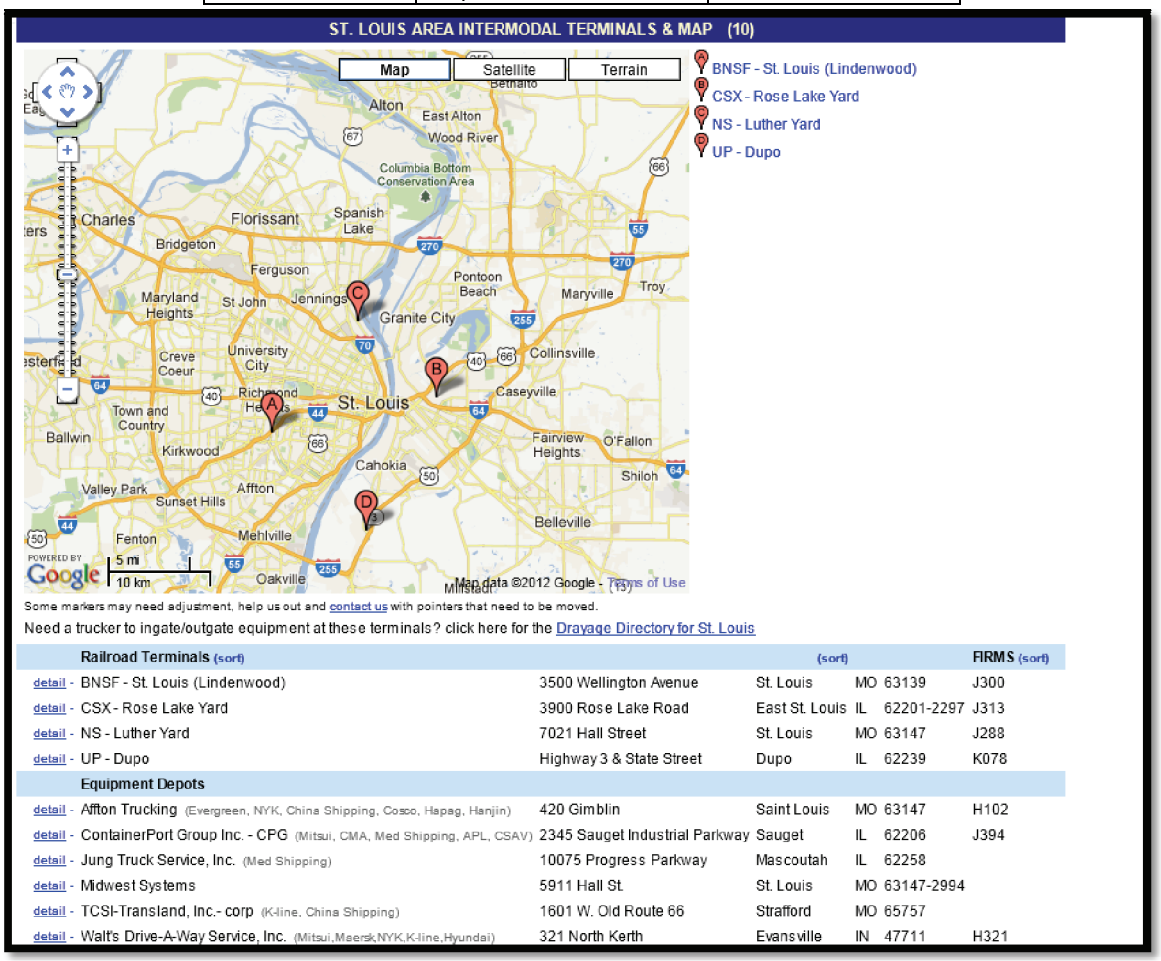
Source: North America Competitiveness Research Council 2005

The Chicago region is the hub of the North American freight rail network. Six Class I rail carriers meet in Chicago, including two western rail carriers, two Canadian railroads, and two eastern railways. (Illinois has seven Class I railroads. KCS does not have access to Chicago.) This hub handles more trains per day than any other gateway where eastern and western rail networks meet. In 2005, 1,200 trains per day crossed the metropolitan area hauling more than 37,500 rail freight cars. Intermodal terminals performed 17,200 lifts per day. Approximately 7,500 cross-town trips per day are made between rail intermodal terminals as containers are exchanged between rail carriers. Approximately 15,000 daily truck trips are generated to or from customers dock doors. The profitable catchment area for containers is estimated at 250 miles by the BNSF. The average truck pick-up or delivery in the Chicago region is estimated at 25.8 miles (source: North American Transportation Competitiveness Research Council 2005).

St. Louis has four intermodal terminals and six equipment depots in the metropolitan area. **Exhibit 6-6**, St. Louis Area Terminals and Depots shows the location of these facilities and their 2010 lift counts.

Exhibit 6-6: St. Louis Area Terminals and Depots

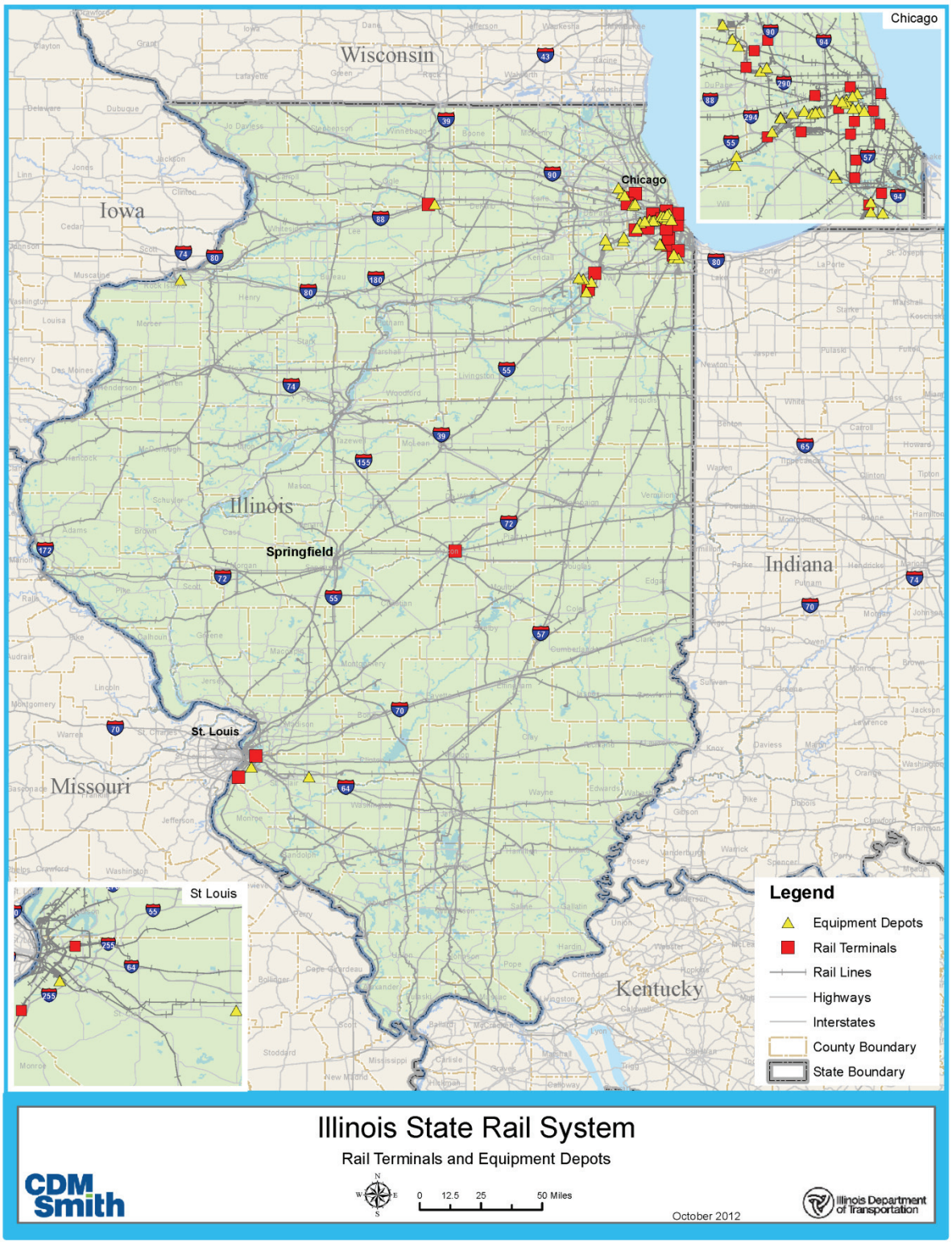
Railroad	Terminal	2010 Lift Count
BNSF	Lindenwood Yard	58,219
CSX	Rose Lake	68,016
NS	Luther Yard	81,973
UP	Dupo Yard	104,129



Source: Loadmatch.com

Exhibit 6-7 Illinois Intermodal Rail Terminals and Depots illustrates the locations of the Illinois intermodal rail terminals and equipment depots. An equipment depot is where empty equipment is stored off the rail terminal.

Exhibit 6-7 Illinois Intermodal Rail Terminals and Depots



6.4 Intermodal Connectors

The State of Illinois has registered the following truck/rail intermodal connectors as deficient in their connection to the NHS. These connectors fall outside of traditional funding programs and have been reported as having a detrimental impact on freight performance. Illinois has 154 miles of deficient intermodal connectors. Truck rail connectors amount to 50.33 miles, which is approximately 33 percent of the 154 miles of deficient intermodal connections in Illinois. **Exhibit 6-8** lists the inventory of local roadway segments that are deficient connectors.

Exhibit 6-8: Truck Rail Intermodal Connectors

Facility	Type	Connector No.	Connector Description	Connector Length
26th St (Union Pacific)	Truck/Rail Facility	1	Canal St (Entrance to Archer), Archer Ave (Canal to Cermak), Cermak (Archer to I-90/94)	0.78
26th St (Union Pacific)	Truck/Rail Facility	2	Canal St (Entrance to Archer to 18th St), 18th St (Canal to I-90/94)	0.78
47th Yard (Norfolk Southern)	Truck/Rail Facility	1	51st St (exit to Wentworth at I-90/94)	0.33
47th Yard (Norfolk Southern)	Truck/Rail Facility	2	47th St (Normal to I-90/94), Wentworth (47th to I-90/94 ramps)	0.9
63rd Yard - Conrail	Truck/Rail Facility	1	63rd St (Entrance @Indiana to I-90/94@Well)	0.55
63rd Yard - Conrail	Truck/Rail Facility	2	61st St (Entrance to State); along Wells, 59th	1.91
Auto-Transload - BNSF	Truck/Rail Facility	1	Fort Hill (Entrance to Jefferson), Jefferson Ave (Fort Hill IL 59)	0.48
Bedford Park - CSX Intermodal	Truck/Rail Facility	1	71st St (Entrance to IL 43)	0.3
Bedford Park - CSX Intermodal	Truck/Rail Facility	2	Frontage Rd (Entrance to IL 43)	0.48
Bedford Park - CSX Intermodal	Truck/Rail Facility	3	Sayer (71st to 73rd), 73rd (Sayer to Cicero)	3
Bedford Park - CSX Intermodal	Truck/Rail Facility	4	Naragansett (Entrance to 73rd)	0.19
Bensenville (Canadian Pacific)	Truck/Rail Facility	1	Entrance on Franklin Ave to Williams Dr to Belmont Ave to US 45	0.99
Cicero 26th St (BNSF)	Truck/Rail Facility	1	26th St (Entrance to IL 50	1.02
Cicero Ogden (BNSF)	Truck/Rail Facility	1	Served by an existing NHS route	0

Exhibit 6-8: Truck Rail Intermodal Connectors (cont.)

Facility	Type	Connector No.	Connector Description	Connector Length
Corwith (BNSF)	Truck/Rail Facility	1	Kedzie Ave (Entrance @ 41st St to I-55)	0.77
Corwith (BNSF)	Truck/Rail Facility	2	Kedzie Ave (41st to 47th), 47th St (Kedzie to Western)	1.77
Corwith (BNSF)	Truck/Rail Facility	3	47th St (Kedzie to Pulaski), Pulaski (47th to I-55), 41st St	2.32
CSXI 59th Street	Truck/Rail Facility	1	59th St (Entrance to Western and Wentworth@I-90/94)	2.69
Forest Hill - CSX Intermodal	Truck/Rail Facility	1	79th St (Entrance to Western Ave)	0.14
Gateway	Truck/Rail Facility	1	West (Entrance to 159th)	0.07
Gateway	Truck/Rail Facility	2	West (Entrance to 157th), 157th (West to Park), Park (157th to 159th)	0.5
Gateway	Truck/Rail Facility	3	Halstead (159th to 167th)	1.01
Gateway Western Intermodal Yard	Truck/Rail Facility	1	Main St (Entrance to IL 3)	0.6
Global One	Truck/Rail Facility	1	15th St (Entrance to Ashland Ave), Ashland Ave (15th to Frontage), Frontage Rd (Ashland to I-290)	1.53
Global One	Truck/Rail Facility	2	Ashland Ave (15th to I-55)	1.63
Global Two	Truck/Rail Facility	1	US 20 (Entrance to IL-64/Railroad Ave/US45)	1.94
Global Two	Truck/Rail Facility	2	Railroad Ave (US 20 to Il 64)	0.15
IMX (Union Pacific)	Truck/Rail Facility	1	Damen St (30th Ave to I-55)	0.16
Iowa Interstate	Truck/Rail Facility	1	119th St (Wolcott to I-57)	0.34
Landers - Norfolk Southern	Truck/Rail Facility	1	79th St (Cicero to Western)	3.02
Moyers International (IC/UP/WC)	Truck/Rail Facility	1	Center St (Entrance to 167th), 167th St.(Center to Halsted), Halsted (167th to I-80)	1.41
Moyers International (IC/UP/WC)	Truck/Rail Facility	2	Center St (167th to 159th)	1.01
Moyers International (IC/UP/WC)	Truck/Rail Facility	3	Center (Entrance to 171st), 171st St (Center to Halstead)	0.89

Exhibit 6-8: Truck Rail Intermodal Connectors (cont.)

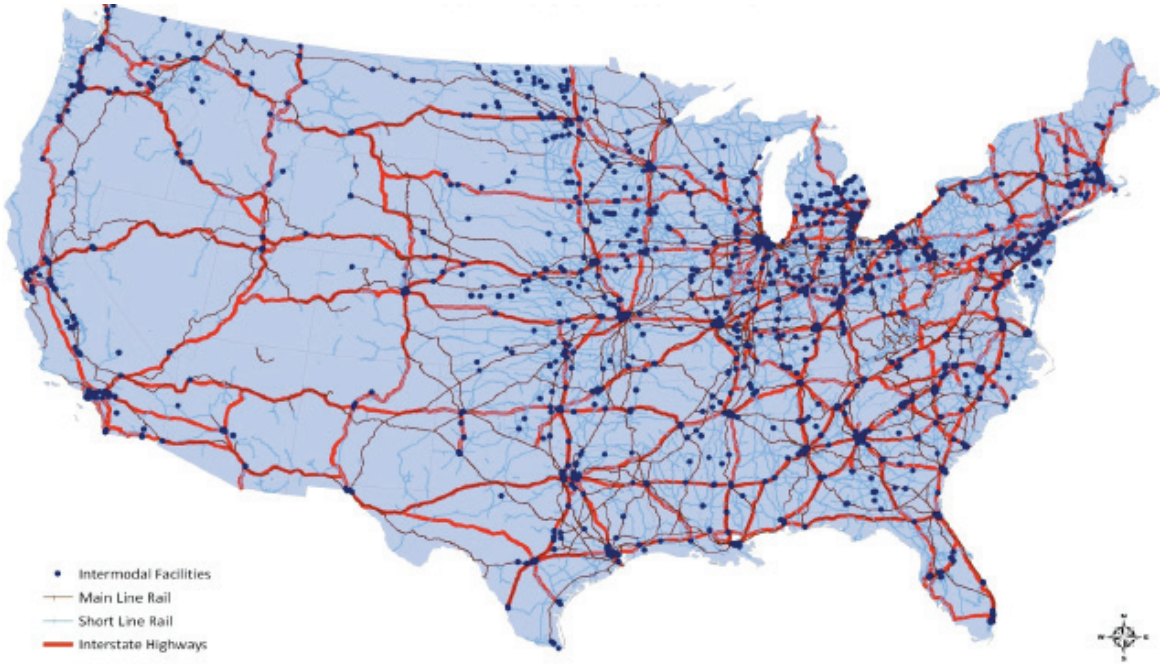
Facility	Type	Connector No.	Connector Description	Connector Length
Peoria & Pekin Union Intermodal	Truck/Rail Facility	1	Oxford (entrance to Wesley), Wesley (Oxford to Main), Main (Wesley to IL 8/116)	1.1
Railport - CN	Truck/Rail Facility	1	43rd St (Entrance to Ashland), Ashland Ave (43rd to I-55)	2.12
Railport - CN	Truck/Rail Facility	2	Ashland Ave (43rd to 47th), 47th St (Ashland Ave to I-90/94)	2.29
Railport - CN	Truck/Rail Facility	3	47th St (Ashland to Western Ave), 43rd St (Entrance to Western Ave)	1.45
Rose Lake Intermodal Yard	Truck/Rail Facility	1	Collinsville Rd (Entrance to IL 203), IL 203 (Collinsville to I-55)	0.8
Schiller Park East	Truck/Rail Facility	1	Lawrence Ave (Entrance to US 45)	0.42
Triple Crown - Norfolk Southern	Truck/Rail Facility	1	103rd St (Stoney Island Rd to I-94)	0.48
UP Motor Freight Intermodal Yard	Truck/Rail Facility	1	E. Carondelet (Entrance to Main), Main St (Carondelet to IL 3)	1.1
Western Ave (BN)	Truck/Rail Facility	1	Blue Island (Western to Ashland), Damen (Blue Island to 30th), Blue Island	1.58
Western Ave (BN)	Truck/Rail Facility	2	31st (Western to California), California (31st to I-55) - proposed	1
Willow Springs/ Hodgkins (BNSF)	Truck/Rail Facility	1	75th St (Entrance to I-294)	0.3
Willow Springs/ Hodgkins (BNSF)	Truck/Rail Facility	2	Santa Fe Dr (Entrance to 67th), 67th St (Santa Fe to US 45)	1.88
Yard Center (UP)	Truck/Rail Facility	1	Sibley Rd (IL 83): from Indiana to I-94; Indiana: from Entrance to Sibley	2.15
Subtotal	**Truck/Rail Facility**	**71**		**50.33**

Source: http://www.fhwa.dot.gov/planning/national_highway_system/intermodal_connectors/illinois.cfm

6.5 Transload Inventory

There are 41 transload operations in Illinois where full carloads of rail freight are transferred to or from trucks, or ports. These facilities specialize in bulk commodities. Some focus on bulk liquid transfers, some focus on paper, lumber, or steel products. Transloading is not limited to bulk products. Some transloaders handle food products and garments. **Exhibit 6-9** highlights the national network of transload facilities.

Exhibit 6-9: National Transload and Intermodal Facilities



Source: U.S. Bureau of Transportation Statistics

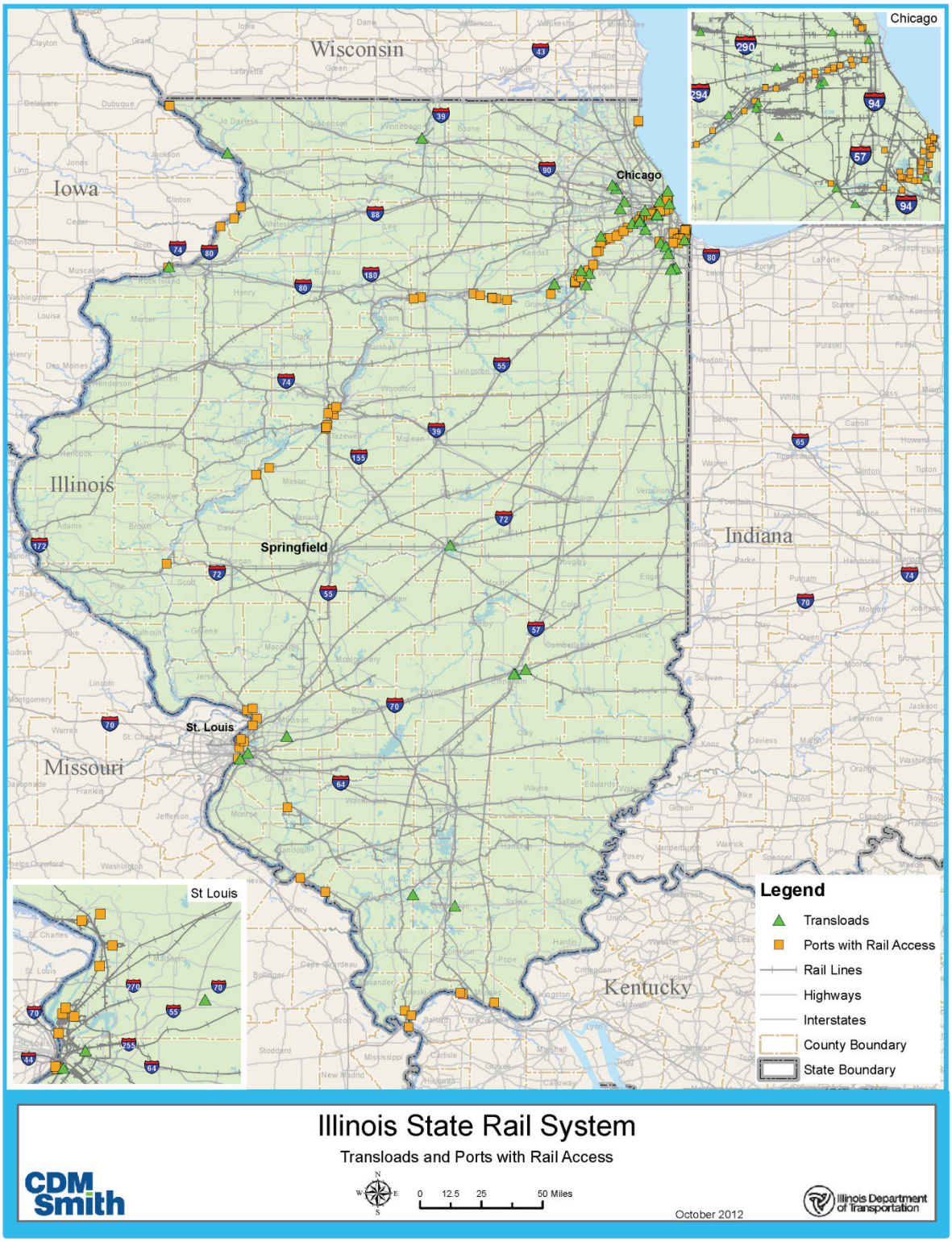
Railroad websites are a good source of information for transload operations. The Transload Distribution Association is a trade group that posts their member locations and services. Some of these facilities are located on short line railroads or near marine ports or river docks. **Exhibit 6-10** lists transloading facilities and providers in Illinois. **Exhibit 6-11** illustrates transloading and river port facility locations in Illinois.

Exhibit 6-10: Illinois Transloading Facilities and Providers

Transloader Service Provider	City
Bulkmatic Transport	Argo
Carry Transit	Arlington
RLS Roaco Logistics Services	Bensenville
L Neill Cartage Co	Berkeley
VanGard Distribution	Berwyn
Savage Services	Blue Island
LTS Express	Carterville
Stellar Distribution Services Inc.	Chicago
Industrial Storage Whse Corp.	Chicago
Arrow Terminals LP	Chicago
Creative Trans Loading Services	Chicago
GATX Distribution Centers	Chicago
Western Intermodal ADS Logistics	Chicago
Bulkmatic Transport	Chicago Heights
Transload Services LLC	Chicago Heights
Terminal Lift Services Inc.	Chicago Heights
Bulkmatic Transport	Decatur
Ee-Jay Motor Transports Inc.	East St. Louis
G&W Distribution Inc.	Effingham
Total Quality Warehouse	Effingham
Cargo Pacific Logistics Ltd.	Elk Grove Village
California Cartage Company Inc.	Elwood
Partners Warehouse LLC	Elwood
Transload Services LLC	Harvey
CN Grain Distribution Center	Harvey
CN CargoFlo Center	Harvey
Bulkmatic Transport	Hodgkins
A&R Transport Inc.	Joliet
Superior Bulk Logistics	Marion
A&R Transport Inc.	Morris
Superior Bulk Logistics	Oak Brook
CWS Inc.	Oak Lawn
Dohrn Transfer	Rock Island
Watco Transload	Rockford
Slay Industries	Sauget
Riverport Railroad	Savanna
Bulkmatic Transport	Summit
Bulkmatic Transport	Teutopolis
Kinder Morgan Material Services	Triumph
Midwest Trans-Load LLC	Troy
Midwest Warehouse	Woodridge

Source: Prime Focus LLC

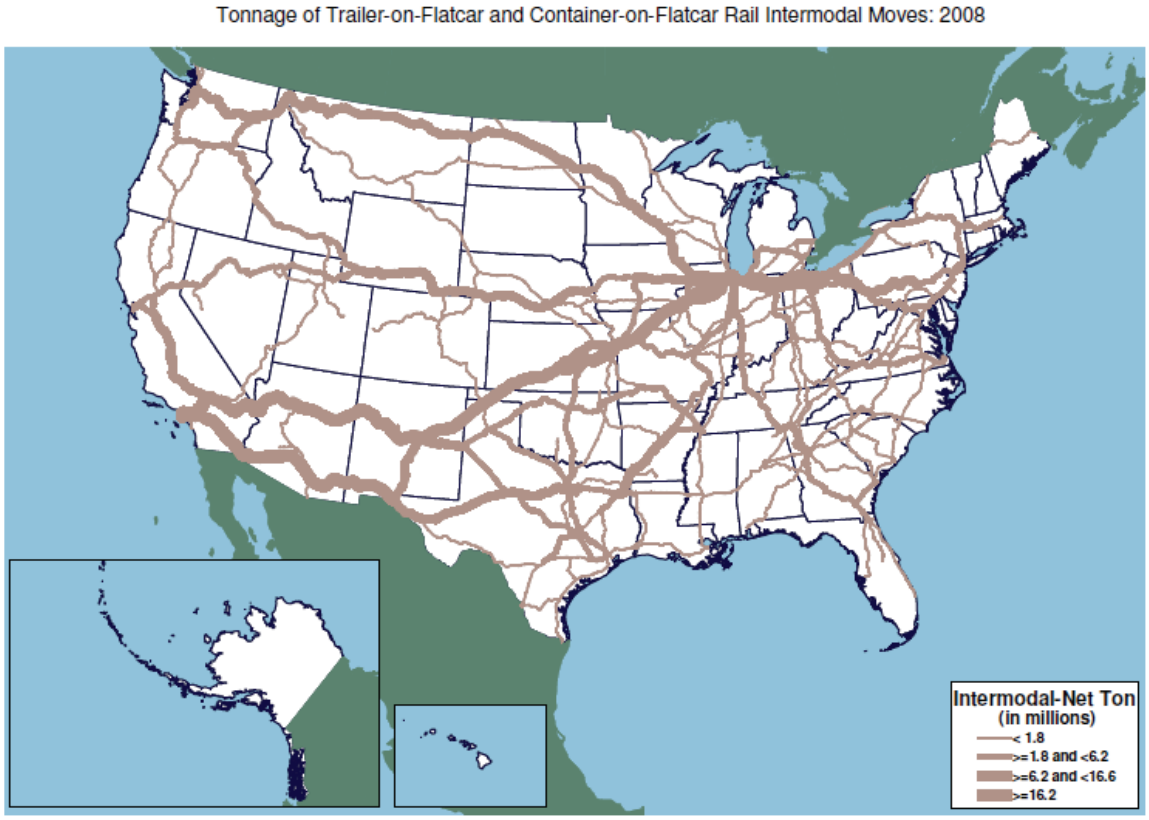
Exhibit 6-11 Transloading Facilities and River Terminals



6.6 Trends

Exhibit 6-12 illustrates the United States Freight Intermodal Network. The size of the line indicates the density of the intermodal train volume along the route. Not all rail lanes support intermodal service. Intermodal lanes must support the highest train speeds with the least amount of manifest cargo train meets and passes. These lanes connect ocean ports or city pairs with the largest population densities.

Exhibit 6-12: US Freight Intermodal Network



Source: USDOT, Federal Railroad Administration, October 2010

Illinois, especially Chicago, will remain a primary intermodal interchange point for three reasons:

- The amount of terminal capacity in the region is greater than any other competing region. Chicago has 19 intermodal terminals that support six Class I railroads (as stated, KCS does not go into Chicago). New Orleans supports five terminals and five Class I railroads. Memphis supports five terminals and five Class I railroads. Kansas City supports five Class I railroads and five terminals. St. Louis supports four Class I railroads and four terminals.
- The amount of double track mainline around the Chicago interchange is greater than any other location in the U.S. This capacity can be best measured by the number of trains that pass the gateway each day. The Chicago gateway counts 1,300 passenger and freight trains per day; New Orleans is the second largest gateway with approximately 200 trains per day.

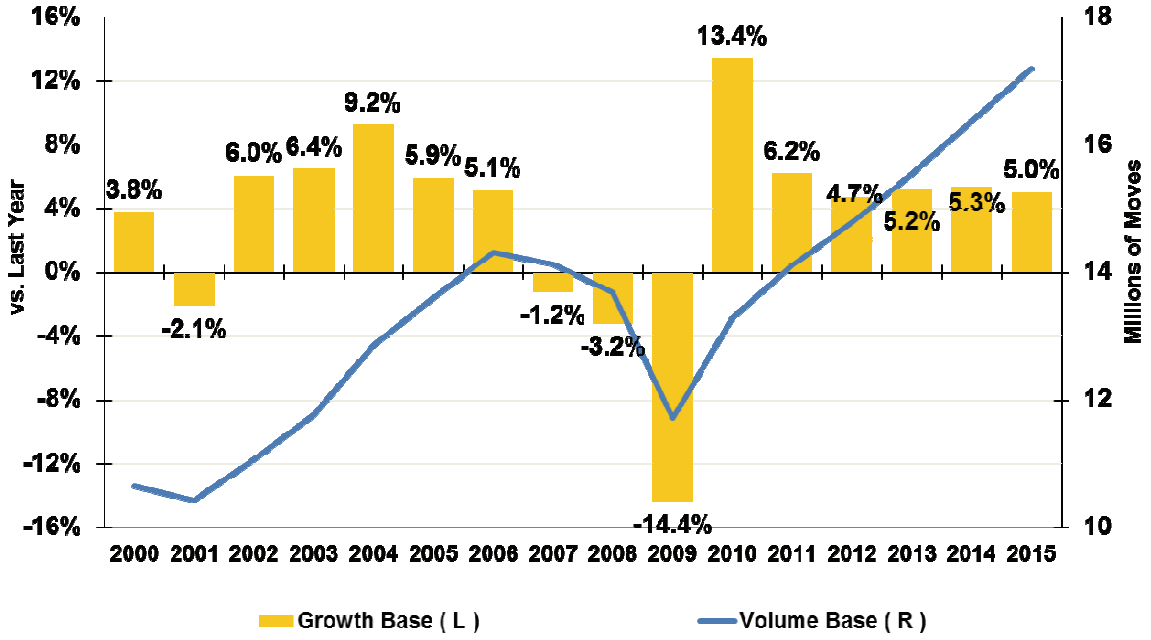
Memphis ranks third with more than 150 trains per day and Kansas City and St. Louis each count less than 100 trains per day operating through their metropolitan area.

- Chicago's connection to six Class I railroads, with direct linkages to Canada and Mexico, and the best and shortest connections to the northeastern U.S. will continue to dominate the domestic and international container business.

6.7 Intermodal Outpaces U.S. Gross Domestic Product

The advantages of intermodal transportation, both domestic and international, have become widely recognized as a cost-effective and environmentally sustainable alternative to trucking. **Exhibit 6-13** illustrates the growth outlook for U.S. and Canadian intermodal service (both domestic and international), with a growth rate of over 5 percent for the near future. The International Monetary Fund published their World Economic Outline for 2012 and projected the U.S. economy would grow in the range of 2.4 percent in the near future.

Exhibit 6-13: U.S. and Canadian Intermodal Growth Projections



Source: TTX

Intermodal is the Class I railroad's number one revenue generator and boasts the highest growth rate among all the business lines the railroad supports. Given the mild winter weather in 2011–2012 and the concern over U.S. Environmental Protection Agency (EPA) restrictions for coal burning electric generation facilities, intermodal traffic has overtaken coal as the railroads' leading revenue generator. The outlook for continued intermodal growth remains bright for three reasons:

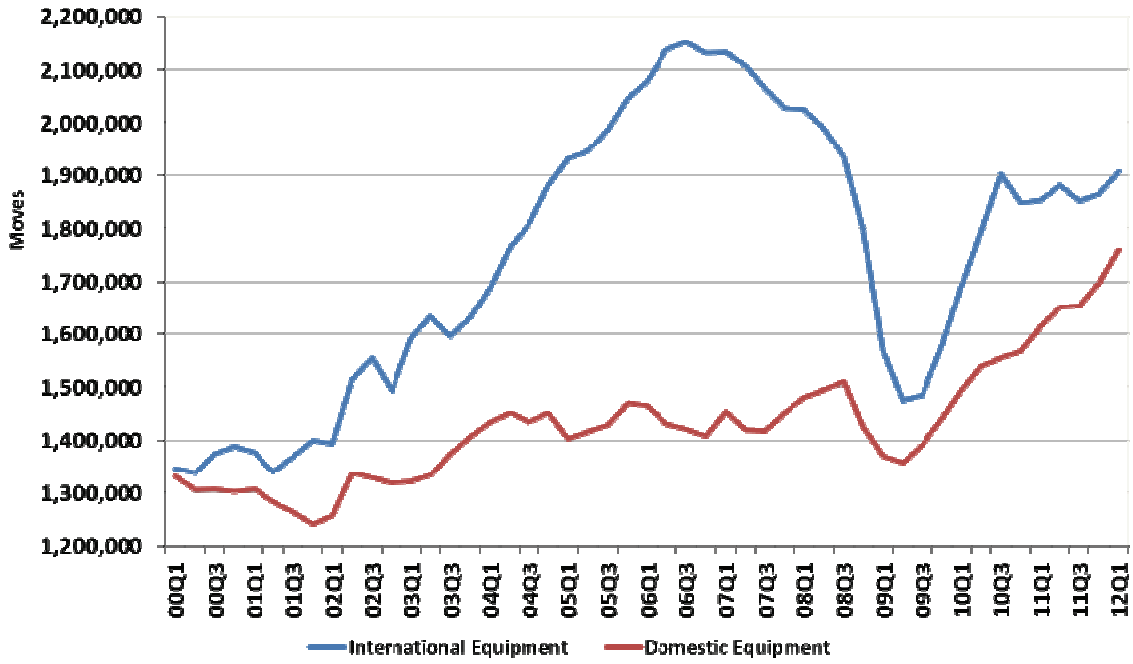
- **Fuel Prices:** With fuel prices at an all time high, the cost of truck transportation, including fuel surcharges, are leading transportation managers to examine slower more cost-effective

transportation options. Domestic intermodal rail shipments have grown faster than international rail shipments as more freight is converted to rail to reduce overall transportation budgets by many manufacturers.

- **Regulatory Matters:** A reduction in driver hours of service, more stringent engine emission standards, increased insurance costs, and the electronic posting of driver safety ratings have led to higher costs for trucking companies and a shortage of high quality truck drivers.
- **Infrastructure Investment:** The rail carriers have continued to invest in railroad infrastructure, even in the past recessionary business cycles. This continued investment along with TIGER Grant projects such as CREATE, The Heartland Corridor, The Gateway Corridor, and several other intermodal capital projects have improved railroad capacity and productivity allowing for more mode conversion as fuel prices increase and congestion grows.

Railroad investments have improved service, which has increased the number of lanes where domestic trucking firms are substituting rail service for traditional driver operated lanes. **Exhibit 6-14** illustrates this growth trend.

Exhibit 6-14: Domestic and International Containerization Growth



Source: TTX

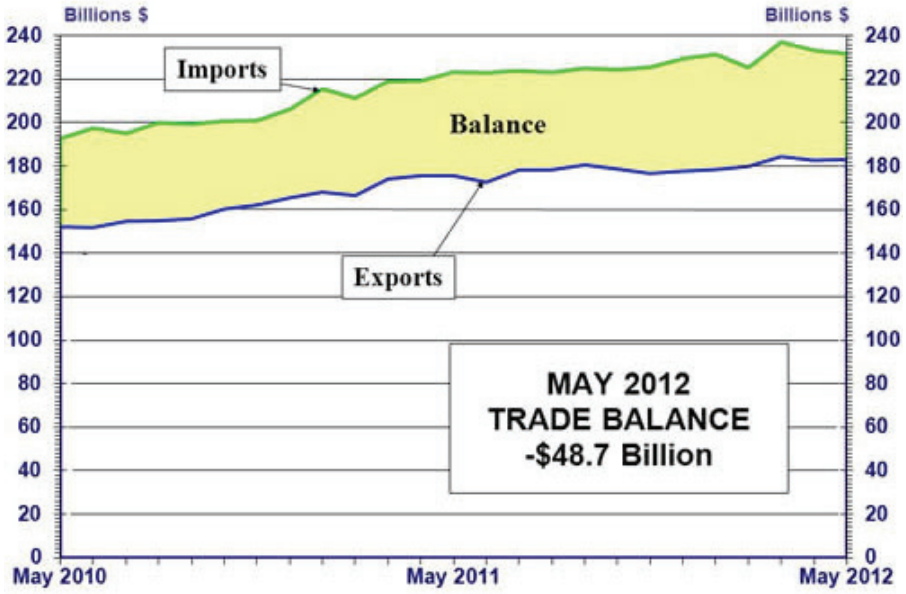
Illinois benefits from this trend because the rail networks meet in Chicago and St. Louis. This allows regional carriers to blend local truck transportation with long haul rail intermodal service. For example, many shippers in Indianapolis, Indiana; Madison, Wisconsin; Grand Rapids, Michigan; and Des Moines, Iowa truck product to intermodal rail hubs in Chicago because rail

competition between carriers keeps prices competitive and because long haul rail economics to distant markets make transportation affordable.

6.8 National Export Initiative

In 2010, President Obama announced a national export initiative that was intended to improve conditions that directly affect the private sector's ability to export. The goal of this program is to double export volume over the next 5 years to create jobs and improve the balance of trade. An Export Promotion Cabinet was established to develop and coordinate the implementation of the National Export Initiative. This initiative has developed programs to assist small and medium firms with export assistance, trade missions, commercial advocacy, increasing export credit availability, reducing trade barriers, and developing export promotion services. Agriculture exporters have been a primary beneficiary of this initiative and Illinois exporters have benefited from the robust intermodal complex in Illinois because of the number of international containers made empty in the region. Illinois exporters also benefit from the robust rail corridors that literally connect Illinois to every corner of North America by rail. The U.S. Census Bureau ranks Illinois as the nation's fourth largest exporter behind Texas, California, and New York. Top export products from Illinois include oils, equipment, parts, and agriculture. Primary export countries include Canada, Mexico, and China. Since the initiative was launched, U.S. exports have grown 34 percent according to the International Trade Commission. **Exhibit 6-15** shows the growth in exports from 2010 – 2012.

Exhibit 6-15: U.S. International Trade in Goods and Services 2010 - 2012



Source: U.S. Department of Commerce

6.9 Cross Docking

Ocean carriers are purchasing larger vessels in an attempt to improve productivity and reduce cost per container. International container transportation contracts can specify port to port transportation, which allows the party purchasing the container transportation to pick up the container at the port and move it to a local facility for unloading. Many carriers are restricting the movement of containers to within 100 miles of the port of discharge, in an effort to assure the container returns to the vessel in a timely manner. Some customers purchase Inland Port Intermodal (IPI) services from the ocean carriers. The number of inland intermodal points served by ocean carriers has been rationalized over the past 5 years in an effort concentrate train volumes and to reduce inland (off vessel) asset time. Cross docking (a form of transloading) activities typically occur close to the ocean port, or within 75 miles of the port terminals in Southern California. Ocean containers are opened and the contents are then reloaded into domestic 53-foot containers moving to domestic destinations. The 53-foot container is the dominate size of transportation equipment in North America, which allows better asset utilization for domestic equipment. However, the more cross docking activities grow, the fewer international containers are available inland for exporters to reload.

Illinois both benefits and struggles from this consolidation. Northeast Illinois will remain a premier international container hub due to the market size and number of railroad connections available in the state. However, as mentioned above, cross docking has begun to reduce the number of international containers that flow to inland points, which during certain times of the year can lead to international container shortages for Illinois exporters.

6.10 Transloading Trends

Short line railroads have begun establishing transload operations to expand their customer base and increase their trainload volumes. As fuel prices continue to remain unstable and as concerns over a shortage of truck capacity loom on the horizon, more companies are exploring transloading as an option. While this practice has been in existence for decades, few statistics have been captured to highlight growth trends or service packages. As shown previously, Exhibit 6-10 provides a listing of transloaders in Illinois, and Exhibit 6-11 identifies the transloading facilities and River Terminals.

BNSF has developed a "Premier Transload Network" where it certifies transload operators located on the BNSF to perform freight consolidation/deconsolidation activities that feature warehousing services; lay down areas for dimensional products like lumber, pipe, or steel; and bulk transfers for agriculture products such as fertilizer or grains. NS has a transload network devoted to multimodal transportation. UP has a Distribution Services Network that aids customers with unique door-to-door solutions. CSX, CN, and CP all offer similar carload-based distribution aided networks.

6.11 Panama Canal and Port Diversification

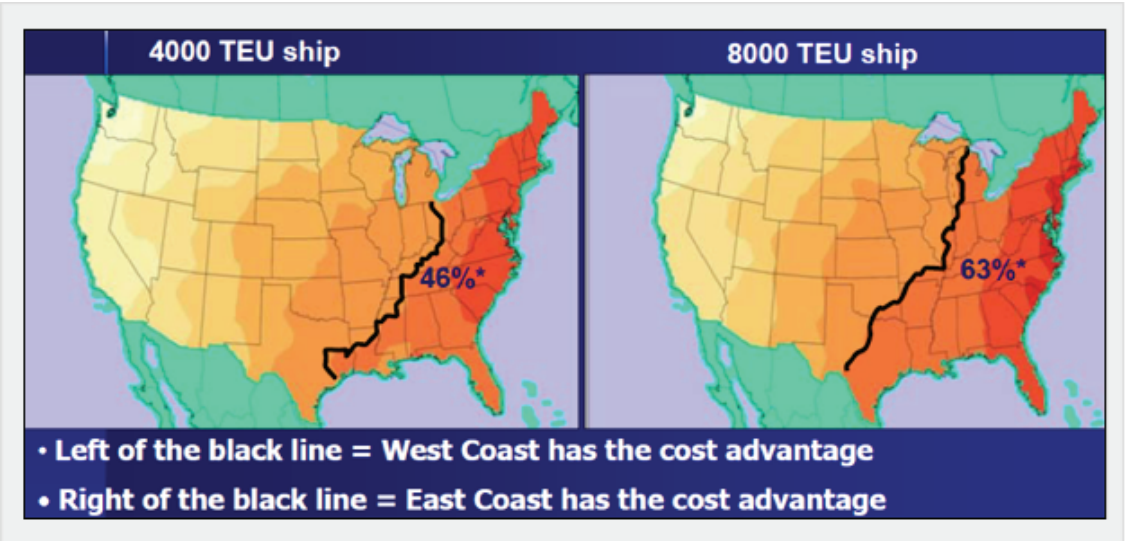
Three marine related trends may impact the Illinois intermodal container volumes:

- **Port Diversification** – Since the West Coast port lockout of 2002, many international shippers have diversified their ocean port selection to reduce their reliance on a single geographic region. Risk management strategies continue to support port diversification practices due to losses and business disruptions created by natural disasters such as the Tohoku, Japan earthquake and tsunami in 2011, and catastrophic weather events such as Hurricane Katrina and Irene. Because Chicago is the hub for six Class I railroads moving intermodal freight from Canada and Mexico via surface transportation routes, and direct connections to the Atlantic, Pacific, and Gulf coasts, in case of future labor disruptions, Illinois distribution centers will continue to be highly desirable due to their ability to be sourced from a wide variety of port combinations.

- **Larger Vessels** – Ocean carriers continue to purchase larger vessels due to the economic efficiencies they provide for international shippers. One challenge that larger vessels present is the need for a robust port and transportation network to land a 15,000 TEU vessel. Larger vessels require deeper draft of up to 50 feet and air clearance to allow the tallest stacks of containers. Not every port has the terminal capacity or landside transportation infrastructure to accommodate the largest vessels. Illinois is a beneficiary of this trend for larger vessels due to the large complex of warehouse and distribution centers in the immediate catchment area 250 miles around the Chicago rail hub.

- **The Panama Canal** has been a vital part of international trade since it opened in 1914. Today the canal can accommodate a vessel of up to 965 feet in length and 106 feet in width with a 39.5-foot depth. These dimensions restrict container vessels carrying more than 4,500 TEUs from passage. A third set of locks are anticipated to be complete by 2015, which would allow deeper and wider Post-Panamax (i.e., larger than current size) vessels to pass. This third set of locks would reduce wait time, plus a new toll structure that has not yet been announced, proposes to save shippers between 7 to 17 percent in transportation costs according to the ACP (Panama Canal Authority). **Exhibit 6-16** illustrates the cost advantages by vessel size and coast of entry. Illinois is the nexus of the North American Class I rail networks. Western railroads have the ability to move international cargo to the Midwest faster than cargo transiting the Panama Canal; however, based on the toll structure the Canal my provide a lower cost option. Increased cargo vessel calls on the East Coast will provide eastern railroads the opportunity to increase length of haul for cargo destined to Midwest locations. Inventory carrying costs, equipment (asset) cycle time costs, and surface transportation costs, such as the last mile, will all impact the total landed costs for each route option. For bulk commodities such as agriculture or fertilizer, the canal may provide an advantage for inland waterway users.

Exhibit 6-16: US International Trade in Goods and Services 2010- 2012



Source: Worley Parsons

6.12 Chassis Ownership

The United States is the only nation where ocean carriers historically provided and managed chassis to move international containers to and from customers. There are over 700,000 chassis in the U.S., of which approximately 80 percent are dedicated to international traffic. According to the Transportation Research Board's publication National Cooperative Freight Research (NCFRP) *Report 43 Guidebook for Assessing Evolving International Chassis Supply Chain Models*, approximately 29 percent of the international chassis are owned and directly managed by ocean carriers, another 42 percent of these chassis are owned by ocean carriers but are managed by a co-op pool, 17 percent are managed in neutral pools, 6 percent are managed in terminal pools, and the last 6 percent are managed by motor carriers.

Beginning in 2010, ocean carriers began to announce that they would be transitioning out of the direct ownership and management of North American equipment. Approximately 40 percent of the international chassis in operation today were built between 1985 and 1997. The Federal Motor Carrier Safety Administration introduced a "roadability" rule in 2005, which became effective in 2009. This rule required the intermodal trucker to assume a shared safety responsibility for the condition of the intermodal equipment it pulled to and from the intermodal terminal. This change in ownership and safety responsibility may result in several important implications for Illinois, as follows:

- The availability of the chassis equipment may be reduced resulting in slower container cycle times and more storage requirements at critical terminals.
- A change in ownership may result in more intermodal gate moves if chassis equipment is stored off terminal. More gate moves may increase congestion near terminals.
- Increased parking for chassis may be needed outside the traditional equipment depots and terminals where current chassis equipment is stored today.

6.13 Environmental Consciousness

Intermodal freight transportation has been a leader in the environmental movement. A single freight train can take the load of 280 or more trucks—equivalent to 1,100 cars—off our overcrowded highways. Moving freight by rail also reduces the pressure to build costly new roads and helps cut the cost of maintaining the roads we already have.

Many port terminals have put hybrid locomotive switch engines into service to improve air quality. In Chicago, a grant was provided to the UP and NS railroads to purchase electric switching engines to improve air quality in local neighborhoods with a CMAQ grant.

The newest intermodal rail terminals are using hybrid cranes to lift containers to and from railcars, further reducing the environmental footprint of the local rail facilities on neighboring communities. Many carriers are using advance freight billing and driver recognition software to reduce the truck idle time spent in line to access rail terminals.

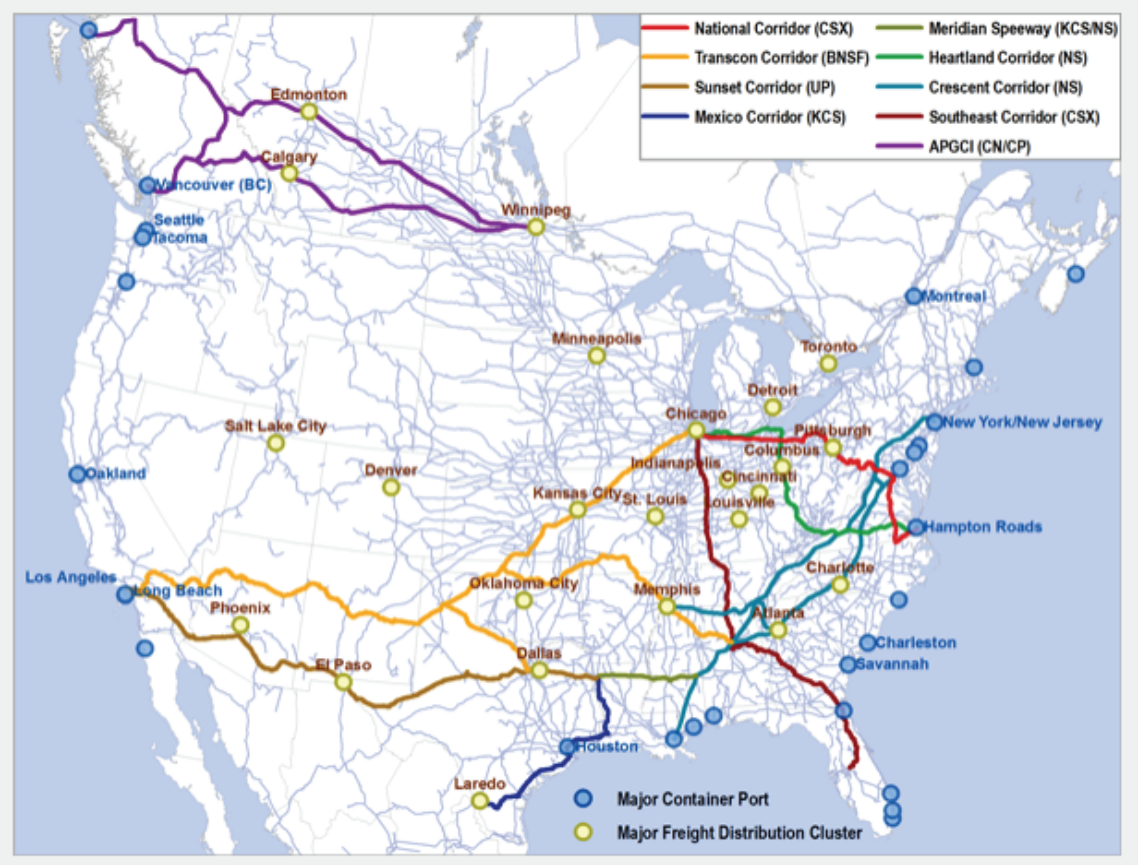
CN and CSX are leaders in the environmental rail sustainability movement and have set goals for zero waste, zero water, and zero fuel disposal at rail terminals. Examples of these sustainability efforts include the recycling of railroad ties, recycling of oil and fuel for crew station heating, and reclamations of storm water runoff. These private sector efforts help make the Illinois neighborhoods more livable and reduce the social and societal impacts of freight activities.

6.14 Corridor Expansions

In 2011, America's freight railroads invested more than $20 billion dollars to build and modernize the national rail network. From 1980 through 2010 railroads have reinvested $480 billion—more than 40 cents of every revenue dollar—to maintain and modernize the national freight rail network. According to the AAR, in recent years, freight railroads have spent approximately $12 billion per year on their tracks, signals, and other infrastructure, and another $9 billion on locomotives, freight cars, and other equipment.

Exhibit 6-17 illustrates some of the corridors where significant investments have been made. In some cases these investments have been matched with federal dollars from the TIGER Grant program. Approximately 33 percent of the TIGER Grant program has gone to fund rail and port related multimodal infrastructure projects. The Heartland Corridor connects Virginia Ports to Ohio population centers with proposed intermodal freight terminals in Virginia and West Virginia. The Crescent Corridor connects New Jersey to New Orleans, providing new intermodal freight terminals in intermediate states; the Gateway Corridor connects North Carolina ports to a new intermodal mixing center in Ohio. In each case the corridors link ports to major population centers. Illinois benefits by the increased number of intermodal terminals in the North American network and the overall improvement in train speeds and reliability. Some intermodal freight diversion from the Chicago gateway may occur, reducing local congestion in the Chicago hub network.

Exhibit 6-17: Rail Corridor Expansion Projects



Source: Jean-Paul Rodrigue, Hofstra University

6.15 Ports and Inland Ports

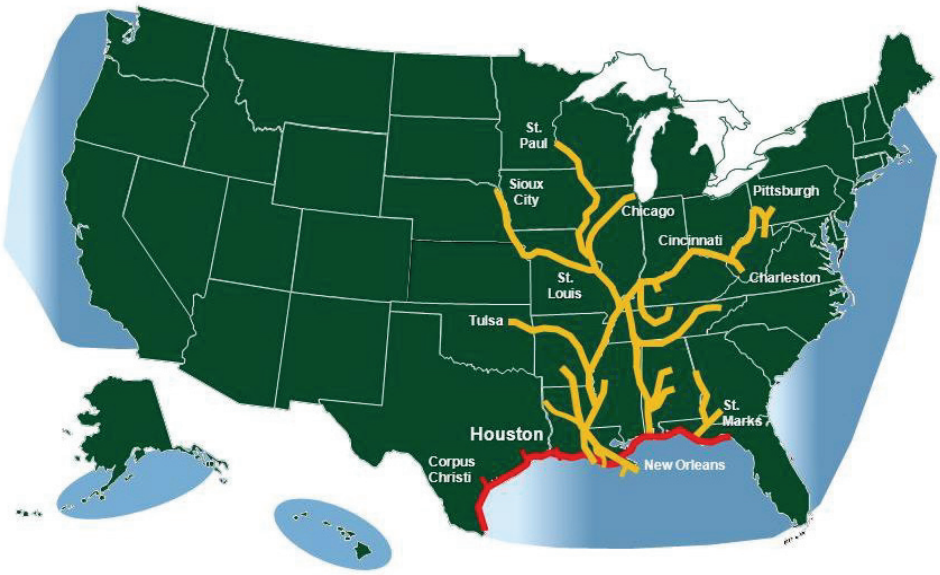
6.15.1 Ports

Illinois producers and manufacturers have access to a robust marine waterway network, which connects the Great Lakes to the Gulf of Mexico with other navigable rivers including the Mississippi, the Illinois, and the Ohio River network.

The U.S. Army Corps of Engineers maintains a 9-foot deep navigation channel in the waterway. **Exhibit 6-18** illustrates the U.S. inland and costal waterway system.

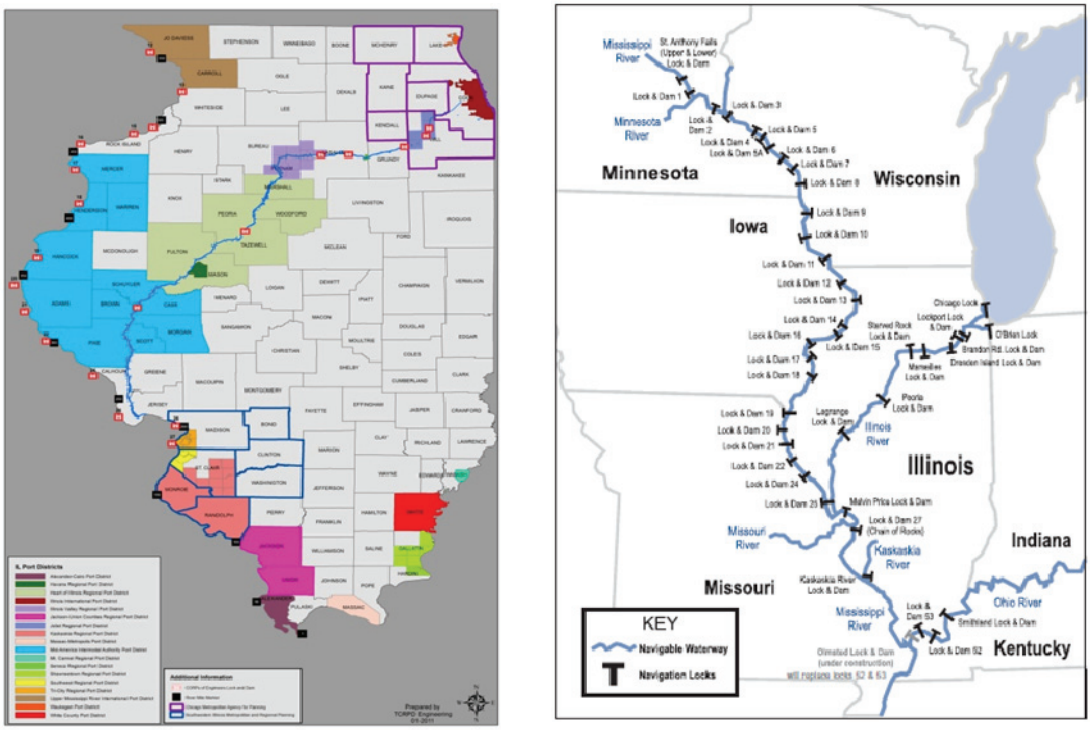
Exhibit 6-19 illustrates the Port Districts in Illinois and the locations of the river locks and dams that facilitate navigation. The river system and railroad network have historically been competitors. Rail shuttle train served elevators are typically 150 miles from a competitive river port location; however, with increasing fuel prices many ports are seeking to upgrade and enhance their rail connectivity for bulk commodity shippers. A complete listing of Illinois river terminals with rail access can be found in Chapter 6 Appendix A.

Exhibit 6-18: U.S. Inland and Coastal Waterway System



Source: U.S. Army Corps of Engineers

Exhibit 6-19: Illinois Port and River Assets



Source: Port of Granite City and Illinois Coalition

The chart in **Exhibit 6-20** illustrates the total number of marine docks in the State of Illinois, of which 147 are served by Class I, Class II, and Class III railroads. The Port of Granite City; Alton, Illinois; and the City of Peoria have each won TIGER Grants (see Section 6.16.1) to enhance and increase multimodal transportation. Appendix 6-A lists all the river docks in Illinois and provides a listing of primary commodities and rail access partners, if any.

Exhibit 6-20: Illinois Marine Docks and Terminals

Railroad Access	Illinois Marine Docks
Alton Southern	2
BNSF	25
Chicago Southshore	5
Chicago Raillink	5
CN	27
CP	1
CSX	20
I&M	4
Iowa Chicago Eastern	3
IAIS	1
IHB	12
Joppa & Eastern	1
KCS	1
NS	15
Peoria and Pekin	8
Terminal Swiching	5
TPW	1
TRRA	1
UP	10
None	125
Total Illinois Docks	**272**

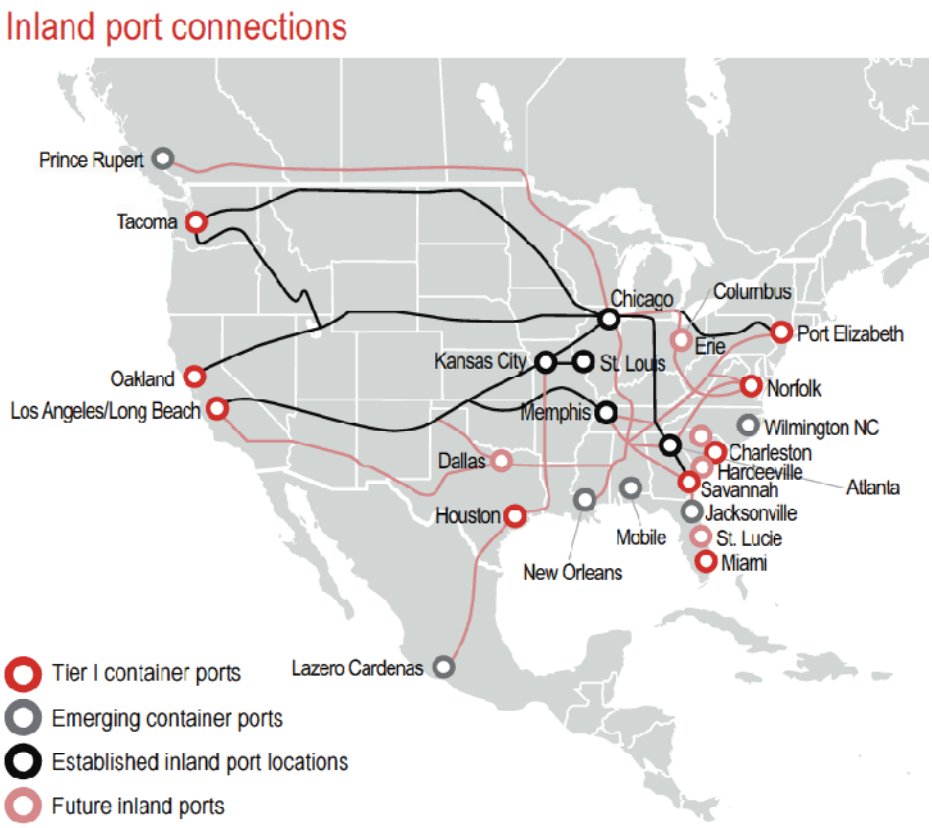
Source: 2012 Prime Focus LLC

6.15.2 Inland Ports

An Inland Port is a new term that is generally attached to a new Class I rail multimodal center capable of handling 1 million lifts or more per year. There are three components that are typically present at an inland port facility: 1) International container activities, 2) access to a high density corridor or consumption area, and 3) multiple logistics support activities. One example of an inland port is located in Will County, where BNSF and UP Railroad have invested in new intermodal facilities in association with Centerpoint Properties, a developer of warehousing, cross dock operations, and other logistics support providers within the same logistics park. Inland ports are an example of the new or next

generation of intermodal terminals. They are designed to allow a fully loaded dedicated train from an ocean port location to be received at a single inland point. At that point the entire train is off loaded and reloaded. This dedicated point-to-point train operation allows for high density trains and improved service since no intermediate stops are made. Shippers who take advantage of these facilities cite drayage cost savings and train reliability among the key benefits.
Exhibit 6-21 illustrates the network relationship between deep water ports, trains, and inland markets. Exhibit 6-21 also highlights inland ports in the Midwest that compete with the Illinois freight complex.

Exhibit 6-21: Inland Ports in United States



Source: Murphy Warehouse Company

6.15.3 New Hub Concepts (Northwest Ohio)

CSX, as part of the Gateway project, has opened a new 185-acre facility in northwest Ohio. This facility is modeled after the hub and spoke network used by passenger airlines. Cargo from all locations, ports, and manufacturing centers is shipped to a central hub location in northwest Ohio, where it is sorted and redirected to spokes in the network. The result of this system allows the hub network to assemble train density for spoke market locations that might not otherwise be served due to insufficient lane density associated with a traditional rail network configuration.

This new hub is a model for future rail terminal facilities due to its environmental design and use of ultra-efficient cranes, optical cargo scanners, light and sound management, steel railroad ties, and other environmentally friendly practices.

This facility is expected to handle more than 30 trains per day and approximately 2 million containers and trailers per year. For Illinois it is anticipated that this mixing center may replace some of the cross-town truck movements that occur today in Chicago, created by the need to move less than train load numbers of containers and trailers between Class I rail carriers for regional delivery.

6.16 Opportunities and Issues

6.16.1 Opportunities

The need for additional freight infrastructure to handle intermodal growth will continue to exceed public budgets. The TIGER Grant program that was originally part of the economic stimulus program has awarded Illinois approximately $225,000,000 to support intermodal freight and passenger transportation projects over the four award cycles. **Exhibit 6-22** identifies the projects in Illinois and the grant amounts awarded under the TIGER Award Program. These awards represent competitive projects that have secured private sector support and matching funding.

Exhibit 6-22: Rail Corridor Expansion Projects - Illinois TIGER Grant Awards

Year	Award	Description
TIGER 1	$100,000,000	CREATE Program Projects
TIGER 1	$22,000,000	Normal Multimodal Transportation Center
TIGER 1	$6,000,000	The Southwestern Illinois Intermodal Freight Transportation Hub
TIGER 2	$10,000,000	Moline Multimodal Station
TIGER 2	$10,000,000	Warehouse District Complete Streets Project
TIGER 2011	$20,000,000	Chicago Blue Line Renewal & City Bike Share
TIGER 2011	$13,850,000	Alton Regional Multimodal Station
TIGER 2011	$10,438,000	IL 83 (147th Street) Reconstruction
TIGER 2012	$20,000,000	95th Street Terminal Expansion Project
TIGER 2012	$10,440,000	CREATE Program Projects

Source: FHWA

While MAP21 does not specifically support the TIGER Grant program in the future, the cost benefit calculation discipline is an important mechanism for all freight and intermodal program managers to understand and implement. PPP in the future will rely on cost benefit calculations and performance based awards. IDOT should encourage all transportation agencies to develop cost benefit and performance metrics for each proposed project.

Chicago CREATE has been underway since 2002 and at this time has completed approximately half of the projects in the initial program. Project budget inflation is a significant risk for this multibillion dollar program. CREATE (described in Chapter 3) is one of the state's highest rail priorities.

Illinois' multimodal resources are significant compared to regional competitors. No statewide port authority or port program exists. The Port of Indiana's model should be examined to promote port activities, development opportunities, and their funding options for intermodal developments.

6.16.2 Issues

While there are many issues that impact intermodal flows and regional competitiveness, four are essential for Illinois to consider.

Chassis

The change in international chassis ownership and the related impacts should be examined to identify additional truck trips to and from intermodal freight facilities. Land use implications for off terminal parking should be explored.

Oversize Overweight Permit Practices

The state should examine truck size and weight restrictions on ports and rail terminal connections. Our marine freight system moves bulk commodities in large, cost-effective quantities. Moving bulk products to or from Illinois port or rail hub connections often requires shippers to handle the product multiple times to conform to 80,000-pound gross vehicle weight restrictions for highway travel. While permits for oversize or overweight loads are available, many local authorities are developing their own permit requirements for overweight loads. Some

overweight loads making their way to Will County rail hubs must pay for up to four permits to gain access to the international rail hub. IDOT should examine the establishment of multimodal corridors to preserve the economies of scale that marine and rail transportation can provide Illinois growers and manufacturers. IDOT should also examine the development of a single process to preserve intermodal rail competitiveness.

CREATE

The Chicago CREATE project is a program of international significance because it impacts international and domestic freight as well as northeastern Illinois travelers and public transportation users. Delays in funding for this group of projects increased the debit liability for this program each year. It should be a national priority to deliver this project in a timely manner.

Intermodal Growth

Based on TTX Company forecasts (TTX is North America's leading provider of railcars and related freight car and freight rail management services to the North American rail industry), and discussions with Intermodal Industry freight experts, the projection for intermodal growth in the Chicagoland area is significant. In **Exhibit 6-23,** historic intermodal lift counts from CMAP are documented. The 2010 lift count numbers do not take into account the new Global 4 or APL facility in the Centerpoint Complex in Will County. Estimates for 2020 and beyond are based on TTX market studies and Container Port forecasts. It should be noted that increases in intermodal port volumes may lead to improved intermodal train efficiencies, which may result in more point-to-point dedicated trains, which may reduce cross towns in Chicago. But the intermodal terminals in Chicago today will not have the capacity to handle these projected 2025 growth volumes given current facility sizes.

Exhibit 6-23: Chicago Region Intermodal Lift Counts

Year	Chicago Lift Count
2000	5,970,769
2005	6,249,605
2006	6,524,013
2009	6,144,848
2010	6,698,607
Estimated	**Chicago Lift Count**
2020	10,911,325
2025	13,925,922

Source: Prime Focus LLC

Chapter 6 – Appendix A: Listing of Marine Docks With Rail Access in Illinois

City Location	Street Address	Commodities	Rail Connection
Albany	1002 North Main Street	Ag Fertilizer, Food,	ICE
Alton	15 Chessen Lane	Steel, Iron, Sand, Coal, Ag	NS
Argo	8600 and 8800 West 71st Street	Petro Chem	CN
Bartonville	8710 South Cargill Road	Coal, Sulphur, Clay, Salt, Coke, Fertilizer	PPU
Blue Island	W. 131st Street and S. Kedzie Avenue	Petroleum	CSX
Cahokia	2 Monsanto Avenue	Ag, Coal, Sulphur, Fertilizer	ALS
Cairo	34th Street and Commercial Avenue	Ag	CN
Channahon	26332 South Frontage Road	Chemicals	BNSF
Channahon	24420 Durkee Road	Chemicals	BNSF
Channahon	25846 West Frontage Road	Chemicals	BNSF
Channahon	Ih 55 & Arsenal Road	Petroleum and Coal	BNSF
Channahon	23425 Amoco Road	Chemicals	CSX
Channahon	23213 South Youngs Road	Fuel Oil, Lubes	CSX
Channahon	23451 South Youngs Road	Aggregates	CSX
Chester	101 Water Street	Ag	UP
Chicago	3259 East 100th Street	Scrap, Ores	BRC
Chicago	3259 East 100th Street	Coal, Coke, Petrochem	BRC
Chicago	9200 South Ewing Avenue	Sulphur, Clay, Salt	BRC
Chicago	10459 South Muskegon Avenue	Ag	BRC
Chicago	East 103rd Street and Calumet River	Steel, Sand, Clay	BRC
Chicago	3741 South Pulaski Road	Fuel Oil, Lubes	BNSF
Chicago	2905 South Western Avenue	Ag	BNSF
Chicago	2500 South Paulina Street	Steel and Scrap	BNSF
Chicago	11201 South Torrence Avenue	Slag	Chicago and Southern
Chicago	12901 South Stony Island Avenue	Ores and Scrap	CRL
Chicago	12901 South Stony Island Avenue	Steel and Scrap	CRL
Chicago	12701 South Doty Avenue	Steel and Scrap	CRL
Chicago	12800 South Butler Drive	Ag. Steel and Scrap	CRL
Chicago	12800 South Butler Drive	Iron and Steel	CRL
Chicago	127th Street and South Doty Avenue	Ag	CRL
Chicago	12700 South Butler Drive	Ag	CRL
Chicago	3434 East 95th Street	Steel and Equipment	Chicago Short Line
Chicago	3434 East 95th Street	Steel and Equipment	Chicago Short Line
Chicago	9301 South Kreiter Avenue	Iron, Steel, Equipment	Chicago Short Line
Chicago	3221 East 95th Street	Cement, Slag	Chicago Short Line
Chicago	2420 South Halsted Street	Paper	CN
Chicago	9331 South Ewing Avenue	Iron, Steel	CN
Chicago	3301 South Kedzie Avenue	Petrochem	CN
Chicago	3301 South California Avenue	Fuel Oil, Lubes	CN
Chicago	3501 South Pulaski Road	Coal	CN
Chicago	932 North Branch Street	Sulphur, Clay, Salt	CP
Chicago	East 116th Street and South Burley Avenue	Coal	CR
Chicago	3245 East 103rd Street	Sand, Coal, Concrete	CR
Chicago	2700 South Robinson Street	Sulphur, Clay, Salt	CR
Chicago	3151 South California Avenue	Iron and Steel	CR
Chicago	2926 East 126th Street	Coal, Steel, Fertilizer	IHB

City Location	Street Address	Commodities	Rail Connection
Chicago	11700 South Torrence Avenue	Ag	IHB
Chicago	2701 East 114th Street	Slag	IHB
Chicago	10218 South Avenue O	Fertilizer, Steel	IHB CR
Chicago	10800 South Burley Avenue	Sulphur, Clay, Salt, Metals	IHB CR
Chicago	3200 East 96th Street	Aggregates and Steel	IHB CR
Chicago	12600 South Stony Island Avenue	Steel, Cement, and Scrap	NS
Chicago	2322 East 130th Street	Ag and Fertilizer	NS
Chicago	2250 East 130th Street	Chemicals	NS
Chicago	12100 South Stony Island Avenue	Iron and Steel	NS
Chicago	12200 South Stony Island Avenue	Ag and Petro	NS
Chicago	1357 North Elston Avenue	Sulphur, Clay, Salt	UP
Chicago	12201 South Torrence Avenue	Sulphur, Clay, Salt, Fertilizer	UP
Chicago	1441 North Magnolia Avenue	Steel and Scrap	UP
Chicago	901 North Sangamon Street	Aggregates	UP
Chicago	12201 South Torrence Avenue	Ag	UP
Cicero	3801 South Cicero Avenue	Petrochem	BRC
Cora	262 Cora Road	Coal	UP
Cordova	22220 State Highway 84	Food	ICE
Creve Coeur	1000 Wesley Road	Ag and Steel	PPU
Dolton	1200 East 140th Street	Steel, Sand, Coal	CSX
East Alton	600 Powder Mill Road	Chemicals	NS
East Dubuque	18525 US Highway 20 West	Food, Sand, Ag, Scrap	CN
East Dubuque	16675 US Highway 20 West	Petrochem	CN
East St. Louis	10 Pitzman Avenue	Ag and Chem	ALS
East St. Louis	430 South Front Street	Ag	KCS
Forest View	6626 West Canal Bank Road	Cement, Glass	BNSF
Forest View	4801 South Harlem Avenue	Petrochemicals	CN
Forest View	5005 South Harlem Avenue	Chemicals and Ag	CN
Forest View	4811 South Harlem Avenue	Petrochemicals	CN
Fulton	2630 South Third Street	Fertilizer	UP
Granite City	3220 West 20th Street	Coal, Ag	NS
Granite City	1951 State Street	Iron and Steel	NS
Granite City	2801 Rock Road	Ag and Petrochemicals	NS
Hartford	900 South Central Avenue	Petrochemicals	NS
Havana	17810 Manito Road	Coal and Coke	IMRR
Havana	15000 Illinois State Highway 76	Coal and Petrochemicals	IMRR
Joliet	1945 Patterson Road	NEC	CN
Joliet	320 Railroad Street	Iron and Steel	CSX
Joppa	2100 Portland Road	Coal and Coke	RRJERX
Joppa	2100 Portland Road	Industrial Prods	UP
LaSalle	100 Brunner Street	Fertilizers	BNSF
Lemont	20 Stephen Street	Multiple Products	BNSF
Lemont	12300 New Avenue	Multiple Products	BNSF
Lemont	New Avenue and Ceco Road	Steel and Scrap	BNSF
Lemont	12300 New Avenue	Petrochemicals	BNSF
Lemont	317 West New Avenue	Petrochemicals	BNSF
Lemont	219 New Avenue	Petrochemicals	BNSF
Lemont	135th Street and New Avenue	Multiple Products	BNSF
Lemont	1001 Main Street	Chemicals	CN

City Location	Street Address	Commodities	Rail Connection
Lemont	12805 Grant Road	Building Products	CN
Lemont	13589 Main Street	Petrochemicals	CN
Lockport	301 West Second Street	Petrochemicals	BNSF
Lockport	State Highway 53	Aggregates	CN
Marseilles	2660 East US Highway 6	Aggregates	CSX
Marseilles	1201 East Broadway Street	Iron and Steel	CSX
Marseilles	1601 Broadway Street	Iron and Steel	CSX
Metropolis	3316 N US 45	Coal	BNSF
Millsdale	22500 W Millsdale Road	Petrochemicals	BNSF & CN
Morris	4200 Pine Bluff Road	Fuel, Lube	CN
Mound City	201 Third Street	Ag	CN
Mound City	100 Commercial Avenue	Ag	CN
Naples	Main and Carroll Streets	Ag, Coal, Aggregates, Steel	NS
New Athens	RR 1	Ag	CSX
Oldenburg	ConocoPhillips Dock 4	Petrochemicals	NS
Ottawa	1912 North 2753 Road	Steel, Ag, Scrap	CSX
Ottawa	2148 North 2753 Road	Chemicals	CSX
Pekin	1811 American Street	Ag	IMRR
Pekin	1301 South Front Street	Ag and Petrochemicals	PPU
Pekin	1047 Wesley Road	Fertilizers	PPU
Pekin	605 Lower Front Street	Ag	PPU
Peoria	1925 Darst Street	Multiple Products	PPU; UP
Peoria	7000 SW Adams Street	Iron and Steel	PPU
Peoria	1 Edmund Street	Ag	PPU
Peru	501 Brunner Street	Chemicals and Ag	BNSF
Peru	Terminal Road	Petrochem	BNSF
Riverdale	13550 South Indiana Avenue	Ag	CSX
Rock Island	700 Mill Street	Multiproduct	IAIS
Sauget	2 Monsanto Avenue	Steel, Ag, Chem	CSX
Seneca	520 East Shipyard Road	Multiple Products	CSX
Stickney	5000 West 41st Street	Petroleum	BNSF
Summit	7800 West 59th Street	Petroleum Products	CSX
Summit	8001 West 59th Street	Cement and Glass	IHB
Waukegan	315 Sea Horse Drive	Cement	CN
Waukegan	515 Sea Horse Drive	Aggregate	CN
Willow Springs	8450 Willow Springs Road	Fuel Oil, Lubes	BNSF
Willow Springs	10100 Archer Avenue	Petrochem	CN
Yankeetown	Fredonia Road	Coal	NS

Chapter 7 – Analysis of Rail Transportation Impacts

Freight and passenger rail service have a large impact on the competitive position of Illinois businesses, as well as on the quality of life within the State. This chapter analyzes the economic, environmental, energy, land use, and community impacts of rail transportation in Illinois.

7.1 Illinois Economy

In our modern global economy, cost-effective, time-definite transportation services are increasingly a strategy for competitive advantage in manufacturing, mining, agriculture, and service-based industries. Businesses compete regionally, nationally, and globally for raw materials, parts, and labor.

The globalization of the world economy has grown at a rapid pace over the past several decades and virtually all sectors of the U.S. economy now compete against global competitors in other nations. Our economy has also seen a significant shift in terms of the base industries that make up the economy. In the 1970s and 1980s, manufacturing was the leading sector of the U.S. economy accounting for nearly one-quarter of Gross Domestic Product (GDP), roughly equal to the economic contribution of the services and "FIRE" (finance, insurance, and real estate) sectors combined.[1] However, over the course of the past several decades, the services sector of the U.S. economy has significantly outpaced manufacturing growth as a percentage of GDP. In 2011, service industries were estimated to account for nearly 80 percent (79.6 percent) of U.S. GDP and 90 percent of all U.S. employment.[2]

It should be noted that while manufacturing as a share of the U.S. economy has declined, the U.S. remains the world's leading manufacturer when measured by value: The United States remains by far the world's leading manufacturer by value of goods produced. It hit a record $1.6 trillion in 2007—nearly double the $811 billion of 1987.

For Illinois, *Manufacturing* is the second largest sector of the States' economy behind only *Real Estate and Rental and Leasing* in terms of GDP by state. **Exhibit 7-1** shows the make-up of the Illinois economy, ranked based on GDP by industry sector. The *Transportation and Warehousing* sector falls roughly in the middle of industry rankings by dollar value, equivalent to just less than 4 percent of total statewide output.

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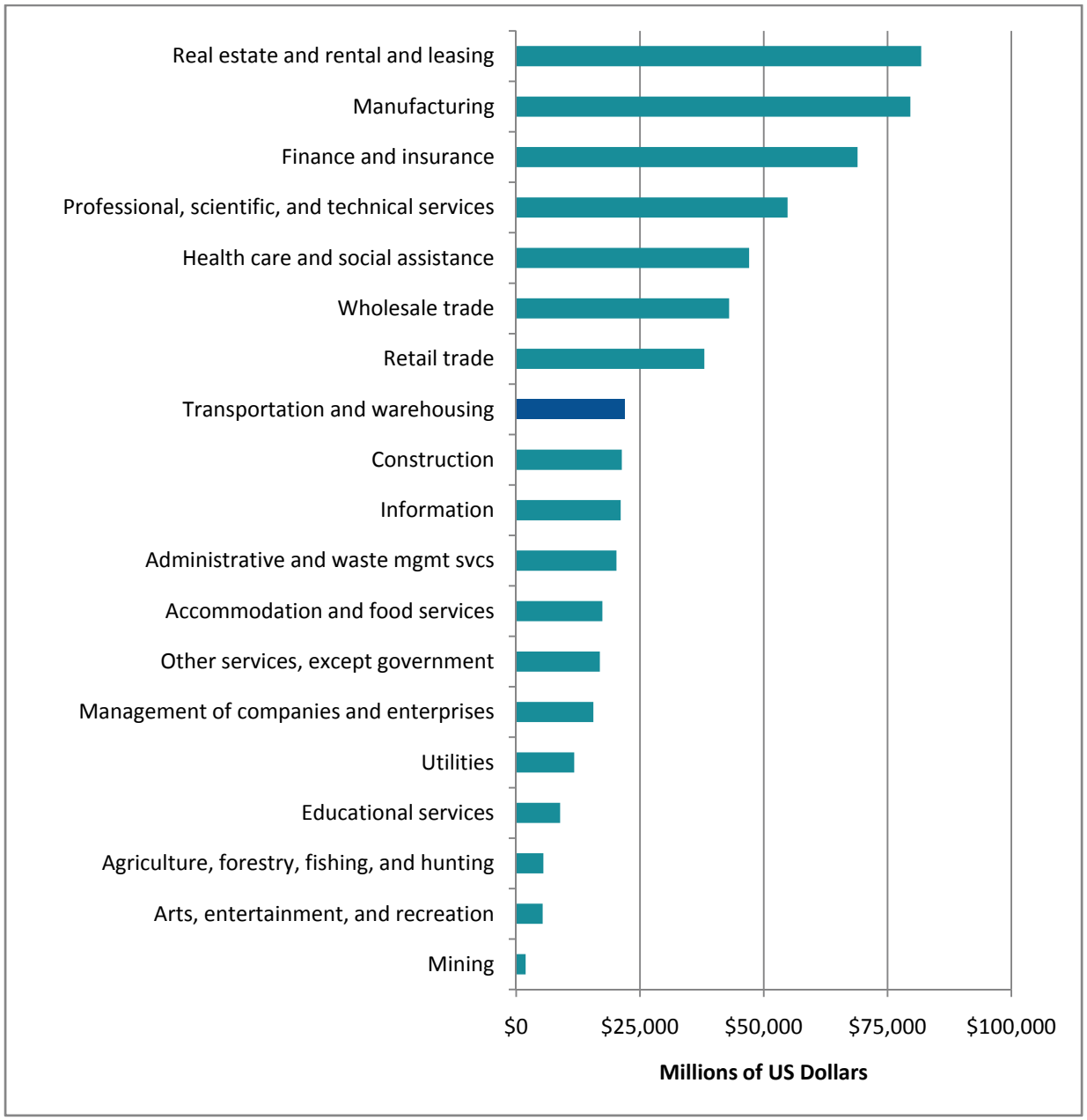
[1] Source: Based on Gross Product by Industry Group in Current Dollars as a Percentage of Gross Domestic Product, Selected Years. U.S. Department of Commerce, Bureau of Economic Analysis

[2] GDP share statistics from the Central Intelligence Agency Word Fact Book https://www.cia.gov/library/publications/the-world-factbook/geos/us.html; Job figures from the Institute of Supply Chain Management, reported by the Associated Press: Ahead of the Bell: US economy-services. http://finance.yahoo.com/news/ahead-bell-us-economy-services-104035897--finance.html

Exhibit 7-1: Illinois Gross Domestic Product by NAICS Industries (excluding Government) for 2010



Source: U.S. Bureau of Economic Analysis

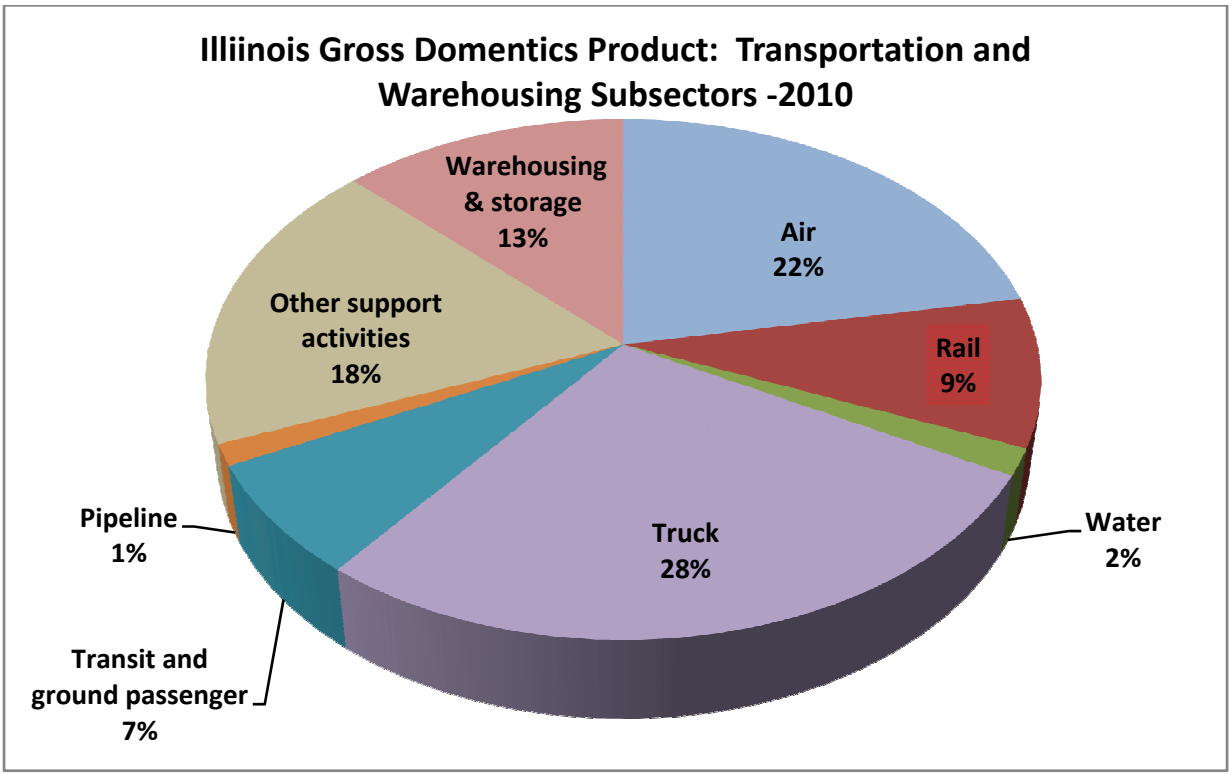
When defined by the North American Industrial Classification System (NAICS), the *Transportation and Warehousing* industry sector is comprised of seven subsectors:

- Rail Transportation
- Water Transportation
- Truck Transportation
- Transit and ground passenger transportation
- Pipeline Transportation

- Other transportation and support activities
- Warehousing and Storage

Exhibit 7-2 below isolates the *Transportation and Warehousing* sector and shows the contribution of each subsector to Illinois GDP for 2010. The railroad industry accounts for 9 percent of the *Transportation and Warehousing* GDP.

Exhibit 7-2: Illinois Gross Domestic Product for the Transportation and Warehousing Sector -2010



Source: U.S. Bureau of Economic Analysis

7.1.1 Freight Dependent Industries

Within both national and regional economies, some sectors use transportation facilities and services more extensively than other sectors. Historically, transportation was undervalued when measuring its impact on the U.S. economy, primarily because up until the 1990s only "for-hire" transport services were measured. The sizeable contribution of in-house transportation services to economic activity was not explicitly identified in early economic data collection activities. In 1991, Congress established the Bureau of Transportation Statistics (BTS) and charged the new agency with compiling better statistics related to transportation's impact on economic activity. In 1998, BTS introduced the Transportation Satellite Accounts (TSA), and in 1999 published research based on TSA that developed cost relationships between transportation services and output for all sectors of the U.S. economy. Even though this groundbreaking research is now over a decade old, the findings about the consumption of transportation services by industry is still widely used today.

The research conducted by BTS used the Standard Industrial Classification (SIC) system, which is the predecessor to NAICS, so the industry descriptions do not match directly with more recent industry classifications. **Exhibit 7-3** lists industries where the direct transportation inputs per dollar of output (as a percentage of total value) are 5 percent or greater. These industries have been ordered by those that are most rail intensive. The shaded cells indicate modal divisions of the *Transportation and Warehousing* industry sector that have obvious inter-relationships when moving products across multimodal networks. However, other industries that produce commodities in large volumes (e.g., tissue paper), mass volumes (e.g., paper rolls), or both (e.g., timber and aggregates) generally have low transportation input values per unit, but tend to expend more as a percentage of total commodity value, on transportation. Coal, the primary commodity moving by rail both in and out of Illinois, shows a relatively high expenditure on transportation in relation to total value of output (8.9 percent). Other key industries in Illinois, such as manufacturing and farming, are transportation intensive industries that would have even a higher percentage of costs associated with transportation if not for their access to the extensive rail networks in Illinois.

Exhibit 7-3: Transportation Requirements by Industry

(as a percentage of total output value)

Industry Description (Standard Industrial Classification - SIC)	Rail	Water	Air	Pipeline	Hwy	Total All Transport
Railroad Services and Pass Ground Transportation	4.30%	0.00%	0.40%	0.80%	0.70%	6.20%
Coal Mining	3.50%	0.20%	0.40%	0.00%	4.80%	8.90%
Primary Iron and Steel Manufacturing	1.50%	0.10%	0.40%	0.00%	3.70%	5.70%
Ag Production - Livestock	1.40%	0.00%	0.00%	0.10%	4.70%	6.20%
Ag Fertilizers and Chemicals	1.30%	0.10%	0.30%	0.00%	5.50%	7.10%
Stone and Clay Products	1.10%	0.30%	0.30%	0.00%	7.70%	9.30%
Paper-board Cont. and Boxes	1.10%	0.00%	0.40%	0.00%	4.10%	5.70%
Federal Government	1.00%	2.30%	2.10%	0.00%	3.20%	8.60%
Metallic Ores Mining	0.60%	0.10%	0.30%	0.00%	4.40%	5.40%
Nonmetallic Mineral Mining	0.50%	0.00%	0.30%	0.00%	9.20%	10.10%
Motor Freight Transportation and Warehousing	0.20%	0.50%	0.90%	3.10%	18.50%	23.20%
Agriculture, Forestry and Fishing Services	0.20%	0.00%	1.30%	0.00%	6.90%	8.50%
Other Ag-products	0.20%	0.00%	0.10%	0.00%	7.90%	8.30%
Maintenance and Repair Construction	0.20%	0.00%	0.10%	0.00%	7.60%	7.90%
New Construction	0.20%	0.00%	0.10%	0.00%	6.90%	7.20%
Eating and Drinking Places	0.20%	0.00%	0.30%	0.00%	4.50%	5.00%
Air Transportation	0.10%	0.00%	6.10%	8.50%	0.20%	15.00%
Forestry and Fishing Products	0.10%	2.50%	0.30%	0.00%	6.80%	9.70%
Water Transportation	0.00%	19.30%	0.20%	4.70%	0.30%	24.40%

Source: USDOT, BTS; Transportation Satellite Accounts: A New Way of Measuring Transportation Services in America; BTS99-R-01; Washington, DC: 1999

The TSA describes the reliance of different industries on transportation modes in terms of the value of transportation services each industry must consume to produce a dollar of output (**Exhibit 7-4**). Beyond the transportation and warehousing sector, the most transportation-intensive sectors at a two-digit SIC industry-level are: Agriculture, Construction, Wholesale/Retail Trade, Mining, and Manufacturing. Overall, the demand for for-hire and in-house transportation services generated from service sectors grew significantly between 1992 and 1996 (about $6 billion and $12 billion, respectively.)

Exhibit 7-4: Transportation Satellite Accounts – Freight Intensive Industries

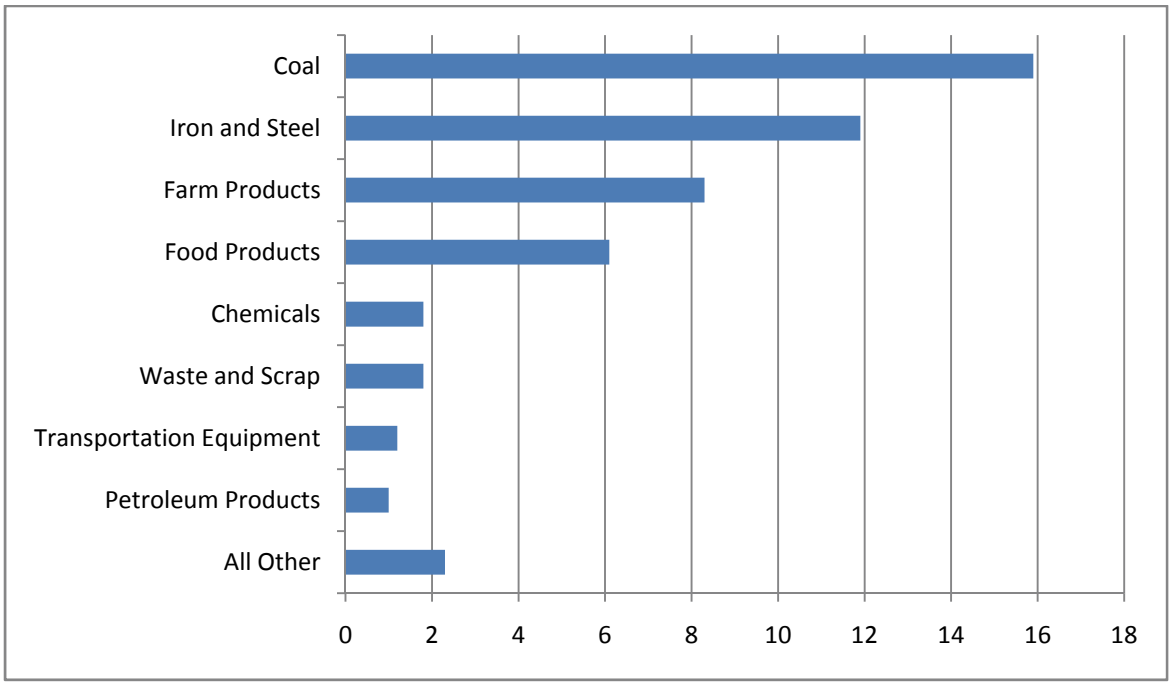
Industry	In-house services ($ millions)	For-hire transportation services ($ millions)	Total transportation ($ millions)	Industry output ($ millions)	Transportation costs per $ output (Cents)
Agriculture, Forestry, Fisheries	13,177	5,720	18,897	237,662	8.0
Construction	38,950	13,286	52,235	679,330	7.7
Wholesale/Retail Trade	42,819	8,963	51,783	1,091,489	4.7
Mining	3,870	2,810	6,680	156,717	4.3
Manufacturing	21,806	80,248	102,054	2,951,303	3.5
Total (all sectors)	164,743	151,835	316,578	9,519,471	3.3

Source: USDOT, BTS; Transportation Satellite Accounts: A New Way of Measuring Transportation Services in America; BTS99-R-01; Washington, DC: 1999

The TSA research provides a general basis for comparing the degree to which various industries may be affected by changes in transportation services, cost, and performance. The dependence of Illinois' industries on the principle modes of transportation varies by industry since each industry utilizes the transportation system in different ways. Industries vary in the way they utilize transportation modes to expand and capture resources and to create and generate commodity value. To uncover the top freight industry sectors in Illinois, this analysis examines the State's top commodities moving by rail.

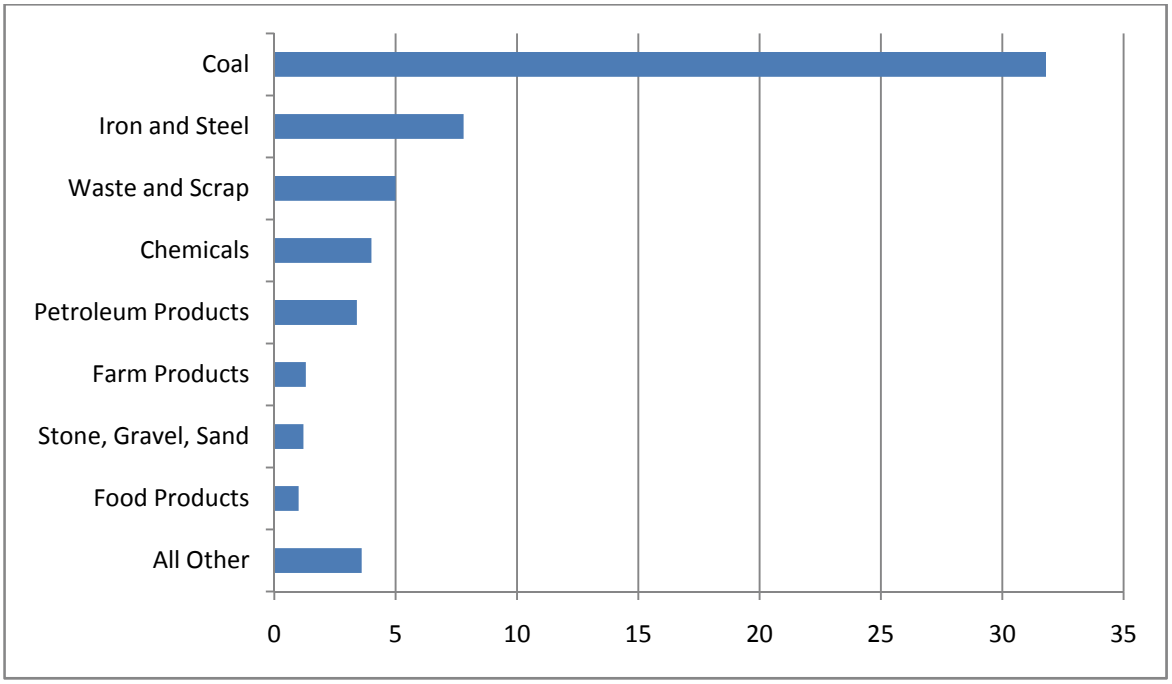
Because rail is a vital component of economic activity within Illinois, transportation investment can improve access and attract new business. The presence of an effective and cost efficient rail network can dramatically reduce the cost of doing business and can be a consideration in establishing the site for new business. Many of the State's most important industries rely heavily on rail, including coal and energy, construction products, agriculture, and steel. **Exhibit 7- 5** and **Exhibit 7-6** show the products that are shipped in the highest volumes by rail in Illinois.

Exhibit 7-5: Millions of Rail Tons Originated in Illinois (2008)



Source: Association of American Railroads (AAR) State Profile website

Exhibit 7-6: Millions of Rail Tons Terminated in Illinois (2008)



Source: Association of American Railroads (AAR) State Profile website

According to data by the U.S. Energy Information Administration (USEIA), Illinois is ranked sixth nationally in terms of coal production, with over 35 million tons mined in 2009. Slightly less than half of this moves by rail. Illinois coal mining operations rely upon rail to remain competitive. A large volume of coal also arrives inbound to Illinois for use at the State's electric generating plants, as well as other large industrial users. Domestic coal used for utility consumption is generally sold "free-on-board" at the mine, and the purchaser normally bears the transportation costs, as a result transportation usually comprises a majority of the cost of delivered coal shipments, and fuel is a major determinant in the cost of electricity. Therefore, rail transportation can impact electricity costs within the State.

Similar to coal, transportation comprises a high percentage of the delivered cost of grain. In many cases, the proximity of farms to markets and transportation links will influence the prices that farmers receive. As an example, the USDA's Posted County Price (PCP) for crops reflects the difference between the prices paid for crops within specific counties with the prices paid at major terminal grain markets (of which there are 18 in the United States). Not including other crops, Illinois' corn and soybean harvest produces about 35 million tons per year. Prices for a significant portion of this crop could be influenced by the availability of rail transportation.

As shown in Exhibit 7-5 and Exhibit 7-6 above, *Iron* and *Steel* is the product category with the second highest volume of shipments for traffic both to and from Illinois. It is unusual for the State to have such a high proportion of rail traffic be iron and steel. Based upon statistics by the American Iron and Steel Institute, Illinois is the nation's largest producer of raw steel products. The steel industry is particularly reliant upon rail transportation. Steel is a highly competitive industry where U.S. firms compete within a global marketplace. The availability of cost-effective transportation options allow firms to operate and thrive within this environment.

In 2008, the research wing of the American Trucking Association (ATA) estimated that the marginal cost of operating a truck per mile is $1.73.[3] The Federal Highway Administration (FHWA) has estimated that the average 18-wheel, 5-axle truck has a payload of about 18 tons.[4] Therefore, the average cost per ton-mile for trucking would be about $0.096. Based upon data by AAR for the same year, the average operating expense per ton-mile for rail was $0.027. Even if this dramatic cost differential does not hold in all cases and other factors may influence shipper costs, there are potential savings from using rail. For shippers shipping or receiving low value, dense products long distances, rail access is not just a convenience, but a necessity for doing business, as rail costs are one quarter the cost of truck[5]

The rail industry also impacts Illinois' economy through railroad employment. It is estimated that the freight rail industry directly employed 6,120 people in the State of Illinois in 2009, with annual wages and benefits over $564 million. Freight rail also supports 15,576 retirement

[3] American Transportation Research Institute, An Analysis of the Operational Costs of Trucking, December 2008
[4] Battelle, Development of Truck Payload Equivalent Factor, June 15, 2007
[5] Illinois Commerce Commission

beneficiaries in the state, with annual paid retirement benefits over $261 million. Illinois is ranked ninth across the nation for railroad employment and tenth in wages.[6]

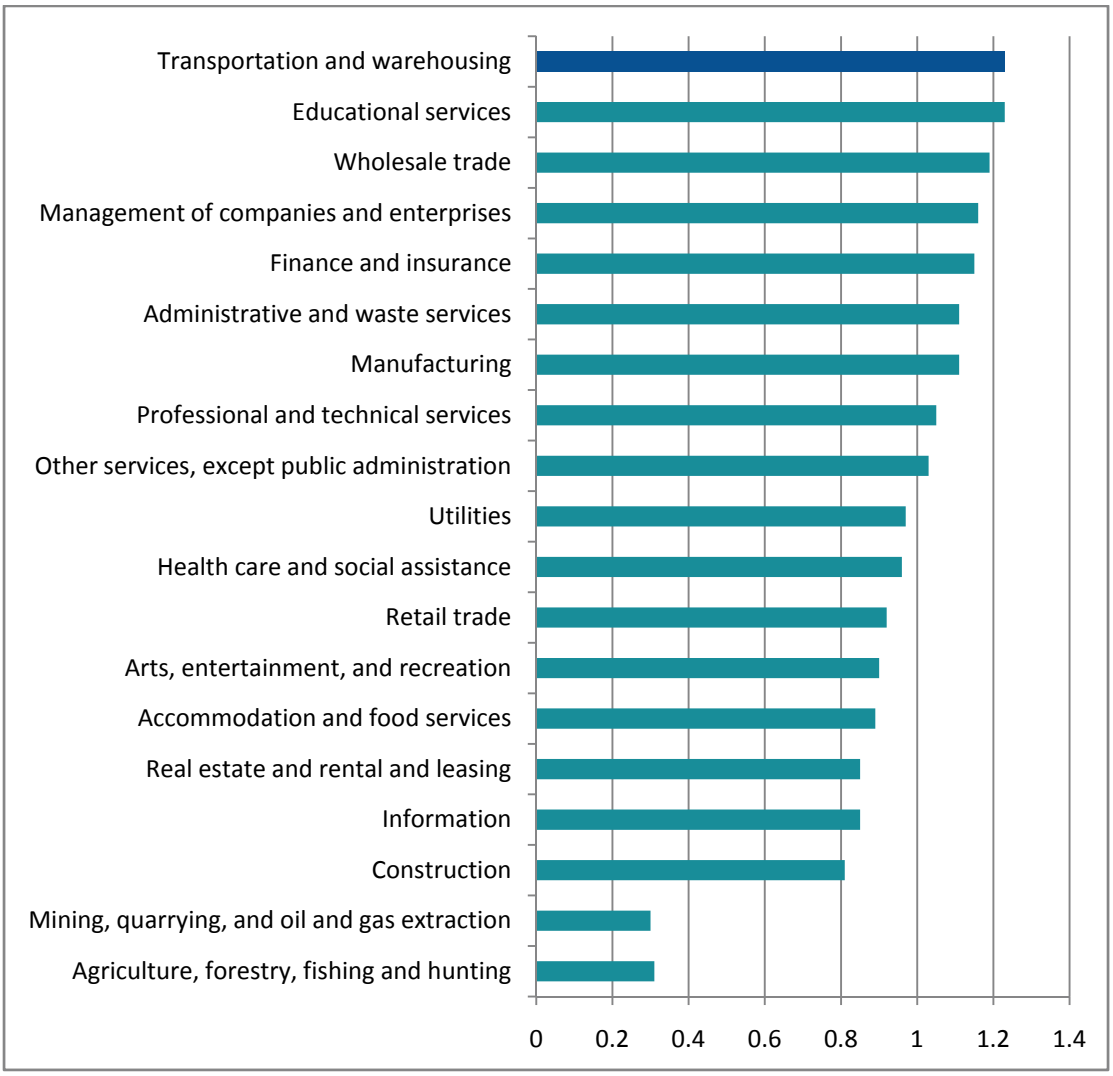
7.1.2 Industry Concentration

A "location quotient" (LQ) is an econometric indicator used as a measure of industrial concentration within a specific geographic area (e.g., the State of Illinois) as compared to a broader base geography or economic region (e.g., the U.S. economy). The LQ is calculated as the ratio of an industry's share of the regional economy to the respective industry's share of the base economy. Industrial share of the economy is calculated as a percentage of employment in the industry, to the total employment within the economy. Relative employment, though imperfect, serves as a good proxy for the industrial composition of an economy.

An industry with a LQ of less than 1.0 suggests that the industry's role in the regional economy is proportionally smaller than the same industry's share in the base economy. A LQ less than 1.0 further suggests that the regional economy is likely to be a net importer of the goods and/or services from that industry. An industry with a LQ greater than 1.0 has a share of the regional economy proportionally larger than the same industry's share in the base economy. A LQ greater than 1.0 suggests regional output from that industry exceeds local demand for those goods and services, allowing the excess production to be exported. **Exhibit 7-7** shows industries ranked by LQ for the State of Illinois. As the chart shows, in terms of employment *Transportation and Warehousing* is the most concentrated private industry in Illinois using the LQ measure.

[6] American Association of Railroads: U.S. Freight Railroad Industry Snapshot: http://www.aar.org/KeyIssues/Railroads-States.aspx

Exhibit 7-7: Ranked Industry Location Quotients for Illinois

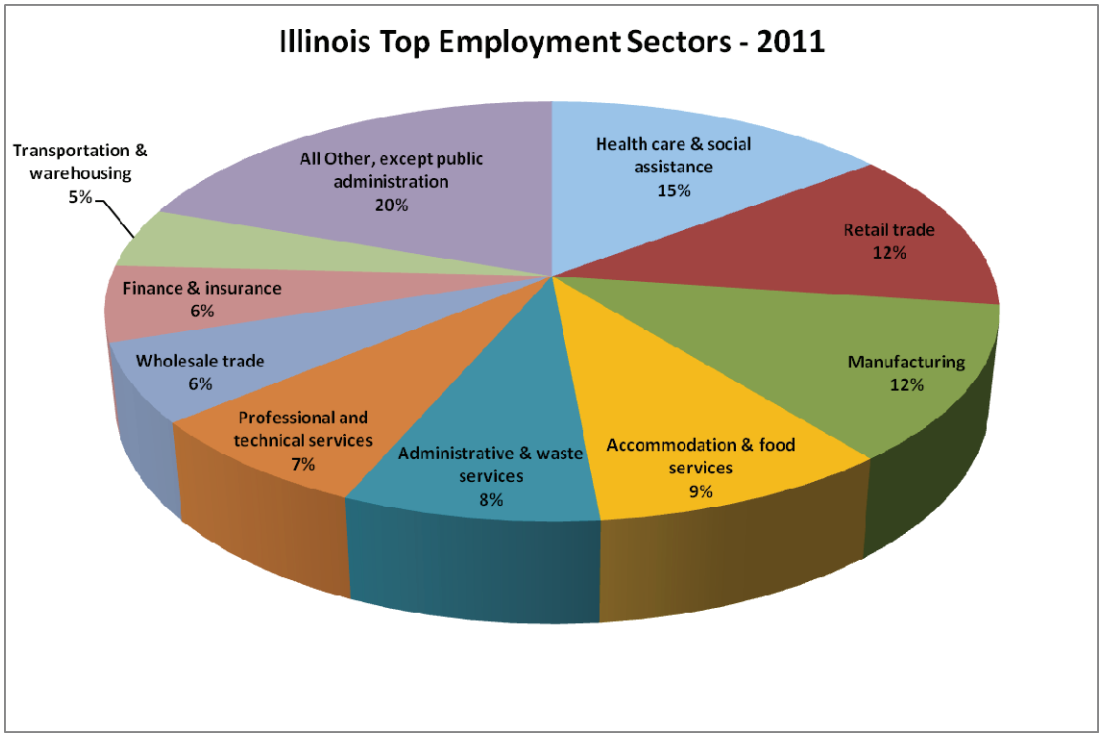


Source: U.S. Bureau of Labor Statistics (Industries defined by the NAICS).
Chart does not include Government or Unclassified employment.

7.1.3 Transportation and Railroad Employment in Illinois

Historically, Illinois and Chicago were at the heart of the Midwest "Rust Belt," a major manufacturing, research, and trading center at the beginning of the 20th century. However, just as the national economy has migrated in the last several decades toward a more diverse mix of service and production sectors, so has Illinois. The chart in **Exhibit 7-8** shows that the *Manufacturing* sector in Illinois in 2011 comprised just 12 percent of total employment in the State. The *Transportation and Warehousing* sector contributed another 5 percent of statewide employment.

Exhibit 7-8: Illinois Employment by Industry Sector



Source: U.S. Bureau of Labor Statistics

The AAR reports that in 2010, 11,792 railroad jobs were located in Illinois with an average wage and benefit package worth $106,200 annually. The average per capita income in Illinois in 2010 was $43,159. In addition, 33,306 railroad retirement beneficiaries also live in Illinois. Illinois ranks second in the United States in railroad employment behind Texas. In 2010, neighboring states of Missouri counted 6,793 railroad jobs; Indiana reported 5,679 rail positions; Kentucky reported 4,153 rail jobs; Iowa showed 3,727; and Wisconsin identified 2,927 rail jobs within their state.[7]

As the location of the nation's preeminent logistics hubs, Illinois has an above-average employment and GDP associated with transportation and distribution, as shown in **Exhibit 7-9**.

[7] American Association of Railroads: U.S. Freight Railroad Industry Snapshot: http://www.aar.org/KeyIssues/Railroads-States.aspx

Exhibit 7-9: Percent of Employment and GDP Associated with Transportation and Warehousing, 2011

	All Industries	Transportation & Warehousing	% Transportation & Warehousing
GDP ($ Millions)			
United States	$14,981,020	$418,807	2.8%
Illinois	$670,727	$23,140	3.4%
Employment			
United States	108,184,795	4,055,639	3.7%
Illinois	4,765,445	219,795	4.6%

Source: GDP data- U.S. Bureau of Economic Analysis; Employment Data – U.S. Bureau of Labor Statistics (employment excludes government sector)

Transportation and Warehousing industries rely heavily on the Illinois rail network. These companies are often handling shipments to/from distant markets that could not be economically sent by truck and must use rail. The reasons for locating in Illinois often relate to the interchanges of rail carriers and the concentration of rail assets. Chicago is the only location within the nation that is directly served by the six largest Class I railroads.[8] As the CREATE program notes, 54 percent of intermodal units to/from the Ports of Seattle and Tacoma and 26 percent of intermodal units to/from the Ports of Los Angeles/Long Beach touch Chicago. According to the AAR, the freight railroad industry within Illinois employs nearly 12,000 people and in 2010 contributed to $887 million in wages.[9] Illinois is also home to over 33,000 railroad retirement beneficiaries who received more than $617 million in retirement benefits in 2010. Aside from the direct employment generated by Illinois in logistics employment, these companies rely on a series of suppliers, such as equipment purveyors, professional services firms, etc. that generate additional indirect employment. Illinois also benefits from its logistics hubs by drawing firms that want to be in close proximity to a transportation hub. This proximity creates a cost advantage for companies, even if their facilities are geared toward production or other functions, rather than specifically logistics or distribution.

Numerous other industries within Illinois rely upon the State's freight rail industry. Transportation investment can improve access and attract new businesses. The presence of an effective and cost-efficient rail network can dramatically reduce the cost of doing business and can be a consideration in establishing a site for a new business.

7.2 Economic Impacts

United States railroads provide market access to rail shippers and connect global trading partners, they support economic growth in regional economies, and create direct and indirect family sustaining jobs. Railroads also provide substantial environmental benefits and transportation alternatives to congested highways. According to the AAR, markets in the United

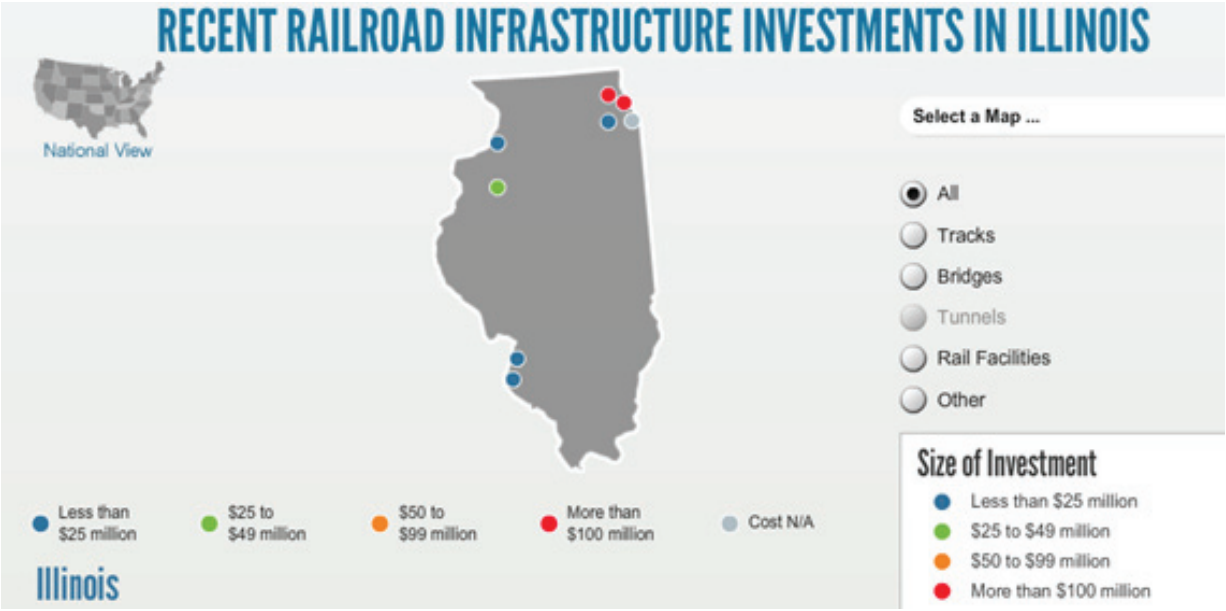
[8] Kansas City Southern, the seventh Class I railroad, accesses Chicago through trackage rights

[9] Association of American Railroads, State Rankings: http://www.aar.org/Railroads-States/State-Rankings-2010.pdf

States are connected by the safest, most affordable, and the most reliable freight rail system in the world.

Seven Class I railroads span the North American continent and meet in Illinois connecting Atlantic, Pacific, and Gulf Ports along with trading partners in Canada and Mexico to one of the most successful industrial and agricultural complexes at the geographic heart of North America. The Class I rail community is privately owned and operated and reinvests in their private infrastructure. Collectively, America's freight railroads reinvest over $20 billion each, up to nearly 18 percent of their annual revenue per year in capacity improvements, access, maintenance, technology, and equipment to operate the nearly 140,000-mile North American rail network. **Exhibit 7-10**, shows the location and level of railroad investment across the State.

Exhibit 7-10: Railroad Investment in Illinois

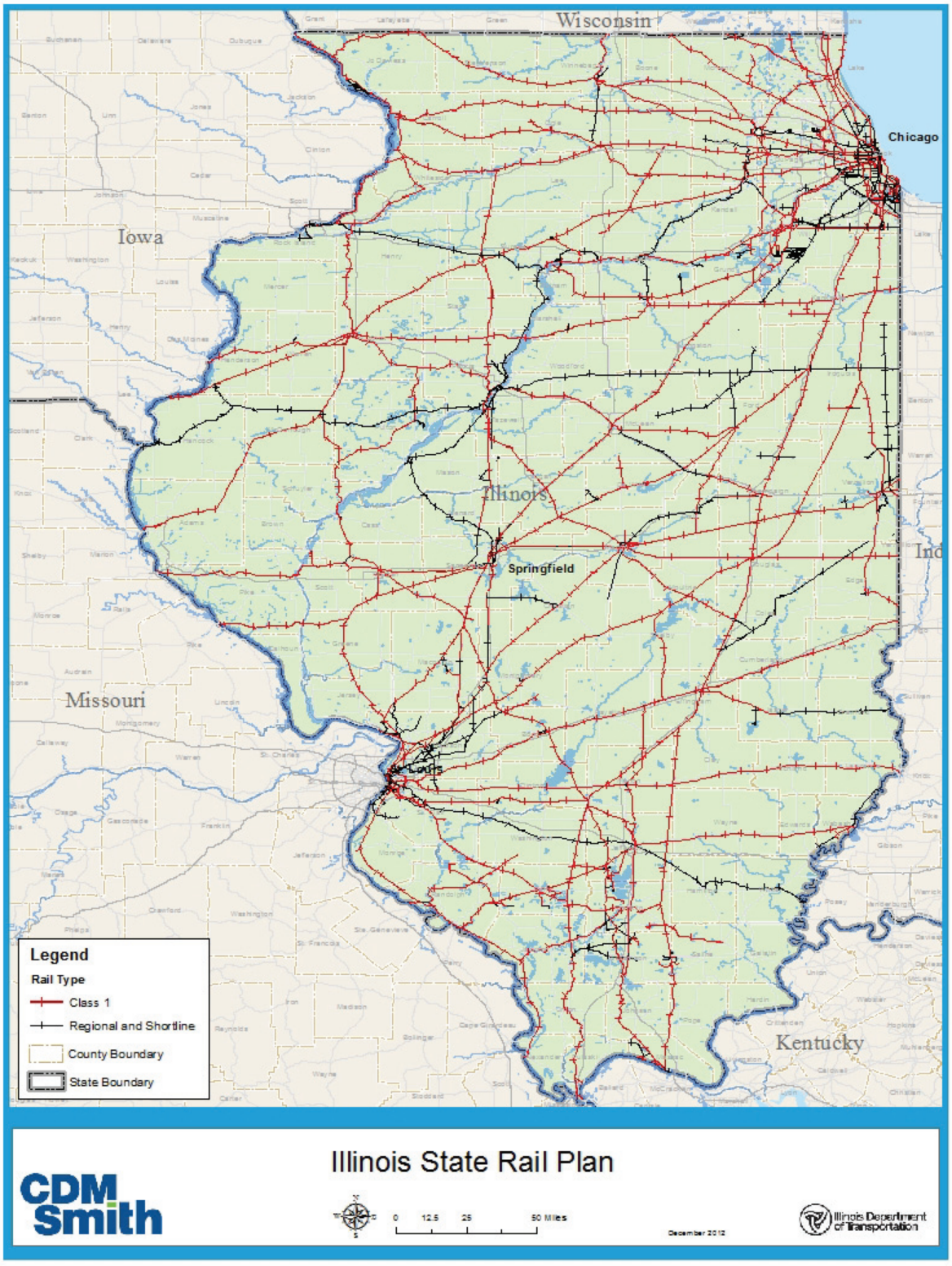


Source: Association of American Railroads (AAR) AAR.org

Exhibit 7-11 shows Illinois railroads provide service to roughly 95 percent of the State and to 97 of the 102 Illinois counties. It would be difficult to identify another state that has a comparable rail network that connects such a large portion of the State's geography and population. The Illinois rail system also has very diverse multimodal connections: The Illinois rail system connects 147 docks and ports and many more intermodal terminals, depots, and transload facilities making it one of the largest rail hubs in the nation based upon the number of trains per day that pass through the region.[10]

[10] AAR

Exhibit 7-11: Illinois Counties Served by Railroads



Railroads benefit shippers as well as play a critical role in freight transportation and logistics for bulk commodities and for global container shipments. Railroads can be cost-effective transportation, especially when used in conjunction with other modes of transportation. In Illinois, 2.8 million light trucks and 62,149 heavy trucks were registered according to USDOT's Research and Innovative Technology Administration (RITA). The BTS recorded more than 300 distribution centers supporting Fortune 500 companies and another 11,973 public warehouse facilities, making Illinois one of the Nation's leading distribution centers. In 2009, Illinois counted more than 19,000 manufacturing establishments with gross output of $97.8 billion, which amounted to 11.4 percent of the State's gross state product. For manufacturer's, Illinois companies can supply almost any sub-assembly component or finished product due to the robust transportation system.

The RITA reported in 2000 that 9.3 percent of Illinois commuters took advantage of public transportation, which includes Metra and CTA trains. Passengers using rail are 21 percent more fuel efficient (as measured by BTUs per mile) than those using automobiles and 17 percent more efficient than passengers traveling by short-haul commercial aviation.

7.2.1 Economic Impacts Associated with Rail Employment in Illinois

Nationwide the railroad industry directly employs 169,280 employees, and indirectly supports 1.2 million jobs that generate nearly $2.6 billion in total economic activity.

Illinois ranks second to Texas in state railroad employment statistics with 11,792 employees. Texas is not only a larger state physically; it is also the home of the BNSF Railway executive offices. Illinois employs 7 percent of the nation's rail workforce, which earns an average (wages and benefits) of $106,200, which is 3 percent higher than the national average for railroad employees. The total rail freight payroll in Illinois in 2010 was reported to be $886.6 million, second to Texas and ahead of Nebraska, California, Missouri, Ohio, Georgia, Pennsylvania, Indiana, and Kansas, other states ranking in the top 10 railroad wages paid locations.

Illinois is also home to over 33,306 railroad retirement beneficiaries who collect over $617.4 million annually. With nearly 45,000 railroad employees and retirement beneficiaries, Illinois is among the most important railroad states in the nation.

According to data from the AAR, Illinois also ranks among the top states in the nation in terms of employment and earning in the rail industry. In 2010, the railroad industry in Illinois employed 11,792 employees, second among all states and equivalent to about 7 percent of nationwide railroad employees. Illinois also ranks second among all states in terms of wages paid to rail employees with $886.6 million. Nationwide, the average compensation of railroad employees (wages and benefits) is $103,120 per employee. The average compensation of railroad employees in Illinois is somewhat higher at $106,200.

Exhibit 7-12 shows wage comparisons for several occupations within the *Transportation and Warehousing* industry sector. While railroad conductors and yard masters earn about half that of an airline pilot, they earn on average about 30 percent more than truck drivers.

Exhibit 7-12: Average Earnings for Select Occupations in the Transportation and Warehousing Sector

Occupation	Hourly		Annual	
	Median	Mean	Median	Mean
Airline pilots, copilots, and flight engineers	$-[1]	$-[1]	$106,610	$119,540
Bus drivers, school	$14.06	$14.58	$29,240	$30,330
Railroad conductors and yardmasters	$25.86	$27.10	$53,790	$56,370
Sailors and marine oilers	$17.14	$18.36	$35,660	$38,180
Truck drivers, heavy and tractor-trailer	$19.04	$19.68	$39,600	$40,940

Notes:
[1] Wages for some occupations that do not generally work year-round, full time, are reported either as hourly wages or annual salaries depending on how they are typically paid.

Source: U.S. Bureau of Labor Statistics, Industries at a Glance, 2011

7.2.2 Railroads Focus on Veterans

Veterans are valuable potential employees for the railroad industry and bring many technical skills when it comes to working with large machinery, including leadership and proven teamwork. Ed Hamberger, President of the AAR, indicated that roughly 23 percent of the railroad workforce is eligible to retire by 2015. In 2011, CNN news network reported that the North American Railroad industry hired more than 5,000 veterans and plans to match that number in 2012. The AAR has partnered with the Department of Veteran Affairs to ensure that freight, inter-city passenger, and commuter railroads are committed to our nation's veterans.

In Illinois there are more than 800,000 veterans according to the Illinois Department of Veterans' Affairs (IDVA). The Illinois Department of Employment Security (IDES) estimates that the unemployment rate for post 9/11 veterans is much higher than the national average since many of these veterans went into the military straight from high school and have never had to interview for jobs. In September 2012, Illinois unemployment was 8.8 percent. According to IDES representatives, on a national basis, the Veteran's unemployment rate runs about 2 percent higher than the national unemployment average. In January 2011, the national unemployment rate for veterans averaged 11.3 percent. Fifty-two percent of Illinois' veterans live in the Chicago area, where the State's railroad concentration is the densest. Veterans are considered a good match for the railroad industry for the following reasons—veterans are used to work protocols that include a safety first attitude, a culture of teamwork and discipline, familiarity with large equipment, and the demands of a 24/7 operating environment. Veteran unemployment experts caution that the unemployment rate for veterans engaged in post 9/11 service is higher than the national average due to the fact that many of these "new" veterans joined the military right out of high school and have no job experience other than the military.

7.2.3 Indirect Benefits of Railroads

Railroads reinvest a significant portion of their revenues in their plant and equipment. **Exhibit 7-13** shows railroad expenditures compared to State Highway Agency spending in 2008. UP Railroad and BNSF Railway each spent more on maintenance of way and track structures than the State of Illinois.

Exhibit 7-13: Railroad Expenditures compared to State Highway Department Spending 2008

RR Spending on Way & Structures vs. State Highway Agency Spending - 2008 ($ billions)		
		Total
1.	Texas	$8.40
2.	Florida	$6.24
3.	California	$5.65
	Union Pacific	$4.91
	BNSF	$4.02
4.	New York	$3.82
5.	Pennsylvania	$3.77
6.	Illinois	$3.50
7.	Georgia	$2.84
8.	North Carolina	$2.71
	CSX	$2.70
9.	Michigan	$2.52
	Norfolk Southern	$2.48
10.	Virginia	$2.39
Data include capital outlays and maintenance expenses.		
Sources: FHWA, AAR		

Exhibit 7-14 shows that Illinois leads the nation in railroad and equipment suppliers with 19,600 jobs and a total of $8.3 billion in sales. Railroad suppliers tend to locate close to their client base. Illinois is a beneficiary of these jobs due in large part to the rail activities in the State and the fact that all Class I railroads have operations in the State of Illinois.

Exhibit 7-14 Summary of Top Rail Supplier States

State	Number of Companies	Number of Facilities	Total # of Employees	Total Sales (Millions)
Illinois	137	166	19,600	$8,300
Pennsylvania	100	122	27,700	$7,100
New York	70	84	7,500	$1,900
Texas	59	91	8,600	$1,700
Ohio	56	62	7,500	$800
California	47	69	4,600	$700
Florida	44	53	2,400	$700
Missouri	42	55	2,600	$900
Georgia	39	44	3,100	$600
Indiana	33	36	2,000	$100
Virginia	27	33	2,400	$100
TOTAL	**654**	**815**	**88,000**	**$22,900**

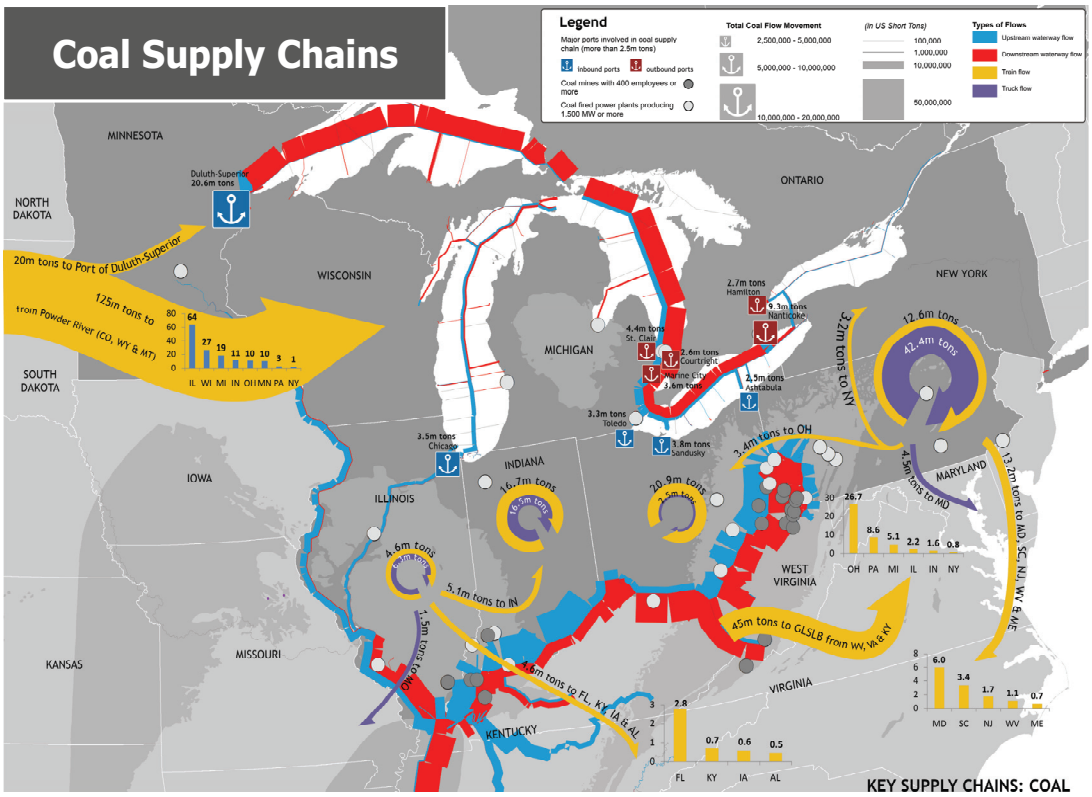
Note: TOTAL does not equal the sum of the number of companies due to companies having locations in multiple states.

7.2.4 Railroads Benefit the Coal Industry

Illinois has a rich mining history in which coal plays a critical role. Coal underlies 37,000 square miles of Illinois, or about 65 percent of the State's surface and accounts for about one-eighth of the total United States coal reserves. Illinois coal is desirable due to the high levels of energy as measured by BTUs. More than 80 percent of Illinois coal is used to produce electricity. Illinois has more than 231 electric generation power stations and in 2006, 47.6 percent of the electricity produced relied on coal. Illinois also exports coal to China, India, and Europe. In 2011, it was estimated that Illinois exported 9 million tons of coal.[11]

In 2010, Illinois originated more than 20 million tons of coal, which moved by railroad. This outbound coal tonnage represents approximately 18.8 percent of the State's total originated tonnage. Some Illinois coal mined in the State moves to local Illinois mixing facilities where low sulfur coal is mixed with local coal; these movements may go by rail or truck depending upon the customer requirements and the quantities moved. Low sulfur western coal was the number one inbound rail commodity for Illinois and amounted to nearly 80 million tons, representing 50.5 percent of the total inbound traffic for the State.[12] **Exhibit 7-15** illustrates the coal supply chain in the Midwest. Rail lines and rail- served marine docks play a critical role in coal distribution.

Exhibit 7-15: Coal Supply Chain Diagram



Source: TRB.org NCFRP Report 17

[11] Illinois Department of Commerce and Economic Opportunity
[12] Illinois Department of Commerce and Economic Opportunity

A 100-unit train carrying 4,000 tons of freight for 300 miles translated into an estimated $3,600 in congestion-related travel time savings and an estimated $3,600 in pavement replacement costs as reported in a study completed by the State of Pennsylvania, titled "The Economic Impact of Railroads in Pennsylvania" published in January 2005. Based on these calculations, if you count the number of tons of coal moving by rail to or from Illinois, the State benefits by nearly $900,000,000 in pavement replacement costs and congestion related travel time savings.

7.2.5 Trade and Economic Development Impacts

In Illinois, railroads have played a critical role in job creation and economic development. Carriers have made many terminal improvements and infrastructure investments to accommodate growing traffic segments in the past 10 years. Intermodal service has been one of the fastest growing rail market segments; several examples of urban, rural, carload, and intermodal developments will be highlighted in this section to illustrate the economic impacts rail investment can create.

In Galesburg, Illinois, BNSF is the second largest employer in the region with more than 1,100 employees. A BNSF rail yard expansion in Galesburg in 2011, the contractor Kennedy Jenks, estimated to cost $40 million, resulted in 218 new railroad hires with more to come as a result of a larger and improved yard to handle coal, agriculture, and plastic pellets.[13] The Galesburg Regional Economic Development Association (GREDA) has supported freight rail expansion and Amtrak Station improvements. In 2012, GREDA won a Top Five Award of Excellence from Expansion Solutions Magazine, a top publication for economic developers and site selectors due in part to improvements made in passenger and freight rail transportation.

In 2003, the UP opened Global III, a new inland port in Rochelle, Illinois. The railroad's initial investment was $5.4 million according to the railroad website. The facility was built on 1,200 acres purchased by the UPRR and was designed to handle 750,000 intermodal containers per year at full build out. Currently as built, the facility handles 500,000 containers per year. The project received federal and State funds including a $4.3 million grant from IDOT's Economic Development Program for roadway access, a $3.3 million loan from IDOT's Rail Freight Program, and $2.2 million grant from an Economic Development Administration to fund water and sanitary sewer lines along with roadway improvements to support the rail terminal. An economic impact study analyzed the rail development's impact spanning a 50-mile radius. Findings documented that the Global III intermodal facility resulted in over $1 billion in capital investment and created over 4,500 jobs, along with creating 9 million square feet of industrial space. The rail development established Rochelle as a regional hub for freight. Between 2002 and 2008 the number of people working in Rochelle but residing outside of the city increased 9.6 percent. In 2008 only 25.9 percent of the people working in Rochelle also lived in Rochelle. Freight transload operations also grew up around Global III. A pipe company that needed to move 30 miles of pipe over an 18-month period selected a facility in Rochelle due to the interstate access and space for a lay down area to stage the pipe. A windmill components operation was also established in Rochelle and distributes components over a 400-mile radius of the development. A dry grind corn-to- ethanol plant also located in Rochelle brought 60 new jobs with an annual payroll of

[13] Kennedyjenks.com

$3 million. Rochelle was selected due to the abundant local corn production and the availability of backhaul export products such as dried distillers' grain, commonly referred to as DDGs, an animal feed byproduct of manufacturing, to international destinations.

Progressive Railroad Magazine recently published a case study of the second-largest intermodal facility for the largest Class I railroad in the country showcasing the Joliet Global IV intermodal terminal. The terminal was originally designed to handle an annual capacity of more than 1,000,000 units at full build-out. Currently, the terminal has a capacity of 500,000 trailers or containers, and facility features included four 8,000-foot tracks, with capacity to handle the loading or unloading of 104 double-stack rail cars; six 8,000-foot tracks to give train crews the ability to sort rail cars by destination; an additional six tracks to stage rail cars prior to unloading or loading; four cranes that straddle the rail cars and one rubber-tired mobile "packer" that lifts trailers and containers on and off the cars; more than 4,000 "staging," or parking, places for trailers and containers; and gate technology that decreases truck processing time at the terminal's entrance from several minutes to 90 seconds or less. Due to the strong customer demand at Global IV, UP had to expand its parking capacity and add lift equipment within 2 years of its opening.

For the contractor RailWorks, the job required installing 242,000 feet (or about 45 miles) of continuous-welded rail, 130,000 ties (70,000 steel and 60,000 wood), and 380 feet of grade crossing panels, says Eric Goetschel, project manager. Work also included building 59 wood- and steel-tie turnouts with welded joints, and two double-point derails.[14]

Construction began in August 2008 with an ambitious 2-year plan, as UP pushed to complete the Global IV project to handle the demand of heavy Chicago-area intermodal traffic. To stay on schedule, RailWorks crews—which peaked at about 50 in number—worked on track installation through the severe winter weather of 2009-2010.

Weather issues aside, the installation of the rail, turnouts, and crossing panels was straightforward; however, getting the supplies to the site proved to be more of a challenge. RailWorks installed about 3,000 feet of temporary track that ran from the UP mainline to the construction site, enabling supplies to be shipped to the site by rail, and the railroad's mainline traffic to run without interruption.

In 2010, the Will County Center of Economic Development conducted an Inland Port Impact Study to capture and document the economic benefits of the BNSF and UP Global IV intermodal developments within Will County. At full build-out the inland port development is anticipated to provide more than $13 billion in regional economic benefits in the form of wages, direct investment, and taxes. To accommodate the massive growth in logistics activities, Will County is working with other agencies to develop a multi-year transportation program with 60 initial projects aimed at expanding and enhancing regional and local highways.

[14] Progressive Railroad Magazine

7.2.6 Illinois Inland Waterways

Both rail and barge companies excel at the movement of bulk commodities such as coal, grain, aggregates, and petroleum. Both modes of transportation need freight density or large volumes of cargo moving long distances to be efficient. Waterway operators can compete most effectively with rail if they are moving freight that originates or terminates generally within 60 miles of the river. As shown in **Exhibit 7-16**, waterways move about 30 percent of the ton-miles rail carriers transport.[15]

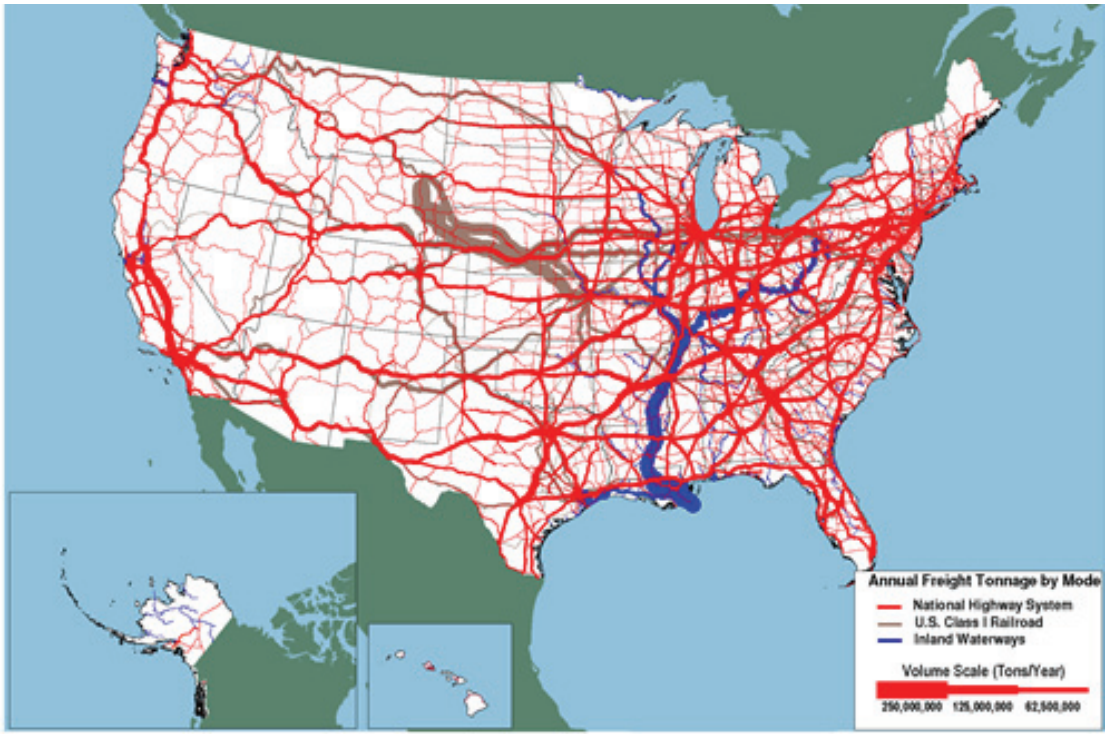
Exhibit 7-16: Estimated Ton-Miles of Domestic Surface Freight Shipped by Mode (2007)

Mode	Ton-millions in Millions	Source
Truck	2,040,000	FHWA
Railroads	1,819,633	BTS
Waterways	553,151	U.S. Army Corps of Engineers, Waterborne Commerce of the U.S.

Source: USDOT and U.S. Army Corps of Engineers as indicated

Exhibit 7-17 shows freight corridors to, from, and through Illinois by mode. As Exhibit 7-17 shows, rail density is strongest in the center of the State of Illinois and marine routes dominate closer to the state borders. This illustrates the historical modal division of freight based on each modes competitive advantage.

Exhibit 7-17: Tonnage on Highways, Railroads, and Inland Waterways, 2007

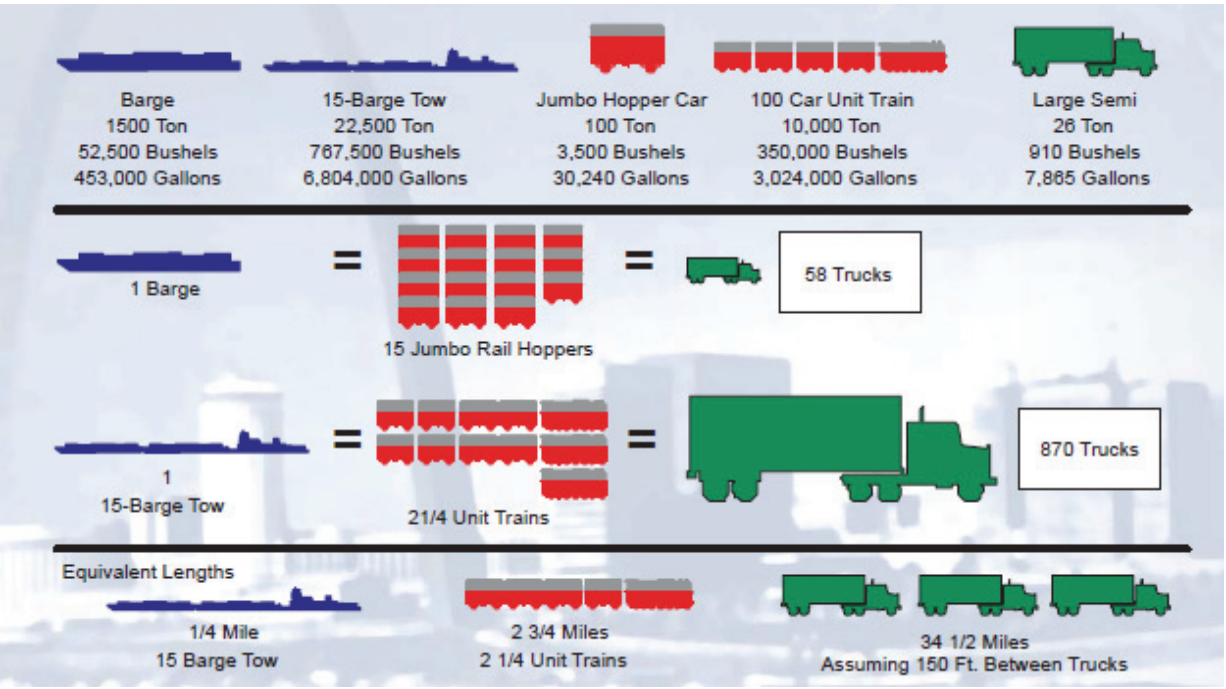


Source: USDOT, FHWA, FAF version 3.1, 2010

[15] U.S. Army Corps of Engineers and USDOT statistics

Exhibit 7-18 compares truck, rail, and barge shipment sizes and capacity. Towboats push barges that are tied together to form a tow. On smaller waterways, a tow can be four to six barges lashed together. On the lower Ohio and Mississippi River systems, a 15-barge tow is common. One 15-barge tow can carry the same amount of product as two 1/4-unit trains, or 870 trucks. This comparison is based on a dry covered barge capacity of 15,000 tons, compared to a unit train that can carry 15,000 tons and a truck that can carry approximately 24 tons based on an 80,000-pound gross vehicle weight, depending upon the weight of the tractor and trailer configuration. While barges are capable of handling massive volumes of cargo in one shipment, thought of in another way, it requires large shippers capable of loading large quantities of product to be able to take advantage of waterway transportation. Waterway service, like individual rail car shipments, move based upon an induced schedule, which means freight moves based upon a user request not based upon a scheduled service along a specific route.

Exhibit 7-18: Alternative Transportation by Mode Comparison



Source: Arkansas Waterway Commission

Barge movement is much slower than railroad movement and varies based on whether the tow operator is going upstream (against the current), or downstream (moving with the current). Transit time can double depending upon direction. It can take more than 2 weeks to move from the Gulf of Mexico to St. Louis. Transit time is also a function of how many locks have to be passed through. Depending upon water level and barge traffic, backups and congestion can occur on the inland waterway. Many smaller locks, especially along upland routes, require barges to separate tows to pass through older more antiquated locks.

Barge rates are often calculated on a per-ton basis and require a minimum volume guarantee of 1,500 tons or more. Barge transportation can also be purchased in dollars per barge load, which can vary greatly depending on water levels. The U.S. Army Corps of Engineers guarantees a 9-foot

draft in all navigable waterways. Each waterway on the inland system has different draft capabilities so total transportation costs can vary by route and water level at different times of the year. In general, to move one ton of freight one mile by barge costs $.97, by rail $2.53, and by truck $5.35 (based on 2007 fuel prices).[16]

The drought of 2012 took a significant toll on the barge traffic on the inland waterway network. In August of 2012, an 11-mile stretch of the Mississippi River had to be closed due to low water levels. Economic impacts were projected in the millions and are difficult to calculate due to the fact many operators are privately held companies. Each day a tow boat idles, it reportedly costs the operator $10,000. At one point in August 2012, as many as 97 tows were stranded near Greenville, Mississippi. In 1988, the last time water levels were critically low, the shipping industry lost over $1 billion due to tow delays and shippers having to lighten loads (load less in each barge to accommodate low water levels). Each inch of draft reduction amounts to 17 tons of cargo, according to the American Waterways Operators Association. The Port of New Orleans' CEO, Gary LaGrange, stated he did not feel the 2012 drought would be as devastating as the 1988 drought, "yet for the $180 billion inland waterway transport system, which carries 20 percent of the nation's coal and 60 percent of the U.S. grain exports, costs for these shippers is beginning to mount."

The Texas Transportation Institute (TTI) prepared a report titled "A Modal Comparison of Domestic Freight Transportation Effects on the General Public: 2001-2009" published February 2012, which stated: "Diverting river traffic in times of drought would add nearly 25 percent more tonnage to the national rail system."

7.2.7 Illinois Export Initiative

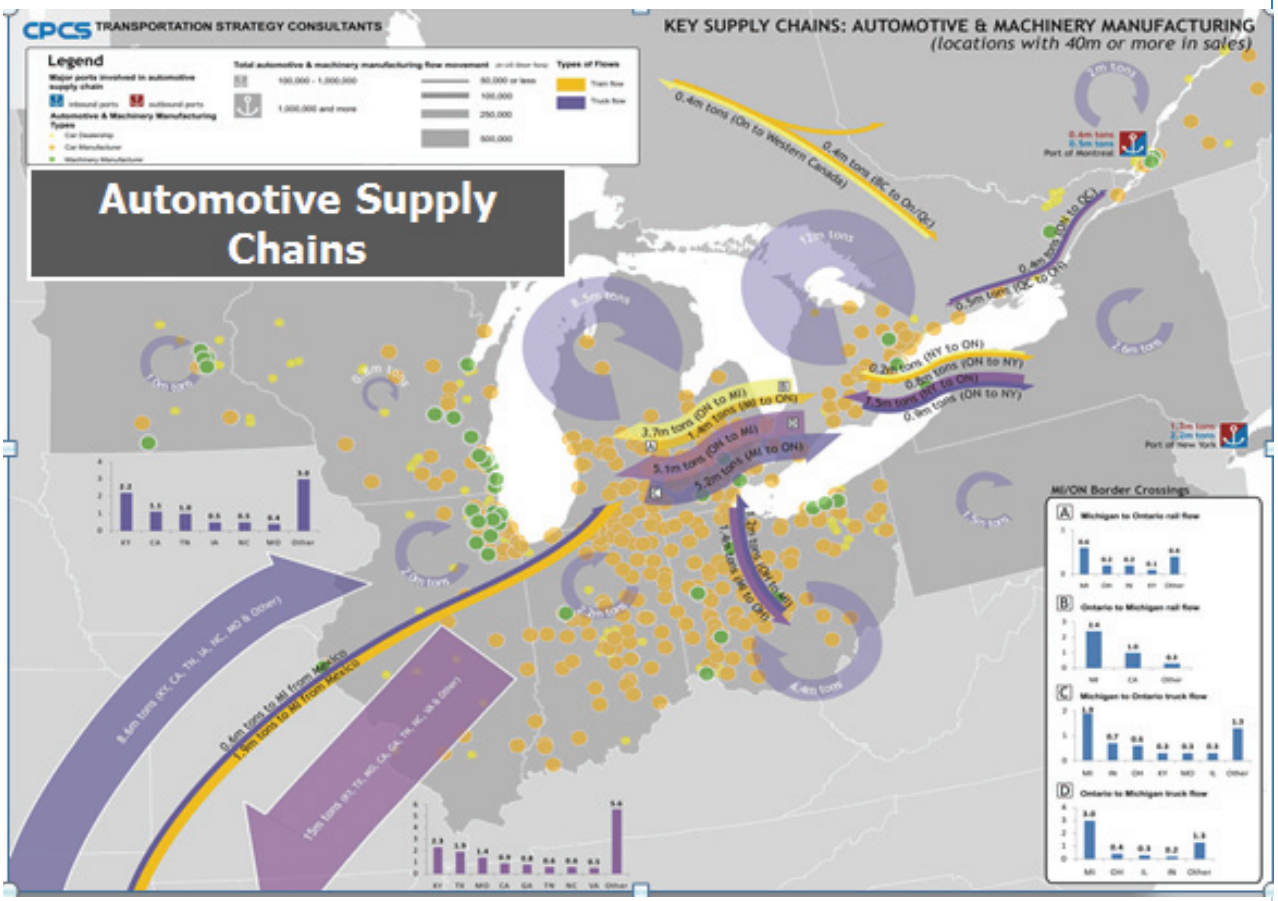
Exports are significant to the Illinois economy. Illinois ranks as the number one state for exports in the Midwest and the sixth largest exporting state in the U.S. Direct exports accounted for 7.7 percent of the Gross State Product in 2010.[17]

From a National Export Initiative perspective, Illinois is among the top five fastest growing states developing international export trade connections. Between 2010 and 2011, Illinois exports grew by $14 billion or 27 percent on a base of $50,058,000,000.[18] Of note, exports to Canada and Mexico amount to 38 percent of the State's total exports and are not only the largest base of export activates, but also the fastest growing.

Much of the export trade moves by rail transportation. With the CN and CP, Illinois exporters are well connected to Canada and international ports located on the Atlantic and Pacific Ocean. The Kansas City Southern Railway (KCS) brings connections to Mexico trading partners along with developing international ports on the Pacific Ocean. Shortline railroads, such as WATCO, help connect rural shippers to Class I carriers who move export goods to Mexico. **Exhibit 7-19** illustrates the North American Free Trade Act (NAFTA) supply chain for auto parts. It is reported by the Canadian Consulate that parts required to manufacture a Lexus in Ontario cross the border more than a dozen times to assemble one vehicle.

[16] Source: www.AOPOA.net/shipping_faqs
[17] www.illinoisbiz.biz
[18] http://www.census.gov/foreign-trade/statistics/state/data/il.html

Exhibit 7-19: Automotive Supply Chains

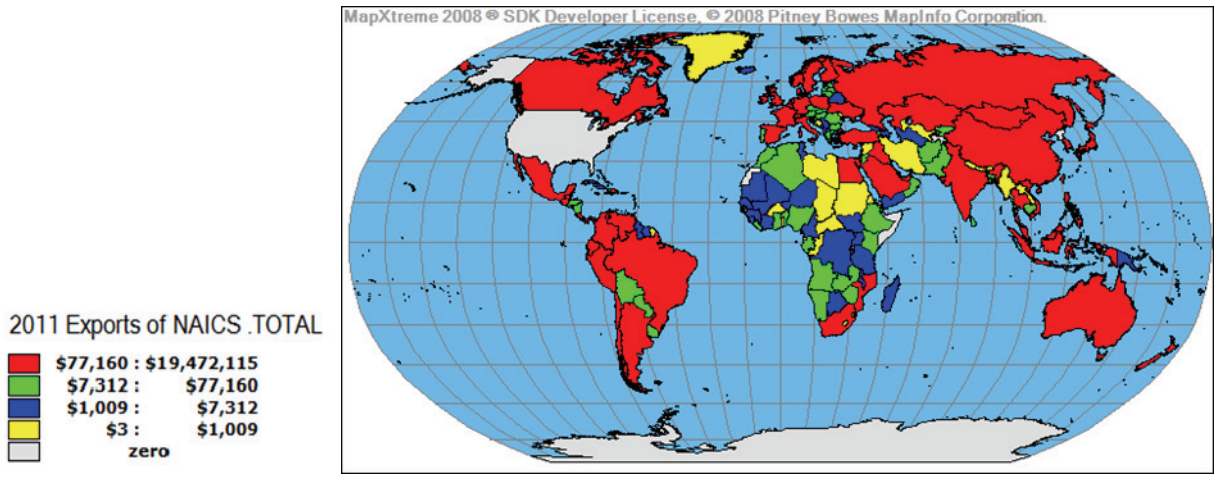


Source TRB.org NCHRP Report 17

The map in **Exhibit 7-20** illustrates Illinois's 2011 export volume and destination countries. Many of these products move via international container from Illinois to coastal ports to access these world markets. **Exhibit 7-21** shows trade volumes by country since 2005. Other world exports move via ports along the Atlantic, Pacific, and Gulf, which are all strategically connected to Illinois by the Class I railroad network. Some of Illinois' largest international trading companies include:

- Caterpillar Inc. Deere & Company, who export large dimensional equipment that moves mostly by rail to port cities
- Archer Daniels Midland and other agriculture producers use a combination of rail and barge to get exports to coastal ports
- Abbott Labs, Motorola, and Boeing all headquartered in Illinois use the State's diverse transportation network as a competitive advantage in the global market place

Exhibit 7-20: Illinois Export Trading Partners



Source: trade.gov

Exhibit 7-21: Export Trade Volume Time Series

Partner	2005	2006	2007	2008	2009	2010	2011
World	36,168,606,637	42,134,675,259	48,896,249,905	53,677,477,963	41,626,110,699	50,058,293,734	64,823,414,516
Canada	11,062,861,396	12,395,737,559	13,471,757,017	14,925,429,840	12,124,780,689	15,021,444,685	19,472,114,161
Mexico	2,890,677,380	3,402,201,997	3,629,011,150	4,259,772,082	3,549,959,519	4,268,392,662	5,721,777,863
China	1,204,266,495	1,521,136,550	1,958,805,244	2,512,807,774	2,470,309,137	3,178,454,944	3,891,630,772
Australia	1,569,835,084	2,028,769,350	2,234,291,447	2,424,490,815	1,594,664,216	2,372,634,913	3,698,650,248
Brazil	1,108,757,055	1,299,613,705	1,379,342,687	1,907,179,088	1,246,185,056	2,066,321,715	2,552,618,329
Germany	1,787,077,009	2,027,669,064	2,334,299,455	2,223,786,475	2,009,060,062	2,186,753,674	2,488,636,605
United Kingdom	1,864,825,742	2,282,276,701	2,225,182,122	1,852,498,088	1,991,215,454	1,694,988,548	2,364,906,079
Japan	1,987,999,720	2,113,308,338	2,214,437,416	2,364,560,829	1,779,086,079	1,840,934,012	2,041,350,298
Belgium	1,324,233,344	1,510,500,155	1,661,948,359	1,651,544,834	928,819,239	1,158,312,021	1,653,919,483
Singapore	985,898,243	917,504,495	979,080,923	1,201,230,266	876,815,993	1,145,968,632	1,514,879,893

Source: trade.gov

In 2010 it was estimated that 632,800 jobs, or approximately 10.7 percent of the total jobs in Illinois, were linked to exports. During the same time period, it was estimated approximately 1,600 foreign firms with 5,700 locations employing 288,000 contributed to the Illinois export activities. Illinois counts more than 170 export managing/trading companies and 125 international freight forwarders and customs house brokers have offices in Illinois. Over 70 nations maintain consulates in Illinois and over 30 international banks have established branch offices or representatives in Chicago.

Illinois trade volumes in North America amount to approximately 38 percent of total export trade volumes. Illinois exports reach Asia, Australia, Europe, and South America and flow out of the state to the North, South, East, and West. Trade volume to Latin America is also anticipated to grow in the next decade as Illinois Commerce officials are conducting more trade missions to this region.

In 2012, Chicago was selected by the Brookings Institution to participate in its Metropolitan Export Initiative (MEI), a ground-up collaborative effort to help a pilot group of regional civic, business, and political leaders create and implement customized Metropolitan Export Plans

(MEP). A group representing World Business Chicago's (WBC) Plan for Economic Growth and Jobs (PEGJ) participated in the first working session in Washington D.C. in October along with representatives from the seven other cities and the U.S. Department of Commerce.

"Brookings' Metropolitan Export Initiative significantly aligns with the goals of WBC's Plan for Economic Growth and Jobs, and we are honored that Chicago has been selected to participate in the distinguished program," said Rita Athas, president of WBC. "By participating in the MEI program, we will gain unique insight and expertise on how to best build on Chicago's assets and further the city's exporting capabilities."

WBC's PEGJ (www.ChicagoGrowthAndJobs.com) serves as a blueprint for the region's economic development efforts and includes transformative strategies for economic growth and job creation. One of those strategies is to make Chicago a nationally leading exporter.

Last spring, Chicago Mayor Rahm Emanuel announced plans to double the exports of Chicago's small and medium sized businesses over the next 5 years. This doubles the focus on exports by providing local leadership in addition to the national policy.

"Only one in twenty of small businesses in Chicago export their goods overseas, so we are missing an enormous opportunity for our businesses," Mayor Emanuel said. "We can grow high-paying jobs in global industries throughout the city by expanding our exports, and create crucial economic advances that will drive Chicago forward."

Chicago has close to 100,000 small businesses, only 5 percent of which (roughly 5,000) export overseas. Of these businesses, only 40 percent (about 2,000) export to more than one country, and approximately 95,000 Chicago small businesses don't export at all.

Chicago distinguished itself from other metros in Brookings' highly competitive application process due to its readiness, capability, and commitment to growing exports from Chicago small and medium enterprises (SMEs). The first cohort of The Metropolitan Export Exchange (The Exchange) includes Charleston, South Carolina; Chicago, Illinois; Columbus, Ohio; Des Moines, Iowa; Louisville-Lexington, Kentucky; San Antonio, Texas; San Diego, California; and Tampa, Florida.

Localized export plans apply market intelligence to develop better targeted, integrated export-related services and strategies to help regions connect their firms to global customers, as outlined by their individualized export goals. To help metropolitan leaders successfully adopt their own plans, Brookings developed the 6-to-12-month Exchange program that utilizes classroom instruction, peer learning opportunities, regional team work assignments, and targeted advice to help metropolitan areas successfully design and launch their own MEPs by the end of the Exchange period.

7.2.8 Illinois: A Global Gateway

Chicago-based companies have a strong presence abroad, with over 4,500 locations in more than 150 countries. While the export growth story has been a success, exports in 2011 amount only slightly more than 26 percent of the total imports as ranked by dollar value. **Exhibit 7-22** shows a time series of commodity growth by dollar value over the past 5 years.

Exhibit 7-22: Chicago Customs District Key Exports and Imports Report

Chicago Customs District^

Key Exports

Rank	Commodity	2007 ($US Bil)	2008 ($US Bil)	2009 ($US Bil)	2010 ($US Bil)	2011 ($US Bil)
	TOTAL ALL COMMODITIES	**$34.3**	**$36.6**	**$31.6**	**$35.9**	**$36.6**
1	Optic, Photo Etc., Medic or Surgical Instruments Etc.	$6.1	$6.6	$5.8	$6.8	$7.1
2	Industrial Machinery, Including Computers	$9.3	$10.1	$5.6	$6.8	$6.5
3	Pharmaceutical Products	$3.7	$4.2	$5.0	$5.3	$5.1
4	Electric Machinery Etc.; Sound Equip; TV Equip; Parts	$5.7	$6.0	$3.9	$4.4	$4.7
5	Aircraft, Spacecraft, and Parts Thereof	$1.2	$1.4	$4.4	$4.1	$4.6
6	Organic Chemicals	$1.7	$1.4	$1.3	$1.5	$1.4
7	Miscellaneous Chemical Products	$1.0	$1.0	$0.9	$1.0	$1.1
8	Plastics and Articles Thereof	$0.6	$0.6	$0.5	$0.8	$0.7
9	Vehicles, Except Railway or Tramway, and Parts Etc.	$0.6	$0.5	$0.4	$0.5	$0.6
10	Inorg Chem; Prec & Rare-Earth Met $ Radioact Compd	$0.3	$0.4	$0.3	$0.6	$0.4

Key Imports

Rank	Commodity	2007 ($US Bil)	2008 ($US Bil)	2009 ($US Bil)	2010 ($US Bil)	2011 ($US Bil)
	TOTAL ALL COMMODITIES	**$98.6**	**$117.2**	**$96.7**	**$125.6**	**$139.9**
1	Electric Machinery Etc.; Sound Equip; TV Equip; Parts	$22.9	$27.9	$26.1	$32.3	$31.7
2	Industrial Machinery, Including Computers	$19.9	$20.2	$15.7	$21.9	$27.5
3	Mineral Fuel, Oil, Etc.; Bitumin Subst; Mineral Wax	$13.0	$22.6	$13.9	$17.8	$20.0
4	Pharmaceutical Products	$7.4	$6.7	$7.6	$11.4	$13.2
5	Special Classification Provisions, Nesoi*	$2.3	$4.2	$4.7	$5.7	$6.3
6	Optic, Photo Etc., Medic or Surgical Instruments Etc.	$4.8	$4.9	$4.0	$5.4	$6.0
7	Organic Chemicals	$2.3	$3.6	$3.3	$3.3	$4.4
8	Vehicles, Except Railway or Tramway, and Parts Etc.	$3.2	$3.0	$2.1	$3.1	$3.4
9	Plastics and Articles Thereof	$2.0	$2.2	$1.8	$2.4	$2.7
10	Articles of Iron or Steel	$2.2	$2.3	$1.6	$2.1	$2.4

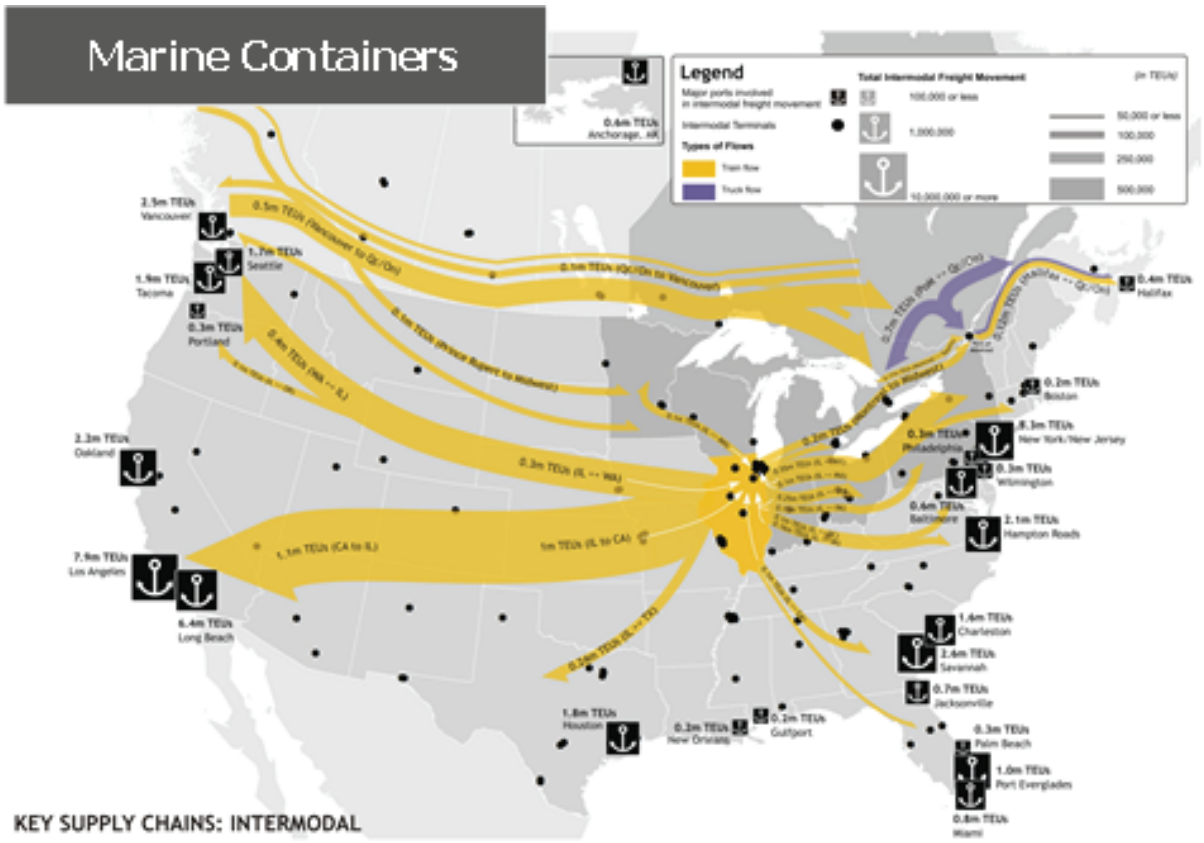
* Imports of returned exports / exports of repaired imports

Source: WISER (www.wisertrade.org), U.S. Census Bureau, Foreign Trade Division

^ The Chicago Customs District is comprised of the following ports in Illinois and surrounding Midwestern states: Chicago including O'Hare Int'l Airport, Calumet Harbor, Chicago River to Lockport, and Waukegan Harbor, Peoria, Moline, Rock Island, Greater Rockford Airport, TNT Express Consignment, Waukegan Regional User Fee Airport, Chicago Executive User Fee Airport, DuPage User Fee Airport, Decatur User Fee Airport, Nippon Courier Hub (IL); Gary including Michigan City Harbor (IN); and Davenport (IA).

To accomplish this trade volume, Illinois must have a robust transportation network. **Exhibit 7-23** illustrates Illinois's key role as a hub of North America. In 2000, the Chicago Area Transportation Study anointed Chicago as the world's third largest port as counted by container lifts. Exhibit 7-23 also shows Illinois critical port and rail traffic corridors to help keep goods moving.

Exhibit 7-23: Marine Container Flow



Source: TRB.org NCFRP Report 17

Exhibit 7-24 presents the U.S. Bureau of Labor Statistics 2011updated logistic statistics identifying the number of establishments and employment which may support Illinois' international trade activities. These services compliment and often integrate rail transportation services into their supply chain management.

Exhibit 7-24: Illinois Establishments and Employment Supporting International Trade

Industry	Establishments	Employment
Air Transportation	284	32,330
Water Transportation	77	2,074
Truck Transportation	8,331	62,597
General Freight Trucking	6,091	48,517
Specialized Freight Trucking	1,146	14,681
Freight Brokers, Couriers, and Express Services	326	14,473
Warehousing and Storage	644	41,860

Source: U.S. Bureau of Labor Statistics, 2011

7.3 Environmental Impacts

Railroads are leaders in environmental sustainability. They have become leaders in three ways:

- Technology
- Operating practices
- State of the art design strategies

One train can carry as much freight as 200 trucks or more. In 2010 approximately 26.8 million truck trips were replaced by railroads that moved 481.6 million tons of freight, which originated, terminated, or moved through Illinois. In 2011 the nation's railroads on average moved one ton of freight 469 miles on one gallon of fuel. Freight rail, depending on the commodity carried and the distance traveled is 1.9 to 5.5 times more fuel efficient than truck.

Technology: From a technology perspective railroads have used steel wheels to move freight since the 1830s and today are able to move one ton of freight over 469 miles per gallon of fuel due to the low friction levels of the steel wheel on steel rail. Railroads are also employing electric and hybrid engines in switching facilities and other operations where reduced particulate matter is essential in high volume or switching intensive yards. Electric intermodal cranes are being erected in some of the newest facilities.

Operating Practices: Locomotive engineers are being schooled and monitored in fuel efficient train handling procedures that can impact total fuel consumed across the entire operating system. Some companies have undertaken appointment setting practices at intermodal terminals and have facilitated equipment match back programs to reduce empty miles created by short haul drayage. BNSF conducted a liquefied natural gas (LNG) study to see if coal trains could be powered by LNG. The experiment proved feasible if the supply chain of LNG distribution could be developed.

CN is experimenting with 12,000-foot trains that employ distributed power by using locomotives in the middle of train configurations. This practice allows them to further reduce fuel consumption per unit by increasing the number of units per train, but also creates numerous negative consequences to the public (longer delays at grade crossings, more train noise and vibration, etc.).

Design Strategies: CSX has won terminal design awards for achieving zero waste. To achieve this, engine fuel is recycled for heating purposes, wood ties are being processed into ethanol, and waste water and all other consumables are recycled at each terminal. New railroad tie designs are being tested to increase the life of the ties.

7.3.1 Air Quality Benefits Related to Rail

According to the AAR, moving freight by rail reduces greenhouse gases by an average of 75 percent compared to the same movement by truck. If just 10 percent of the long-haul freight that currently moves over the road could be switched to rail service, the national fuel savings would exceed one billion gallons of fuel per year. The U.S. Energy Information Administration reported diesel fuel averaged $4.12 per gallon, which would amount to $4.12 billion in freight savings. Annual greenhouse gas emissions for this same amount of freight diversion to rail would

be decreased by an estimated 12 million tons. **Exhibit 7-25** shows that transportation is one of the primary sectors responsible for generating greenhouse gas emissions, yet railroads are one of the environmentally responsible options producing 2.2 percent of total transportation related emissions in 2010.

Exhibit 7-25: Rail Green House Gas Emissions, 2010

U.S. Greenhouse Gas Emissions By Economic Sector: 2010

Economic Sector	Tg CO2 Eq.	% of Total
Electric. generation	2,306.5	33.8%
Residential	365.2	5.4%
Industry	1,394.2	20.4%
Agriculture	494.8	7.3%
Transportation	1,834.0	26.9%
Commercial	381.7	5.6%
U.S. Territories	45.5	0.7%
Total	6,821.8	100.0%

Data are in teragrams of CO2 equivalents.

U.S. Greenhouse Gas Emissions from Transportation: 2010

Economic Sector	Tg CO2 Eq.	% of Transp. Total
Trucking	402.2	22.1%
Freight Railroads	**40.0**	2.2%
Waterborne Freight	26.5	1.5%
Pipelines	38.8	2.1%
Aircraft	131.2	7.2%
Recrational Boats	16.8	0.9%
Passenger Railroads	6.2	0.3%
Cars, Light Trucks, Motorcycles	1,138.1	62.7%
Buses	16.5	0.9%
	1,816.3	100.0%

Source: EPA, *Inventory of U.S Greenhouse Gas Emissions and Sinks: 1990-2010*, Tables ES-7, A-113, and A-114. Totals for "transportation" in the two tables do not match because the table on the left includes emissions from sources considered to be transportation but not considered to be passenger or freight (e.g., lubricants).

Source www.AAR.org

7.3.2 CMAQ Grant for Locomotives to Improve Air Quality

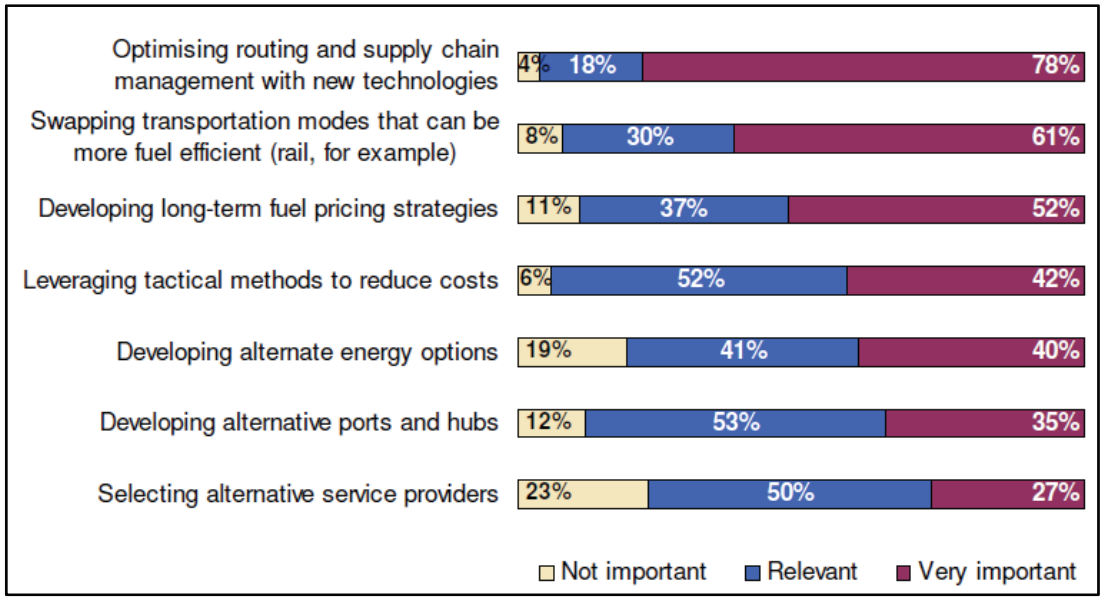
Each year, the CMAP programs approximately $100 million in CMAQ funds in the Chicagoland area. The goals for the CMAQ program include localized congestion relief, mode shift, operational improvements, and direct emissions reduction. In support of the direct emissions reduction goal, this program provides federal funds for projects that improve air quality in the metropolitan Chicago region. Strategies to achieve this goal include retrofitting locomotives to greatly reduce the amount of particulate matter that is released into the air by older, less-efficient engines; or repowering and/or replacing motorized vehicles with emissions reduction or idle reduction equipment and technology. The share of the budget to address freight transportation particulate matter is approximately 25 percent and may change subject to guidance on MAP 21 legislation. Awards for upgrading freight locomotives are subject to available project requests and funding availability. To date every Class I railroad in Chicago has participated in the program with the exception of one carrier who is working on contract language to complete the grant. Metra and CTA also participate in the program and have five projects included in the FY 2012-2016 CMAQ funding program.

7.4 Energy Impacts

Fuel cost historically is the second largest transportation cost behind labor in the transportation industry. When fuel prices escalate, carriers have the highest risk exposure within the supply chain. Many carriers index the price of fuel and include fuel surcharges on top of transportation rates. When fuel prices increase three things generally happen. First, many small truckers and brokers who struggle to collect increased fuel costs from their customers go out of business and reduce highway carrier capacity. Secondly, many shippers examine mode shifts where truck shipments could be made via rail intermodal service to reduce fuel surcharge expense, which results in increased intermodal shipments. And finally, if fuel costs remain high for an extended time period, shipment consolidation and site locations are reviewed.

Exhibit 7-26 shows the results of a survey completed by *Eye for Transport* in 2008 with responses from over 800 supply chain managers about corporate strategies considered to reduce risk exposure to fuel price volatility. While new technologies can be expensive to implement, the number two strategy of shifting transportation modes from truck to rail has relatively few barriers to implementation. Many trucking companies and ocean carriers are looking into alternative fuels such as compressed natural gas (CNG) and LNG, but distribution of alternative fuels has not matured to a level that carriers can be confident that they can refuel regardless of their route selection.

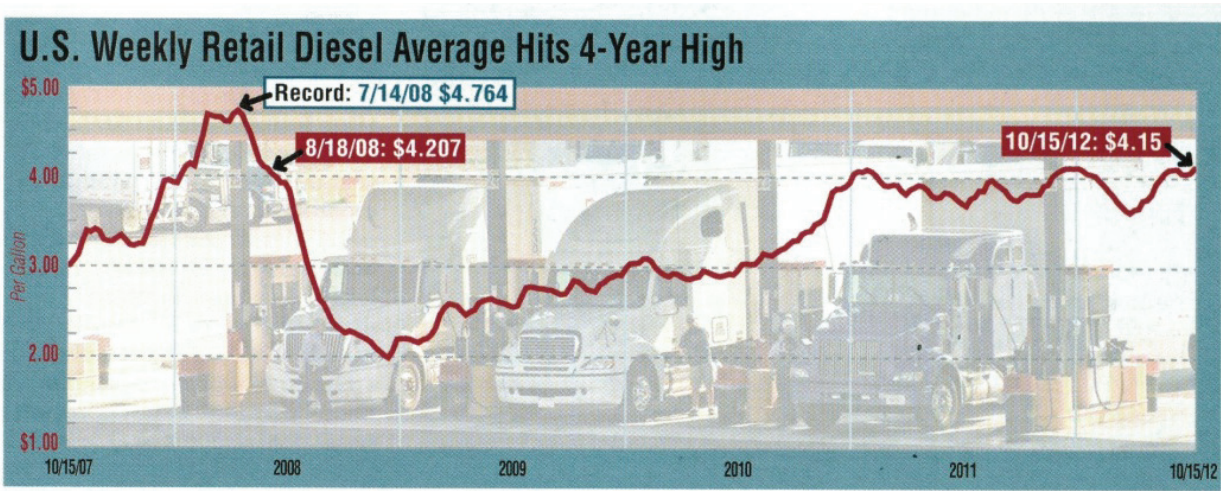
Exhibit 7-26: Strategic Options to Offset Fuel Costs Increases



Source: Eye for Transport 2009

Exhibit 7-27 shows a 5-year trend for retail diesel. Many factors influence the price of fuel. Most supply chain organizations feel that long term the price for fuel will continue to increase. As the price of diesel increases, the interest in domestic intermodal increases. (Chapter 6 shows the increase in domestic intermodal use.) During the peak price of fuel FTR Associates reported that there were an estimated 1,305 trucking company failures in 2006; 1,955 in 2007; 3,065 in 2008; and 1,855 in 2009.

Exhibit 7-27: U.S. Weekly Retail Diesel Average



Source: Transport Topics October 2012

7.4.1 Discussion of the Drayage Advantage at Inland Ports

As fuel prices have climbed, more transportation purchasing managers are looking at intermodal logistics parks and cost savings associated with locating near an intermodal terminal. CenterPoint developed a drayage calculator to illustrate the trade-off in price per square foot of warehouse space versus several miles of drayage activity. If a 500,000-square-foot warehouse receives 10 shipments per week compared to a warehouse of the same size 37 miles further away, an average drayage distance in Chicago, a supply chain manager could save $994,500 in fuel and could afford to pay a $1.99 per square foot premium for a location closer to the railroad terminal.

7.4.2 Alternative Energy Initiatives

Exhibit 7-28 is an example of a fueling station offering alternative fuels such as CNG and LNG. These alternative fuels have demonstrated cost savings but new fuel distribution systems will be required before carriers will widely adopt these alternative fuels. Many new fuels require new engine design and some users feel that the new alternative fuel engines lack power. New engines are being introduced to address this shortcoming and are anticipated to be available as early as 2013. However, many fleet operators who compete with railroads are reluctant to switch entire fleets until a maintenance track record can be established. As long as the nation's truckers depend on diesel fuel the railroads will continue to have a substantial cost advantage for long haul transportation. As alternative fuels and engine technologies become more widely adopted by the commercial trucking industry, the cost savings between rail and truck transportation may change this competitive landscape. UPS, one of the largest trucking firms in North America, feels that alternative fuels use will be determined by truck weight and trip distance. CNG is viable for short

haul trips for light vehicles, but 80,000-pound trucks traveling over 500 miles will continue to rely on diesel fuel and possibly LNG in some market lanes.

Exhibit 7-28: Alternative Fuels

In 2007, BNSF became the first railroad to sponsor low-emissions natural gas hostler trucks to move containers within an intermodal facility in Los Angeles, the nation's busiest rail intermodal terminal. These 10 hostler trucks reduced nitrogen oxide (NOx) and particulate emissions by 90 percent compared with standard off-road diesel tractors. BNSF has also tested low-emissions LNG switch locomotives—one of the cleanest-burning locomotive technologies in existence. The U.S. Department of Defense is developing an experimental hydrogen fuel cell switch locomotive. This experimental technology has the potential to reduce air pollution and is not dependent on oil for fuel. However this new technology is still in an evaluation phase. The CMAP program has funded 56 alternative fuel locomotives in the Chicago area since 2005.

7.5 Community Impacts

Exhibit 7-29 illustrates the top 10 states ranked by railroad total miles. State population was identified and an interface calculation was made based on rail miles per 1,000 people. This interface factor is meant to provide insight into community impacts such as grade crossings. Rail carloads and rail tons by state were considered, which when considered with state population provide insight into potential highway congestion mitigation and other freight volume and velocity issues.

Exhibit 7-29: 2010 Railroad Impacts by State

State	Population	Total Rail Miles	Rail Miles/ Person (000)	Rail Carloads	Carloads/ Person	Rail Tons (millions)	Tons/ Person
Texas	25,145,561	10384	0.413	8,808,100	0.35028449	365.4	14.53
Illinois	***12,830,632***	***7044***	***0.548***	***10,989,500***	***0.856504964***	***481.6***	***37.54***
California	37,253,956	5307	0.142	6,298,200	0.16906124	148	3.97
Ohio	11,536,504	5303	0.460	6,089,100	0.527811545	276.4	23.96
Pennsylvania	12,702,379	5071	0.399	4,102,700	0.322986741	187.3	14.75
Kansas	2,853,118	4891	1.714	6,102,800	2.1389932	351.5	123.20
Georgia	9,687,653	4679	0.483	3,572,700	0.368789014	243.4	45.89
Minnesota	5,303,925	4521	0.852	3,599,900	0.678723775	243.4	45.89
Indiana	6,483,802	4273	0.659	6,183,600	0.953699697	275.3	42.46
Missouri	5,988,927	4019	0.671	7,711,100	1.287559524	410.4	68.53

Considering the state population compared to key railroad metrics such as miles of railroad per state, number of carloads and tons of freight moved by state, Illinois ranks in the top five states in terms of miles, carloads, and millions of tons of freight moved by rail. This amount of rail activity, coupled with the state's population will lead to significant rail - population interfaces. These interfaces will be grouped into three categories—train whistles, crossing accidents, and hazardous material spills.

7.5.1 Train Whistles

To help prevent collisions at highway-rail grade crossings, the FRA established a Train Horn Rule (49 CFR 222 & 229 – Use of Locomotive Horns at Public Highway-Rail Crossings). Illinois has the second highest number of highway/rail crossings; only Texas has more. Sixty-four percent of the State's population lives within a mile of a crossing. Communities wishing to create a "Quiet Zone" (i.e., silence train horns) are required to provide additional safety measures, such as installing four-quadrant gates at grade crossings. For communities that cannot afford to install a four-quadrant gate system, FRA may approve a Quiet Zone (QZ) as other safety measures, including educational programs that are established to better inform drivers and pedestrians about the dangers of railroad crossings.

The Mayor of Palatine, Illinois claimed that train horns would be sounded almost constantly between the 20-mile run between Palatine and Chicago and more than 70 times per day, impacting hundreds and thousands of people. The FRA provided a national analysis that concluded that QZs with conventional gates had 62 percent more train/vehicle collisions than those where train horn warnings were sounded. According to FRA, Illinois grandfathered QZs in the Chicago communities. This is presented in **Appendix A** to this Chapter.

Railroads hold a strong position that operating a safe and efficient railroad is the industry's top priority. Maintaining the safety of employees, customers, and the general public is at the core of every railroad's safety program. For everyone's safety, federal regulation requires locomotive horns be sounded for 15 to 20 seconds before entering all public grade crossings, but not more than one-quarter mile in advance. This federal requirement preempts any state or local laws regarding the use of train horns at public crossings.

The FRA required pattern for horn warnings is two long, one short, and one long , repeated as necessary until the locomotive clears the crossing. Locomotive engineers retain the authority to vary this pattern as necessary for crossings in close proximity and are allowed to sound the horn in emergency situations.

The federal regulation concerning train horns is officially known as the FRA's Final Rule on the Use of Locomotive Horns at Highway/Rail Grade Crossings (Quiet Zone Rule) and became effective June 24, 2005.

The railroad industry believes that QZs compromise safety and they do not endorse QZ provisions. Federal regulations provide public authorities the option to maintain and/or establish QZs provided certain supplemental or alternative safety measures are in place and the crossing accident rate meets FRA standards. There are five types of QZs:

- Pre-Rule Quiet Zone (Full or Partial) – QZs that were established before October 9, 1996, and in place as of December 18, 2003.
- Intermediate Quiet Zone – QZs that were established after October 9, 1996, but before December 18, 2003.
- New Quiet Zone – Those that do not meet the criteria for Pre-Rule or Intermediate QZs.
- Partial Quiet Zone – Those QZs where train horns are silenced for only a portion of the day, typically between the hours of 10 p.m. and 7 a.m.
- Full Quiet Zones – Those QZs where the train horns are silenced 24 hours per day.

Individual crossings in the six-county Chicago, Illinois Region (Cook, DuPage, Lake, Kane, McHenry, and Will Counties), which were in existence as of December 18, 2003, are currently exempted by the Quiet Zone Rule.

The Quiet Zone Rule outlined two types of safety improvement options for upgrading a QZ to meet FRA safety standards:

- Supplemental Safety Measures (SSMs)
- Alternative Safety Measures (ASMs)

SSMs include the following:

- Four-Quadrant Gate Systems
- Medians or Channelization Devices
- One-Way Streets with Gates
- Permanent Closure

ASMs include:

- Modified SSMs (i.e., Non-Complying Medians, Three-Quadrant Gates, etc.)
- Engineered ASMs (i.e., Geometric Improvements)
- Non-Engineered ASMs (i.e., Programmed Enforcement, Photo Enforcement, Education, etc.)

General Costs of Safety Measures:

Establishing QZs does not create a risk, but compensates and mitigates for the loss of train horn usage. They not only create a public safety risk, but also are a potential cost burden to taxpayers. Public authorities are responsible for the cost of preliminary engineering, construction, maintenance, and replacement of active warning devices or their components, to meet QZ standards. The installation of wayside horns cannot be used to create a QZ; automated horns are in lieu of a QZ.

Public authorities may be required to reimburse the railroad for costs associated with the installation and maintenance of the railroad improvements required for the QZ by means of a project agreement executed by the parties. This may include QZ warning devices, wayside horns, or both.

Examples of costs estimates provided by the Union Pacific Railroad:

- Four-Quadrant Gate Systems – $300,000 to $500,000
- Basic Active Warning System* – $185,000 to $400,000
  (*Includes Flashing Lights and Gates, Constant Warning Time, Power Out Indicator, and Cabin)
- Basic Inter-Connect – $5,000 to $15,000
- Annual Maintenance – $4,000 to $10,000

7.5.2 Grade Crossings Accidents

According to the ICC FY 2013-2017 Crossing Safety Improvement Program 5-year plan, there are 7,883 public highway-rail crossings within Illinois.

- 3,018 highway-rail grade crossings are equipped with automatic flashing light signals and gates
- 1,993 highway-rail grade crossings are equipped with automatic flashing light signals
- 2,781 highway-rail grade crossings have reflectorized crossbuck warning signs
- 339 highway-rail grade crossings have no markings (flagging required)
- 697 public grade separated (bridge) crossings[19]

Since the enactment of the Quiet Zone Rule in 2005, which requires all trains to sound horn warnings at all public grade crossings, the number of grade crossing collisions, fatalities, and injuries has declined as shown in **Exhibit 7-30**.

[19] ICC, FY2013-2017 Crossing Safety Improvement Program 5-year Plan

Exhibit 7-30: Highway Rail Crossing Collision Statistics 1990-2011

Year	USA			Illinois		
	Collisions	Fatalities	Injuries	Collisions	Fatalities	Injuries
1990	5,713	698	2,407	345	57	133
1991	5,386	608	2,094	317	47	124
1992	4,910	579	1,975	318	45	115
1993	4,892	626	1,837	303	55	100
1994	4,921	615	1,961	337	54	110
1995	4,565	579	1,894	295	48	135
1996	4,257	488	1,610	232	39	86
1997	3,766	461	1,540	213	27	85
1998	3,508	431	1,303	200	30	65
1999	3,489	402	1,396	178	51	109
2000	3,502	425	1,219	219	31	69
2001	3,237	421	1,157	212	31	89
2002	3,077	357	999	172	24	67
2003	2,974	333	1,029	169	30	71
2004	3,072	369	1,087	179	28	71
2005	3,038	357	994	180	31	82
2006	2,941	369	1,073	174	25	74
2007	2,776	339	1,069	160	29	69
2008	2,429	291	993	153	27	74
2009	1,932	249	741	106	18	50
2010	2,018	259	870	126	28	40
2011	1,968	266	991	96	19	71
Total	78,371	9,522	30,239	4,684	774	1,889

Note: Includes collisions at ALL types of crossings: public, private, and pedestrian

Source: Federal Railroad Administration

7.5.3 Hazardous Materials

Safely moving hazardous materials is a national concern. The railroad industry is one of the safest modes for shipping hazardous materials. According to the ICC, each year approximately 20 million tons of chemicals, many of which are hazardous, move on the Illinois rail system. **Exhibit 7-31** illustrates Illinois'10-year history of the railroad's hazardous safety record.

Exhibit 7-31: Summary of Illinois Hazardous Material Incidents

Type of Incident	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
A. Hazardous Materials Physically Involved in Derailment and Hazardous Materials Release Occurred	13	4	16	11	6	7	7	5	3	8
B. Hazardous Materials Physically Involved in Derailment Where No Hazardous Materials Release Occurred	6	7	4	8	12	10	4	5	20	10
C Hazardous Materials Released From Rail Cars Where No Derailment Occurred	73	73	57	53	95	81	65	25	80	60
Total	**92**	**84**	**77**	**72**	**113**	**98**	**76**	**35**	**103**	**78**

Source: Federal Railroad Administration

7.6 Land Use Impacts

Logistics real estate developments have become one of the most dynamic and resilient segments of the industrial property market in North America. Logistics real estate transactions only amount to about a quarter of the industrial real estate market; however, logistics transactions have accounted for more than 70 percent of the activity in the industrial market since 2010. Logistics facilities are easy to build and attract a wide array of investors. From a supply chain perspective, transportation costs, largely driven by the cost of fuel, amount to more than 50 percent of the total cost of logistics. Mode selection, where it is truck or rail, impacts the speed of transport. Transportation speed and on-time reliability are key drivers that impact the amount of inventory required to support distribution.

Exhibit 7-32 illustrates the total number of square feet of public warehouse and distribution space in the Chicago area as of the first quarter of 2012. The region has over 582 million square feet of warehouse space with a demand of 1.4 million square feet of new space per year. The asking rent in 2012 was $3.95 per square foot. Submarkets with rail access tend to have more warehouse space and in general a lower vacancy level; however, some exceptions exist.

Exhibit 7-32: Industrial Trends Report Chicago 2012

Industrial Trends Report—First Quarter 2012
Chicago, IL

GRUBB & ELLIS. From Insight to Results

By Submarket	Total SF	Vacant SF	Vacancy %	Available %	NET ABSORPTION Current Qtr	NET ABSORPTION Year To Date	Under Construction SF	ASKING RENT WH/Dist	ASKING RENT R&D/Flex
Central Will	62,965,364	10,552,106	16.8%	18.2%	(203,654)	(203,654)	336,000	$3.09	$7.36
Far North	100,758,084	12,328,737	12.2%	13.7%	1,148,214	1,148,214	20,000	$4.46	$8.63
Fox Valley	78,875,008	6,734,224	8.5%	11.3%	662,346	662,346	-	$3.75	$7.80
I-39 Corridor	31,760,651	3,816,683	12.0%	15.8%	153,987	153,987	465,556	$2.72	$4.72
I-55 Corridor	73,504,467	6,009,280	8.2%	15.3%	121,328	121,328	362,500	$3.56	$10.15
I-88/South DuPage	8,126,988	724,443	8.9%	11.5%	(7,468)	(7,468)	-	$4.45	$10.85
McHenry	17,743,381	2,158,105	12.2%	13.3%	41,506	41,506	-	$4.27	$5.35
Near North	54,969,670	4,524,195	8.2%	10.5%	49,368	49,368	-	$4.82	$7.87
North City	82,642,616	8,407,973	10.2%	10.3%	224,292	224,292	-	$4.93	$6.19
North DuPage	85,427,590	7,782,834	9.1%	13.0%	44,350	44,350	140,000	$4.01	$8.80
North Kane	25,471,757	2,558,743	10.0%	14.0%	355,023	355,023	166,000	$4.75	$9.92
Northwest	37,726,873	4,057,320	10.8%	14.3%	28,372	28,372	-	$4.18	$8.23
NW Indiana	22,761,141	2,548,207	11.2%	14.1%	30,297	30,297	-	$3.20	$5.54
O'Hare	97,354,840	11,185,741	11.5%	14.3%	(352,447)	(352,447)	-	$4.42	$7.16
South City	109,271,339	10,360,755	9.5%	13.2%	186,642	186,642	-	$4.35	$7.67
South Cook	76,181,096	8,279,611	10.9%	14.9%	239,754	239,754	-	$3.25	$7.35
West Cook I	60,539,221	6,340,050	10.5%	12.6%	(106,740)	(106,740)	-	$3.81	$8.08
West Cook II	30,835,981	3,616,547	11.7%	15.9%	106,970	106,970	-	$4.50	$15.47
Totals	**1,056,916,067**	**111,985,554**	**10.6%**	**13.6%**	**2,722,140**	**2,722,140**	**1,490,056**	**$3.95**	**$8.00**

By Property Type	Total SF	Vacant SF	Vacancy %	Available %	Current Qtr	Year To Date	Under Construction SF	ASKING RENT
General Industrial	373,053,287	37,973,188	10.2%	13.1%	1,256,866	1,256,866	20,000	$4.29
Incubator	43,191,830	1,443,533	3.3%	4.4%	46,031	46,031	-	$6.79
R&D/Flex	58,141,855	7,377,130	12.7%	15.7%	67,116	67,116	71,000	$8.00
Warehouse/Distribution	582,529,095	65,191,703	11.2%	14.3%	1,352,127	1,352,127	1,399,056	$3.95
Totals	**1,056,916,067**	**111,985,554**	**10.6%**	**13.6%**	**2,722,140**	**2,722,140**	**1,490,056**	**$4.39**

Source: Grubb and Ellis

According to Grubb and Ellis, Industrial vacancy rate of distribution centers fell 11.2 percent while availability declined 15.7 percent during the first quarter of 2012. Logistics managers have spent the past 3 years postponing supply chain location decisions due to uncertainty about fuel prices, concerns over consumer confidence, and also due to a tight credit market. As the country begins to recover from the recession, new patterns are emerging based on new realities.

As supply chains continue to grow and change based on technology-driven supply chain optimization programs, low off-shore labor costs and historically cheap oil in today's distribution networks are changing. A resurgence in rail use coupled with increasing international shipments have led to greater interest in multimodal mega-distribution centers with consolidated inventories and reduced labor costs. In a survey completed by CoreNet Global and Grubb and Ellis, in 2011, 69 percent of national industrial real estate and logistics professionals indicated that they are already making changes to their distribution network or are planning to make changes in the next 1 to 2 years (2012-2014).

Illinois is well positioned to take advantage of these changes in logistics real estate decisions; however, recent tax increases and union wage issues may impact growth.

7.6.1 Cargo Oriented Development

A Cargo-Oriented Development (COD) is a place where manufacturing and distribution businesses are concentrated to benefit from efficient access to multiple modes of freight transportation, to complimentary businesses clustered around this transportation node, and to an available industrial workforce. Such locations are also referred to in professional literature as "terminal area developments," "logistics platforms," or in Europe as "freight villages."

Between 1850 and 1950, most industrial districts in America grew up in clusters to take advantage of location synergies such as proximity to suppliers, raw materials, or proximity to their customer base. During this time period Illinois was deeply engaged in the industrial revolution and manufacturing relied on the transportation network railroads provided; moving bulk raw materials and dense finished goods such as iron and steel. In today's terms, many of these location clusters could be considered CODs. The older industrial communities of Cook County, for example, were built around junctions of rail lines or at points where rail lines connected with other modes of transportation, especially ports and waterways. For the shipment of many commodities that were inputs for manufacturing, industrial companies relied on direct rail car service to factory doors or grain elevators. However, with the advent of the national highway system in the 1950s, trucking became the predominant mode for carrying value-added freight. For two generations, access to freight transportation infrastructure other than highways has not been an important consideration for many manufacturing or distribution companies.

Due to improved communication networks and the access to lower cost international labor pools, the United States has outsourced much of the basic manufacturing activities that supported the carload railroad business. Increasingly, products or parts are manufactured in distant locations and shipped long distances to U.S. cities. Products that move more than 500 miles are often shipped most economically by rail. Containerization, introduced in the 1950s and standardized by the military to support the Viet Nam war, has grown to become one of the railroad's fastest growing business segments. Dedicated intermodal trains now efficiently consolidate line haul transportation between geographic trading centers and connect intermodal yards. Trucks handle local distribution and generally service a catchment area of up to 250 miles around the rail terminal. In an era when more industrial activity consists of assembling and distributing products arriving through intermodal yards, when the reliability of time-definite delivery is increasingly important, and when growing highway congestion adds costs and threatens reliability, locating manufacturing and distribution businesses in a COD is increasingly desirable.[20]

Illinois Cargo Oriented Development Examples

CenterPoint Intermodal Center – Elwood, Illinois

CenterPoint Intermodal Center, one of three redevelopment projects of the former Joliet Arsenal, brought together virtually all levels of government, more than a dozen public agencies, and private industry to benefit the community under a common plan. One of the largest private

[20] Based on discussions with Center for Neighborhood Technology representatives

developments ever undertaken in the United States, it encompasses 2,500 acres (> 12,000 acres total) with a total investment of $1 billion.

At full build-out, the project is expected to create 8,000+ new jobs and eventually increase property tax revenue by as much as $27 million per year. This state-of-the-art intermodal and industrial business park features a 770-acre intermodal yard, BNSF Logistics Park - Chicago, and has the capacity for up to 12 million square feet of industrial and distribution facilities.

Significant improvements have been made not only to area infrastructure, but also to the region's environment. Through $35 million in grants, new water and sewer systems have been constructed to clean up contaminated water in the community and serve park tenants and area residents. Similarly, $125 million is being used for essential roadway components of the development and other infrastructure.

Project Highlights

- Total Investment: $1 billion (to date)
- Site Size: 2,500 acres
- Total Building Space: Up to 12 million square feet
- Customer Use: Distribution, Warehouse, Intermodal, Container/Equipment Management
- Customers: BNSF Railroad; Wal-Mart Stores, Inc.; DSC Logistics; Georgia Pacific; Potlatch; Sanyo Logistics; Partners Warehouse; California Cartage; Maersk; Bissell

CenterPoint Intermodal Center – Joliet, Illinois

CenterPoint Intermodal Center - Joliet, a state-of-the-art integrated logistics center and inland port, is situated on 3,600 acres just 2 miles north of CenterPoint Intermodal Center - Elwood (home of BNSF Logistics Park-Chicago). Construction on a 1,000-acre Class I railroad intermodal facility has been completed and the site is zoned for a third area Class I intermodal. The park will also feature up to 20 million square feet of industrial facilities as well as container/equipment management yards.

CenterPoint's total private investment is expected to exceed $2 billion, including $180 million of new infrastructure, and will generate more than 14,000 new jobs. Additionally, CenterPoint is employing a number of 'green' development initiatives to make this inland port the most environmentally- friendly, modern integrated logistics center in the nation.

Combined, CIC-Joliet and CIC-Elwood will create the nation's largest inland port with more than 6,000 acres, multiple 1,000-acre Class I railroad intermodal, a few hundred acres for container/equipment management yards, and more than 30 million square feet of industrial facilities.

Project Highlights

- Total Projected Investment: $2 billion
- Site Size: 3,600 acres
- Total Building Space: Up to 20 million square feet
- Customer Use: Distribution, Warehouse, Intermodal, Container/Equipment Management

CenterPoint Intermodal Center – Crete, Illinois

In 2007, CenterPoint acquired, annexed, and zoned 1,000 acres in Crete, Illinois, 35 miles south of downtown Chicago, for an inland port development along the CSX/UP main line. The park will feature up to 300 acres for intermodal and related container/equipment management and 700 acres for an industrial park that can accommodate up to 6 million square feet of warehouse distribution centers, transloading, and/or cross-dock facilities.

Crete is located out of the City of Chicago rail and highway congestion, providing efficient import/ export between Chicago and the mid-Atlantic and southeast ports, as well as domestic intermodal service between these markets.

Project Highlights

- Total Investment: $500 million
- Site Size: 1,000 acres
- Total Building Space: Up to 6 million square feet
- Customer Use: Distribution, Warehouse, Intermodal

Pinnacle Business Park – Romeoville, Illinois

The Pinnacle Business Park is centrally located in the I-55 corridor; one of the premier industrial sub-markets in Chicago. The area consists of some of the largest and most state-of-the-art distribution facilities in the Midwest.

The I-55 corridor integrates a large highway network, including interstate highways I-55, I-80, I-355, and I-294 that provide optimal local, regional, and national distribution services.

Project Highlights

- Site Size: from 10 to 140 acres
- Centrally located: accommodating buildings from 150,000 square feet to 1.2 million square feet
- Part of an 800-acre master planned business park – developed by Pizzuti
- Fully annexed and zoned for commercial and industrial use
- Neighbors include: Home Depot, Pactiv, Amerisource Bergen, Florstar, Ozburn-Hessey Logistics, and Wilton Industries

RidgePort Logistics Center – Wilmington, Illinois

RidgePort Logistics Center ® – Chicago (RidgePort) is an 18 million square foot rail-served park situated on more than 1,500 acres and located less than 40 miles southwest of downtown Chicago. Strategically positioned just 8 miles from BNSF Railway's Logistics Park Chicago, the largest inland container port in the United States, and conveniently located to provide immediate interstate and rail access, RidgePort provides unparalleled advantages to its clients through its superior location and amenities.

Project Highlights

- Land Size: Approximately 1,500 acres

- Location: Less than 10 miles south of the I-55/I-80 Interchange. Just 3 miles southwest of BNSF Railway's Logistics park Chicago and 9 miles from Union Pacific-Joliet Intermodal Terminal
- Vertical Product: 14 million square feet of industrial, office, and commercial buildings
- Building Size: Ranging from 200,000 to 2 million square feet
- Interstate Access: Full four-way interchange at Lorenzo Road, and second planned full four-way interchange at Illinois Route 129
- Interstate Frontage: More than 3 miles of frontage along I-55
- Rail Service: Rail service provided by BNSF Railway
- Air Transport: Minutes from Chicago's O'Hare and Midway airports
- Marine Cargo: Connected to the Ports of Los Angeles and Long Beach via BNSF Railway's Transcontinental Mainline
- Security: Secured master planned park environment
- Incentives: Economic incentive package available to qualified park residents
- Labor: Access to competitively priced labor force

Not all COD projects require the massive scale of a Logistics Park. Existing freight facilities play an important role in industrial retention and can be used to stimulate redevelopment. This value was demonstrated locally by a study funded by the City of Chicago and conducted between 2001 and 2003 by Reebie Associates to assess the contribution of Chicago's intermodal freight yards to the city's economy. Reebie interviewed hundreds of managers of industrial companies who repeatedly explained that close proximity to intermodal yards was essential to reliable supply and/or shipping capacity for their plants, that such proximity was a key factor in site location, and that if intermodal yards on which their plants relied closed, plants would be moved. The Reebie findings were consistent with a concurrent study performed by the researchers from the University of Illinois at Chicago and the Federal Reserve Bank. This team projected that a serious decline in Chicago's position as a freight rail hub would lead to the loss of over 10,000 jobs by 2010 and over 17,000 jobs by 2020, aside from opportunity from new business attracted by the region's role as a freight hub.[21]

Despite the linkage between freight facilities and industrial location, there are substantive reasons why communities might prefer an industrial development strategy that is not oriented to freight transportation. Reasons include:

- **Negative Environmental Side Effects:** Virtually all product manufacturing or distribution industries generate some amounts of air pollution, noise, and traffic in the movement of freight. These negative side effects can be intensified in and around shipping yards.

- **Intensive Land Use:** The efficient processing of freight containers or rail cars may require hundreds of acres of land, and some businesses that benefit from proximity to freight infrastructure, such as warehouses, also require large footprints. Land dedicated to shipping and distribution usually provides fewer jobs per acre than pure manufacturing.

[21] Based on discussions with Center for Neighborhood Technology representatives

- **Relatively Low Wages in Some Positions:** Finally some jobs in freight movement and distribution pay lower wages than skilled manufacturing. A community that could attract skilled manufacturing plants without becoming a freight hub would generate higher payrolls per acre than a community with facilities for freight transportation.

While recognizing these concerns with COD, there are compelling reasons why a community that has a strategic position and built infrastructure to channel the flow of freight would choose to capitalize on these assets:

- **Assured Growth Industry:** While many fields of U.S. industry face threats from international competition, freight movement has grown steadily over recent years. The FHWA projects that the volume of freight will continue to rise, with an increase of 80 percent between the years 2000 and 2020. This increase in freight volume is a consequence of rising product imports and related industrial patterns such as the shift to just-in-time manufacturing and distribution. Product distribution and warehousing businesses can be expected to grow with freight volume, as can businesses involved in the assembly and final processing of shipped products. This is why the Workforce Boards of Metropolitan Chicago have identified "Transportation, Warehousing, and Logistics," as one of five key fields in which job growth can be expected for the foreseeable future.

- **"Natural" Advantage for Industrial Location:** In an economy with a shrinking base of industrial employment, competition between states and communities to retain and attract industrial businesses is keen. Local governments offer low blanket tax rates, special tax incentives, customized investments in infrastructure, and employee work training in an effort to lure companies to their jurisdictions and keep them there. In this climate, communities with built assets in freight infrastructure enjoy an advantage so basic that it is comparable to an advantage of geography. This is because the investment to create expressways, railroad lines, freight yards, or ports is so massive, that it is planned, paid out, and depreciated over decades. A community that possesses such assets enjoys an advantage in the contest of business attraction that cannot easily be replicated.

- **Mitigation of Negative Environmental Impacts:** The issue of how to minimize the negative impacts of freight movement on community life has been investigated intensively in recent years. A synthesis of this research by the Transportation Research Board (TRB) identifies several dozen strategies for achieving a smoother industry-community integration including measures to:

  - Improve truck connections between freight yards and expressways
  - Plan train movements to minimize interference with highway traffic
  - Adopt green technologies that minimize pollution
  - Site industrial plants for highly efficient access to freight yards
  - Establish buffers of landscaped plantings between freight facilities and residential/ commercial districts

Such measures can and should be elements of any publicly supported COD.

- **Reuse of Industrial Land:** The intensity of land use required for COD is less problematic for communities that have functioning freight facilities and extensive areas of vacant or underutilized industrial land near these facilities. For such communities, COD can provide a viable reuse of land now burdened with obsolete structures or brownfield conditions. (For example, a recent study funded by the TRB reviewed 10 cases in which public transportation funds were instrumental in restoring environmentally contaminated land to productive use. In many cases, restoration of land for a COD would re-establish land use patterns that worked well for these communities in the past.)

- **Broad Range of Industries Receiving Benefits from COD:** The Reebie study for the City of Chicago (noted earlier) found that a wide spectrum of industries rely on intermodal freight terminals to the extent that they would relocate their plants if the terminals moved. Planners also recognize that the attraction of freight facilities is a multi-level process, i.e., warehousing and logistics firms locate near freight facilities to gain efficiencies in their primary business; a broader range of manufacturing and distribution companies locate near concentrations of warehousing and transport businesses. Besides users of intermodal freight, important industries such as manufacturers of food products, pharmaceuticals, chemicals, metals, plastics, and paper goods require rail shipments to factory doors, generating a different type of need for multi-modal transportation infrastructure. So a COD will attract many types of industries besides the warehousing and logistics firms that are the obvious direct users of freight transportation. Accordingly, COD can be a strategy for developing entry level and skilled jobs in a range of industries.

7.6.2 Transit Oriented Development

Transit-Oriented Developments (TODs) integrate moderately dense housing with a mix of business and services within a pleasant walk from a public transit system. TOD residents typically reduce their carbon footprints and transportation costs due to their ability to make routine trips without having to drive. Many older suburban downtowns built around rail stations are TODs by design. The south suburbs of Chicago contain dozens of TOD communities connected by four rail lines (CN, CSX, NS and UP) that also carry freight to CODs.

In an effort to improve quality of life, reduce transportation costs, and mitigate congestion, the Center for Neighborhood Technology and the South Suburban Mayors and Managers Association developed a plan for TODs in the South Suburbs. This plan includes efforts in the following areas:

- Ongoing research and planning – location identification and project demonstration
- Municipal cooperation – Mayors and Managers work together across municipal boundaries
- Housing stabilization – Preservation of housing subject to foreclosure
- Employer-assisted housing – To stabilize housing and build strong relationships between employers and the workforce
- Land assembly and predevelopment – Overcome the fragmentation of property ownership

- Land banking – Establish a fund to purchase, hold, and maintain vacant properties
- Zoning and entitlement coordination – Review zoning to concentrate development
- Energy and housing conservation – Improve carbon footprint
- Housing development – Combine planning, stabilization, employer incentives, land acquisition, zoning reform, and conservation initiatives
- Promote CODs with rail access
- Invest in intermodal connectors and roadway improvements – To attract industrial activities
- Complete environmental remediation – To promote redevelopment

In 2008, CMAP calculated that the redevelopment of a 48-acre site in South Chicago as a logistics based industrial park would create 457 new jobs, $76 million in household income, and $7.9 million in state and local taxes by 2015. A conservative build-out estimated 10 additional jobs per acre.

Using the same planning guidelines, a Logistics Park in Calumet could reclaim 1,400 underutilized acres and support as many as 13,400 new jobs generating $2.3 billion in additional income and $232 million in state and local tax revenue over 10 years. Truckers would save 1.5 million miles and 11,200 metric tons of carbon dioxide emissions could be reduced annually if intermodal containers entered the U.S. Customs station in South Chicago instead of Bensenville, Illinois.

TOD communities near COD projects also realize substantial financial and environmental savings according to Center of Neighborhood Technology. The average household within 1/2-mile of transit annually spends $250 less, drives 1,600 fewer miles, consumes 80 fewer gallons of fuel, and generates one metric ton of CO_2 less than the equivalent household beyond the radius.

Chapter 7 – Appendix A: Chicago Quiet Crossings Pre-rule

DOT#	QUIET-ZONE	X-TYPE	MILE	COUNTY	CITY	STREET	DEVICE	ST-HWY
079487H	BNSF-MainLine	Pub-AtGrade	9.07	COOK	BERWYN	RIDGELAND AV	Gates	Yes
079488P	BNSF-MainLine	Pub-AtGrade	9.32	COOK	BERWYN	EAST	Gates	No
079489W	BNSF-MainLine	Pub-AtGrade	9.59	COOK	BERWYN	OAK PARK AV	Gates	Yes
079490R	BNSF-MainLine	Pub-AtGrade	9.65	COOK	BERWYN	GROVE AVE	Gates	No
079491X	BNSF-MainLine	Pub-AtGrade	9.85	COOK	BERWYN	HOME AVE	Gates	No
079493L	BNSF-MainLine	Pub-AtGrade	10.13	COOK	RIVERSIDE	HARLEM AV	Gates	Yes
079494T	BNSF-MainLine	Pub-AtGrade	10.29	COOK	RIVERSIDE	N DELAPLAINE RD	Gates	No
079497N	BNSF-MainLine	Pub-AtGrade	10.74	COOK	RIVERSIDE	N COWLEY RD	Gates	No
079498V	BNSF-MainLine	Pub-AtGrade	11.03	COOK	RIVERSIDE	LONG COMMON RD	Gates	No
079501B	BNSF-MainLine	Pub-AtGrade	11.83	COOK	BROOKFIELD	HOLLYWOOD AVE	Gates	No
079502H	BNSF-MainLine	Pub-AtGrade	12.35	COOK	BROOKFIELD	PRAIRIE AV	Gates	No
079503P	BNSF-MainLine	Pub-AtGrade	12.73	COOK	BROOKFIELD	MAPLE AV	Gates	No
079508Y	BNSF-MainLine	Pub-AtGrade	13.73	COOK	LAGRANGE	LA GRANGE RD	Gates	Yes
079509F	BNSF-MainLine	Pub-AtGrade	13.87	COOK	LAGRANGE	ASHLAND AVE	Gates	No
079510A	BNSF-MainLine	Pub-AtGrade	13.99	COOK	LAGRANGE	KENSINGTON AVE	Gates	No
079512N	BNSF-MainLine	Pub-AtGrade	14.26	COOK	LAGRANGE	BRAINARD AV	Gates	No
079513V	BNSF-MainLine	Pub-AtGrade	14.77	COOK	WESTERN SPRINGS	GILBERT	Gates	No
079514C	BNSF-MainLine	Pub-AtGrade	15.29	COOK	WESTERN SPRINGS	WOLF RD	Gates	No
079515J	BNSF-MainLine	Pub-AtGrade	15.39	COOK	WESTERN SPRINGS	LAWN AVE	Gates	No
079516R	BNSF-MainLine	Pub-AtGrade	15.47	COOK	WESTERN SPRINGS	GRAND AVE	Gates	No
079522U	BNSF-MainLine	Pub-AtGrade	16.83	DU PAGE	HINSDALE	CHICAGO AVE	Gates	No
079523B	BNSF-MainLine	Pub-AtGrade	16.94	DU PAGE	HINSDALE	WASHINGTON ST	Gates	No
079524H	BNSF-MainLine	Pub-AtGrade	17.03	DU PAGE	HINSDALE	LINCOLN ST	Gates	No
079526W	BNSF-MainLine	Pub-AtGrade	17.47	DU PAGE	HINSDALE	MONROE ST	Gates	No
079527D	BNSF-MainLine	Pub-AtGrade	17.80	DU PAGE	CLARENDON HILLS	HINSDALE AVE	Gates	No
079529S	BNSF-MainLine	Pub-AtGrade	18.32	DU PAGE	CLARENDON HILLS	PROSPECT AV	Gates	No
079530L	BNSF-MainLine	Pub-AtGrade	19.39	DU PAGE	WESTMONT	CASS AVE	Gates	No
079532A	BNSF-MainLine	Pub-AtGrade	20.39	DU PAGE	DOWNERS GROVE	FAIRVIEW	Gates	No
079533G	BNSF-MainLine	Pub-AtGrade	20.59	DU PAGE	DOWNERS GROVE	MAPLE AVE	Gates	No
079534N	BNSF-MainLine	Pub-AtGrade	21.03	DU PAGE	DOWNERS GROVE	WASHINGTON	Gates	No
079535V	BNSF-MainLine	Pub-AtGrade	21.21	DU PAGE	DOWNERS GROVE	MAIN ST-DG	Gates	No
079536C	BNSF-MainLine	Pub-AtGrade	21.28	DU PAGE	DOWNERS GROVE	FOREST	Gates	No
079537J	BNSF-MainLine	Pub-AtGrade	22.61	DU PAGE	DOWNERS GROVE	BELMONT RD	Gates	No
079545B	BNSF-MainLine	Pub-AtGrade	28.31	DU PAGE	NAPERVILLE	LOOMIS STR	Gates	No
079549D	BNSF-MainLine	Pub-AtGrade	30.18	DU PAGE	NAPERVILLE	RIVER RD	Gates	No
289529W	CHI-NIRC-SouthChicago	Pub-AtGrade	8.85	COOK	CHICAGO	E 70TH ST	Gates	No

DOT#	QUIET-ZONE	X-TYPE	MILE	COUNTY	CITY	STREET	DEVICE	ST-HWY
289531X	CHI-NIRC-SouthChicago	Pub-AtGrade	8.97	COOK	CHICAGO	DORCHESTER AV	Gates	No
289533L	CHI-NIRC-SouthChicago	Pub-AtGrade	9.02	COOK	CHICAGO	71ST ST	Gates	No
289534T	CHI-NIRC-SouthChicago	Pub-AtGrade	9.05	COOK	CHICAGO	DANTE AV	Gates	No
289536G	CHI-NIRC-SouthChicago	Pub-AtGrade	9.22	COOK	CHICAGO	STONY ISLAND AV	Gates	Yes
289537N	CHI-NIRC-SouthChicago	Pub-AtGrade	9.30	COOK	CHICAGO	CORNELL AV	Gates	No
289538V	CHI-NIRC-SouthChicago	Pub-AtGrade	9.39	COOK	CHICAGO	EAST END AV	Gates	No
289539C	CHI-NIRC-SouthChicago	Pub-AtGrade	9.43	COOK	CHICAGO	RIDGELAND AV	Gates	No
289540W	CHI-NIRC-SouthChicago	Pub-AtGrade	9.47	COOK	CHICAGO	CONSTANCE AV	Gates	No
289541D	CHI-NIRC-SouthChicago	Pub-AtGrade	9.58	COOK	CHICAGO	BENNETT AV	Gates	No
289542K	CHI-NIRC-SouthChicago	Pub-AtGrade	9.64	COOK	CHICAGO	EUCLID AV	Gates	No
289543S	CHI-NIRC-SouthChicago	Pub-AtGrade	9.73	COOK	CHICAGO	JEFFERY BLVD	Gates	No
289544Y	CHI-NIRC-SouthChicago	Pub-AtGrade	9.81	COOK	CHICAGO	CHAPPEL AV	Gates	No
289545F	CHI-NIRC-SouthChicago	Pub-AtGrade	9.86	COOK	CHICAGO	CLYDE AV	Gates	No
289546M	CHI-NIRC-SouthChicago	Pub-AtGrade	9.92	COOK	CHICAGO	MERRILL AV	Gates	No
289547U	CHI-NIRC-SouthChicago	Pub-AtGrade	9.98	COOK	CHICAGO	PAXTON AV	Gates	No
289548B	CHI-NIRC-SouthChicago	Pub-AtGrade	10.09	COOK	CHICAGO	CRANDON AV	Gates	No
289549H	CHI-NIRC-SouthChicago	Pub-AtGrade	10.15	COOK	CHICAGO	OGLESBY AV	Gates	No
289550C	CHI-NIRC-SouthChicago	Pub-AtGrade	10.24	COOK	CHICAGO	YATES BLVD	Gates	No
289551J	CHI-NIRC-SouthChicago	Pub-AtGrade	10.37	COOK	CHICAGO	E 72ND ST	Gates	No
289552R	CHI-NIRC-SouthChicago	Pub-AtGrade	10.53	COOK	CHICAGO	E 73RD ST	Gates	No
289553X	CHI-NIRC-SouthChicago	Pub-AtGrade	10.68	COOK	CHICAGO	E 74TH ST	Gates	No
289554E	CHI-NIRC-SouthChicago	Pub-AtGrade	10.81	COOK	CHICAGO	75TH ST	Gates	No
289556T	CHI-NIRC-SouthChicago	Pub-AtGrade	10.83	COOK	CHICAGO	SAGINAW AV	Gates	No
289557A	CHI-NIRC-SouthChicago	Pub-AtGrade	10.96	COOK	CHICAGO	76TH ST	Gates	Yes
289558G	CHI-NIRC-SouthChicago	Pub-AtGrade	11.13	COOK	CHICAGO	E 77TH ST	Gates	No
289559N	CHI-NIRC-SouthChicago	Pub-AtGrade	11.30	COOK	CHICAGO	E 78TH ST	Gates	No
289560H	CHI-NIRC-SouthChicago	Pub-AtGrade	11.45	COOK	CHICAGO	79TH ST	Gates	No
289561P	CHI-NIRC-SouthChicago	Pub-AtGrade	11.61	COOK	CHICAGO	E 80TH ST	Gates	No
289562W	CHI-NIRC-SouthChicago	Pub-AtGrade	11.64	COOK	CHICAGO	E 80TH PL	Gates	No
289563D	CHI-NIRC-SouthChicago	Pub-AtGrade	11.70	COOK	CHICAGO	E 81ST ST	Gates	No
289564K	CHI-NIRC-SouthChicago	Pub-AtGrade	11.83	COOK	CHICAGO	W 82ND ST	Gates	No
289565S	CHI-NIRC-SouthChicago	Pub-AtGrade	11.97	COOK	CHICAGO	83RD ST	Gates	No
289566Y	CHI-NIRC-SouthChicago	Pub-AtGrade	12.04	COOK	CHICAGO	E 83RD PL	Gates	No
289567F	CHI-NIRC-SouthChicago	Pub-AtGrade	12.51	COOK	CHICAGO	87TH ST	Gates	No
289568M	CHI-NIRC-SouthChicago	Pub-AtGrade	12.89	COOK	CHICAGO	E 90TH ST	Gates	No
289569U	CHI-NIRC-SouthChicago	Pub-AtGrade	13.02	COOK	CHICAGO	91ST ST	Gates	No
289570N	CHI-NIRC-SouthChicago	Pub-AtGrade	13.14	COOK	CHICAGO	E 92ND ST	Gates	No
289626F	CHI-NIRC-BlueIsland	Pub-AtGrade	15.33	COOK	BLUE ISLAND	VERMONT ST	Gates	Yes

DOT#	QUIET-ZONE	X-TYPE	MILE	COUNTY	CITY	STREET	DEVICE	ST-HWY
289598E	CHI-NIRC-BlueIsland	Pub-AtGrade	15.50	COOK	CHICAGO	MICHIGAN AVE	Gates	No
289599L	CHI-NIRC-BlueIsland	Pub-AtGrade	15.62	COOK	CHICAGO	STATE ST	Gates	Yes
289600D	CHI-NIRC-BlueIsland	Pub-AtGrade	15.73	COOK	CHICAGO	PERRY AV	Gates	No
289601K	CHI-NIRC-BlueIsland	Pub-AtGrade	15.90	COOK	CHICAGO	WENTWORTH AV	Gates	No
289602S	CHI-NIRC-BlueIsland	Pub-AtGrade	15.96	COOK	CHICAGO	YALE AV	Gates	No
289603Y	CHI-NIRC-BlueIsland	Pub-AtGrade	16.01	COOK	CHICAGO	PRINCETON AV	Gates	No
289604F	CHI-NIRC-BlueIsland	Pub-AtGrade	16.05	COOK	CHICAGO	HARVARD ST	Gates	No
289605M	CHI-NIRC-BlueIsland	Pub-AtGrade	16.13	COOK	CHICAGO	STEWART AV	Gates	No
289606U	CHI-NIRC-BlueIsland	Pub-AtGrade	16.17	COOK	CHICAGO	EGGLESTON AV	Gates	No
289607B	CHI-NIRC-BlueIsland	Pub-AtGrade	16.22	COOK	CHICAGO	NORMAL AV	Gates	No
289608H	CHI-NIRC-BlueIsland	Pub-AtGrade	16.32	COOK	CHICAGO	PARNELL AV	Gates	No
289609P	CHI-NIRC-BlueIsland	Pub-AtGrade	16.37	COOK	CHICAGO	WALLACE ST	Gates	No
289610J	CHI-NIRC-BlueIsland	Pub-AtGrade	16.43	COOK	CHICAGO	LOWE AV	AFLS	No
289611R	CHI-NIRC-BlueIsland	Pub-AtGrade	16.49	COOK	CHICAGO	UNION AV	AFLS	No
289612X	CHI-NIRC-BlueIsland	Pub-AtGrade	16.56	COOK	CHICAGO	EMERALD AV	AFLS	No
289613E	CHI-NIRC-BlueIsland	Pub-AtGrade	16.62	COOK	CHICAGO	HALSTED ST	Gates	Yes
289614L	CHI-NIRC-BlueIsland	Pub-AtGrade	16.73	COOK	CHICAGO	PEORIA ST	Gates	No
289617G	CHI-NIRC-BlueIsland	Pub-AtGrade	18.14	COOK	CALUMET PARK	WOOD ST	Gates	No
289618N	CHI-NIRC-BlueIsland	Pub-AtGrade	18.15	COOK	CALUMET PARK	126TH ST	Gates	No
289619V	CHI-NIRC-BlueIsland	Pub-AtGrade	18.22	COOK	CALUMET PARK	HONORE ST	Gates	No
289620P	CHI-NIRC-BlueIsland	Pub-AtGrade	18.33	COOK	CALUMET PARK	127TH ST	Gates	Yes
289621W	CHI-NIRC-BlueIsland	Pub-AtGrade	18.41	COOK	BLUE ISLAND	WINCHESTER AV	Gates	No
289622D	CHI-NIRC-BlueIsland	Pub-AtGrade	18.49	COOK	BLUE ISLAND	DIVISION ST	AFLS	No
289623K	CHI-NIRC-BlueIsland	Pub-AtGrade	18.58	COOK	BLUE ISLAND	WALNUT ST	Gates	No
289624S	CHI-NIRC-BlueIsland	Pub-AtGrade	18.67	COOK	BLUE ISLAND	UNION ST	Gates	No
289625Y	CHI-NIRC-BlueIsland	Pub-AtGrade	18.68	COOK	BLUE ISLAND	HOYNE AV	AFLS	No
863849D	CHI-CUS-North	Pub-AtGrade	0.50	COOK	CHICAGO	CANAL ST	Gates	No
522446Y	CHI-CUS-North	Pub-AtGrade	0.71	COOK	CHICAGO	CLINTON ST	Gates	No
372054G	CHI-CUS-North	Pub-AtGrade	0.80	COOK	CHICAGO	UNION AV	Gates	No
372057C	CHI-CUS-North	Pub-AtGrade	1.03	COOK	CHICAGO	GREEN ST	Gates	No
522443D	CHI-CUS-North	Pub-AtGrade	1.26	COOK	CHICAGO	CARPENTER ST	Gates	No
372059R	CHI-CUS-North	Pub-AtGrade	1.30	COOK	CHICAGO	MORGAN ST	Gates	No
522442W	CHI-CUS-North	Pub-AtGrade	1.30	COOK	CHICAGO	ABERDEEN ST	Gates	No
522441P	CHI-CUS-North	Pub-AtGrade	1.34	COOK	CHICAGO	MAY ST	Gates	No
372060K	CHI-CUS-North	Pub-AtGrade	1.35	COOK	CHICAGO	CARPENTER ST	Gates	No
522440H	CHI-CUS-North	Pub-AtGrade	1.50	COOK	CHICAGO	RACINE AV	Gates	No
608302L	CHI-RI-Main	Pub-AtGrade	11.38	COOK	CHICAGO	99TH ST	Gates	No
608303T	CHI-RI-Main	Pub-AtGrade	11.80	COOK	CHICAGO	W 102ND PL	Gates	No

DOT#	QUIET-ZONE	X-TYPE	MILE	COUNTY	CITY	STREET	DEVICE	ST-HWY
608304A	CHI-RI-Main	Pub-AtGrade	11.89	COOK	CHICAGO	103RD ST	Gates	No
608305G	CHI-RI-Main	Pub-AtGrade	12.03	COOK	CHICAGO	W 104TH ST	Gates	No
608306N	CHI-RI-Main	Pub-AtGrade	12.16	COOK	CHICAGO	W 105TH ST	Gates	No
608307V	CHI-RI-Main	Pub-AtGrade	12.41	COOK	CHICAGO	107TH ST	Gates	No
608308C	CHI-RI-Main	Pub-AtGrade	12.95	COOK	CHICAGO	111TH ST	Gates	Yes
608309J	CHI-RI-Main	Pub-AtGrade	13.14	COOK	CHICAGO	MONTEREY AV	Gates	Yes
608310D	CHI-RI-Main	Pub-AtGrade	13.47	COOK	CHICAGO	115TH ST	Gates	No
609011A	CHI-RI-Main	Pub-AtGrade	10.85	COOK	CHICAGO	95TH ST	Gates	Yes
608854B	CHI-RI-Beverly	Pub-AtGrade	10.90	COOK	CHICAGO	ASHLAND AVE	Gates	No
608852M	CHI-RI-Beverly	Pub-AtGrade	11.04	COOK	CHICAGO	PAULINA ST	AFLS	No
608851F	CHI-RI-Beverly	Pub-AtGrade	11.13	COOK	CHICAGO	W 90TH ST	Gates	No
608848X	CHI-RI-Beverly	Pub-AtGrade	11.26	COOK	CHICAGO	W 91ST ST	Gates	No
608845C	CHI-RI-Beverly	Pub-AtGrade	11.45	COOK	CHICAGO	W 93RD ST	AFLS	No
608844V	CHI-RI-Beverly	Pub-AtGrade	11.63	COOK	CHICAGO	W 94TH ST	AFLS	No
608843N	CHI-RI-Beverly	Pub-AtGrade	11.76	COOK	CHICAGO	95TH ST	Gates	Yes
608842G	CHI-RI-Beverly	Pub-AtGrade	11.88	COOK	CHICAGO	W 96TH ST	Gates	No
608841A	CHI-RI-Beverly	Pub-AtGrade	12.26	COOK	CHICAGO	99TH ST	Gates	No
608840T	CHI-RI-Beverly	Pub-AtGrade	12.39	COOK	CHICAGO	W 100TH ST	Gates	No
608839Y	CHI-RI-Beverly	Pub-AtGrade	12.52	COOK	CHICAGO	W 101ST ST	Gates	No
608838S	CHI-RI-Beverly	Pub-AtGrade	12.78	COOK	CHICAGO	103RD ST	Gates	No
608837K	CHI-RI-Beverly	Pub-AtGrade	13.03	COOK	CHICAGO	W 105TH ST	Gates	No
608836D	CHI-RI-Beverly	Pub-AtGrade	13.28	COOK	CHICAGO	107TH ST	Gates	No
608835W	CHI-RI-Beverly	Pub-AtGrade	13.54	COOK	CHICAGO	W 108TH PL	Gates	No
608834P	CHI-RI-Beverly	Pub-AtGrade	13.69	COOK	CHICAGO	PROSPECT AV	Gates	No
608833H	CHI-RI-Beverly	Pub-AtGrade	13.79	COOK	CHICAGO	111TH ST	Gates	Yes
608832B	CHI-RI-Beverly	Pub-AtGrade	14.06	COOK	CHICAGO	W EDMAIRE ST	Gates	No
608830M	CHI-RI-Beverly	Pub-AtGrade	14.80	COOK	CHICAGO	119TH ST	Gates	Yes
608831U	CHI-RI-Beverly	Pub-AtGrade	14.81	COOK	CHICAGO	115TH ST	Gates	No
608920L	CHI-RI-Beverly	Pub-AtGrade	10.27	COOK	CHICAGO	ABERDEEN ST	AFLS	No
608918K	CHI-RI-Beverly	Pub-AtGrade	10.40	COOK	CHICAGO	RACINE AV	Gates	No
608917D	CHI-RI-Beverly	Pub-AtGrade	10.52	COOK	CHICAGO	THROOP ST	AFLS	No
608855H	CHI-RI-Beverly	Pub-AtGrade	10.65	COOK	CHICAGO	LOOMIS ST	Gates	No
326883F	CHI-Kensington	Pub-AtGrade	2.73	COOK	CHICAGO	BEAUBIEN BOAT C	AFLS	No
326884M	CHI-Kensington	Pub-AtGrade	3.10	COOK	CHICAGO	130TH ST	AFLS	Yes
386414T	CP-Techny Cut Off	Pub-AtGrade	20.57	COOK	NORTHBROOK	TECHNY RD	Gates	No
326914C	IHB Stockyards Lead	Pub-AtGrade	27.00	COOK	CHICAGO	HARLEM AV	Gates	Yes
326877C	IHB/CSX-FrankPark	Pub-AtGrade	39.13	COOK	FRANKLIN PARK	FRANKLIN AVE	AFLS	No
163613D	IHB/CSX-Dolton/Chicago	Pub-AtGrade	9.97	COOK	CHICAGO	COTTAGE GROVE AV	Gates	No

DOT#	QUIET-ZONE	X-TYPE	MILE	COUNTY	CITY	STREET	DEVICE	ST-HWY
163612W	IHB/CSX-Dolton/Chicago	Pub-AtGrade	10.50	COOK	DOLTON	LINCOLN AVE	Gates	Yes
326901B	IHB/CSX-Dixmoor	Pub-AtGrade	12.55	COOK	DIXMOOR	THORNTON RD	Gates	No
326902H	IHB/CSX-Dixmoor	Pub-AtGrade	13.70	COOK	DIXMOOR	SEELEY	Gates	No
163574P	IHB/CSX-Main	Pub-AtGrade	17.28	COOK	ALSIP	123RD ST	Gates	No
163567E	IHB/CSX-Main	Pub-AtGrade	17.60	COOK	ALSIP	KOSTNER AVE	Gates	No
163578S	IHB/CSX-Main	Pub-AtGrade	19.89	COOK	OAK LAWN	CENTRAL AV	Gates	No
163580T	IHB/CSX-Main	Pub-AtGrade	21.17	COOK	CHICAGO RIDGE	RIDGELAND AV	Gates	No
163586J	IHB/CSX-Main	Pub-AtGrade	25.83	COOK	BRIDGEVIEW	71ST ST	Gates	No
326850T	IHB/CSX-Main	Pub-AtGrade	29.97	COOK	MC COOK	EAST/EBERLY	Gates	Yes
326851A	IHB/CSX-Main	Pub-AtGrade	30.01	COOK	LAGRANGE	47TH ST	Gates	Yes
326852G	IHB/CSX-Main	Pub-AtGrade	30.55	COOK	LAGRANGE	COSSITT AV	Gates	No
326853N	IHB/CSX-Main	Pub-AtGrade	30.68	COOK	LAGRANGE	LINCOLN A	Gates	No
326855C	IHB/CSX-Main	Pub-AtGrade	31.01	COOK	LAGRANGE	SHAWNUT AV	Gates	No
326857R	IHB/CSX-Main	Pub-AtGrade	31.56	COOK	LA GRANGE PARK	HARDING AV	Gates	No
326859E	IHB/CSX-Main	Pub-AtGrade	32.07	COOK	LA GRANGE PARK	31ST	Gates	Yes
163576D	IHB/CSX-Main	Pub-AtGrade	198.30	COOK	ALSIP	123RD ST	Gates	No
326768Y	IHB/CSX-AlsipLead	Pub-AtGrade	19.26	COOK	ALSIP	122ND ST	Crossbucks	No
326906K	IHB/CSX-AlsipLead	Pub-AtGrade	19.26	COOK	ALSIP	123RD ST	Crossbucks	No
326907S	IHB/CSX-AlsipLead	Pub-AtGrade	19.26	COOK	ALSIP	LARAMIE AVE	Crossbucks	No
326908Y	IHB/CSX-AlsipLead	Pub-AtGrade	19.26	COOK	ALSIP	CENTRAL AVE	Crossbucks	No
326909F	IHB/CSX-AlsipLead	Pub-AtGrade	19.26	COOK	ALSIP	115TH ST	AFLS-Cant	No
326741P	IHB/CSX-MelrosePark	Pub-AtGrade	36.82	COOK	MELROSE PARK	MANNHEIM RD	AFLS-Cant	Yes
386441P	NIRC-MLW-Fox	Pub-AtGrade	43.88	LAKE	ROUND LAKE	CEDAR LAKE RD	Gates	No
386442W	NIRC-MLW-Fox	Pub-AtGrade	44.24	LAKE	ROUND LAKE	HART RD	Gates	No
386445S	NIRC-MLW-Fox	Pub-AtGrade	45.01	LAKE	ROUND LAKE	FAIRFIELD RD	Gates	No
386377T	NIRC-MLW-North	Pub-AtGrade	11.47	COOK	CHICAGO	CENTRAL AVE	Gates	Yes
386378A	NIRC-MLW-North	Pub-AtGrade	11.55	COOK	CHICAGO	CALDWELL AV	Gates	Yes
386379G	NIRC-MLW-North	Pub-AtGrade	11.61	COOK	CHICAGO	DEVON AV	Gates	Yes
386381H	NIRC-MLW-North	Pub-AtGrade	12.68	COOK	NILES	TOUHY AV	Gates	Yes
386385K	NIRC-MLW-North	Pub-AtGrade	13.21	COOK	NILES	HOWARD ST	Gates	Yes
386395R	NIRC-MLW-North	Pub-AtGrade	13.75	COOK	MORTON GROVE	OAKTON ST	Gates	Yes
386396X	NIRC-MLW-North	Pub-AtGrade	14.50	COOK	MORTON GROVE	LINCOLN AVE	Gates	No
386398L	NIRC-MLW-North	Pub-AtGrade	14.71	COOK	MORTON GROVE	LINCOLN AVE	Gates	No
386399T	NIRC-MLW-North	Pub-AtGrade	14.82	COOK	MORTON GROVE	DEMPSTER ST	Gates	Yes
386400K	NIRC-MLW-North	Pub-AtGrade	15.52	COOK	MORTON GROVE	BECKWITH RD	Gates	No
386403F	NIRC-MLW-North	Pub-AtGrade	16.15	COOK	GOLF	OVERLOOK DR	Gates	No
386407H	NIRC-MLW-North	Pub-AtGrade	17.09	COOK	GLENVIEW	DEWES ST	Gates	No
386408P	NIRC-MLW-North	Pub-AtGrade	17.18	COOK	GLENVIEW	GLENVIEW RD	Gates	No

DOT#	QUIET-ZONE	X-TYPE	MILE	COUNTY	CITY	STREET	DEVICE	ST-HWY
386411X	NIRC-MLW-North	Pub-AtGrade	18.23	COOK	GLENVIEW	CHESTNUT AV	Gates	No
386413L	NIRC-MLW-North	Pub-AtGrade	20.34	COOK	NORTHBROOK	TECHNY RD	Gates	No
386417N	NIRC-MLW-North	Pub-AtGrade	21.18	COOK	NORTHBROOK	SHERMER RD	Gates	No
388037N	NIRC-MLW-North	Pub-AtGrade	21.92	COOK	NORTHBROOK	DUNDEE RD	Gates	Yes
388040W	NIRC-MLW-North	Pub-AtGrade	23.92	LAKE	DEERFIELD	OSTERMAN AV	Gates	No
388044Y	NIRC-MLW-North	Pub-AtGrade	24.36	LAKE	DEERFIELD	HAZEL AVE	Gates	No
388047U	NIRC-MLW-North	Pub-AtGrade	24.62	LAKE	DEERFIELD	GREENWOOD AV	Gates	No
388049H	NIRC-MLW-North	Pub-AtGrade	26.48	LAKE	BANNOCKBURN	ILL22	Gates	Yes
388050C	NIRC-MLW-North	Pub-AtGrade	27.27	LAKE	LAKE FOREST	OLD MILL RD	Gates	No
388052R	NIRC-MLW-North	Pub-AtGrade	28.08	LAKE	LAKE FOREST	EVERETT RD	Gates	No
388054E	NIRC-MLW-North	Pub-AtGrade	28.15	LAKE	LAKE FOREST	CONWAY	Gates	No
372124U	NIRC-MLW-North	Pub-AtGrade	9.58	COOK	CHICAGO	N NORDICA AV	Gates	No
372125B	NIRC-MLW-North	Pub-AtGrade	9.69	COOK	CHICAGO	N NEVA AV	Gates	No
372170V	NIRC-MLW-North	Pub-AtGrade	17.08	DU PAGE	BENSENVILLE	YORK RD	Gates	No
372171C	NIRC-MLW-North	Pub-AtGrade	17.16	DU PAGE	BENSENVILLE	CENTER ST	Gates	No
372172J	NIRC-MLW-North	Pub-AtGrade	17.23	DU PAGE	BENSENVILLE	ADDISON ST	Gates	No
372174X	NIRC-MLW-North	Pub-AtGrade	17.58	DU PAGE	BENSENVILLE	CHURCH RD	Gates	No
372194J	NIRC-MLW-North	Pub-AtGrade	24.37	DU PAGE	ROSELLE	PARK ST	Gates	No
372195R	NIRC-MLW-North	Pub-AtGrade	24.46	DU PAGE	ROSELLE	PROSPECT AVE	Gates	No
372196X	NIRC-MLW-North	Pub-AtGrade	24.59	DU PAGE	ROSELLE	ROSELLE RD	Gates	No
174136T	UP-North	Pub-AtGrade	20.31	COOK	NORTHBROOK	DUNDEE RD	Gates	Yes
176546Y	UP-North	Pub-AtGrade	13.96	COOK	WILMETTE	OAKWOOD AV	Gates	No
176547F	UP-North	Pub-AtGrade	14.10	COOK	WILMETTE	LINDEN AV	Gates	No
176548M	UP-North	Pub-AtGrade	14.19	COOK	WILMETTE	WILMETTE AV	Gates	No
176549U	UP-North	Pub-AtGrade	14.34	COOK	WILMETTE	CENTRAL AV	Gates	No
176550N	UP-North	Pub-AtGrade	14.53	COOK	WILMETTE	EAST LAKE AV	Gates	No
176551V	UP-North	Pub-AtGrade	14.63	COOK	WILMETTE	FOREST AV	Gates	No
176552C	UP-North	Pub-AtGrade	14.75	COOK	WILMETTE	ELMWOOD AV	Gates	No
176553J	UP-North	Pub-AtGrade	15.08	COOK	KENILWORTH	KENILWORTH AV	Gates	No
176570A	UP-North	Pub-AtGrade	18.33	COOK	GLENCOE	HARBOR ST	Gates	No
176571G	UP-North	Pub-AtGrade	18.71	COOK	GLENCOE	SOUTH AV	Gates	No
176573V	UP-North	Pub-AtGrade	19.10	COOK	GLENCOE	PARK AV	Gates	No
176575J	UP-North	Pub-AtGrade	19.58	COOK	GLENCOE	GREEN BAY RD	Gates	No
176576R	UP-North	Pub-AtGrade	20.50	COOK	HIGHLAND PARK	LAKE COOK RD	Gates	Yes
176579L	UP-North	Pub-AtGrade	21.57	LAKE	HIGHLAND PARK	ROGER WILLIAMS	Gates	No
176580F	UP-North	Pub-AtGrade	22.57	LAKE	HIGHLAND PARK	LINCOLN AV WEST	Gates	No
176584H	UP-North	Pub-AtGrade	23.19	LAKE	HIGHLAND PARK	CENTRAL AVE	Gates	No
176585P	UP-North	Pub-AtGrade	23.35	LAKE	HIGHLAND PARK	ELM PLACE	Gates	No

DOT#	QUIET-ZONE	X-TYPE	MILE	COUNTY	CITY	STREET	DEVICE	ST-HWY
176588K	UP-North	Pub-AtGrade	24.43	LAKE	HIGHWOOD	HIGHWOOD AVE	Gates	No
176590L	UP-North	Pub-AtGrade	24.82	LAKE	HIGHWOOD	WASHINGTON AVE	Gates	No
176591T	UP-North	Pub-AtGrade	25.70	LAKE	LAKE FOREST	OLD ELM RD	Gates	No
176594N	UP-North	Pub-AtGrade	27.40	LAKE	LAKE FOREST	RYAN PL	Gates	No
176596C	UP-North	Pub-AtGrade	28.20	LAKE	LAKE FOREST	DEERPATH AVE	Gates	No
176597J	UP-North	Pub-AtGrade	28.34	LAKE	LAKE FOREST	WESTMINSTER	Gates	No
176606F	UP-North	Pub-AtGrade	32.98	LAKE	NORTH CHICAGO	AMSTUTZ EXPY	AFLS	Yes
176611C	UP-North	Pub-AtGrade	33.21	LAKE	NORTH CHICAGO	2ND AV	Gates	No
176616L	UP-North	Pub-AtGrade	35.16	LAKE	WAUKEGAN	SOUTH AVE	Gates	No
176630G	UP-North	Pub-AtGrade	40.80	LAKE	ZION	IL BEACH PK RD	Gates	No
176631N	UP-North	Pub-AtGrade	41.62	LAKE	ZION	29TH ST	Gates	No
176632V	UP-North	Pub-AtGrade	41.87	LAKE	ZION	27TH ST	Gates	No
176635R	UP-North	Pub-AtGrade	42.12	LAKE	ZION	SHILOH BLVD	Gates	No
176637E	UP-North	Pub-AtGrade	43.10	LAKE	ZION	17TH ST	Gates	No
176638L	UP-North	Pub-AtGrade	44.37	LAKE	WINTHROP HARBOR	SEVENTH ST	Gates	No
173886A	UP-Northwest	Pub-AtGrade	10.04	COOK	CHICAGO	BRYN MAWR AV	Gates	Yes
173887G	UP-Northwest	Pub-AtGrade	10.31	COOK	CHICAGO	NAGLE AV	Gates	Yes
173891W	UP-Northwest	Pub-AtGrade	11.09	COOK	CHICAGO	W RAVEN ST	Gates	No
173892D	UP-Northwest	Pub-AtGrade	11.29	COOK	CHICAGO	N NICKERSON AV	Gates	No
173893K	UP-Northwest	Pub-AtGrade	11.55	COOK	CHICAGO	HARLEM AV	Gates	Yes
173894S	UP-Northwest	Pub-AtGrade	11.68	COOK	CHICAGO	DEVON AV	Gates	Yes
173896F	UP-Northwest	Pub-AtGrade	12.22	COOK	CHICAGO	N OLIPHANT AV	Gates	No
173898U	UP-Northwest	Pub-AtGrade	12.48	COOK	CHICAGO	OZARK AV	Gates	No
173899B	UP-Northwest	Pub-AtGrade	13.11	COOK	PARK RIDGE	PROSPECT AVE	Gates	No
173902G	UP-Northwest	Pub-AtGrade	13.74	COOK	PARK RIDGE	GREENWOOD AV	Gates	No
173904V	UP-Northwest	Pub-AtGrade	14.67	COOK	PARK RIDGE	DEE RD	Gates	No
173905C	UP-Northwest	Pub-AtGrade	14.84	COOK	PARK RIDGE	OAKTON ST	Gates	Yes
173908X	UP-Northwest	Pub-AtGrade	16.50	COOK	DES PLAINES	DESPLAINES RIVER	Gates	Yes
173910Y	UP-Northwest	Pub-AtGrade	16.64	COOK	DES PLAINES	PEARSON ST	Gates	No
173911F	UP-Northwest	Pub-AtGrade	16.77	COOK	DES PLAINES	LEE ST NB	Gates	Yes
173912M	UP-Northwest	Pub-AtGrade	16.86	COOK	DES PLAINES	GRACELAND AV	Gates	Yes
176909P	UP-Northwest	Pub-AtGrade	18.77	COOK	DES PLAINES	MT PROSPECT RD	Gates	No
176911R	UP-Northwest	Pub-AtGrade	19.62	COOK	MOUNT PROSPECT	EMERSON ST	Gates	No
176912X	UP-Northwest	Pub-AtGrade	19.77	COOK	MOUNT PROSPECT	ELMHURST RD	Gates	Yes
176913E	UP-Northwest	Pub-AtGrade	20.12	COOK	MOUNT PROSPECT	CENTRAL RD	Gates	Yes
177847X	UP-Northwest	Pub-AtGrade	21.50	COOK	ARLINGTON HTS	ARTHUR AVE	Gates	No
176923K	UP-Northwest	Pub-AtGrade	22.31	COOK	ARLINGTON HTS	ARLINGTON HTS RD	Gates	Yes
176924S	UP-Northwest	Pub-AtGrade	22.39	COOK	ARLINGTON HTS	EVERGREEN AVE	Gates	No

DOT#	QUIET-ZONE	X-TYPE	MILE	COUNTY	CITY	STREET	DEVICE	ST-HWY
176925Y	UP-Northwest	Pub-AtGrade	22.46	COOK	ARLINGTON HTS	DUNTON AVE	Gates	No
176926F	UP-Northwest	Pub-AtGrade	22.54	COOK	ARLINGTON HTS	VAIL AVE	Gates	No
178732G	UP-Northwest	Pub-AtGrade	22.85	COOK	ARLINGTON HTS	RIDGE AV	Gates	No
176927M	UP-Northwest	Pub-AtGrade	23.08	COOK	ARLINGTON HTS	EUCLID AV	Gates	No
176928U	UP-Northwest	Pub-AtGrade	23.78	COOK	ARLINGTON HTS	WILKE RD	Gates	No
176935E	UP-Northwest	Pub-AtGrade	24.95	COOK	ROLLING MEADOWS	ROHLWING RD	Gates	No
174344U	UP-Northwest	Pub-AtGrade	25.52	COOK	PALATINE	HICKS RD	Gates	Yes
176937T	UP-Northwest	Pub-AtGrade	26.04	COOK	PALATINE	PALATINE RD	Gates	Yes
176938A	UP-Northwest	Pub-AtGrade	26.05	COOK	PALATINE	HALE STREET	Gates	No
176939G	UP-Northwest	Pub-AtGrade	26.12	COOK	PALATINE	PLUM GROVE RD	Gates	No
176940B	UP-Northwest	Pub-AtGrade	26.26	COOK	PALATINE	BROCKWAY	Gates	No
176941H	UP-Northwest	Pub-AtGrade	26.40	COOK	PALATINE	SMITH ST	Gates	No
176944D	UP-Northwest	Pub-AtGrade	27.27	COOK	PALATINE	QUENTIN RD	Gates	No
176945K	UP-Northwest	Pub-AtGrade	27.99	COOK	INVERNESS	BALDWIN RD	Gates	No
176948F	UP-Northwest	Pub-AtGrade	30.85	COOK	BARRINGTON	NORTHWEST HWY	Gates	Yes
176951N	UP-Northwest	Pub-AtGrade	31.66	COOK	BARRINGTON	MAIN ST	Gates	Yes
176952V	UP-Northwest	Pub-AtGrade	31.67	COOK	BARRINGTON	S COOK ST	Gates	No
176953C	UP-Northwest	Pub-AtGrade	31.77	LAKE	BARRINGTON	HOUGH / ILL59	Gates	Yes
176954J	UP-Northwest	Pub-AtGrade	33.03	LAKE	BARRINGTON	HART RD	Gates	No
176956X	UP-Northwest	Pub-AtGrade	34.24	LAKE	BARRINGTON HILLS	CUBA RD	Gates	No
176957E	UP-Northwest	Pub-AtGrade	35.19	LAKE	BARRINGTON HILLS	KELSEY RD	Gates	No
174364F	UP-Northwest	Pub-AtGrade	36.43	MCHENRY	FOX RIVER GROVE	FOXMOOR RD	Gates	No
176958L	UP-Northwest	Pub-AtGrade	36.86	MCHENRY	FOX RIVER GROVE	ALGONQUIN RD	Gates	No
176959T	UP-Northwest	Pub-AtGrade	37.01	MCHENRY	FOX RIVER GROVE	LINCOLN AVE	Gates	No
176960M	UP-Northwest	Pub-AtGrade	37.90	MCHENRY	CARY	JANDUS CUT-OFF	Gates	No
176961U	UP-Northwest	Pub-AtGrade	38.29	MCHENRY	CARY	MAIN ST	Gates	No
176965W	UP-Northwest	Pub-AtGrade	39.52	MCHENRY	CARY	THREE OAKS RD	Gates	No
176967K	UP-Northwest	Pub-AtGrade	40.79	MCHENRY	CRYSTAL LAKE	SANDS RD	Gates	No
176969Y	UP-Northwest	Pub-AtGrade	41.59	MCHENRY	CRYSTAL LAKE	PINGREE RD	Gates	No
176970T	UP-Northwest	Pub-AtGrade	42.55	MCHENRY	CRYSTAL LAKE	CRYSTAL LAKE AVE	Gates	No
176971A	UP-Northwest	Pub-AtGrade	42.86	MCHENRY	CRYSTAL LAKE	MAIN ST	Gates	No
176973N	UP-Northwest	Pub-AtGrade	42.95	MCHENRY	CRYSTAL LAKE	GRANT	Gates	No
176974V	UP-Northwest	Pub-AtGrade	43.15	MCHENRY	CRYSTAL LAKE	WALKUP RD	Gates	No
176978X	UP-Northwest	Pub-AtGrade	44.06	MCHENRY	CRYSTAL LAKE	OAK ST	Gates	No
176979E	UP-Northwest	Pub-AtGrade	45.75	MCHENRY	CRYSTAL LAKE	MARKET ST	Gates	No
176980Y	UP-Northwest	Pub-AtGrade	47.39	MCHENRY	HARVARD	LILY POND RD	Gates	No
176984B	UP-Northwest	Pub-AtGrade	51.04	MCHENRY	WOODSTOCK	CALHOUN ST	Gates	No
176985H	UP-Northwest	Pub-AtGrade	51.08	MCHENRY	WOODSTOCK	MADISON ST	Gates	No

DOT#	QUIET-ZONE	X-TYPE	MILE	COUNTY	CITY	STREET	DEVICE	ST-HWY
176987W	UP-Northwest	Pub-AtGrade	51.19	MCHENRY	WOODSTOCK	S JEFFERSON ST	Gates	No
176988D	UP-Northwest	Pub-AtGrade	51.26	MCHENRY	WOODSTOCK	BENTON ST	Gates	No
176989K	UP-Northwest	Pub-AtGrade	51.27	MCHENRY	WOODSTOCK	CHURCH ST	Gates	Yes
176991L	UP-Northwest	Pub-AtGrade	51.46	MCHENRY	WOODSTOCK	WHEELER ST	Gates	No
176992T	UP-Northwest	Pub-AtGrade	51.61	MCHENRY	WOODSTOCK	SHORT ST	Gates	No
176993A	UP-Northwest	Pub-AtGrade	51.73	MCHENRY	WOODSTOCK	WICKER ST	Gates	No
176994G	UP-Northwest	Pub-AtGrade	53.08	MCHENRY	HARVARD	LAMB RD	Gates	No
176995N	UP-Northwest	Pub-AtGrade	54.44	MCHENRY	WOODSTOCK	ROSE FARM RD	Gates	No
176998J	UP-Northwest	Pub-AtGrade	55.81	MCHENRY	HARVARD	NELSON RD	Gates	No
177003L	UP-Northwest	Pub-AtGrade	57.79	MCHENRY	HARVARD	STREIT RD	Gates	No
177004T	UP-Northwest	Pub-AtGrade	59.12	MCHENRY	HARVARD	MCGUIRE RD	Gates	No
177005A	UP-Northwest	Pub-AtGrade	60.67	MCHENRY	HARVARD	SCHULTZ RD	Gates	No
177006G	UP-Northwest	Pub-AtGrade	62.03	MCHENRY	HARVARD	BRINKS ST	Gates	No
177009C	UP-Northwest	Pub-AtGrade	62.42	MCHENRY	HARVARD	JEFFERSON ST	Gates	No
177011D	UP-Northwest	Pub-AtGrade	62.75	MCHENRY	HARVARD	AYER ST	Gates	No
173997S	UP-West	Pub-AtGrade	10.37	COOK	MAYWOOD	4TH AV	Gates	No
173998Y	UP-West	Pub-AtGrade	10.50	COOK	MAYWOOD	5TH AVE	Gates	Yes
174001M	UP-West	Pub-AtGrade	10.70	COOK	MAYWOOD	9TH AV	Gates	No
174009S	UP-West	Pub-AtGrade	11.33	COOK	MAYWOOD	BROADWAY	Gates	No
174341Y	UP-West	Pub-AtGrade	13.75	COOK	BERKELEY	WOLF ROAD	Gates	No
174020S	UP-West	Pub-AtGrade	15.25	DU PAGE	ELMHURST	POPLAR AVE	Gates	No
174021Y	UP-West	Pub-AtGrade	15.49	DU PAGE	ELMHURST	HAVEN RD	Gates	No
174022F	UP-West	Pub-AtGrade	15.68	DU PAGE	ELMHURST	YORK RD	Gates	No
174023M	UP-West	Pub-AtGrade	15.79	DU PAGE	ELMHURST	COTTAGE HILL AV	Gates	No
174024U	UP-West	Pub-AtGrade	15.90	DU PAGE	ELMHURST	MAPLE	Gates	No
174025B	UP-West	Pub-AtGrade	15.90	DU PAGE	ELMHURST	MYRTLE AV	Gates	No
174933J	UP-West	Pub-AtGrade	16.66	DU PAGE	ELMHURST	WEST AVE	Gates	No
174935X	UP-West	Pub-AtGrade	17.17	DU PAGE	VILLA PARK	VILLA AVENUE	Gates	No
174937L	UP-West	Pub-AtGrade	17.69	DU PAGE	VILLA PARK	ARDMORE	Gates	No
174938T	UP-West	Pub-AtGrade	18.22	DU PAGE	VILLA PARK	ADDISON RD	Gates	No
174939A	UP-West	Pub-AtGrade	19.31	DU PAGE	LOMBARD	GRACE	Gates	No
174944W	UP-West	Pub-AtGrade	20.14	DU PAGE	LOMBARD	ELIZABETH ST	Gates	No
174945D	UP-West	Pub-AtGrade	20.45	DU PAGE	LOMBARD	FINLEY RD	Gates	No
174948Y	UP-West	Pub-AtGrade	22.22	DU PAGE	GLEN ELLYN	PARK BLVD	Gates	No
174950A	UP-West	Pub-AtGrade	22.42	DU PAGE	GLEN ELLYN	MAIN G E	Gates	No
174951G	UP-West	Pub-AtGrade	22.59	DU PAGE	GLEN ELLYN	PROSPECT AV	Gates	No
174952N	UP-West	Pub-AtGrade	23.78	DU PAGE	WHEATON	HILL AVE	Gates	No
174953V	UP-West	Pub-AtGrade	23.99	DU PAGE	WHEATON	PRESIDENT ST	Gates	No

DOT#	QUIET-ZONE	X-TYPE	MILE	COUNTY	CITY	STREET	DEVICE	ST-HWY
174954C	UP-West	Pub-AtGrade	24.23	DU PAGE	WHEATON	CHASE ST	Gates	No
174955J	UP-West	Pub-AtGrade	24.47	DU PAGE	WHEATON	WASHINGTON	Gates	No
174956R	UP-West	Pub-AtGrade	24.69	DU PAGE	WHEATON	CROSS ST	Gates	No
174957X	UP-West	Pub-AtGrade	24.76	DU PAGE	WHEATON	MAIN ST	Gates	No
174958E	UP-West	Pub-AtGrade	24.85	DU PAGE	WHEATON	HALE ST	Gates	No
174923D	UP-West	Pub-AtGrade	24.92	DU PAGE	WHEATON	WHEATON AVE	Gates	No
174924K	UP-West	Pub-AtGrade	25.02	DU PAGE	WHEATON	WEST ST	Gates	No
174964H	UP-West	Pub-AtGrade	27.54	DU PAGE	WINFIELD	WINFIELD RD	Gates	No
174965P	UP-West	Pub-AtGrade	28.85	DU PAGE	WINFIELD	SUNSET	Gates	No
174972A	UP-West	Pub-AtGrade	30.19	DU PAGE	WEST CHICAGO	WASHINGTON ST	Gates	No
174973G	UP-West	Pub-AtGrade	30.23	DU PAGE	WEST CHICAGO	WASHINGTON ST	Gates	No
174983M	UP-West	Pub-AtGrade	33.02	DU PAGE	WEST CHICAGO	ROOSEVELT RD	Gates	Yes
174986H	UP-West	Pub-AtGrade	33.75	KANE	GENEVA	OLD KIRK RD	Gates	No
174991E	UP-West	Pub-AtGrade	35.49	KANE	GENEVA	THIRD ST	Gates	No
174998C	UP-West	Pub-AtGrade	36.09	KANE	GENEVA	WESTERN AV	Gates	No
174086S	UP-MilwaukeeFreightLine	Pub-AtGrade	9.23	COOK	DES PLAINES	OLD HIGGINS	AFLS-Gates-Cant	Yes
174090G	UP-MilwaukeeFreightLine	Pub-AtGrade	9.73	COOK	DES PLAINES	HOWARD AV	Gates	No
174091N	UP-MilwaukeeFreightLine	Pub-AtGrade	9.99	COOK	DES PLAINES	HOWARD AV	Crossbucks	No
174096X	UP-MilwaukeeFreightLine	Pub-AtGrade	10.02	COOK	DES PLAINES	OAKTON ST	AFLS-Gates-Cant	Yes
174098L	UP-MilwaukeeFreightLine	Pub-AtGrade	10.53	COOK	DES PLAINES	ALGONQUIN RD	Gates	Yes
174099T	UP-MilwaukeeFreightLine	Pub-AtGrade	11.03	COOK	DES PLAINES	THACKER ST	Gates	No
174101S	UP-MilwaukeeFreightLine	Pub-AtGrade	11.20	COOK	DES PLAINES	GOLF RD	Gates	Yes
174103F	UP-MilwaukeeFreightLine	Pub-AtGrade	11.33	COOK	DES PLAINES	WOLF RD	Gates	Yes
174106B	UP-MilwaukeeFreightLine	Pub-AtGrade	12.55	COOK	DES PLAINES	RAND RD	AFLS-Gates-Cant	Yes
174107H	UP-MilwaukeeFreightLine	Pub-AtGrade	12.73	COOK	DES PLAINES	DESPLAINES RIVER	AFLS-Gates-Cant	Yes
174109W	UP-MilwaukeeFreightLine	Pub-AtGrade	13.87	COOK	DES PLAINES	EAST RIVER RD	Gates	No
174118V	UP-MilwaukeeFreightLine	Pub-AtGrade	16.12	COOK	GLENVIEW	WEST LAKE AV	Gates	Yes
689649S	WC-DesPlaines	Pub-AtGrade	20.28	COOK	DES PLAINES	PRATT AVE	Gates	No
689650L	WC-DesPlaines	Pub-AtGrade	20.56	COOK	DES PLAINES	MANNHEIM RD	AFLS	Yes
689651T	WC-DesPlaines	Pub-AtGrade	20.80	COOK	DES PLAINES	TOUHY AV	Gates	Yes
689652A	WC-DesPlaines	Pub-AtGrade	21.22	COOK	DES PLAINES	FRONTAGE LANE	Gates	No
689653G	WC-DesPlaines	Pub-AtGrade	21.44	COOK	DES PLAINES	PROSPECT LN	Gates	No
689654N	WC-DesPlaines	Pub-AtGrade	21.82	COOK	DES PLAINES	OAKTON ST	Gates	No
689655V	WC-DesPlaines	Pub-AtGrade	22.33	COOK	DES PLAINES	ALGONQUIN RD	Gates	No

DOT#	QUIET-ZONE	X-TYPE	MILE	COUNTY	CITY	STREET	DEVICE	ST-HWY
689656C	WC-DesPlaines	Pub-AtGrade	22.56	COOK	DES PLAINES	LEE ST NB	Gates	Yes
689657J	WC-DesPlaines	Pub-AtGrade	22.67	COOK	DES PLAINES	GRACELAND AV	Gates	Yes
689658R	WC-DesPlaines	Pub-AtGrade	22.84	COOK	DES PLAINES	THACKER ST	Gates	No
689659X	WC-DesPlaines	Pub-AtGrade	22.98	COOK	DES PLAINES	PRAIRIE AV	Gates	No
689660S	WC-DesPlaines	Pub-AtGrade	23.17	COOK	DES PLAINES	WOODLAWN AVENUE	Gates	No
689675G	WC-DesPlaines	Pub-AtGrade	23.86	COOK	DES PLAINES	SEEGERS RD	Gates	No
689676N	WC-DesPlaines	Pub-AtGrade	23.94	COOK	DES PLAINES	GOLF RD	Gates	Yes
689677V	WC-DesPlaines	Pub-AtGrade	24.05	COOK	DES PLAINES	RAND RD/US 12	Gates	Yes
689678C	WC-DesPlaines	Pub-AtGrade	24.78	COOK	DES PLAINES	CENTRAL RD	Gates	Yes
689680D	WC-DesPlaines	Pub-AtGrade	25.80	COOK	MOUNT PROSPECT	KENSINGTON RD	Gates	Yes
689681K	WC-DesPlaines	Pub-AtGrade	26.32	COOK	MOUNT PROSPECT	EUCLID AV	Gates	No
689682S	WC-DesPlaines	Pub-AtGrade	26.78	COOK	PROSPECT HTS	WOLF RD	Gates	Yes
689683Y	WC-DesPlaines	Pub-AtGrade	26.86	COOK	PROSPECT HTS	CAMP MCDONALD RD	Gates	No
689624W	WC-CM-Line	Pub-AtGrade	12.10	COOK	RIVER FOREST	FOREST AVE	Gates	No
689625D	WC-CM-Line	Pub-AtGrade	12.19	COOK	RIVER FOREST	AUGUSTA ST	Gates	No
689626K	WC-CM-Line	Pub-AtGrade	12.24	COOK	RIVER FOREST	KEYSTONE AVE	Gates	No
689627S	WC-CM-Line	Pub-AtGrade	12.39	COOK	RIVER FOREST	THATCHER RD	Gates	Yes
689628Y	WC-CM-Line	Pub-AtGrade	13.04	COOK	RIVER GROVE	1ST AVE / ILL 171	Gates	Yes
689630A	WC-CM-Line	Pub-AtGrade	13.41	COOK	RIVER GROVE	5TH AVE	Gates	Yes
689631G	WC-CM-Line	Pub-AtGrade	14.14	COOK	MELROSE PARK	GEORGE ST	Gates	No
689632N	WC-CM-Line	Pub-AtGrade	14.58	COOK	FRANKLIN PARK	FULLERTON AVE	Gates	No
689633V	WC-CM-Line	Pub-AtGrade	15.05	COOK	FRANKLIN PARK	GRAND AVE	Gates	No
689634C	WC-CM-Line	Pub-AtGrade	15.22	COOK	FRANKLIN PARK	CHESTNUT AVENUE	Gates	No
689635J	WC-CM-Line	Pub-AtGrade	15.30	COOK	FRANKLIN PARK	PARKLANE AVENUE	Gates	No

Chapter 8 – Rail Safety and Security

Rail safety has historically been and continues to be a priority for the railroads, the ICC, and IDOT. Safety has potential impacts on the general public and the efficiency of rail operations. Although the major railroads have long had their own police and security forces, the focus of rail security is more recent, with an emphasis on the potential threat of terrorists using the rail mode to disrupt transportation in general or to harm large numbers of citizens.

A number of federal and Illinois state agencies, in concert with railroads and rail operators, continue to make progress with regard to rail safety and security. The following is a summary of these issues and ongoing activities in Illinois.

8.1 Rail Safety in Illinois

Rail safety requirements are provided through a combination of federal and state laws. Most safety-related rules and regulations fall under the jurisdiction of the FRA, as outlined in the Rail Safety Act of 1970 and other legislation, such as the most recent Rail Safety Improvement Act of 2008. Many of FRA's safety regulations may be found in Title 49 Code of Federal Regulations Parts 200-299.

Rail passenger operations are subject to the same FRA safety standards with regard to track safety, operating practices, and other areas as are freight railroads. In addition, FRA has specific regulations regarding passenger equipment safety standards and passenger train emergency preparedness.

As passenger equipment technology improves, FRA's Railroad Safety Advisory Committee (RSAC) makes recommendations to FRA for proposed improvements to continually upgrade existing safety standards. FRA then issues the final rule at the conclusion of its rule-making process.

Rail safety issues generally fall into the following broad categories—employee safety, inspection and maintenance of track, signals, bridges and infrastructure, inspection of locomotives and cars, operating rules and operating practices, radio communications, control of drug and alcohol use, accident reporting, rail-highway grade crossing safety, passenger equipment safety standards, passenger train emergency preparedness, the movement of hazardous materials, the development and implementation of new technology, and other areas specific to the rail industry.

The primary responsibility for enforcement of federal rail safety regulations falls under FRA's jurisdiction. In Illinois, the ICC also actively participates in the enforcement of federal regulations as authorized by 49 CFR Part 212. IDOT is also involved in efforts to improve the safety of the rail

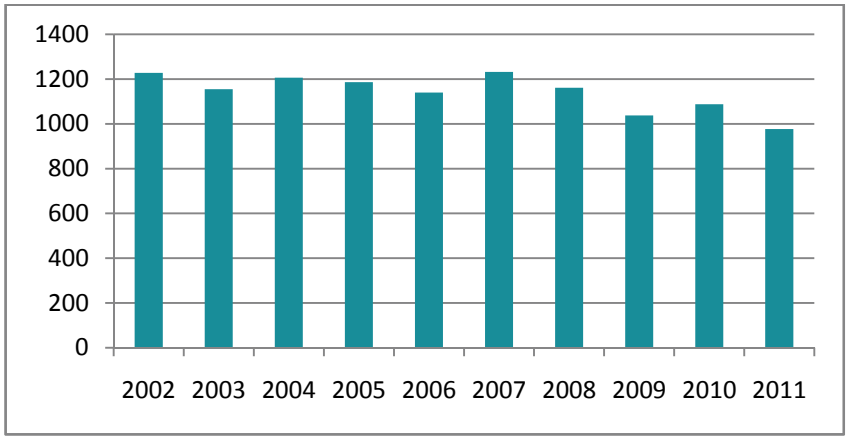
system. Rail safety trends in Illinois are shown in **Exhibit 8-1**, per FRA railroad safety statistics[1]. The downward trend in total train incidents is shown in **Exhibit 8-2.**

Exhibit 8-1: Total Train Accidents/Incidents in Illinois (2002-2011)

Incidents	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Total Incidents	1228	1155	1206	1186	1140	1232	1161	1038	1091	990
Deaths	58	58	59	54	53	64	71	41	61	49
Injuries	949	846	849	988	833	1072	874	822	831	785
Train Accidents	241	261	273	248	236	219	190	181	175	189
Deaths			1	3		2		1		
Injuries	78	69	35	157	42	159	8	20	17	19
Highway-Rail Incidents	172	169	178	180	174	160	153	106	128	102
Deaths	24	30	28	31	25	29	27	18	28	19
Injuries	67	71	70	83	74	69	74	50	41	70
Other Incidents	815	725	755	758	730	853	818	751	788	699
Deaths	34	28	30	20	28	33	44	22	33	30
Injuries	804	706	744	748	717	844	791	751	772	690

Source: FRA Office of Safety Analysis

Exhibit 8-2: Downward Trend in Total Train Incidents in Illinois (2002-2011)



Source: FRA Office of Safety Analysis

Total rail-related accidents are the sum of train accidents, crossing incidents, or other accidents or incidents occurring in Illinois that were reported to FRA. Train accidents include train derailments, collisions, and other events involving on-track rail equipment that results in monetary damage above a threshold set by FRA. Highway-rail incidents are any impact between a rail and highway user at a crossing site. Other incidents include other events that cause fatalities

[1] http://safetydata.fra.dot.gov/officeofsafety/publicsite/Query/tenyr2a.aspx

or injuries due to trespassing and other employee activities such as getting on/off equipment, doing maintenance work, etc.

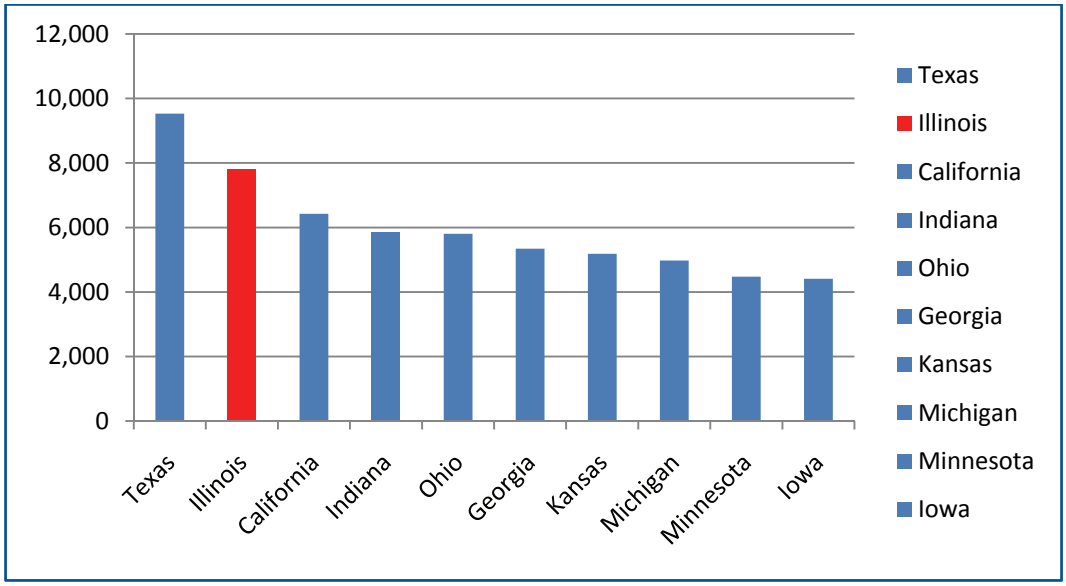
These figures show a slight decrease in the overall level of total accidents and non-fatal conditions in recent years.

8.2 Grade Crossing Safety in Illinois

The rail safety area most visible to the general public and for which the public is most exposed to potential harm from rail operations is the interface between the rail and highway systems at grade crossings. Currently, there are a total of 7,783 public at-grade crossings in Illinois. There are also 3,908 at-grade crossings on private property (which are not under the jurisdiction of the State) and 327 pedestrian crossings.[2]

As shown on **Exhibit 8-3**, Illinois is second to Texas in having the highest number of public highway-rail at-grade crossings in the nation. Illinois has a much smaller roadway network than Texas. While Texas has the largest number of at-grade crossings, these are distributed over more than 300,000 miles of public roadway compared to Illinois' approximately 140,000 miles.

Exhibit 8-3: Top Ten States by Number of Active Public Highway-Rail At-Grade Crossings

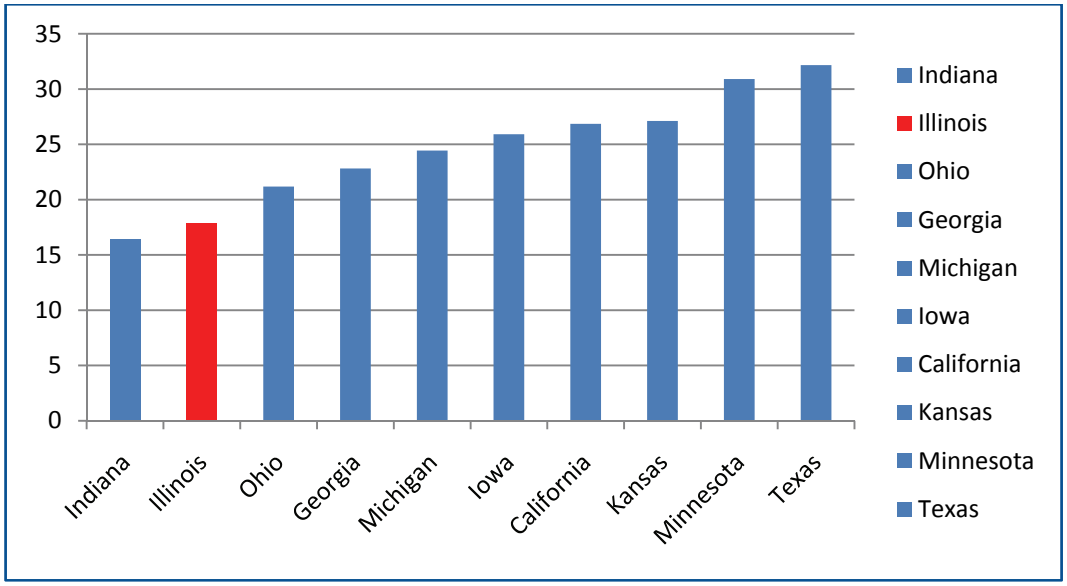


Source: FRA Highway-Rail Crossing Inventory Data

Measured by the frequency of crossings by public roadway mileage, Illinois ranks second only to Indiana. Within Illinois, a crossing is encountered on average every 18 miles of public roadway, as shown in **Exhibit 8-4**.

[2] http://safetydata.fra.dot.gov/officeofsafety/publicsite/Query/invtab.aspx

Exhibit 8-4: Number of Public Roadway Miles per Highway-Rail At-Grade Crossing



Source: FRA Highway-Rail Crossing Inventory Data, FHWA 2008 Highway Statistics

Cook County has the largest concentration of public highway-rail at-grade crossings, with over 790 such crossings. There are also 354 private crossings. In 2011, there were 42 highway-rail incidents at Cook County crossings, resulting in seven fatalities and 54 non-fatal injuries.[3]

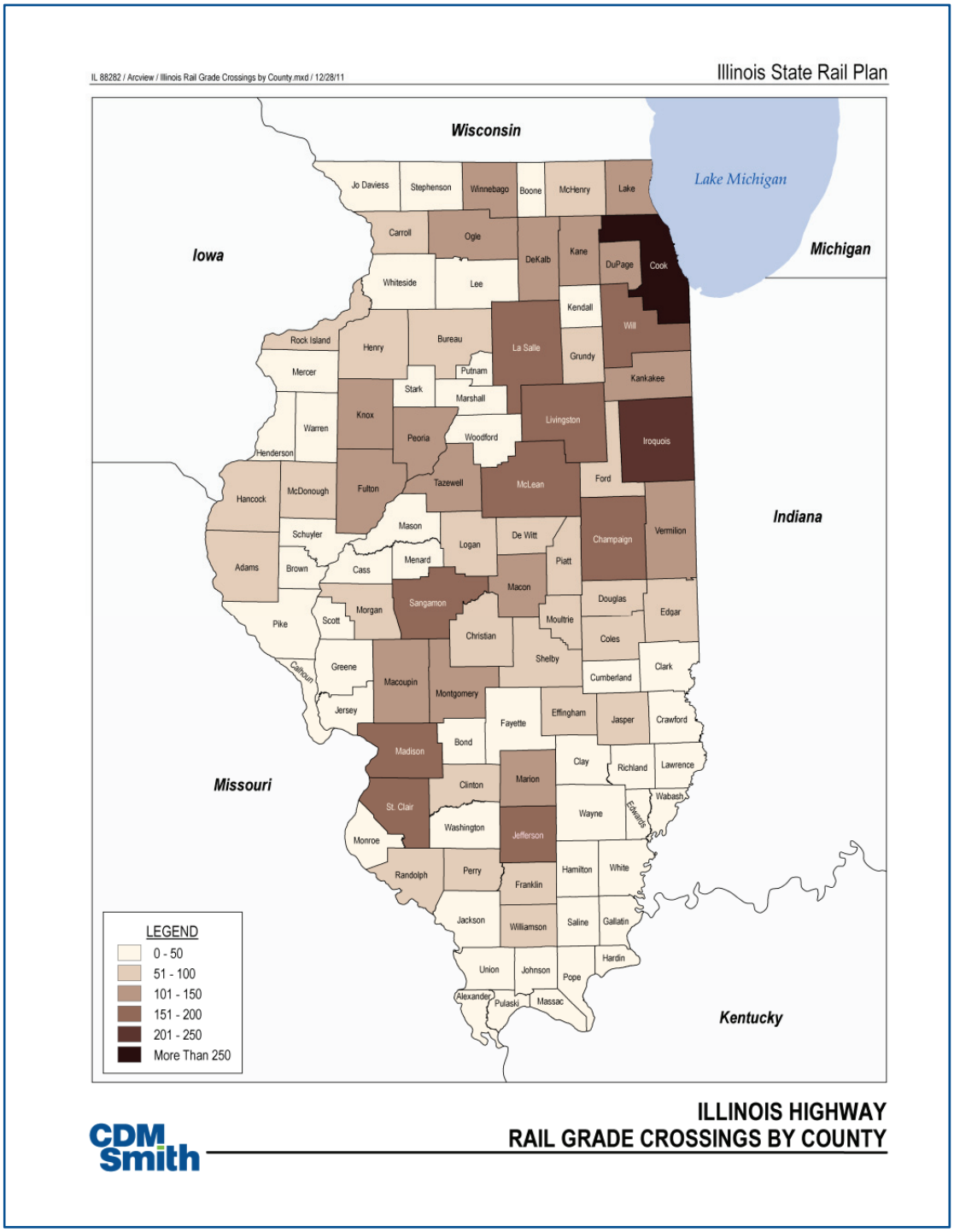
As noted, the ICC and IDOT have aggressively invested in and improved safety warning devices at highway-rail grade crossings in the State and have worked toward grade separating crossings at the most hazardous locations. IDOT and the UPRR are cooperating in the use of enhanced grade crossing warning devices targeting pedestrians near certain commuter rail stations on the Metra UP West Line in Chicago's western suburbs. IDOT actively pursues the closing of grade crossings, offering local roadway agencies incentives for the voluntary closure of redundant crossings. IDOT is also interested in eliminating grade crossings, particularly in areas such as the Chicago-St. Louis High Speed Intercity Passenger Rail Corridor now under construction.

The ICC is actively involved in the national Operation Lifesaver safety program, which targets both motorists and pedestrians in a continuing effort to reduce train-related incidents in these categories. Grade crossing incident statistics over the past decade are shown in **Exhibit 8-5**.

The number of grade crossing incidents and fatalities/injuries have generally decreased over the period covered. This decrease is at least partly attributed to the State's emphasis on education, especially through the Operation Lifesaver program, enforcement of laws that provide fines to persons crossing railroads tracks after warning signals have activated, and the grade crossing physical and warning signal safety improvements implemented through the State's capital programs.

[3] FRA Office of Safety Analysis, http://www.fra.dot.gov/rrs/pages/fp_372.shtml

Exhibit 8-5: Illinois Highway-Rail At-Grade Crossings by County



Source: CDM Smith generated map, 2012

8.3 Rail Safety Inspection

The FRA enforces federal regulations and standards that apply to track, signal, bridges, train control, hours of service, noise, motive power and cars, operating rules and practices, hazardous materials, and several other areas. The federal Rail Safety Act of 1970 authorized states to work with FRA to enforce railroad regulations at their expense. Illinois participates in the FRA certified inspection programs through the ICC's Rail Safety Section, which exercises oversight and enforcement of federal and state laws. The Rail Safety Section provides safety oversight of freight railroads. The major areas of rail safety handled by the Rail Safety Section inspectors and typical responsibilities include:

- **Track Safety** – Inspect railroad tracks to determine compliance with FRA and Illinois Track Safety Standards, and investigate complaints of unsafe trackage, excessive train speeds, and improper yard procedures.
- **Hazardous Materials** – Conduct equipment inspections at railroad yards, sidings and interchange tracks, railroad terminals, and along mainlines to observe and note violations in marking, placarding, and the placement of hazardous material cars.
- **Railroad Signals and Train Control** – Inspect railroad signal systems to determine compliance with FRA and State Signal Safety Standards, investigate complaints of unsafe/defective signals, and perform railroad crossing signal inspections.
- **Railroad Operating Practices** – Conduct inspections for the purpose of determining compliance with all sections of the Federal Operating Practice Regulations and Hours of Service Act, and inspection of railroad facilities to determine compliance with standards regarding structural clearances, employee facilities, and sanitary regulations.

8.4 Hazardous Materials

Federal common carrier obligations mandate that railroads transport all commodities tendered for transport, including hazardous materials. USDOT received the authority to regulate the transportation of hazardous materials through the Hazardous Materials Act. Federal hazardous material regulations apply to all interstate, intrastate, and foreign carriers by rail, air, motor vehicle, and vessel. The ICC enforces the hazardous materials regulations in Illinois, in cooperation with the FRA.

At the state level, the ICC oversees the Hazardous Materials Safety Program.

The ICC's Hazardous Materials Safety Program is comprised of four main components:

- Inspection of railroad equipment and shipper/consignee facilities
- The provision of technical assistance to shippers/consignees and rail carriers
- The inspection and transport of nuclear materials
- Education and outreach activities to shippers/consignees, rail carriers, emergency responders, and the general public

In 2011, ICC Hazardous Materials Inspectors conducted 259 rail hazardous material inspections, which entailed a total of 15, 779 rail cars inspected, and identified 257 defects.[4]

8.5 Positive Train Control

PTC refers to technologies designed to automatically stop or slow a train before certain accidents occur. PTC is designed to prevent collisions between trains and derailments caused by excessive speed, trains operating beyond their limits of authority, incursions by trains on tracks under repair, and by trains moving over switches left in the wrong position. PTC systems are designed to determine the location and speed of trains, warn train operators of potential problems, and take action if operators do not respond to a warning.

The Rail Safety Improvement Act of 2008 required railroads to place PTC systems in service by December 31, 2015 on Class I railroad routes with over 5 million gross tons per mile with commuter or intercity passenger operations or any amount of toxic/poison-by-inhalation hazardous materials. Positive train control requirements currently exclude Class II or Class III railroads that have no passenger service. However, trains of Class II and III railroads that operate on lines that must have PTC are also required to be PTC-equipped. Minor changes to the requirements have been made by FRA based on comments received from the railroad industry.

In general, the rail industry considers the 2015 deadline not achievable considering that approximately 60,000 miles of rail line will be affected at a proposed cost of $12 billion over a 20-year period. Congress is now considering extending the implementation deadline, but has not yet done so.

Given the high volumes of both freight and passenger movements within and through Illinois, the cost of implementing positive train control on rail passenger routes may have implications on future rail passenger service plans.

As envisioned for near-term implementation, PTC will be an overlay to the traffic management systems in place on today's railroads, and will be aimed primarily at achieving safety benefits. For example, PTC safeguards will be integrated with existing systems, whereby only one train at a time can be in a train block. PTC also has the potential to offer a wide variety of improvements for safety at at-grade crossings as well as customer service for both cargo and passengers hauled on the rail system.

"According to the FRA, PTC will cost up to $13.2 billion to install and maintain over the next 20 years, making PTC the most costly federal mandate in history for America's railroads. PTC will yield just $1 in benefits for every $20 spent on it, and money spent on PTC means less money will be available for other critical infrastructure and safety-enhancing projects."[5]

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[4] *2011 Annual Report on Accidents/Incidents involving Hazardous materials on Railroads in Illinois*, Illinois Commerce Commission, April 20, 2012.

[5] Association of American Railroads PTC position paper on its website.

8.6 Rail Security

The focus of rail security has changed significantly over the past decade. In response to potential terrorist threats to the transportation system, new federal agencies have been established to oversee and provide assistance to ensure the security of transportation modes. The following addresses specific rail security issues and Illinois' involvement in rail security procedures.

8.6.1 Federal and State Roles in Rail Security

The primary agencies responsible for security related to transportation modes in Illinois are the U.S. Department of Homeland Security and IDOT. These agencies have addressed transportation security largely through identifying critical infrastructure assets, developing protection strategies for these assets, and developing emergency management plans.

The U.S. Department of Homeland Security addresses rail system security through the following means:

- Training and deploying manpower and assets for high risk areas
- Developing and testing new security technologies
- Performing security assessments of systems across the country
- Providing funding to state and local partners

In recent years, the U.S. Department of Homeland Security has provided Freight Rail Security Grants to the Indiana Harbor Belt Railway; the Belt Railway Company of Chicago; the Alton & Southern Railway; the Chicago, South Shore & South Bend Railway; and the Indiana Rail Road for the development of Vulnerability Assessment and Security Plans.

The Association of American Railroads (AAR), working with the U.S. Department of Homeland Security and other federal agencies, has organized the Rail Security Task Force. This task force developed a comprehensive risk analysis and security plan for the rail system that includes:

- A database of critical railroad assets
- Assessments of railroad vulnerabilities
- Analysis of the terrorism threat
- Calculation of risks and identification of countermeasures

The railroad sector maintains communications with the U.S. Department of Defense, the U.S. Department of Homeland Security, the USDOT, the Federal Bureau of Investigation, and state and local law enforcement agencies on all aspects of rail security.

The lead state agency for rail security in Illinois is the ICC in coordination with IDOT and the Illinois Terrorism Task Force (ITTF). There are currently 16 committees that serve the ITTF, and IDOT is the chair of the Transportation Committee. The Transportation Committee includes 52 member organizations ranging from institutions to industry representatives to emergency responders to labor organizations. In addition, the Transportation Committee maintains an affiliation with more than 20 industry stakeholders.

The Transportation Committee uses Work Groups to provide guidance on specific topics and areas deemed to be of greatest priority. Most recently, the Transportation Committee has had five subcommittees, one of which is the Railroad Safety Subcommittee.

The Railroad Safety Subcommittee focuses on areas of common interests within the railroad industry to address all aspects of railroad security. The workgroup will work to provide a common goal of making Illinois a leader in railroad security that other states will easily be able to adopt using combined talents to achieve the maximum assistance from resources available through the U.S. Department of Homeland Security.

During 2011, the Transportation Committee and Railroad Safety Subcommittee achieved numerous accomplishments including:

- Coordinated with railroad representatives on disaster response planning for railways throughout Illinois.
- Purchased and installed the rMetrix system on the rail infrastructure in Illinois. Improving railroad track safety within Illinois is a priority, and the rMetrix program is assisting with this endeavor. The information gathered from this program will be to roadmap the significant areas of concern and separate them from insignificant track conditions. The rMetrix program will help identify any "catastrophic" defects and will assist in expanding the analysis to include the inspection of key freight routes that do not operate passenger trains as well.
- Continued implementation of the Metra Immediate Stop Evacuation Plan and the Metra Station Stop Evacuation Plan, which were developed by the Metra Police Department in coordination with the Illinois State Police, Illinois Law Enforcement Alarm System, Mutual Aid Box Alarm System, ITTF, and IDOT.

A variety of projects were selected in 2012 for security funding including the following rail projects:

- Continue to implement the Metra Immediate Stop Evacuation Plan and the Metra Station Stop Evacuation Plan. Focus on areas of common interest within the railroad industry to address all aspects of railroad security.

As stated above, the Railroad Safety Subcommittee is just one subcommittee of the Transportation Task Force. Amtrak's safety and security contingency plan is part of the evacuation implementation plan that resides in the Evacuation Implementation Subcommittee of the ITTF Transportation Committee.

While not enough resources are available to guarantee the security of the entire state transportation system, significant steps are being taken to address the security and emergency response, including assessment, prevention, preparedness, response, and recovery.

8.6.2 Strategic Rail Corridor Network

The U.S. Military Surface Deployment and Distribution Command's Transportation Engineering Agency has identified the national Strategic Rail Corridor Network (STRACNET). The STRACNET is comprised of a 32,000-mile interconnected network of rail corridors and associated connector lines most important to national defense. Illinois' STRACNET system is shown on **Exhibit 8-6**. In Illinois, several key railroad lines throughout the state are included in STRACNET. In addition to providing mainline corridor throughput capability, these lines also provide access to major defense contractors and logistics sites and military facilities critical to our national defense.

Exhibit 8-6: Illinois Strategic Rail Corridor Network and Defense Connector Lines

Source: Federal Rail Administration website, 2012.

Chapter 9 – Illinois Rail Freight System Evaluation

The strategic importance of Illinois' rail freight system, the nature and importance of the commodities and intermodal traffic moving throughout the state, and utilization of the freight system's network for a robust and growing intercity and commuter passenger service network require a high level of available capacity and a system of infrastructure that must accommodate fast-moving passenger and intermodal trains as well as heavy bulk movements. Projected increases in both rail freight and passenger needs will require additional rail system capacity and fluidity to provide the levels of service necessary to retain Illinois' position as the Nation's rail hub and to provide its businesses and citizens with reliable, efficient, and safe rail service.

This chapter addresses the existing and projected rail constraints from the freight perspective. Existing constraints have been identified through the stakeholder outreach and interview process, as well as independent analysis of the system. Existing and projected rail constraints have also been identified by the major railroads working in cooperation with the AAR.

9.1 Existing Rail Freight Constraints

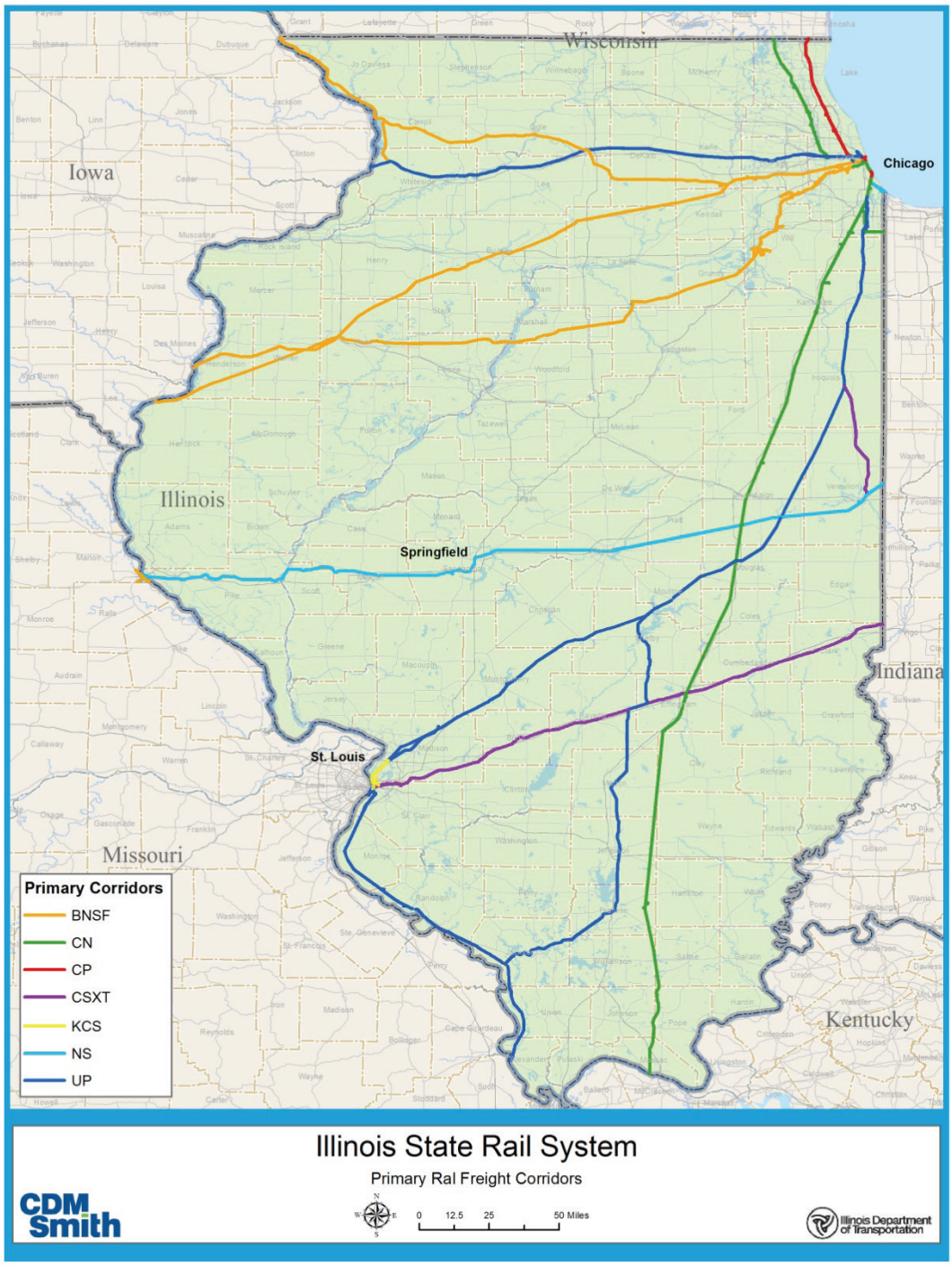
Existing rail freight constraints in Illinois will be addressed separately for three components of rail freight operations – rail mainline corridors, regional and short line rail operations, and rail operations within metropolitan areas.

9.1.1 Existing Rail Mainline Corridor Constraints

With Chicago serving as the Nation's intermodal hub, the Class I railroads rely on their primary rail corridors to operate between Chicago and all major ports in the U.S. Class I railroads designated 52,340 miles of Primary Rail Corridors within the U.S. in developing the "National Rail Freight Infrastructure Capacity and Investment Study" published by the AAR in September 2007. These corridors were evaluated on the basis of both current rail volumes compared to current capacity and future (2035) volumes compared to current capacity.

Over 2,100 miles of Class I railroad mainline within Illinois were designated as Primary Rail Corridors. **Exhibit 9-1** shows those lines designated as Primary Rail Corridors within Illinois.

Exhibit 9-1: Primary Rail Corridors in Illinois



Source: National Rail Freight Infrastructure and Investment Study

The National Rail Freight Infrastructure and Investment Study assessed current corridor capacity to determine congestion levels. This was done by calculating a volume-capacity ratio expressed as a level of service (LOS) grade.

LOS grades were generally described as follows:

- LOS Grades A, B, C – Rail volumes are generally below current capacity. Train flows are low to moderate with capacity to accommodate maintenance and recover from accidents.
- LOS Grade D – Rail volumes are near capacity. Train flows are heavy with moderate capacity to accommodate maintenance and recover from accidents.
- LOS Grade E – Rail volumes are at capacity. Train flows are very heavy with limited capacity to accommodate maintenance and recover from accidents.
- LOS Grade F – Rail volumes are above capacity. Train flows are unstable and service breakdown conditions exist.

Despite the high volumes of freight traffic moving through Illinois, no Primary Rail Corridors within Illinois were considered at or above available capacity (LOS Grades E and F). Only within the Chicago area and the segment between Decatur and the Indiana state line were volumes considered near capacity (LOS Grade D). The current status of available mainline capacity was confirmed through interviews of Class I carriers.

The fact that Illinois' rail corridors have managed to remain below capacity levels despite the high levels of traffic and freight/passenger joint usage of many lines is attributable to the continuing efforts of stakeholders to plan and implement additional capacity ahead of increasing volumes. The joint efforts of IDOT and participating railroads to increase capacity on existing and proposed rail passenger routes has been undertaken with the intent of improving both freight and passenger services. The Class I railroads have also added significant line capacity, as well as intermodal, yard, and maintenance facility capacity with private funding. And finally, congestion within the Chicago metropolitan area has, and will continue, to be addressed through the CREATE public-private partnership.

9.1.2 Existing Regional and Short Line Railroad Constraints

The concerns of Illinois' regional, short line, and switching railroads are similar to those in most other states—the need to address system chokepoints and improve rail infrastructure. These deficiencies reduce operating efficiency and preclude the railroads' ability to accommodate 286,000-pound railcar loadings, which are quickly becoming the industry standard.

Chokepoints are generally any location where delays or inefficient operations occur. Chokepoints on smaller railroads generally occur where freight is interchanged between railroads or where railroads access customers. Many chokepoints are caused by a lack of yard space to interchange rail cars efficiently, the lack of turn-around tracks, or the need for spur tracks or additional car storage space at shippers' locations. These situations impact freight transit times, create congestion on the line, and can block highway/rail crossings. They affect not only railroad operations, but can also affect the operations of shippers and quality of life in communities adjacent to the rail lines.

Infrastructure deficiencies, specifically the inability to accommodate larger, heavier freight cars, present shippers with a competitive disadvantage due to cost inefficiencies resulting from the dependence on older equipment or the need to under-load modern rail cars. Railroads, in turn, face the competitive threat that customers may decide to utilize trucks or move to another location where access to heavier rail loadings is available.

Smaller railroads in the state specifically noted the need to upgrade bridges on their lines as the most critical element of providing heavier car loadings to their customers.

9.1.3 Existing Rail Constraints in Metropolitan Areas

The CREATE project serves as the Nation's case study in addressing rail congestion in urban areas through the separation of railroad conflicts both between carriers and with other modes of transportation. Nevertheless, there remains congestion both in Chicago and other urban areas in the state as well as pressures being applied to the rail industry in urban areas that may threaten the economic well being of those areas.

The CREATE project will require the dedication of significant additional financial resources to address the goals and needs to reduce rail congestion in Chicago. There are also calls for CREATE-type solutions in other urban areas, such as Springfield, which will face significantly higher rail volumes in the future under current rail passenger implementation plans.

9.2 Projected Rail Constraints and Opportunities

This section addresses potential rail constraints, as well as opportunities where appropriate, based on the projected future increases in freight in general, and rail freight in particular. Constraints and opportunities will be provided separately for major rail corridors, smaller railroads, and rail operations in metropolitan areas.

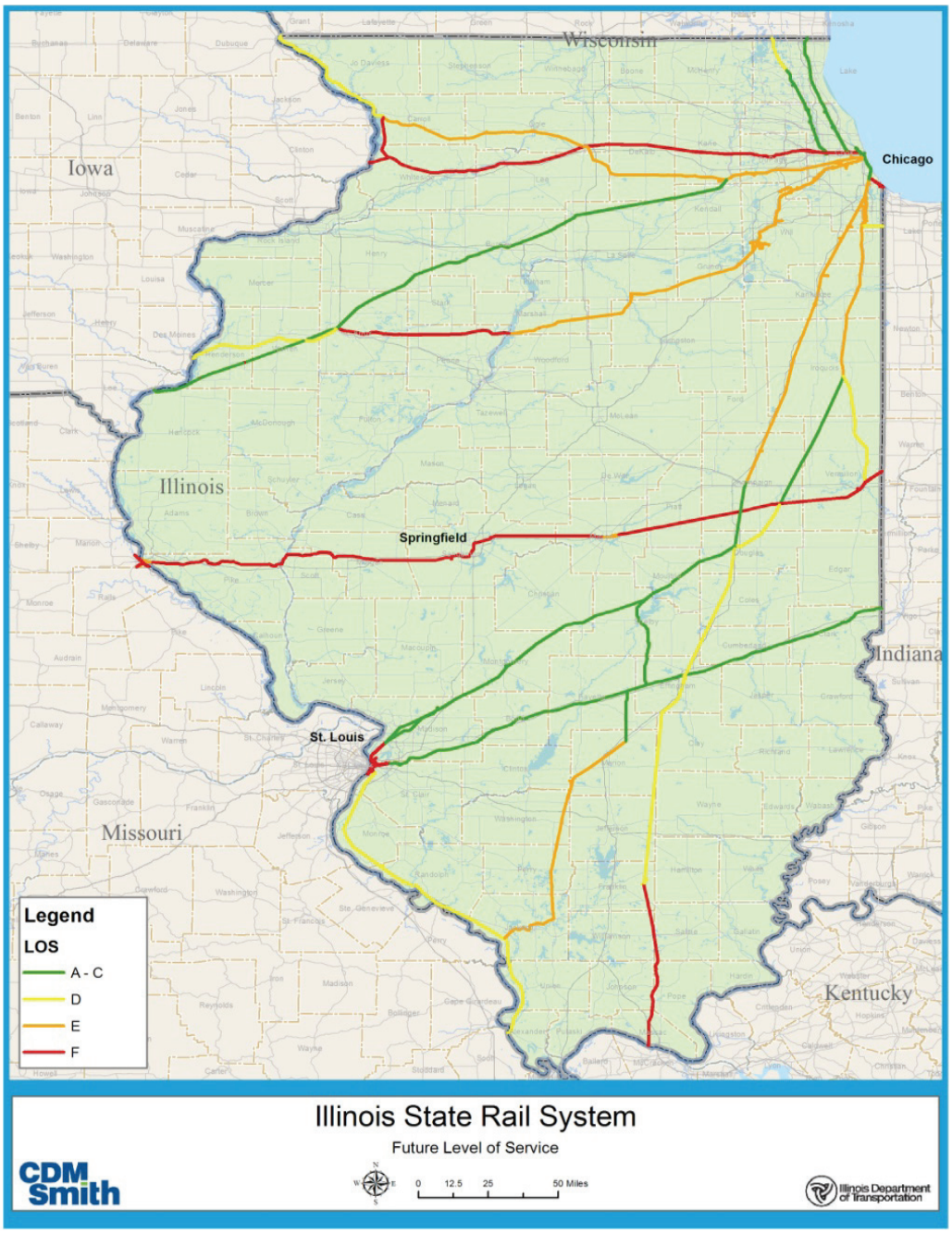
9.2.1 Projected Rail Mainline Corridor Constraints

Despite the fact that Illinois' major rail freight corridors are currently considered to have adequate capacity for existing volumes, the projected doubling of rail freight by 2035 could have a significant impact on the available capacity of these corridors if capacity enhancing improvements are not continued into the future. Improvements would include line haul expansion through additional trackage, sidings and signal improvements, improvements to and expansion of bridges and tunnels to improve clearances, intermodal facility expansion, and expansion of rail servicing facilities.

The National Rail Freight Infrastructure Capacity and Investment Study estimated the increase in number of trains per day over the designated Primary Rail Corridors for the year 2035 and projected LOS for the corridors if improvements were not made.

Approximately two-thirds of the Primary Rail Corridors in Illinois were estimated to experience an increase of 50 to 100 percent in trains per day by 2035. The trains per day for the remaining one-third of corridors in the state were estimated to increase by over 100 percent. Based on these estimates, future LOS on Illinois' Primary Rail Corridors would experience a significant number of corridors at or exceeding capacity. The projected LOS for corridors in Illinois in 2035 are shown in **Exhibit 9-2**.

Exhibit 9-2: Projected 2035 Illinois Freight Service Levels Without Improvements



Source: National Rail Freight Infrastructure Capacity Study

As shown in the Exhibit 9-2 above, a number of major rail corridors in the state are projected to deteriorate to Levels E or F without a significant level of investment.

9.2.2 Projected Regional and Short Line Railroad Constraints

The projected future constraints on regional and short line railroads would be similar in nature as the existing constraints, i.e., the inability to accommodate heavier rail loadings putting both the railroads and shippers at a competitive disadvantage. In the future, however, the current 286,000-pound car loadings standard could possibly increase to the next level of 315,000-pound car loadings, which are currently available on some primary corridors, especially where bulk materials are the predominant commodities. Unless these railroads have the ability to raise their rail infrastructures to the levels of the Class I railroads with which they interchange, the levels of inefficiency and competitive disadvantage for both the railroads and the shippers they serve will increase.

An area of potential opportunity for smaller railroads in the future is to provide a bridge function between Illinois' river ports and the Class I railroad system. This traffic would benefit not only the railroads with additional revenue, but also enhance the efficiency and effectiveness of the water mode while also diverting traffic and the resulting impacts on long-haul highway and rail movements. By improving the rail interconnections between the river ports and mainline rail connections, the state could create a significantly cost-efficient intermodal form of transportation.

9.2.3 Projected Rail Constraints in Metropolitan Areas

The potential economic threat of freight congestion in urban areas is well described in the Chicago Metropolitan Agency for Planning's "Freight Drill-Down Report." This report sees freight congestion adversely impacting Chicago's status as a freight center. Congestion decreases shipment reliability, which has been identified as the top concern of shippers. This reduced reliability has direct financial impacts for industries in the freight cluster. The agency calls for modernizing the current freight system and being strategic about future freight investment.

Both the "Freight Drill-Down Report" and railroads operating in the state also addressed freight land use challenges. Rail transportation must often contend with commercial and residential land use, and railroads have been under pressure to relocate existing facilities or build new rail freight development on the outskirts of urban areas where land is more readily available. Although this trend may benefit rail carriers by providing land for expansion of facilities; as well as transportation-induced economic development such as logistics, assembly, storage, and distribution activities; it also removes these economic activities from the urban core and could result in unanticipated congestion. The relocation of rail hubs from urban to suburban areas requires goods to be transferred from rail to truck for delivery to their ultimate destinations. In addition, the development of freight activity in these areas requires employees to utilize the highway system to access the associated jobs with fewer public transportation options available.

The balance between rail freight and land use within urban areas must be carefully considered in the future.

Chapter 10 – Passenger Rail Service in Illinois

Under the PRIIA of 2008, states are required to submit a State Rail Plan in order to receive federal funding for facilities, infrastructure, and equipment necessary to provide or improve intercity passenger rail transportation.[1] PRIIA Grants will not be approved for a project unless the project is part of a State Rail Plan.[2] This chapter discusses the existing passenger rail lines and stations, ridership, revenue, and performance of each line.

10.1 Existing Passenger Rail System

Passenger rail in Illinois is comprised of intercity, commuter rail, and light and heavy rail transit. However, PRIIA legislation defines passenger rail as consisting of intercity and commuter rail. Additionally, the USDOT's Code of Federal Regulations states that a railroad is "any form of non-highway ground transportation that runs on rails or electro-magnetic guideways, including (i) commuter or other short-haul railroad passenger service in a metropolitan or suburban area and commuter railroad service that was operated by the Consolidated Rail Corporation on January 1, 1979; and (ii) high speed ground transportation systems that connect metropolitan areas, without regard to whether those systems use new technologies not associated with traditional railroads, but does not include rapid transit operations in an urban area that are not connected to the general railroad system of transportation."[3] Therefore, heavy rail transit such as the CTA and light rail transit such as the Illinois portion of the St. Louis MetroLink are not discussed. A discussion of excursion railroads is included.

Intercity passenger rail service is provided by Amtrak as part of its national network. Metra operates and oversees commuter rail service on the 3,700-square-mile northeastern Illinois region.[4] The NICTD oversees passenger rail operations on the South Shore Line, a route that serves Chicago, northwest Indiana, and South Bend, Indiana.[5]

In order to give a comprehensive summary of the vast passenger rail system in Illinois, readers are presented with a variety of information regarding each intercity passenger rail and commuter rail route including a description of the route, an exhibit of the route, ridership data, revenue data, on-time performance (OTP) data, and route characteristics data. Each of these pieces of information offers insight into the population centers each route serves and the financial and operational performance of the routes.

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[1] United States Code 49 Section 24402(a)(2)
[2] United States Code 49 Section 24402(b)(1)
[3] http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=5f347772ba531048508920e094562f12&rgn=div8&view=text&node=49:4.1.1.1.4.1.3.2&idno=49
[4] http://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports.html
[5] http://www.nictd.com/stations.html

10.1.1 Ridership

Amtrak ridership data is provided for an entire route, whether the route operates completely within Illinois or is a cross-country route. Commuter rail ridership data is also provided for an entire route. There are two routes—Metra's UP North Line and NICTD's South Shore Line, which operate in Wisconsin and Indiana, respectively. The other Metra routes operate completely within Illinois. Additionally, 5- and 6-year ridership data is provided to demonstrate the recent ridership trends.

10.1.2 Revenue

As with ridership data, revenue data is provided for an entire route for Amtrak and Commuter rail routes. Five- and six-year revenue data is provided to demonstrate the recent revenue trends.

10.1.3 On-Time Performance

OTP is a measure of the amount of delay that a train incurs on a route, and is a strong determinant of customer satisfaction on a route. The greater the amount of delay, the less satisfied the customers. OTP is given as a percentage of trains that are on time. The OTP is provided as an average of monthly values over a year.

Amtrak tracks the primary cause of delay each instance that a train is delayed. The following text provides descriptions of primary causes of delay, as defined by Amtrak:

- **Train Interference:** All delays related to other train movements in the area. Primary causes of these types of delays are freight trains but also can include commuter trains and other Amtrak passenger trains. This category also includes delays due to switching to alternate tracks or routes to operate around other trains.
- **Track and Signals:** All delays related to the railroad infrastructure. These delays include any type of delay involving problems with the tracks or the signals or delays involving maintenance work being done on the tracks or signaling systems. This also includes delays from reduced speeds to allow safe operation due to track problems.
- **Equipment:** All delays related to problems with the passenger train cars or engine. These delays can be due to unplanned equipment servicing or due to an equipment failure that may have occurred enroute or at the initial terminal. This includes delays due to a disabled passenger train ahead.
- **Weather Delays:** All delays related to weather conditions including speed restrictions due to excessive heat or flash flood warnings, an infrastructure failure due to severe weather, such as flooding, mudslides, washouts, wind damage, fallen trees, lightning strikes, and power outages.
- **Passenger:** All delays related to assisting passengers. These delays include holding a station departure for passengers boarding or detraining, for passengers connecting from another train, or for assistance to an ill or injured passenger. Also included are any necessary delays for providing appropriate assistance to disabled passengers.

- **Operational:** All delays related to the late arrival and turning of train equipment at an initial terminal, movement of train equipment between the servicing yard and the initial terminal, and all train crew related delays, such as providing adequate crew rest or re-crewing as required by the federal hours of service law. Also included are delays over a detour route.
- **Non-Railroad:** All delays related to a non-railroad third party. These delays can be due to customs and immigration, a bridge opening for waterway traffic, police activity, grade crossing accidents, or loss of power due to a utility company failure.
- **Other:** A unique delay occurrence that does not fall under any of the normal delay categories.[6]

The top three causes of delay are provided for each Amtrak route in percentage of delay minutes. The total for the top three causes of delay may not add up to 100 percent.

Metra also tracks the primary cause of delay each instance that a train is delayed. The following lists the primary causes of delay, as defined by Metra:

- Passenger train interference
- Freight interference
- Accident
- Passenger loading
- Lift deployment
- Obstruction debris
- Signal/switch failure
- Track work
- Catenary failure
- Non-locomotive equipment failure
- Locomotive failure
- Human error
- Sick, injured, unruly passenger
- Weather
- Other

The top three causes of delay are provided for each Metra route in percentage of delay minutes. The total for the top three causes of delay may not add up to 100 percent.

10.1.4 Route Characteristics

Passenger rail service providers carry over 87 million passengers per year within Illinois. The important characteristics of each route including owning railroad, number of main tracks, signal system, revenue passenger trains per week day, the level of freight traffic, railroads crossed at grade, and others are summarized for each route operating in Illinois.

The Route Characteristics section for all routes contains an exhibit providing the name of owning railroad, number of main tracks, signal system, revenue passenger trains per week day, the level of freight traffic, railroads crossed at grade, and others for each route. For Amtrak routes, the characteristics shown in the Exhibit are for the portions of the routes within Illinois only.

[6] http://www.amtrak.com/servlet/Satellite?c=AM_Content_C&cid=1241245662251&pagename=am/Popup

The number of revenue passenger and commuter trains shown for each route does not include empty non-revenue equipment (also known as deadhead) movements or locomotive movements. On some routes, there are one or more mainline non-revenue train movements in peak periods. Near the Chicago terminals on each route, there are also many movements to and from train maintenance shops, layover facilities, and engine houses. These are regular movements made at approximately the same time each day, or as equipment cycles dictate. However, they can vary as operational needs change. These movements represent a significant additional volume of traffic and consume additional movement capacity that may not be apparent from a cursory review of the revenue train schedules for a specific route.

The information shown in the exhibit was developed from a variety of sources including railroad timetables, route guides and track charts, public timetables published by Amtrak and Metra, rail maps, and other railroad and public sources. To enhance the readability of the exhibit, the individual references have been omitted.

10.2 Intercity Passenger Rail

The National Railroad Passenger Corporation, commonly known as Amtrak, was created in 1970 when Congress passed the Rail Passenger Service Act. Amtrak began service on May 1, 1971 serving 43 states with a total of 21 routes.[7] Amtrak currently operates on 21,200 miles of track and serves over 500 destinations in 46 states and 3 Canadian provinces. During FFY 2011 (October 2010-September 2011), Amtrak provided service to more than 30.2 million passengers throughout the United States, the largest annual total in Amtrak's history. This marked a 5 percent increase from FY 2010 ridership of 28.7 million. On average, more than 78,000 passengers ride more than 300 Amtrak trains per day.[8] **Exhibit 10-1** depicts the national Amtrak network.

[7] http://www.amtrak40th.com/amtraks-history/1970s
[8] Amtrak National Fact Sheet – 2010, http://www.amtrak.com/servlet/ContentServer?c=Page&pagename=am%2FLayout&cid=1246041980246

Exhibit10-1: National Amtrak Network

Source: http://mapsof.net/uploads/static-maps/amtrak_route_map.png

Amtrak provides three types of service: long-distance service, state/corridor-supported service, and Northeast Corridor service. Currently, Amtrak also provides commuter service under contract to four major commuter agencies: Caltrain (California), MARC (Maryland Regional Commuter), Shore Line East (Connecticut), and Metrolink (California).[9]

Amtrak operates 15 long-distance routes over 18,500 miles serving 39 states and the District of Columbia. Long-distance trains generally consist of overnight sleeper cars, coaches, and dining/lounge cars. During FY 2010, Amtrak's long-distance trains carried 4.5 million passengers. Long-distance ridership increased 20 percent and ticket revenue increased 27 percent between FY 2006 and 2010.

9

http://www.amtrak.com/servlet/ContentServer?c=AM_Content_C&pagename=am%2FLayout&cid=1241267290796

In Illinois, Amtrak operates eight long-distance routes including:

- *California Zephyr* (Chicago-Galesburg-Emeryville, California)
- *Capitol Limited* (Chicago-Cleveland-Washington, D.C.)
- *Cardinal* (Chicago-Cincinnati-New York)
- *City of New Orleans* (Chicago-Champaign-New Orleans)
- *Empire Builder* (Chicago-St. Paul/Minneapolis-Seattle, Washington/Portland, Oregon)
- *Lake Shore Limited* (Chicago-Cleveland-New York)
- *Southwest Chief* (Chicago-Kansas City-Los Angeles)
- *Texas Eagle* (Chicago-St. Louis-San Antonio)[10]

Amtrak also operates corridor services. These services are discussed because they each terminate in Chicago. The corridor services are as follows:

- *Blue Water* (Chicago-Port Huron, Michigan)
- *Hoosier State* (Chicago-Indianapolis)
- *Pere Marquette* (Chicago-Grand Rapids, Michigan)
- *Wolverine* (Chicago-Detroit/Pontiac)

The State of Illinois partially supports the operation of several in-state Amtrak routes:

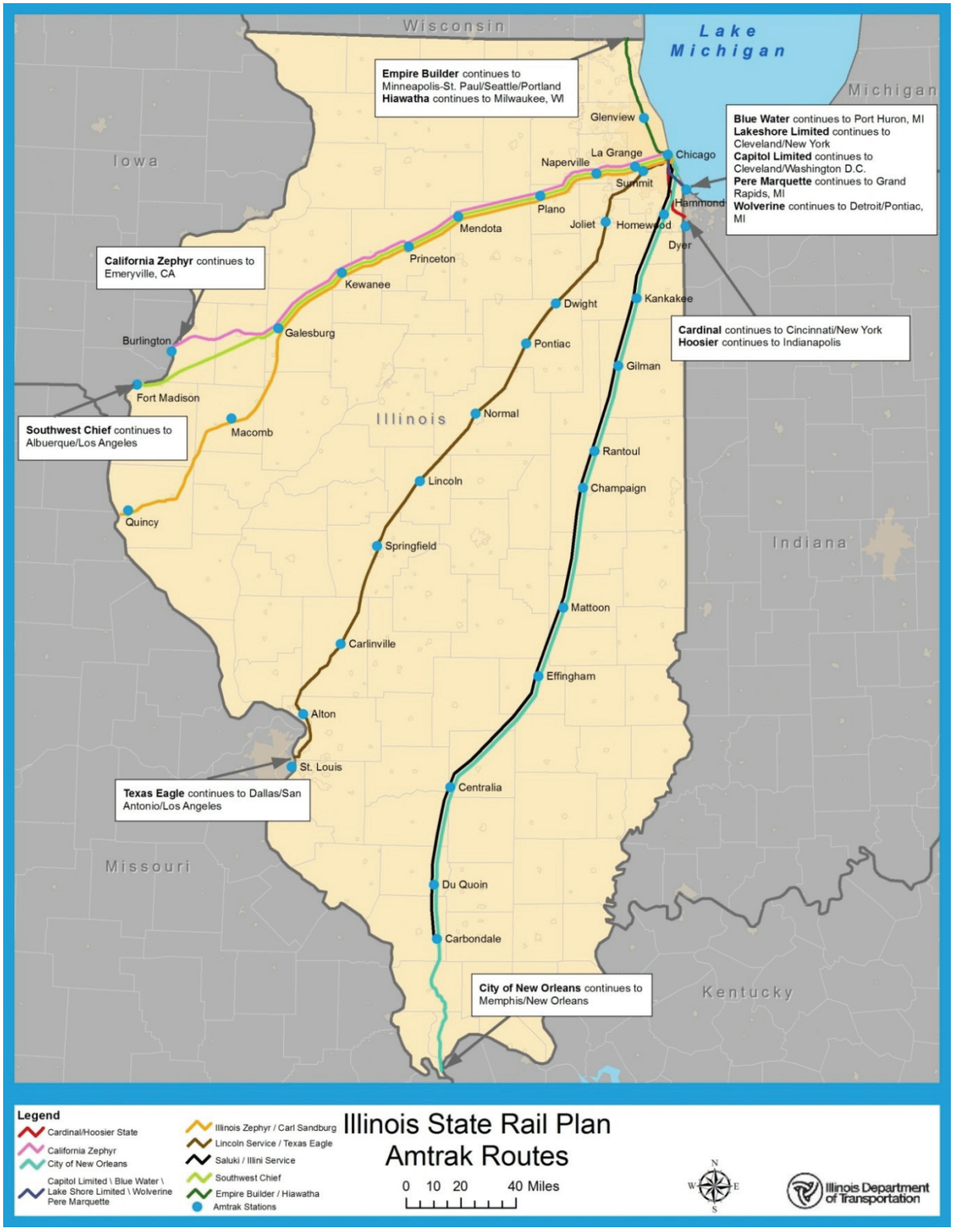
- *Lincoln Service* (Chicago-Bloomington/Normal-Springfield-St. Louis)
- *Illini and Saluki Services* (Chicago-Champaign-Carbondale)
- *Carl Sandburg* and *Illinois Zephyr Services* (Chicago-Galesburg-Quincy)

Additionally, Illinois and the State of Wisconsin jointly support seven daily round trip trains between Chicago and Milwaukee on the *Hiawatha* Service.[11]

Exhibit 10-2 depicts the Illinois Amtrak routes.

[10] http://www.amtrak.com/servlet/ContentServer?c=AM_Content_C&pagename=am%2FLayout&cid=1241267290796
[11] http://www.amtrak.com/pdf/factsheets/ILLINOIS10.pdf

Exhibit 10-2: Illinois Amtrak Routes



10.3 Amtrak Route Descriptions

The intercity passenger rail routes listed in Section 10.2 are discussed below in alphabetical order.

10.3.1 Blue Water Route

The *Blue Water* provides one trip each way per day between Chicago and Port Huron, Michigan and serves the following stations: Chicago Union Station (CUS); New Buffalo, Michigan; Niles, Michigan; Dowagiac, Michigan; Kalamazoo, Michigan; Battle Creek, Michigan; East Lansing, Michigan; Durand, Michigan; Flint, Michigan; Lapeer, Michigan; and Port Huron, Michigan. The *Blue Water* travel time from Chicago to Port Huron is approximately 7 hours. **Exhibit 10-3** depicts the *Blue Water* route.[12]

Exhibit 10-3: *Blue Water* Route

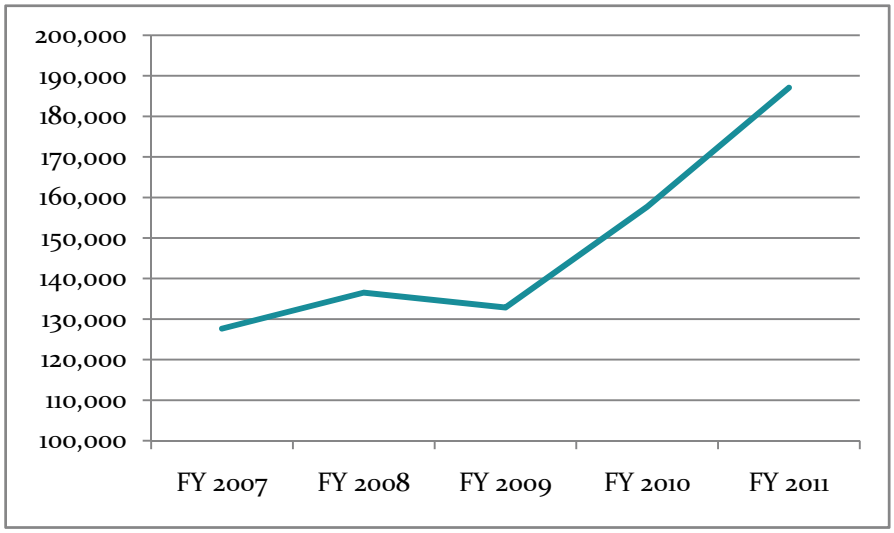
Source: www.amtrak.com

Ridership

In FY 2011, ridership reached 187,065 along the *Blue Water* route.[13] Between FY 2007 and FY 2011, ridership increased by 46.6 percent.[14] **Exhibit 10-4** depicts the 5-year trends in ridership on the *Blue Water* between FY 2007 and FY 2011.

[12] http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1241245664519
[13] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[14] http://trn.trains.com/~/media/import/files/pdf/9/4/d/ridership-revenue_fy09.ashx

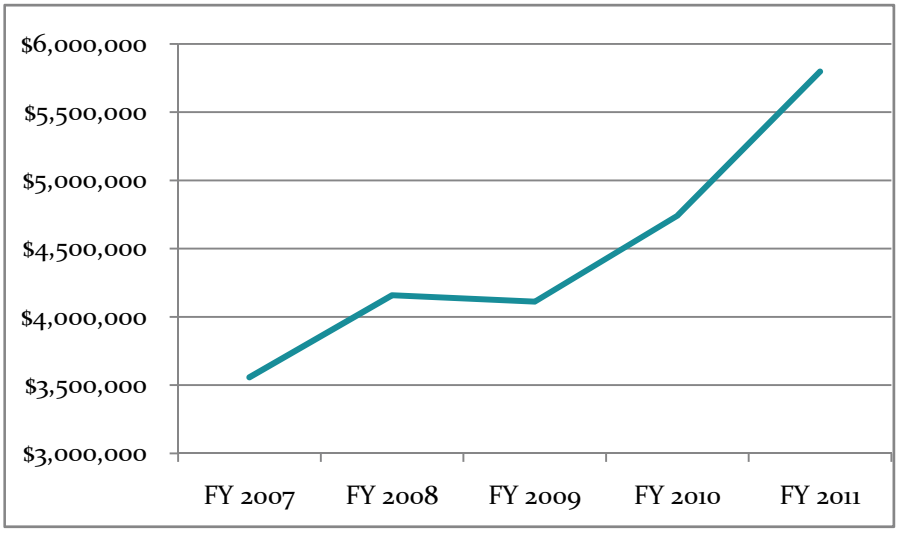
Exhibit 10-4: Ridership Trends on the *Blue Water* Route



Revenue

Fare revenues generated by this line exceeded $5.8 million in FY 2011, a 22.3 percent increase from FY 2010.[15] **Exhibit 10-5** depicts the 5-year trends in revenue on the *Blue Water* between FY 2007 and FY 2011.

Exhibit 10-5: Revenue Trends on the *Blue Water* Route



[15] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011

On-Time Performance

In FY 2011, OTP for *Blue Water's* service was 54.4 percent, a 10.8 percent decrease from FY 2010.[16] **Exhibit 10-6** outlines the primary cause of delays for August 2012, which had a 74.2 percent OTP rate.[17]

Exhibit 10-6: Primary Cause of Delays for *Blue Water* Route

Train Interference	Track and Signals	Operational
29.6%	7.1%	28.2%

Route Characteristics

Exhibit 10-7 depicts route characteristics for the *Blue Water* route.

Exhibit 10-7: Route Characteristics for *Blue Water* Route

Train Name		*Blue Water*
Total Route Miles		319
Owning RR Name		Amtrak, NS
Main Tracks		4/3/2
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		*Blue Water*: 2 Other Amtrak: 14
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	2
	Location	CN at 21st St. Metra at Englewood
Movable Span River Bridges	**Location**	Chicago River; Calumet River
Freight Yards	**Qty.**	1
	Location	Park Manor
Passenger Stations in Illinois		1: CUS
Volume of Freight In 2010 Mega Gross Tons (MGT)		CUS to 40th St.: 10.0 - 19.9 MGT 40th St. to South Chicago: 60.0 - 99.9 MGT South Chicago to State Line: Over 100 MGT

10.3.2 California Zephyr Route

The *California Zephyr* provides one trip each way per day between Chicago and northern California. *California Zephyr* trains serve 34 stations in Illinois, Iowa, Nebraska, Colorado, Utah, Nevada, and California. The *California Zephyr* travel time from Chicago to Emeryville, California is approximately 52 hours. **Exhibit 10-8** depicts the *California Zephyr* route.[18]

[16] Amtrak Monthly Performance Report for September 2011, www.amtrak.com
[17] http://www.amtrak.com/servlet/ContentServer?overrideDefaultTemplate=OTPPageHorizontalRouteOverview&c=AM_Route_C&pagename=am%2FLayout&p=1237405732511&longUrl=true&cid=1241245664519&tn=364
[18] http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1237608341980

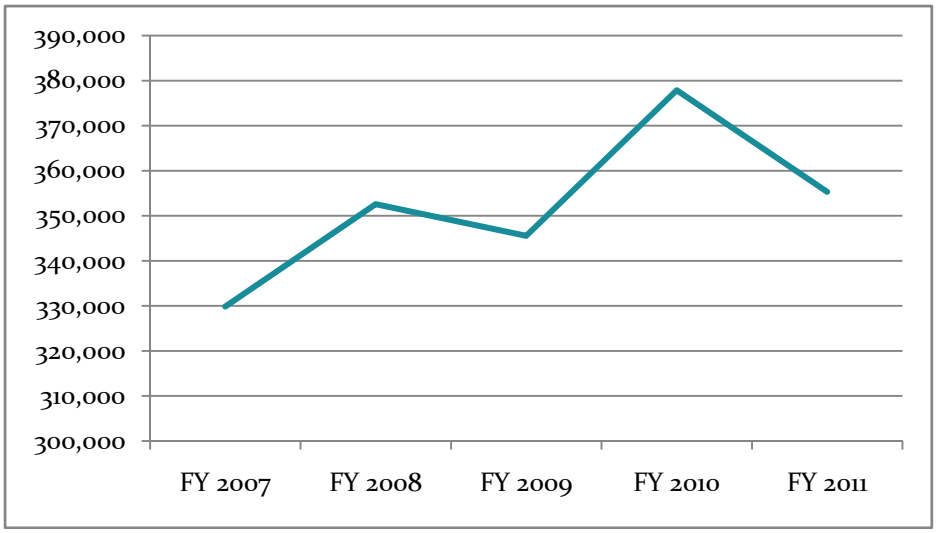
Exhibit 10-8: *California Zephyr* Route

Source: www.amtrak.com

Ridership

In FY 2011, overall route ridership reached 355,324.[19] Between FY 2007 and FY 2011, overall ridership increased by 7.7 percent.[20] **Exhibit 10-9** depicts the 5-year trends in ridership on the *California Zephyr* between FY 2007 and FY 2011.

Exhibit 10-9: Ridership Trends on the *California Zephyr* Route

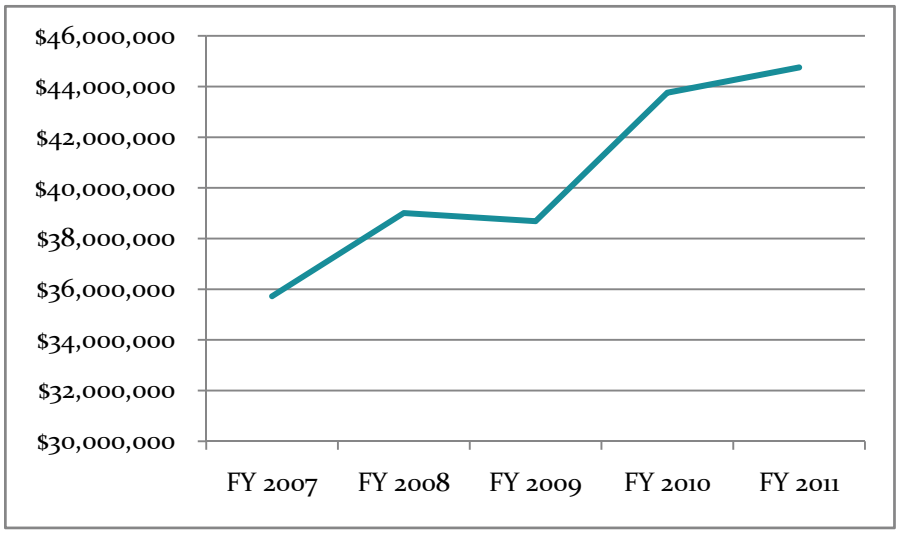


Revenue

Fare revenues generated by the route exceeded $44.8 million in FY 2011, a 2.3 percent increase from FY 2010.[21] Although ridership decreased in the last year, revenues increased. This may be due to increased fares or an increased number of higher class tickets purchased. **Exhibit 10-10** depicts the 5-year trends in revenue on the *California Zephyr* between FY 2007 and FY 2011.

[19] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[20] http://trn.trains.com/~/media/import/files/pdf/9/4/d/ridership-revenue_fy09.ashx
[21] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011

Exhibit 10-10: Revenue Trends on the *California Zephyr* Route



On-Time Performance

In FY 2011, the OTP for *California Zephyr's* service was 41.5 percent, a 21.1 percent decrease from FY 2010.[22] **Exhibit 10-11** outlines the primary cause of delays for August 2012, which had a 53.3 percent OTP rate.[23]

Exhibit 10-11: Primary Cause of Delays for *California Zephyr* Route

Train Interference	Track and Signals	Operational
26.1%	33.8%	15.2%

Route Characteristics

Exhibit 10-12 depicts route characteristics for the *California Zephyr* route.

[22] Amtrak Monthly Performance Report for September 2011, www.amtrak.com
[23] http://www.amtrak.com/servlet/ContentServer?overrideDefaultTemplate=OTPPageHorizontalRouteOverview&c=AM_Route_C&mode=perf&pagename=am%2FLayout&cid=1237608341980

Exhibit 10-12: Route Characteristics for *California Zephyr* Route

Train Name		*California Zephyr*
Total Route Miles		2,438
Owning RR Name		Amtrak, BNSF
Main Tracks		3/2
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		*California Zephyr*: 2 Other Amtrak: 6[1] Metra BNSF Railway: 94-[2]
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	1
	Location	UP at Earlville
Movable Span River Bridges	**Location**	Mississippi River
Freight Yards	**Qty.**	3
	Location	Cicero Aurora – Eola Galesburg
Passenger Stations in Illinois		4: CUS, Naperville, Princeton, and Galesburg
Volume of Freight In 2010 MGT		CUS to Western Ave.: 10.0 - 19.9 MGT Western Ave. to Aurora: 60.0 - 99.9 MGT Aurora to Burlington, IA: 40.0 - 59.9 MGT

Notes:
[1] Chicago-Galesburg
[2] Chicago-Aurora

10.3.3 Capitol Limited Route

The *Capitol Limited* provides one trip each way per day between Chicago and Washington, D.C. *Capitol Limited* trains serve 16 stations in Illinois, Indiana, Ohio, Pennsylvania, West Virginia, Maryland, and Washington D.C. The *Capitol Limited* travel time from Chicago to Washington D.C. is approximately 18 hours. **Exhibit 10-13** depicts the *Capitol Limited* route.[24]

Exhibit 10-13: *Capitol Limited* Route

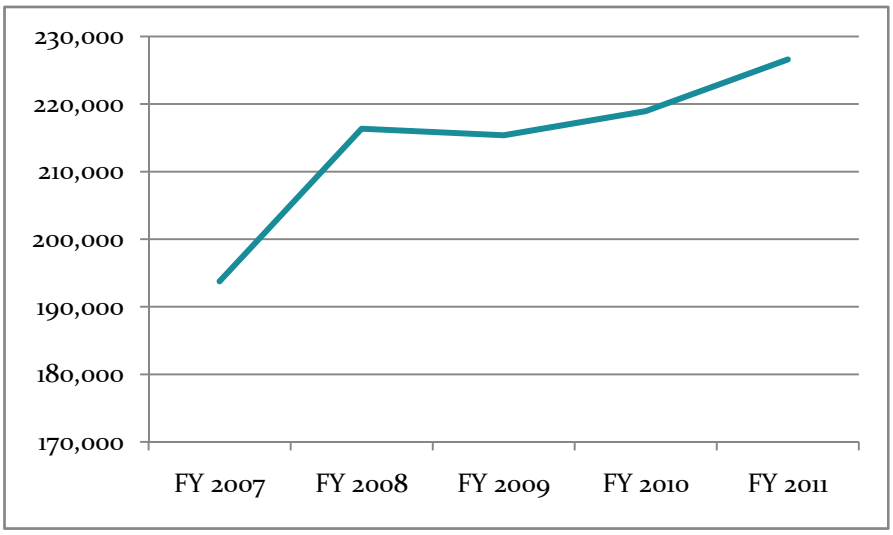
Source: www.amtrak.com

[24] http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1241245652139

Ridership

In FY 2011, ridership reached 226,597.[25] Between FY 2007 and FY 2011, overall ridership increased by 17.0 percent.[26] **Exhibit 10-14** below depicts the 5-year trends in ridership on the *Capitol Limited* between FY 2007 and FY 2011.

Exhibit 10-14: Ridership Trends on the *Capitol Limited* Route

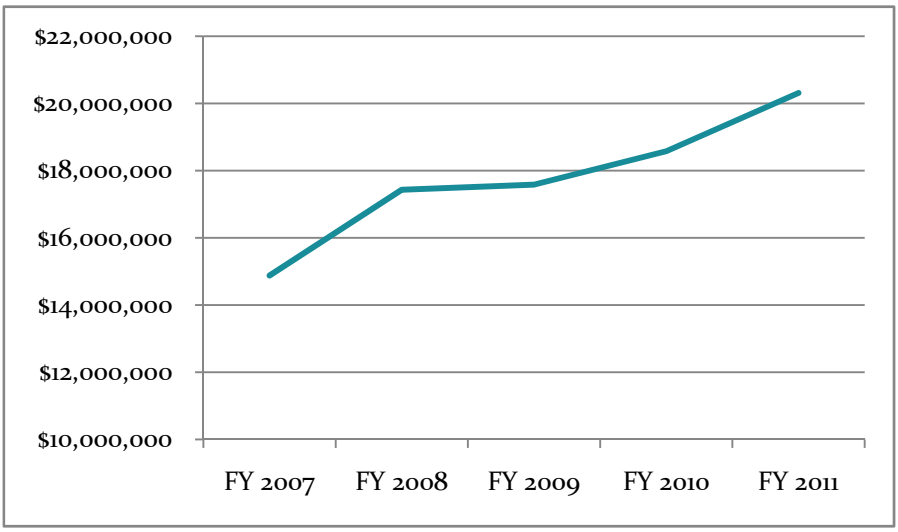


Revenue

Fare revenues generated by the route exceeded $20.3 million in FY 2011, a 9.3 percent increase from FY 2010.[27] **Exhibit 10-15** depicts the 5-year trends in revenue on the *Capitol Limited* between FY 2007 and FY 2011.

[25] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[26] http://trn.trains.com/~/media/import/files/pdf/9/4/d/ridership-revenue_fy09.ashx
[27] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011

Exhibit 10-15: Revenue Trends on the *Capitol Limited* Route



On-Time Performance

In FY 2011, OTP for *Capitol Limited's* service was 49.3 percent, a 27.8 percent decrease from FY 2010.[28] **Exhibit 10-16** outlines the primary cause of delays for August 2012, which had a 75.5 percent OTP rate.[29]

Exhibit 10-16: Primary Cause of Delays for *Capitol Limited* Route

Train Interference	Track and Signals	Operational
37.3%	29.5%	9.0%

Route Characteristics

Exhibit 10-17 depicts route characteristics for the *Capitol Limited* route.

[28] Amtrak Monthly Performance Report for September 2011, www.amtrak.com
[29] http://www.amtrak.com/servlet/ContentServer?overrideDefaultTemplate=OTPPageHorizontalRouteOverview&c=AM_Route_C&mode=perf&pagename=am%2FLayout&cid=1241245652139

Exhibit 10-17: Route Characteristics for *Capitol Limited* Route

Train Name		*Capitol Limited*
Total Route Miles		780
Owning RR Name		Amtrak, NS
Main Tracks		4/3/2
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		*Capitol Limited*: 2 Other Amtrak: 14
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	2
	Location	CN at 21st St. Metra at Englewood
Movable Span River Bridges	**Location**	Chicago River, Calumet River
Freight Yards	**Qty.**	1
	Location	Park Manor
Passenger Stations in Illinois		1: CUS
Volume of Freight In 2010 MGT		CUS to 40th St.: 10.0 - 19.9 MGT 40th St. to South Chicago: 60.0 - 99.9 MGT South Chicago to State Line: Over 100 MGT

10.3.4 Cardinal Route

The *Cardinal* provides three trips per week between Chicago and New York, New York. *Cardinal* trains serve a total of 32 stations along its route through Illinois, Indiana, Kentucky, West Virginia, Virginia, Washington, D.C., Maryland, Delaware, Pennsylvania, New Jersey, and New York. The *Cardinal* departs CUS on Tuesday/Thursday/Saturday and arrives in New York on Wednesday/ Friday/Sunday. The *Cardinal* departs New York on Sunday/Wednesday/Friday and arrives at CUS on Monday/Thursday/Saturday. The *Cardinal's* travel time from CUS to New York's Penn Station is approximately 26.5 hours. **Exhibit 10-18** depicts the *Cardinal* route.[30]

Exhibit 10-18: *Cardinal* Route

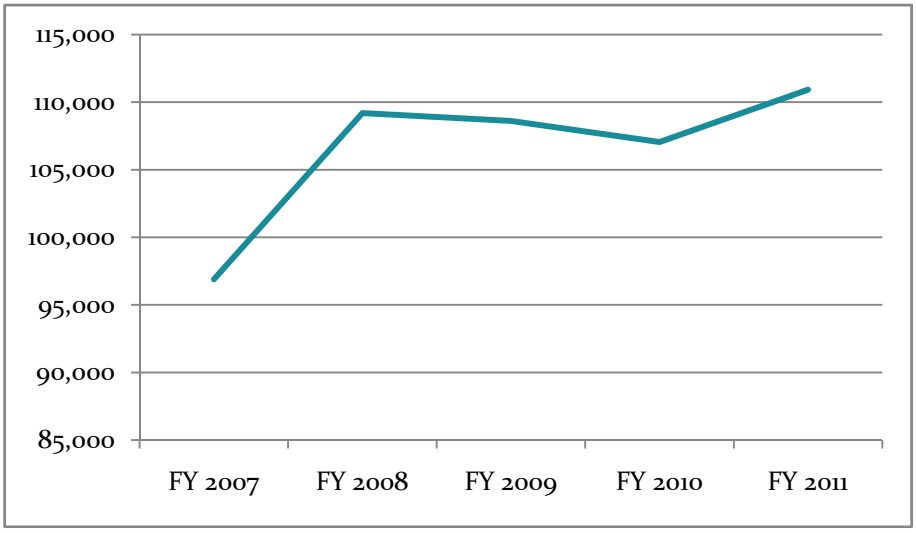
Source: www.amtrak.com

[30] http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1241245652448

Ridership

In FY 2011, ridership reached 110,923.[31] Between FY 2007 and FY 2011, ridership over the route increased by 14.5 percent.[32] **Exhibit 10-19** depicts the 5-year trends in ridership on the *Cardinal* between FY 2007 and FY 2011.

Exhibit 10-19: Ridership Trends on the *Cardinal* Route

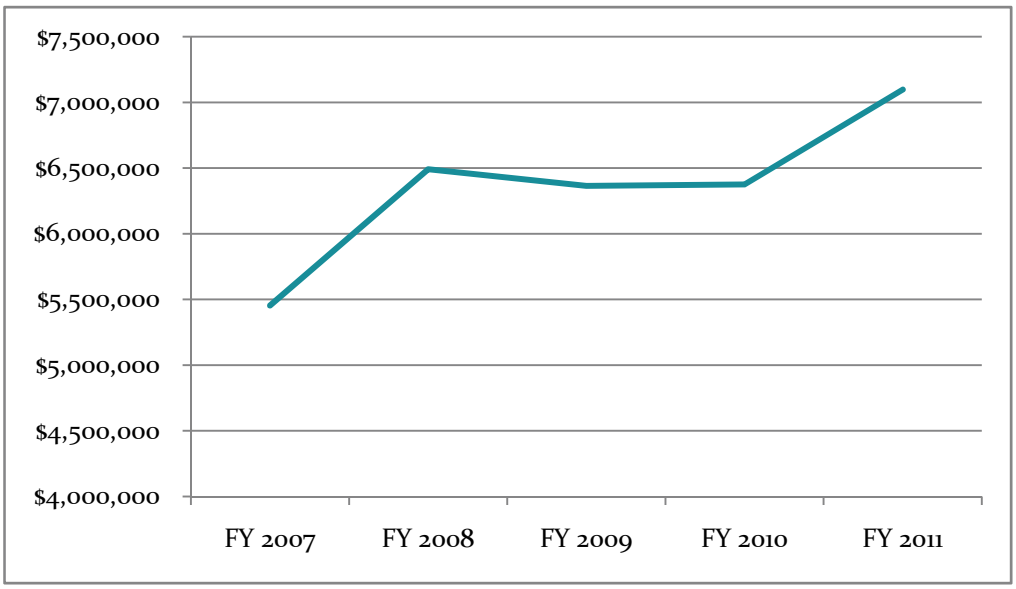


Revenue

Fare revenues generated by the route exceeded $7 million in FY 2011, an 11.3 percent increase from FY 2010.[33] **Exhibit 10-20** depicts the 5-year trends in revenue on the *Cardinal* between FY 2007 and FY 2011.

[31] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[32] http://trn.trains.com/~/media/import/files/pdf/9/4/d/ridership-revenue_fy09.ashx
[33] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011

Exhibit 10-20: Revenue Trends on the *Cardinal* Route



On-Time Performance

In FY 2011, OTP for *Cardinal's* service was 38.8 percent, a 24.1 percent decrease from FY 2010.[34] **Exhibit 10-21** outlines the primary cause of delays for August 2012, which had a 43.2 percent OTP rate.[35]

Exhibit 10-21: Primary Cause of Delays for *Cardinal* Route

Train Interference	Track and Signals	Passenger
30.4%	31.5%	15.9%

Route Characteristics

Exhibit 10-22 depicts route characteristics for the *Cardinal* route.

[34] Amtrak Monthly Performance Report for September 2011, www.amtrak.com
[35] http://www.amtrak.com/servlet/ContentServer?overrideDefaultTemplate=OTPPageHorizontalRouteOverview&c=AM_Route_C&mode=perf&pagename=am%2FLayout&cid=1241245652448

Exhibit 10-22: Route Characteristics for *Cardinal* Route

Train Name		*Cardinal* Service
Total Route Miles		1,147
Owning RR Name		Amtrak, NS leased to Metra, UP, CN, CSXT
Main Tracks		2/1
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		*Cardinal*: 2 (OR) Hoosier State: 2 Metra SouthWest Service: 30[1]
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	2
	Location	CN at 21st St. NS, CSX, and IHB at Dolton (shared track)
Movable Span River Bridges	**Location**	Chicago River
Freight Yards	**Qty.**	3
	Location	Canal St. 47th St. Yard Center
Passenger Stations in Illinois		1: CUS
Volume of Freight In 2010 MGT		CUS to 80th St.: 10.0 - 19.9 MGT 80th St. to Dolton: 10.0 - 19.9 MGT Dolton to Thornton Junction: 60.0 - 99.9 MGT Thornton Junction to Indiana 40.0 - 59.9 MGT

Notes:
[1] Chicago-71st Street

10.3.5 Carl Sandburg and Illinois Zephyr Route

The *Carl Sandburg* and *Illinois Zephyr* trains each provide one trip each way per day between Chicago and Quincy, Illinois and serve the following stations: CUS; La Grange Road, Illinois; Naperville, Illinois; Plano, Illinois; Mendota, Illinois; Princeton, Illinois; Kewanee, Illinois; Galesburg, Illinois; Macomb, Illinois; and Quincy, Illinois. The *Carl Sandburg* and *Illinois Zephyr* travel times from Chicago to Quincy are approximately 4.5 hours. **Exhibit 10-23** depicts the *Carl Sandburg* and *Illinois Zephyr* route.[36]

[36] http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1241245664293

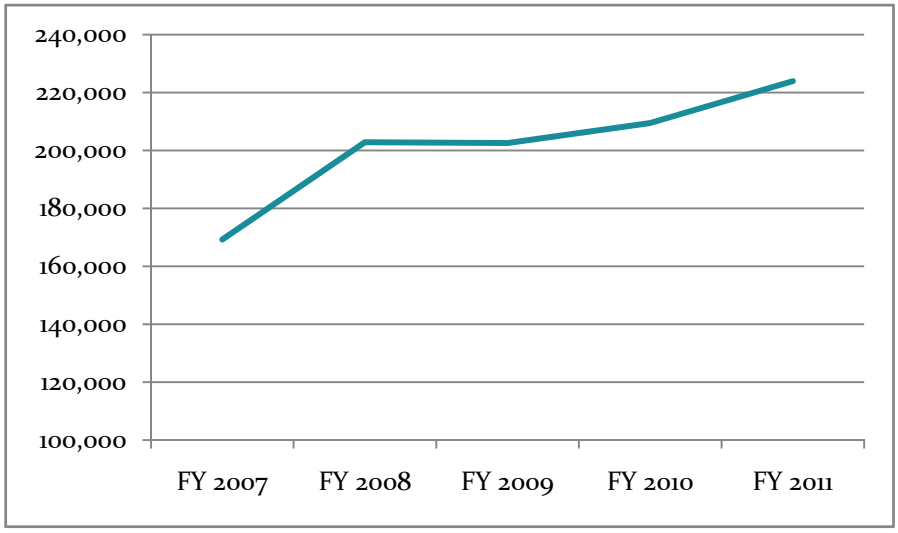
Exhibit 10-23: *Carl Sandburg* and *Illinois Zephyr* Routes

Source: www.amtrak.com

Ridership

In FY 2011, overall route ridership reached 223,936.[37] Between FY 2007 and FY 2011, ridership in Illinois increased by 32.3 percent.[38] **Exhibit 10-24** depicts the 5-year trends in ridership on the *Carl Sandburg/Illinois Zephyr* between FY 2007 and FY 2011.

Exhibit 10-24: Ridership Trends on the *Carl Sandburg* and *Illinois Zephyr* Routes

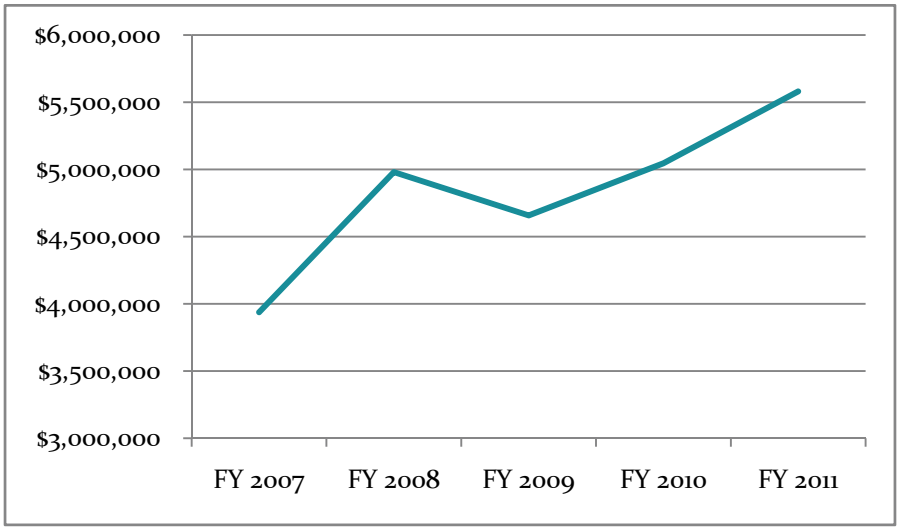


[37] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[38] http://trn.trains.com/~/media/import/files/pdf/9/4/d/ridership-revenue_fy09.ashx

Revenue

Fare revenues generated by the Illinois stations exceeded $5.6 million in FY 2011, a 10.6 percent increase from FY 2010.[39] **Exhibit 10-25** depicts the 5-year trends in revenue on the *Carl Sandburg/Illinois Zephyr* between FY 2007 and FY 2011.

Exhibit 10-25: Revenue Trends on the *Carl Sandburg* and *Illinois Zephyr* Routes



On-Time Performance

In FY 2011, the OTP for *Carl Sandburg* and *Illinois Zephyr* services was 88.5 percent, a 4.6 percent decrease from FY 2010.[40] **Exhibit 10-26** outlines the primary cause of delays for August 2012, which had a 78.2 percent OTP rate.[41]

Exhibit 10-26: Primary Cause of Delays for *Carl Sandburg* and *Illinois Zephyr* Routes

Train Interference	Track and Signals	Passenger
33.1%	51.0%	6.5%

Route Characteristics

Exhibit 10-27 depicts route characteristics for the *Carl Sandburg* and *Illinois Zephyr* services.

[39] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[40] Amtrak Monthly Performance Report for September 2011, www.amtrak.com
[41] http://www.amtrak.com/servlet/ContentServer?overrideDefaultTemplate=OTPPageVerticalRouteOverview&c=AM_Route_C&mode=perf&pagename=am%2FLayout&cid=1241245664293

Exhibit 10-27: Route Characteristics for *Carl Sandburg* and *Illinois Zephyr* Routes

Train Name		*Carl Sandburg* and *Illinois Zephyr*
Total Route Miles		258
Owning RR Name		Amtrak, BNSF
Main Tracks		3/2/1
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		*Carl Sandburg*: 2 *Illinois Zephyr*: 2 Other Amtrak: 4[1] Metra BNSF Railway: 94[2]
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	1
	Location	UP at Earlville
Movable Span River Bridges	**Location**	None
Freight Yards	**Qty.**	3
	Location	Cicero Aurora – Eola Galesburg
Passenger Stations in Illinois		10: CUS, La Grange Rd., Naperville, Plano, Mendota, Princeton, Kewanee, Galesburg, Macomb, Quincy
Volume of Freight In 2010 MGT		CUS to Western Ave.: 10.0 - 19.9 MGT Western Ave. to Aurora: 60.0 - 99.9 MGT Aurora to Galesburg: 40.0 - 59.9 MGT Galesburg to Bushnell: 60.0 - 99.9 MGT Bushnell to Quincy: 40.0 - 59.9 MGT

Notes:
[1] Chicago-Galesburg
[2] Chicago-Aurora

10.3.6 City of New Orleans Route

The *City of New Orleans* provides one trip each way per day between Chicago New Orleans, Louisiana. *City of New Orleans* trains serve a total of 19 stations along its route through Illinois, Kentucky, Tennessee, Mississippi, and Louisiana. The *City of New Orleans* travel time from CUS to New Orleans is approximately 19 hours. **Exhibit 10-28** depicts the *City of New Orleans* route.[42]

[42] http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1241245653236

Exhibit 10-28: *City of New Orleans* Route

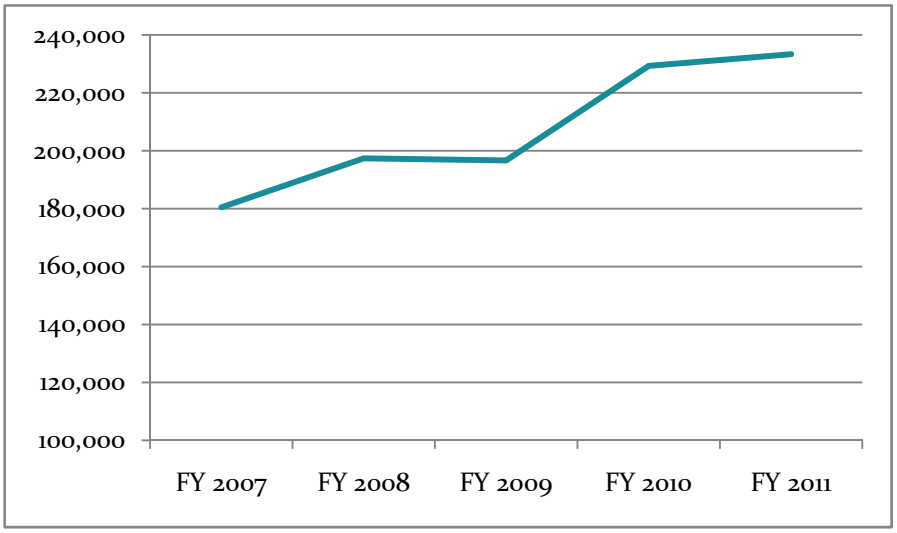
Source: www.amtrak.com

Ridership

In FY 2011, overall route ridership reached 233,318.[43] Between FY 2007 and FY 2011, overall ridership increased by 29.3 percent.[44] **Exhibit 10-29** depicts the 5-year trends in ridership on the *City of New Orleans* between FY 2007 and FY 2011.

[43] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[44] http://trn.trains.com/~/media/import/files/pdf/9/4/d/ridership-revenue_fy09.ashx

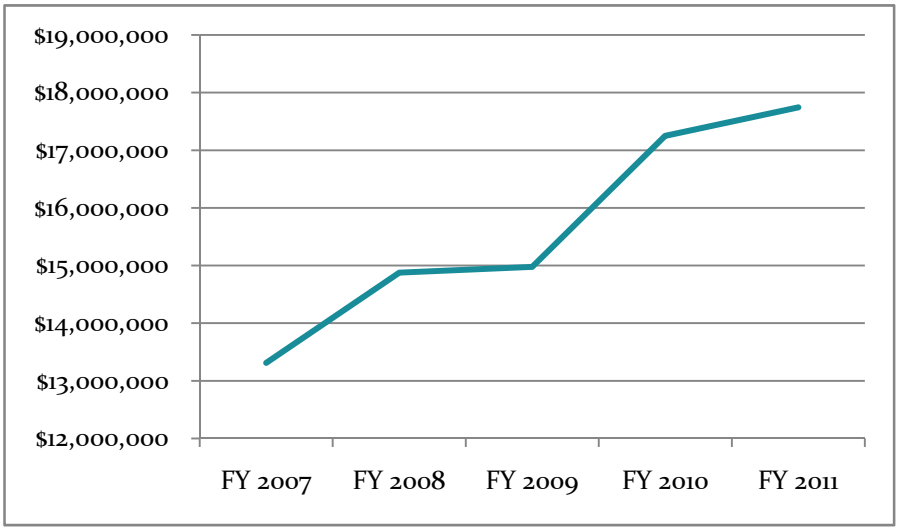
Exhibit 10-29: Ridership Trends on the *City of New Orleans* Route



Revenue

Fare revenues for the route exceeded $17.8 million in FY 2011, a 2.9 percent increase from FY 2010.[45] **Exhibit 10-30** below depicts the 5-year trends in revenue on the *City of New Orleans* between FY 2007 and FY 2011.

Exhibit 10-30: Revenue Trends on the *City of New Orleans* Route



[45] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011

On-Time Performance

In FY 2011, the OTP for *City of New Orleans'* service was 76.6 percent, a 7.3 percent decrease from FY 2010.[46] **Exhibit 10-31** outlines the primary cause of delays for August 2012, which had a 92.0 percent OTP rate.[47]

Exhibit 10-31: Primary Cause of Delay for *City of New Orleans* Route

Train Interference	Track and Signals	Operational
37.4%	21.9%	23.3%

Route Characteristics

Exhibit 10-32 depicts route characteristics for the *City of New Orleans* route.

Exhibit 10-32: Route Characteristics for *City of New Orleans* Route

Train Name		*City of New Orleans*
Total Route Miles		934
Owning RR Name		Amtrak, CN
Main Tracks		2/1
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		*City of New Orleans*: 2 Other Amtrak: 4[1]
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	13
	Location	CN at 21st St. Metra at 16th St. NS at Kankakee TP&W at Gilman NS at Tolono CSXT, NS, and UP at Tuscola (shared track) CSXT at Effingham UP at Kinmundy CSXT at Odin NS and BNSF at Centralia (shared track) EVWR at Ashley UP at Tamaroa UP at DeSoto
Movable Span River Bridges	**Location**	Chicago River
Freight Yards	**Qty.**	5
	Location	Homewood Kankakee Champaign Effingham Centralia
Passenger Stations in Illinois		11
Volume of Freight In 2010 MGT		CUS to Richton: 20.0 - 39.9 MGT Richton to Effingham: 40.0 - 59.9 MGT Effingham to Cairo: 20.0 - 39.9 MGT

Notes:
[1] Chicago-Carbondale

[46] Amtrak Monthly Performance Report for September 2011, www.amtrak.com
[47] http://www.amtrak.com/servlet/ContentServer?overrideDefaultTemplate=OTPPageVerticalRouteOverview&c=AM_Route_C&mode=perf&pagename=am%2FLayout&cid=1241245653236

10.3.7 Empire Builder Route

The *Empire Builder* provides one trip each way per day between Chicago and the Pacific Northwest. The train splits in Spokane, Washington and sections terminate in Seattle, Washington (2,206 miles from Chicago) in the north and Portland, Oregon (2,257 miles from Chicago) in the south. Trains take approximately 46 hours to travel from Chicago to Seattle and Portland. *Empire Builder* trains serve a total of 46 stations along its route through Illinois, Wisconsin, Minnesota, North Dakota, Montana, Idaho, Washington, and Oregon. **Exhibit 10-33** depicts the Empire Builder route.[48]

Exhibit 10-33: *Empire Builder* Route

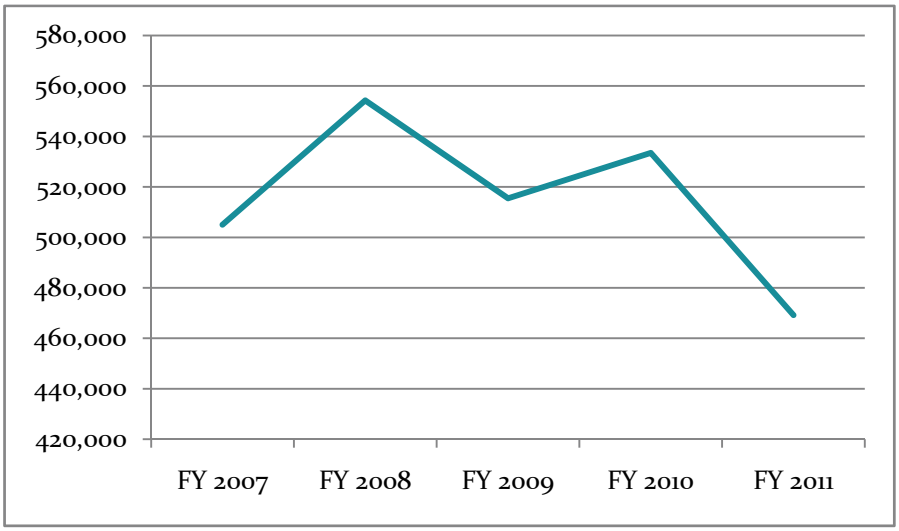
Source: www.amtrak.com

Ridership

In FY 2011, overall route ridership reached 469,167.[49] Between FY 2007 and FY 2011, overall ridership decreased by 7.1 percent.[50] **Exhibit 10-34** depicts the 5-year trends in ridership on the *Empire Builder* between FY 2007 and FY 2011.

[48] http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1241245653623
[49] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[50] http://trn.trains.com/~/media/import/files/pdf/9/4/d/ridership-revenue_fy09.ashx

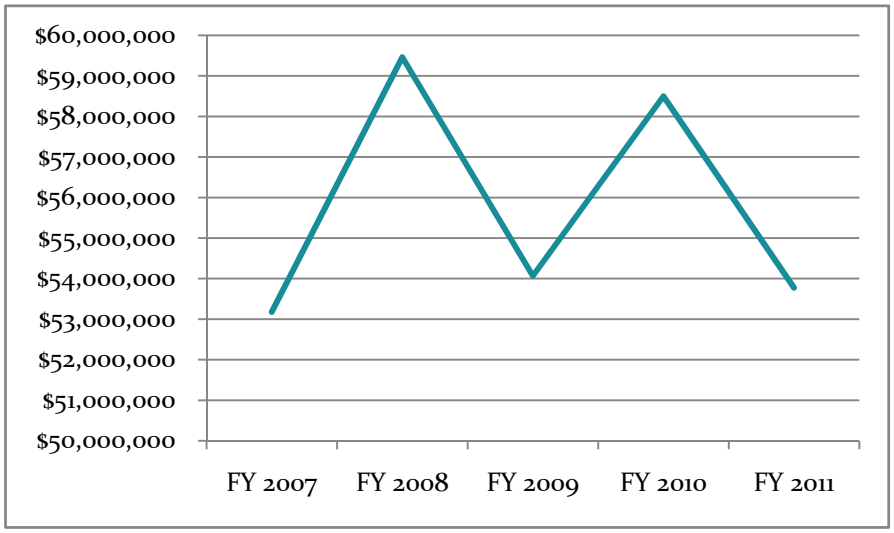
Exhibit 10-34: Ridership Trends on the *Empire Builder* Route



Revenue

Fare revenues generated by the route exceeded $53.8 million in FY 2011, an 8.1 percent decrease from FY 2010.[51] **Exhibit 10-35** depicts the 5-year trends in revenue on the *Empire Builder* between FY 2007 and FY 2011.

Exhibit 10-35: Revenue Trends on the *Empire Builder* Route



[51] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011

On-Time Performance

In FY 2011, the OTP for *Empire Builder's* service was 43.8 percent, a 43.7 percent decrease from FY 2010.[52] **Exhibit 10-36** outlines the primary cause of delays for August 2012, which had an 8.1 percent OTP rate.[53]

Exhibit 10-36: Primary Cause of Delay for *Empire Builder* Route

Train Interference	Track and Signals	Operational
27.9%	37.4%	11.5%

Route Characteristics

Exhibit 10-37 depicts route characteristics for the *Empire Builder* route.

Exhibit 10-37: Route Characteristics for *Empire Builder* Route

Train Name		*Empire Builder*
Total Route Miles		2,255 (Portland, OR); 2,205 (Seattle, WA)
Owning RR Name		Amtrak, Metra, CP
Main Tracks		3/2
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		*Empire Builder*: 2 Other Amtrak: 14 Metra MD – North: 60[1] Metra North Central Service: 22[2] Metra MD – West: 58[2]
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	3
	Location	UP at A – 2 UP at Mayfair CN at Rondout
Movable Span River Bridges	**Location**	None
Freight Yards	**Qty.**	1
	Location	Rondout
Passenger Stations in Illinois		2: CUS, Glenview
Volume of Freight In 2010 MGT		CUS to A - 5: 1.0 - 4.9 MGT A - 5 to Techny: 40.0 - 59.9 MGT Techny to Wisconsin: 20.0 - 39.9 MGT

Notes:
[1] Chicago-Rondout
[2] Chicago-A-5

10.3.8 Hiawatha Service

The *Hiawatha Service* provides seven round trips between Chicago and Milwaukee, Wisconsin Monday-Saturday and six round trips on Sunday and serves the following stations: CUS; Glenview, Illinois; Sturtevant, Wisconsin; General Mitchell International Airport, Wisconsin; and Milwaukee Intermodal Station. The *Hiawatha* travel time from Chicago to Milwaukee is approximately 1.5 hours. **Exhibit 10-38** depicts the Hiawatha Service route.[54]

[52] Amtrak Monthly Performance Report for September 2011, www.amtrak.com
[53] http://www.amtrak.com/servlet/ContentServer?overrideDefaultTemplate=OTPPageHorizontalRouteOverview&c=AM_Route_C&mode=perf&pagename=am%2FLayout&cid=1241245653623
[54] http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1241245664205

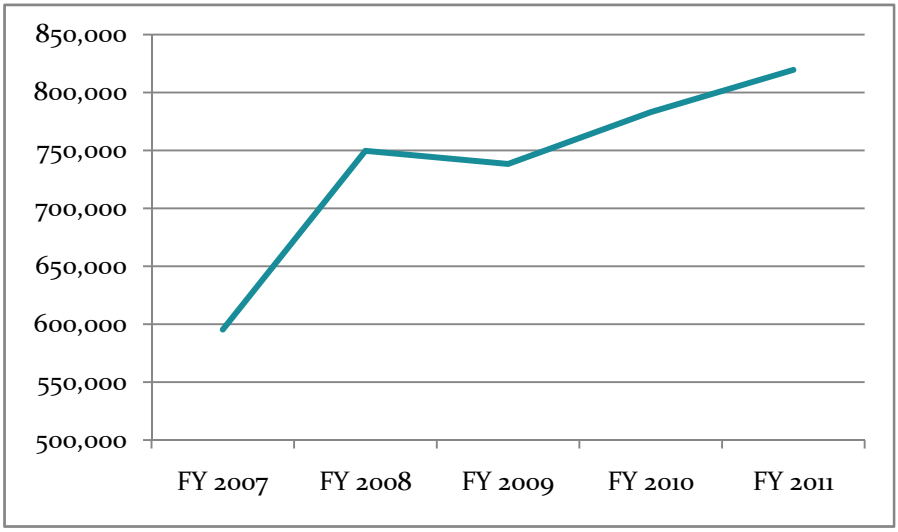
Exhibit 10-38: *Hiawatha Service* Route

Source: www.amtrak.com

Ridership

In FY 2011, overall route ridership reached 819,493.[55] Between FY 2007 and FY 2011, overall ridership increased by 37.7 percent.[56] **Exhibit 10-39** depicts the 5-year trends in ridership on the *Hiawatha Service* between FY 2007 and FY 2011.

Exhibit 10-39: Ridership Trends on the *Hiawatha Service* Route

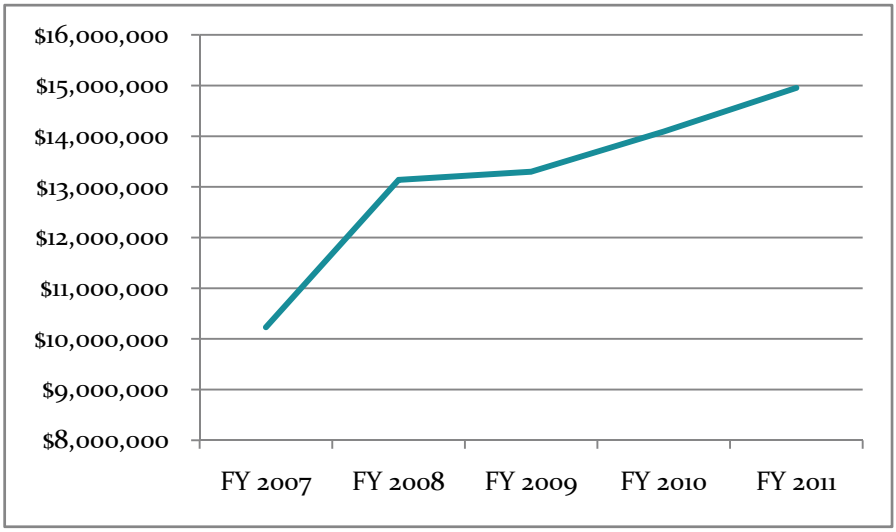


[55] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[56] http://trn.trains.com/~/media/import/files/pdf/9/4/d/ridership-revenue_fy09.ashx

Revenue

Fare revenues generated by the route exceeded $14.95 million in FY 2011, a 6.1 percent increase from FY 2010.[57] **Exhibit 10-40** depicts the 5-year trends in revenue on the Hiawatha Service between FY 2007 and FY 2011.

Exhibit 10-40: Revenue Trends on the *Hiawatha Service* Route



On-Time Performance

In FY 2011, the OTP for *Hiawatha Service's* service was 88.3 percent, a 1.3 percent decrease from FY 2010.[58] **Exhibit 10-41** outlines the primary cause of delays for August 2012, which had an 84.8 percent OTP rate.[59]

Exhibit 10-41: Primary Cause of Delay for *Hiawatha Service* Route

Train Interference	Track and Signals	Other
37.2%	22.2%	13.7%

Route Characteristics

Exhibit 10-42 depicts route characteristics for the *Hiawatha Service*.

[57] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[58] Amtrak Monthly Performance Report for September 2011, www.amtrak.com
[59] http://www.amtrak.com/servlet/ContentServer?overrideDefaultTemplate=OTPPageVerticalRouteOverview&c=AM_Route_C&mode=perf&pagename=am%2FLayout&cid=1241245664205

Exhibit 10-42: Route Characteristics for *Hiawatha Service* Route

Train Name		*Hiawatha Service*
Total Route Miles		85
Owning RR Name		Amtrak, Metra, CP
Main Tracks		3/2
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		*Hiawatha Service*: 14 Other Amtrak: 2 Metra MD – North: 60[1] Metra North Central Service: 22[2] Metra MD – West: 58[2]
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	3
	Location	UP at A – 2 UP at Mayfair CN at Rondout
Movable Span River Bridges	**Location**	None
Freight Yards	**Qty.**	1
	Location	Rondout
Passenger Stations in Illinois		2: CUS, Glenview
Volume of Freight In 2010 MGT		CUS to A - 5: 1.0 - 4.9 MGT A - 5 to Techny: 40.0 - 59.9 MGT Techny to Wisconsin: 20.0 - 39.9 MGT

Notes:
[1] Chicago-Rondout
[2] Chicago-A-5

10.3.9 Hoosier State Route

The *Hoosier State* provides four trips per week between Chicago and Indianapolis, Indiana and serves the following stations: CUS; Dyer, Indiana; Rensselaer, Indiana; Lafayette, Indiana; Crawfordsville, Indiana; and Indianapolis, Indiana. The *Hoosier State* departs CUS on Sunday/ Monday/Wednesday/Friday and departs Indianapolis on Sunday/Tuesday/Wednesday/Friday. The *Hoosier State* travel time from Chicago to Indianapolis is approximately 5 hours. **Exhibit 10-43** depicts the *Hoosier State* route.[60]

[60] http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1241245652448

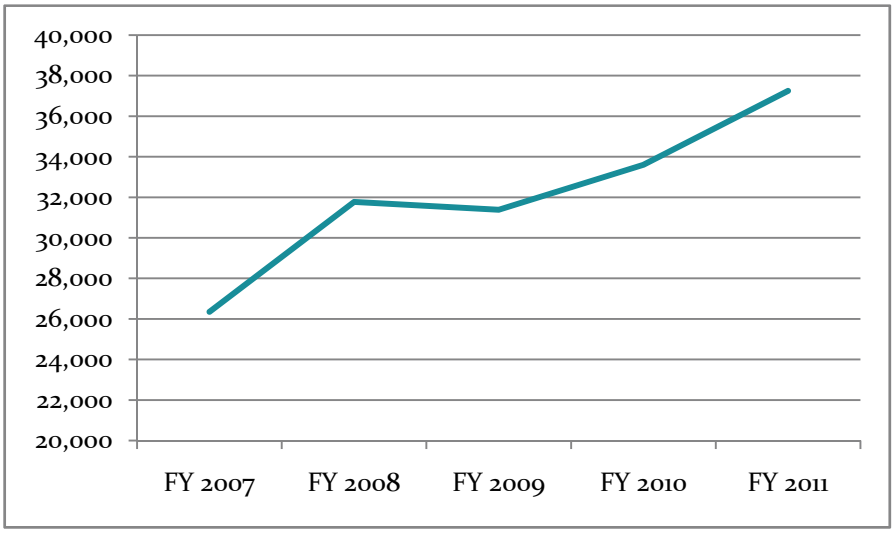
Exhibit 10-43: *Hoosier State* Route

Source: www.amtrak.com

Ridership

In FY 2011, overall route ridership reached 37,249.[61] Between FY 2007 and FY 2011, overall ridership increased by 41.4 percent.[62] **Exhibit 10-44** depicts the 5-year trends in ridership on the *Hoosier State* between FY 2007 and FY 2011.

Exhibit 10-44: Ridership Trends on the *Hoosier State* Route

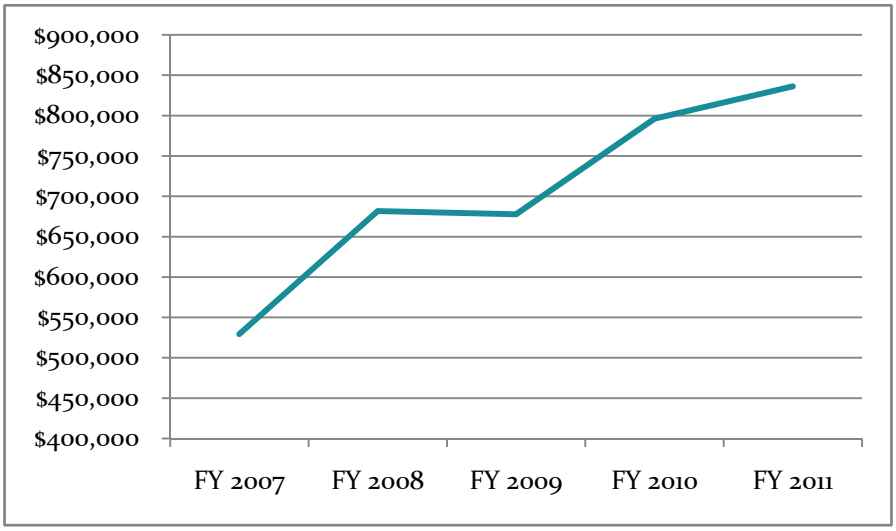


[61] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[62] http://trn.trains.com/~/media/import/files/pdf/9/4/d/ridership-revenue_fy09.ashx

Revenue

Fare revenues generated by the route exceeded $836,000 in FY 2011, a 5 percent increase from FY 2010.[63] **Exhibit 10-45** depicts the 5-year trends in revenue on the *Hoosier State* between FY 2007 and FY 2011.

Exhibit 10-45: Revenue Trends on the *Hoosier State* Route



On-Time Performance

In FY 2011, the OTP for *Hoosier State's* service was 59.8 percent, a 19.9 percent decrease from FY 2010.[64] **Exhibit 10-46** outlines the primary cause of delays for August 2012, which had an 83.4 percent OTP rate.[65]

Exhibit 10-46: Primary Cause of Delay for *Hoosier State* Route

Train Interference	Track and Signals	Operational
33.1%	29.4%	15.5%

Route Characteristics

Exhibit 10-47 depicts route characteristics for the *Hoosier State* route.

[63] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[64] Amtrak Monthly Performance Report for September 2011, www.amtrak.com
[65] http://www.amtrak.com/servlet/ContentServer?overrideDefaultTemplate=OTPPageHorizontalRouteOverview&c=AM_Route_C&mode=perf&pagename=am%2FLayout&cid=1241245652448

Exhibit 10-47: Route Characteristics for *Hoosier State* Route

Train Name		*Hoosier State*
Total Route Miles		196
Owning RR Name		Amtrak, NS leased to Metra, UP, CN, CSXT
Main Tracks		2/1
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		Cardinal: 2 (OR) *Hoosier State*: 2 Metra SouthWest Service: 30[1]
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	2
	Location	CN at 21st St. NS, CSX, and IHB at Dolton (shared track)
Movable Span River Bridges	**Location**	Chicago River
Freight Yards	**Qty.**	3
	Location	Canal Street 47th Street Yard Center
Passenger Stations in Illinois		1: CUS
Volume of Freight In 2010 MGT		CUS to 40th St.: 10.0 - 19.9 MGT 40th St. to South Chicago: 60.0 - 99.9 MGT South Chicago to State Line: Over 100 MGT

Notes:
[1] Chicago-71st Street

10.3.10 Illini and Saluki Route

The *Illini* and *Saluki* trains each provide one trip each way per day between Chicago and Carbondale, Illinois and serve the following stations: CUS; Homewood, Illinois; Kankakee, Illinois; Gilman, Illinois; Rantoul, Illinois; Champaign-Urbana, Illinois; Mattoon, Illinois; Effingham, Illinois; Centralia, Illinois; Du Quoin, Illinois; and Carbondale, Illinois. The *Illini* and *Saluki* travel times from Chicago to Carbondale are approximately 5.5 hours. **Exhibit 10-48** depicts the *Illini* and *Saluki* route.[66]

[66] http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1241245664293

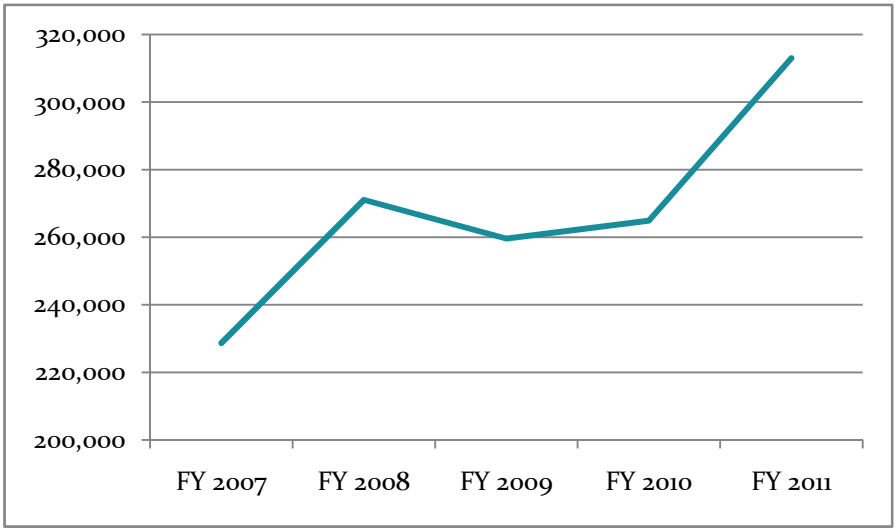
Exhibit 10-48: *Illini* and *Saluki* Routes

Source: www.amtrak.com

Ridership

In FY 2011, overall route ridership reached 313,027.[67] Between FY 2007 and FY 2011, overall ridership increased by 36.9 percent.[68] **Exhibit 10-49** depicts the 5-year trends in ridership on the *Illini/Saluki* between FY 2007 and FY 2011.

Exhibit 10-49: Ridership Trends on the *Illini* and *Saluki* Routes

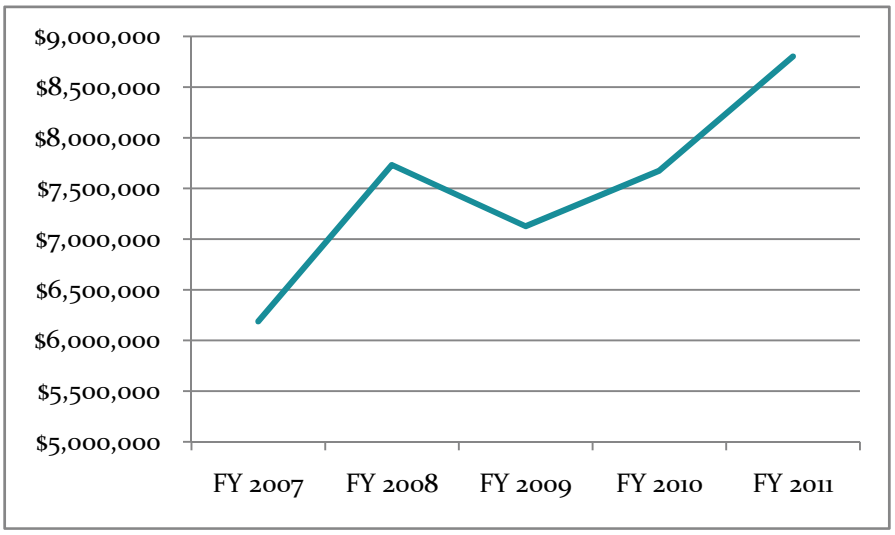


[67] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[68] http://trn.trains.com/~/media/import/files/pdf/9/4/d/ridership-revenue_fy09.ashx

Revenue

Fare revenues generated by the route exceeded $8.8 million in FY 2011, a 14.7 percent increase from FY 2010.[69] **Exhibit 10-50** depicts the 5-year trends in revenue on the *Illini/Saluki* between FY 2007 and FY 2011.

Exhibit 10-50: Revenue Trends on the *Illini* and *Saluki* Routes



On-Time Performance

In FY 2011, the OTP for *Illini* and *Saluki* services was 55.0 percent, a 12.6 percent decrease from FY 2010.[70] **Exhibit 10-51** outlines the primary cause of delays for August 2012, which had a 68.6 percent OTP rate.[71]

Exhibit 10-51: Primary Cause of Delay for *Illini* and *Saluki* Routes

Train Interference	Track and Signals	Other
49.8%	26.7%	4.7%

Route Characteristics

Exhibit 10-52 depicts route characteristics for the *Illini* and *Saluki* services.

[69] Amtrak Ridership Rolls Up Best-Ever Records, www.amtrak.com, October 13, 2011
[70] Amtrak Monthly Performance Report for September 2011, www.amtrak.com
[71] http://www.amtrak.com/servlet/ContentServer?overrideDefaultTemplate=OTPPageVerticalRouteOverview&c=AM_Route_C&mode=perf&pagename=am%2FLayout&cid=1241245664293

Exhibit 10-52: Route Characteristics for *Illini* and *Saluki* Routes

Train Name		*Illini* and *Saluki* Routes
Total Route Miles		309
Owning RR Name		Amtrak, CN
Main Tracks		2/1
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		*Illini*: 2 *Saluki*: 2 Other Amtrak: 2
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	13
	Location	CN at 21st St. Metra at 16th St. NS at Kankakee TP&W at Gilman NS at Tolono CSXT, NS and UP at Tuscola (shared track) CSXT at Effingham UP at Kinmundy CSXT at Odin NS and BNSF at Centralia (shared track) EVWR at Ashley UP at Tamaroa UP at DeSoto
Movable Span River Bridges	**Location**	Chicago River
Freight Yards	**Qty.**	5
	Location	Homewood Kankakee Champaign Effingham Centralia
Passenger Stations in Illinois		11: CUS, Homewood, Kankakee, Gilman, Rantoul, Champaign-Urbana, Mattoon, Effingham, Centralia, Du Qoin, Carbondale
Volume of Freight In 2010 MGT		CUS to Richton: 20.0 - 39.9 MGT Richton to Effingham: 40.0 - 59.9 MGT Effingham to Carbondale: 20.0 - 39.9 MGT

10.3.11 Lake Shore Limited Route

The *Lake Shore Limited* provides one trip per day between Chicago and the East Coast. The train splits in Albany, New York and sections terminate in Boston, Massachusetts (1,017 miles from Chicago) in the north and New York, New York (959 miles from Chicago) in the south. Trains take approximately 19 hours to travel from Chicago to Boston and New York. *Lake Shore Limited* trains serve 24 stations in Illinois, Indiana, Ohio, Pennsylvania, New York, and Massachusetts. **Exhibit 10-53** depicts the Lake Shore Limited route.[72]

[72] http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1241245664423

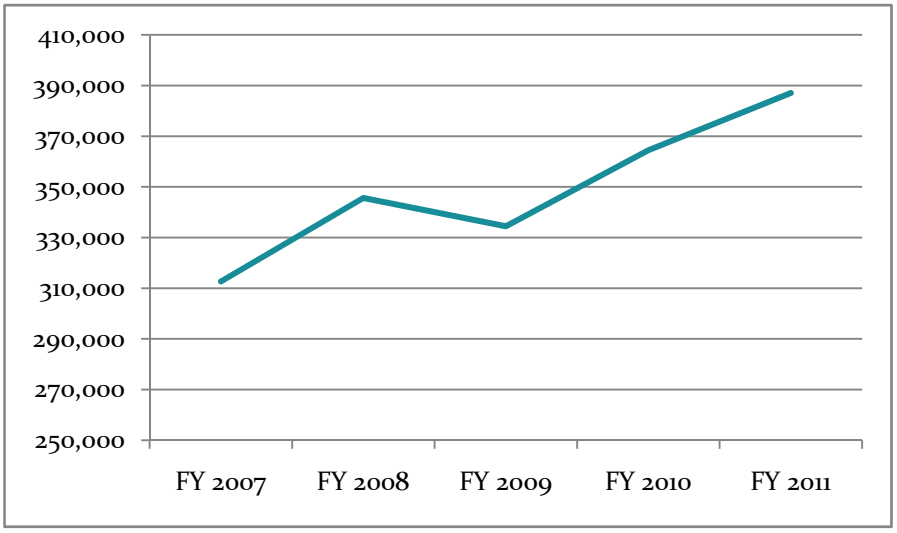
Exhibit 10-53: *Lake Shore Limited* Route

Source: www.amtrak.com

Ridership

In FY 2011, overall route ridership reached 387,043.[73] Between FY 2007 and FY 2011, overall ridership increased by 23.8 percent.[74] **Exhibit 10-54** depicts the 5-year trends in ridership on the *Lake Shore Limited* between FY 2007 and FY 2011.

Exhibit 10-54: Ridership Trends on the *Lakeshore Limited* Route

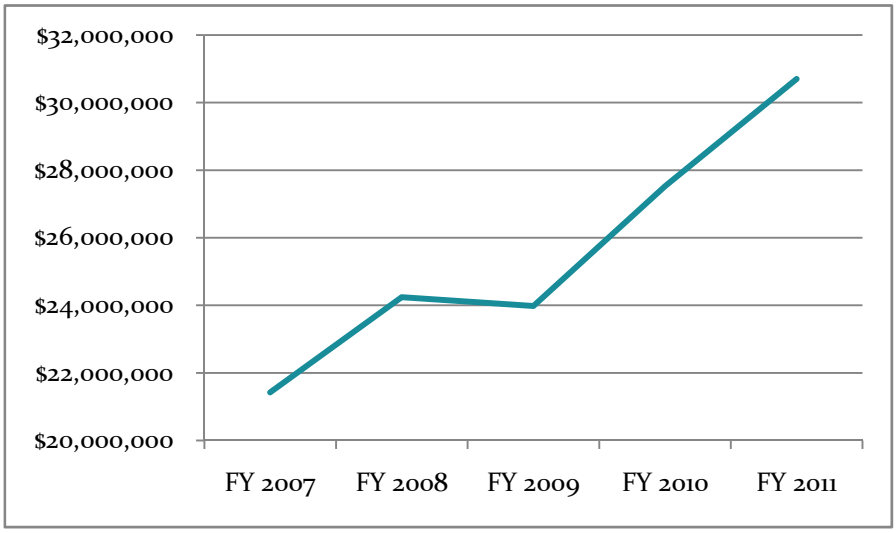


Revenue

Fare revenues generated by the route exceeded $30.7 million in FY 2011, an 11.5 percent increase from FY 2010.[75] **Exhibit 10-55** depicts the 5-year trends in revenue on the *Lake Shore Limited* between FY 2007 and FY 2011.

[73] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[74] http://trn.trains.com/~/media/import/files/pdf/9/4/d/ridership-revenue_fy09.ashx
[75] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011

Exhibit 10-55: Revenue Trends on the *Lakeshore Limited* Route



On-Time Performance

In FY 2011, the OTP for *Lake Shore Limited's* service was 55.5 percent, a 26.7 percent decrease from FY 2010.[76] **Exhibit 10-56** outlines the primary cause of delays for August 2012, which had a 45.2 percent OTP rate.[77]

Exhibit 10-56: Primary Cause of Delay for *Lake Shore Limited* Route

Train Interference	Track and Signals	Passenger
43.5%	20.4%	19.7%

Route Characteristics

Exhibit 10-57 depicts route characteristics for the *Lake Shore Limited* route.

[76] Amtrak Monthly Performance Report for September 2011, www.amtrak.com
[77] http://www.amtrak.com/servlet/ContentServer?overrideDefaultTemplate=OTPPageHorizontalRouteOverview&c=AM_Route_C&mode=perf&pagename=am%2FLayout&cid=1241245664423

Exhibit 10-57: Route Characteristics for *Lake Shore Limited* Route

Train Name		*Lake Shore Limited*
Total Route Miles		959 (New York, NY); 1,018 (Boston, MA)
Owning RR Name		Amtrak, NS
Main Tracks		4/3/2
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		*Lake Shore Limited*: 2 Other Amtrak: 14
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	2
	Location	CN at 21st St. Metra at Englewood
Movable Span River Bridges	**Location**	Chicago River, Calumet River
Freight Yards	**Qty.**	1
	Location	Park Manor
Passenger Stations in Illinois		1: CUS
Volume of Freight In 2010 MGT		CUS to 40th St.: 10.0 - 19.9 MGT 40th St. to South Chicago: 60.0 - 99.9 MGT South Chicago to State Line: Over 100 MGT

10.3.12 Lincoln Service

The *Lincoln Service* provides four daily round trips between Chicago and St. Louis and serves the following stations: CUS; Summit, Illinois; Joliet, Illinois; Dwight, Illinois; Pontiac, Illinois; Bloomington-Normal, Illinois; Lincoln, Illinois; Springfield, Illinois; Carlinville, Illinois; Alton, Illinois; and St. Louis, Missouri. The *Lincoln Service* travel time from Chicago to St. Louis is approximately 5.5 hours. **Exhibit 10-58** depicts the *Lincoln Service* route.[78]

Exhibit 10-58: *Lincoln Service* Route

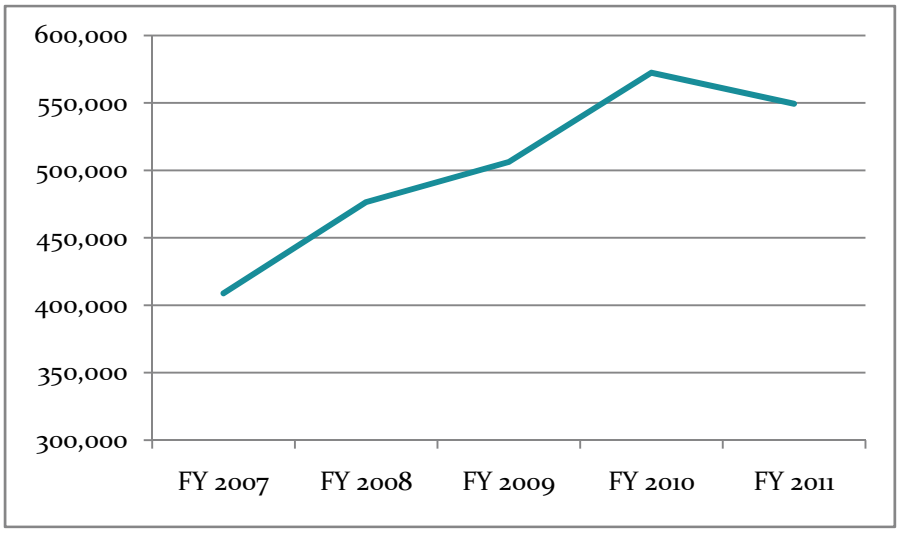
Source: www.amtrak.com

[78] http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1241245664293

Ridership

In FY 2011, overall route ridership reached 549,465.[79] Between FY 2007 and FY 2011, overall ridership increased by 34.4 percent.[80] From August 2010 and June 2011, construction on this route necessitated track closures on sections of track south of Bloomington-Normal. For periods of time over the 10 month construction, trains operated between Chicago and Bloomington-Normal only. Passengers were bused from Bloomington-Normal to St. Louis making all Amtrak stops in between. This scheduled construction likely affected ridership during 2010 and 2011.[81] **Exhibit 10-59** depicts the 5-year trends in ridership on the *Lincoln Service* between FY 2007 and FY 2011.

Exhibit 10-59: Ridership Trends on the *Lincoln Service* Route

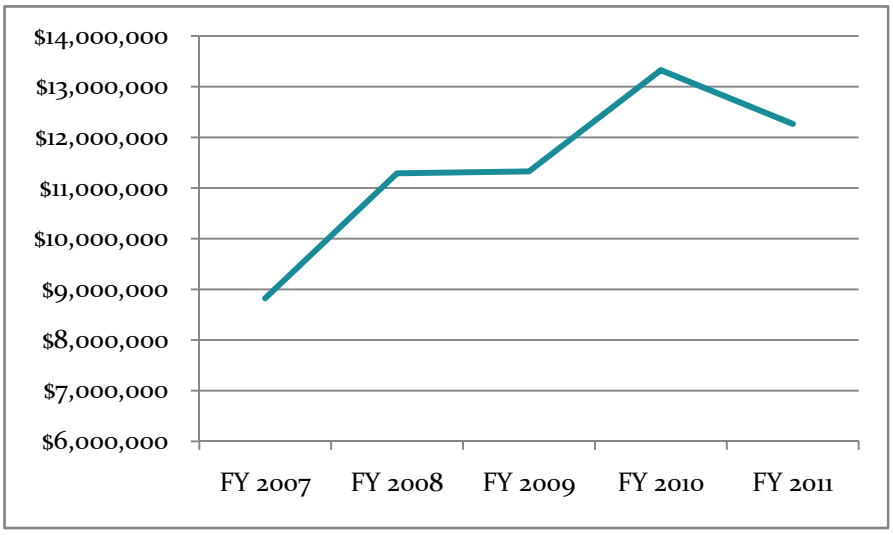


Revenue

Fare revenues generated by the route exceeded $12.3 million in FY 2011, an 8.0 percent decrease from FY 2010.[82] As described in the Ridership section above, construction on the line likely affected ridership and revenue in 2010 and 2011. **Exhibit 10-60** depicts the 5-year trends in revenue on the *Lincoln Service* between FY 2007 and FY 2011.

[79] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[80] http://trn.trains.com/~/media/import/files/pdf/9/4/d/ridership-revenue_fy09.ashx
[81] http://www.idothsr.org/2010_const/service_changes.aspx
[82] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011

Exhibit 10-60: Revenue Trends on the *Lincoln Service* Route



On-Time Performance

In FY 2011, the OTP for the *Lincoln Service* was 64.4 percent, a 10.8 percent decrease from FY 2010.[83] The decrease in OTP is likely due to the track construction occurring on the route. **Exhibit 10-61** outlines the primary cause of delays for August 2012, which had a 65.2 percent OTP rate.[84]

Exhibit 10-61: Primary Cause of Delay for *Lincoln Service* Route

Train Interference	Track and Signals	Operational
49.4%	37.4%	5.1%

Route Characteristics

Exhibit 10-62 depicts route characteristics for the *Lincoln Service* route.

[83] Amtrak Monthly Performance Report for September 2011, www.amtrak.com

[84] http://www.amtrak.com/servlet/ContentServer?overrideDefaultTemplate=OTPPageVerticalRouteOverview&c=AM_Route_C&mode=perf&pagename=am%2FLayout&cid=1241245664293

Exhibit 10-62: Route Characteristics for *Lincoln Service* Route

Train Name		*Lincoln Service*
Total Route Miles		284
Owning RR Name		Amtrak, CN, UP, TRRA
Main Tracks		2/1
Signal System		CTC/ABS
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		*Lincoln Service*: 8 Other Amtrak: 2 Heritage Corridor: 6[1]
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	14
	Location	NS and CSXT at Brighton Park (shared track) CN and BNSF at Corwith (shared track) BRC at Lemoyne IHB at Canal/Argo Metra, CSXT, and IAIA at Joliet (shared track) NS at Dwight TP&W at Chenoa NS at Bloomington CN at Lincoln (6M156) IMMR at Springfield (6M183) BNSF at Girard NS at Wood River NS at Lenox Tower NS at WR Tower
Movable Span River Bridges	**Location**	Chicago River
Freight Yards	**Qty.**	10
	Location	Bridgeport Corwith Glenn Argo Joliet Global IV Bloomington Ridgely Wood River Granite City
Passenger Stations in Illinois		10: CUS, Summit, Joliet, Dwight, Pontiac, Bloomington-Normal, Lincoln, Springfield, Carlinville, Alton
Volume of Freight In 2010 MGT		CUS to Joliet: 10.0 - 19.9 MGT Joliet to Springfield: 1.0 to 4.9 MGT Springfield to WR Tower: 5.0 - 9.9 MGT

Notes:
[1] Chicago-Joliet

10.3.13 Pere Marquette Route

The *Pere Marquette* route provides one trip each way per day between Chicago and Grand Rapids, Michigan and serves the following stations: CUS; St. Joseph-Benton Harbor, Michigan; Bangor, Michigan; Holland, Michigan; and Grand Rapids, Michigan. The *Pere Marquette* travel time from Chicago to Grand Rapids is approximately 4 hours. **Exhibit 10-63** depicts the *Pere Marquette* route.[85]

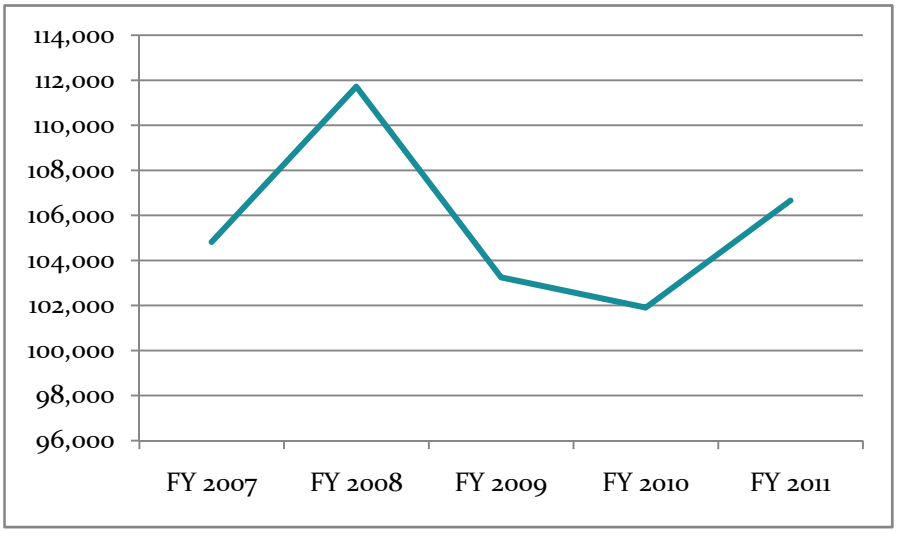
Exhibit 10-63: *Pere Marquette* Route

Source: www.amtrak.com

Ridership

In FY 2011, overall route ridership reached 106,662.[86] Between FY 2007 and FY 2011, overall ridership increased by 1.8 percent.[87] **Exhibit 10-64** depicts the 5-year trends in ridership on the *Pere Marquette* between FY 2007 and FY 2011.

Exhibit 10-64: Ridership Trends on the *Pere Marquette* Route

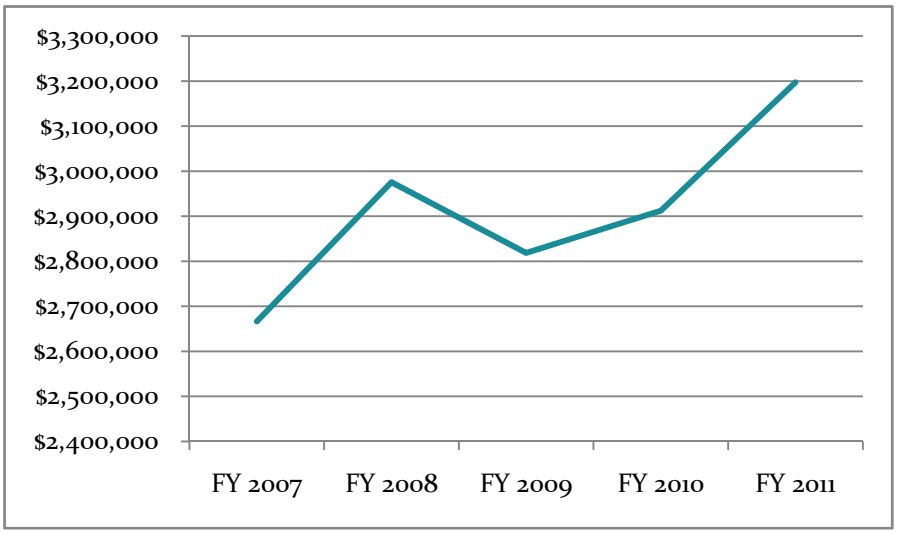


[85] http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1241245664519
[86] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[87] http://trn.trains.com/~/media/import/files/pdf/9/4/d/ridership-revenue_fy09.ashx

Revenue

Fare revenues generated by the route exceeded $3.2 million in FY 2011, a 9.8 percent increase from FY 2010.[88] **Exhibit 10-65** depicts the 5-year trends in revenue on the *Pere Marquette* between FY 2007 and FY 2011.

Exhibit 10-65: Revenue Trends on the *Pere Marquette* Route



On-Time Performance

In FY 2011, the OTP for the *Pere Marquette's* service was 51.5 percent, a 3.2 percent decrease from FY 2010.[89] **Exhibit 10-66** outlines the primary cause of delays for August 2012, which had a 35.5 percent OTP rate.[90]

Exhibit 10-66: Primary Cause of Delay for *Pere Marquette* Route

Train Interference	Track and Signals	Operational
27.4%	22.5%	25.5%

Route Characteristics

Exhibit 10-67 depicts route characteristics for the *Pere Marquette* route.

[88] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[89] Amtrak Monthly Performance Report for September 2011, www.amtrak.com
[90] http://www.amtrak.com/servlet/ContentServer?overrideDefaultTemplate=OTPPageHorizontalRouteOverview&c=AM_Route_C&pagename=am%2FLayout&p=1237405732511&longUrl=true&cid=1241245664519&tn=370

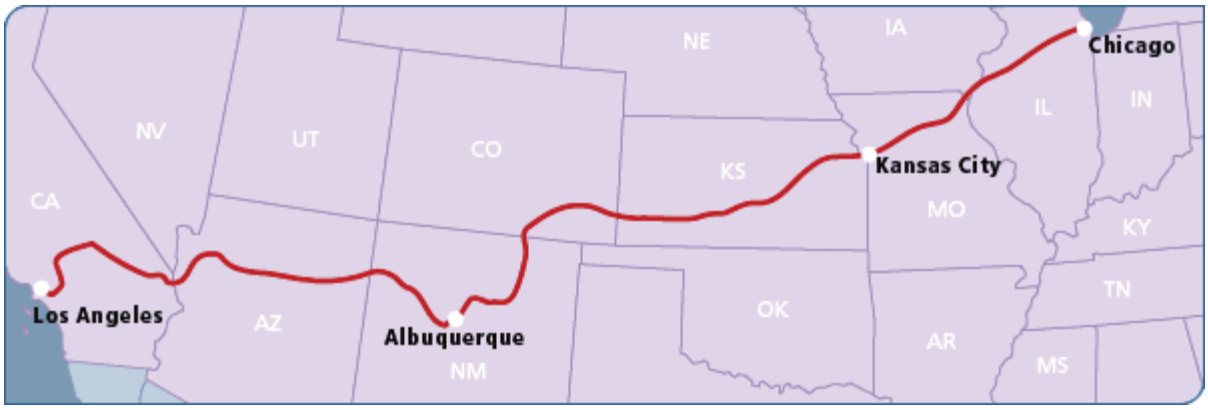
Exhibit 10-67: Route Characteristics for *Pere Marquette* Route

Train Name		*Pere Marquette*
Total Route Miles		176
Owning RR Name		Amtrak, NS
Main Tracks		4/3/2
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		*Pere Marquette*: 2 Other Amtrak: 14
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	2
	Location	CN at 21st St. Metra at Englewood
Movable Span River Bridges	**Location**	Chicago River, Calumet River
Freight Yards	**Qty.**	1
	Location	Park Manor
Passenger Stations in Illinois		1: CUS
Volume of Freight In 2010 MGT		CUS to 40th St.: 10.0 - 19.9 MGT 40th St. to South Chicago: 60.0 - 99.9 MGT South Chicago to State Line: Over 100 MGT

10.3.14 Southwest Chief Route

The *Southwest Chief* route provides one trip each way per day between Chicago and Los Angeles. *Southwest Chief* trains serve 33 stations in Illinois, Iowa, Missouri, Kansas, Colorado, New Mexico, Arizona, and California. The *Southwest Chief* travel time from CUS to the Los Angeles Union Station is approximately 41 hours. **Exhibit 10-68** below is a map of the Southwest Chief route.[91]

Exhibit 10-68: *Southwest Chief* Route



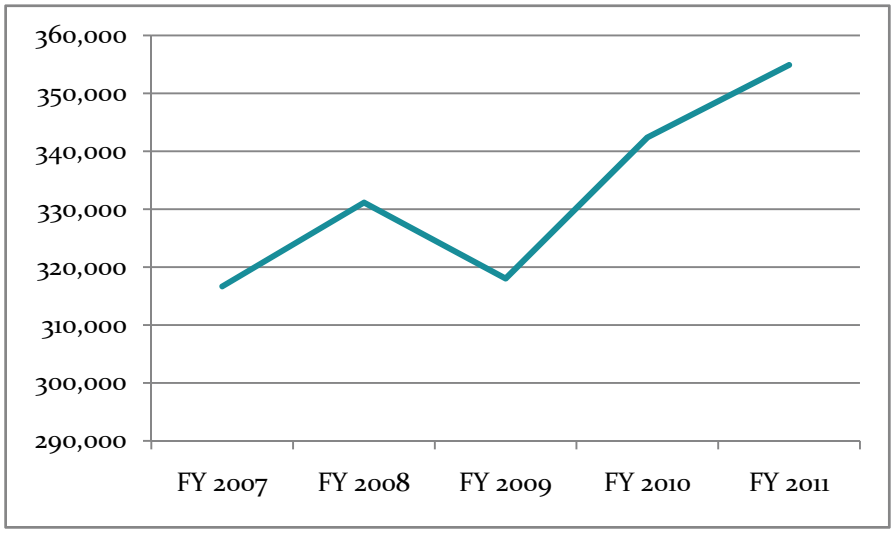
Source: www.amtrak.com

[91] http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1241245650447

Ridership

In FY 2011, overall route ridership reached 354,912.[92] Between FY 2007 and FY 2011, overall ridership increased by 12.2 percent.[93] **Exhibit 10-69** depicts the 5-year trends in ridership on the *Southwest Chief* between FY 2007 and FY 2011.

Exhibit 10-69: Ridership Trends on the *Southwest Chief* Route

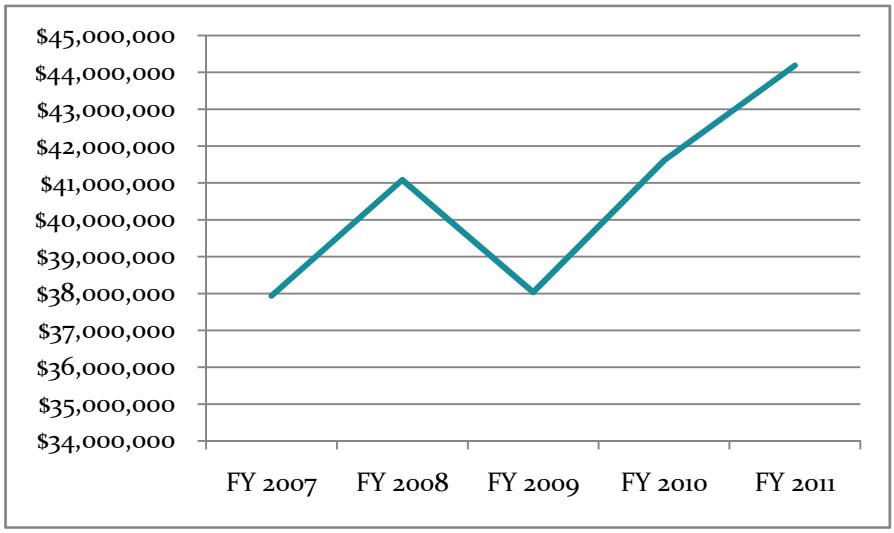


Revenue

Fare revenues generated by the route exceeded $44.2 million in FY 2011, a 6.2 percent increase from FY 2010.[94] **Exhibit 10-70** depicts the 5-year trends in revenue on the *Southwest Chief* between FY 2007 and FY 2011.

[92] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[93] http://trn.trains.com/~/media/import/files/pdf/9/4/d/ridership-revenue_fy09.ashx
[94] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011

Exhibit 10-70: Revenue Trends on the *Southwest Chief* Route



On-Time Performance

In FY 2011, the OTP for the *Southwest Chief's* service was 73.3 percent, a 7.3 percent decrease from FY 2010.[95] **Exhibit 10-71** outlines the primary cause of delays for August 2012, which had a 69.4 percent OTP rate.[96]

Exhibit 10-71: Primary Cause of Delay for *Southwest Chief* Route

Train Interference	Track and Signals	Passenger
25.0%	32.5%	8.7%

Route Characteristics

Exhibit 10-72 depicts route characteristics for the *Southwest Chief* route.

[95] Amtrak Monthly Performance Report for September 2011, www.amtrak.com
[96] http://www.amtrak.com/servlet/ContentServer?overrideDefaultTemplate=OTPPageHorizontalRouteOverview&c=AM_Route_C&mode=perf&pagename=am%2FLayout&cid=1241245650447

Exhibit 10-72: Route Characteristics for *Southwest Chief* Route

Train Name		*Southwest Chief*
Total Route Miles		2,265
Owning RR Name		Amtrak, BNSF
Main Tracks		3/2
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		*Southwest Chief*: 2 Other Amtrak: 6[1] Metra BNSF Railway: 94[2]
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	1
	Location	UP at Earlville
Movable Span River Bridges	**Location**	None
Freight Yards	**Qty.**	3
	Location	Cicero Aurora – Eola Galesburg
Passenger Stations in Illinois		5: CUS, Naperville, Mendota, Princeton, Galesburg
Volume of Freight In 2010 MGT		CUS to Western Ave.: 10.0 - 19.9 MGT Western Ave. to Aurora: 60.0 - 99.9 MGT Aurora to Ft. Madison, IA: 40.0 - 59.9 MGT

Notes:
[1] Chicago-Galesburg
[2] Chicago-Aurora

10.3.15 Texas Eagle Route

The *Texas Eagle* route provides one trip each way per day between Chicago and San Antonio, Texas and three trips each week between San Antonio and Los Angeles. Trains depart San Antonio on Tuesday/Thursday/Saturday and depart Los Angeles on Sunday/Wednesday/Friday. *Texas Eagle* trains serve 41 stations in Illinois, Missouri, Arkansas, Texas, New Mexico, Arizona, and California. The *Texas Eagle* travel time from CUS to the Los Angeles Union Station is approximately 65.5 hours. **Exhibit 10-73** below is a map of the *Texas Eagle* route.[97]

Exhibit 10-73: Texas Eagle Route

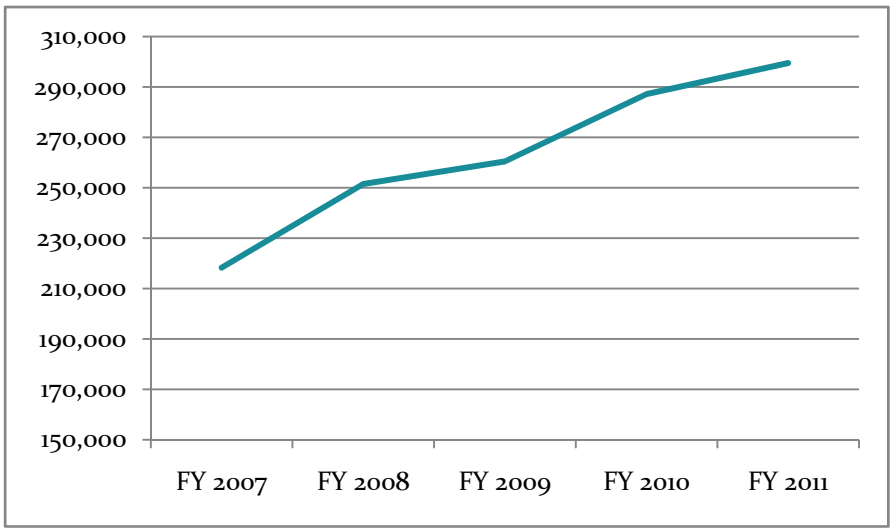
Source: www.amtrak.com

[97] http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1241245651642

Ridership

In FY 2011, overall route ridership reached 299,508.[98] Between FY 2007 and FY 2011, overall ridership increased by 37.2 percent.[99] From August 2010 to June 2011, construction on this route necessitated track closures on sections of track south of Bloomington-Normal. For periods of time over the 10-month construction, trains were rerouted from St. Louis to Chicago. Passengers had the option to utilize the *Lincoln Service* and be bused from Bloomington-Normal to St. Louis. This scheduled construction likely affected ridership during 2010 and 2011.[100] **Exhibit 10-74** depicts the 5-year trends in ridership on the *Texas Eagle* between FY 2007 and FY 2011.

Exhibit 10-74: Ridership Trends on the *Texas Eagle* Route

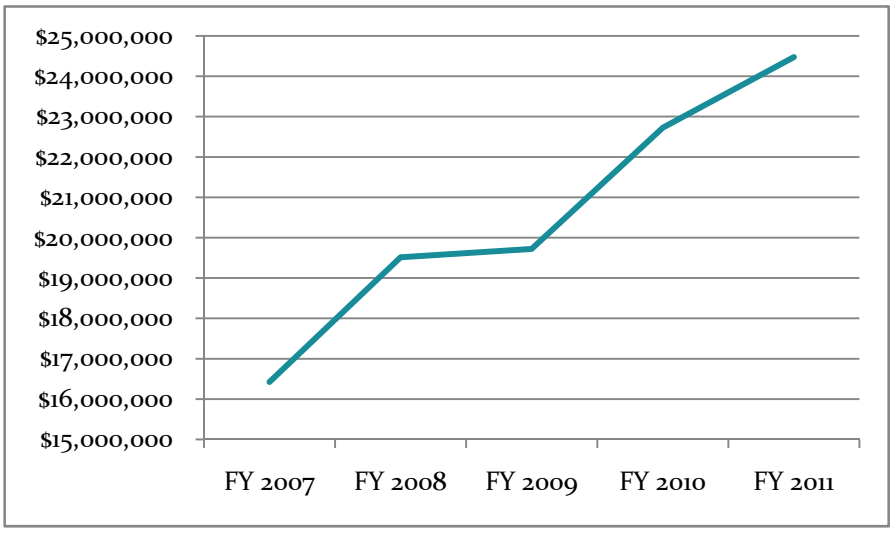


Revenue

Fare revenues generated by the route exceeded $24.5 million in FY 2011, a 7.7 percent increase from FY 2010.[101] As described in the Ridership section above, construction on the line likely affected ridership and revenue in 2010 and 2011. **Exhibit 10-75** depicts the 5-year trends in revenue on the *Texas Eagle* between FY 2007 and FY 2011.

[98] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[99] http://trn.trains.com/~/media/import/files/pdf/9/4/d/ridership-revenue_fy09.ashx
[100] http://www.idothsr.org/2010_const/service_changes.aspx
[101] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011

Exhibit 10-75: Revenue Trends on the *Texas Eagle* Route



On-Time Performance

In FY 2011, the OTP for the *Texas Eagle's* service was 55.8 percent, a 19.8 percent decrease from FY 2010.[102] **Exhibit 10-76** outlines the primary cause of delays for August 2012, which had a 43.6 percent OTP rate.[103]

Exhibit 10-76: Primary Cause of Delay for *Texas Eagle* Route

Train Interference	Track and Signals	Operational
33.6%	25.1%	21.5%

Route Characteristics

Exhibit 10-77 depicts route characteristics for the *Texas Eagle* route.

[102] Amtrak Monthly Performance Report for September 2011, www.amtrak.com
[103] http://www.amtrak.com/servlet/ContentServer?overrideDefaultTemplate=OTPPageHorizontalRouteOverview&c=AM_Route_C&mode=perf&pagename=am%2FLayout&cid=1241245651642

Exhibit 10-77: Route Characteristics for *Texas Eagle* Route

Train Name		*Texas Eagle*
Total Route Miles		1,305 (San Antonio, TX); 2,728 (Los Angeles, CA)
Owning RR Name		Amtrak, CN, UP, TRRA
Main Tracks		2/1
Signal System		CTC/ABS
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		*Texas Eagle*: 2 Other Amtrak: 8 Heritage Corridor: 6[1]
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	14
	Location	NS and CSXT at Brighton Park (shared track) CN and BNSF at Corwith (shared track) BR at Lemoyne IHB at Canal/Argo Metra, CSXT and IAIA at Joliet (shared track) NS at Dwight TP&W at Chenoa NS at Bloomington CN at Lincoln (GM156) IMMR at Springfield (GM183) BNSF at Girard NS at Wood River NS at Lenox Tower NS at WR Tower
Movable Span River Bridges	**Location**	Chicago River
Freight Yards	**Qty.**	10
	Location	Bridgeport Corwith Glenn Argo Joliet Global IV Bloomington Ridgely Wood River Granite City
Passenger Stations in Illinois		8: CUS, Joliet, Pontiac, Normal-Bloomington, Lincoln, Springfield, Carlinville, Alton
Volume of Freight In 2010 MGT		CUS to Joliet: 10.0 - 19.9 MGT Joliet to Springfield: 1.0 to 4.9 MGT Springfield to WR Tower: 5.0 - 9.9 MGT

Notes:
[1] Chicago-Joliet

10.3.16 Wolverine Route

The *Wolverine* route provides three round trips per day between Chicago and Detroit/Pontiac, Michigan and serves the following stations: CUS; Hammond-Whiting, Indiana; New Buffalo, Michigan; Niles, Michigan; Dowagiac, Michigan; Kalamazoo, Michigan; Battle Creek, Michigan; Albion, Michigan; Jackson, Michigan; Ann Arbor, Michigan; Dearborn, Michigan; Detroit, Michigan; Royal Oak, Michigan; Birmingham, Michigan; and Pontiac, Michigan. The *Wolverine* travel time from Chicago to Pontiac is approximately 7.5 hours. **Exhibit 10-78** depicts the *Wolverine* route.[104]

[104] http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1241245664519

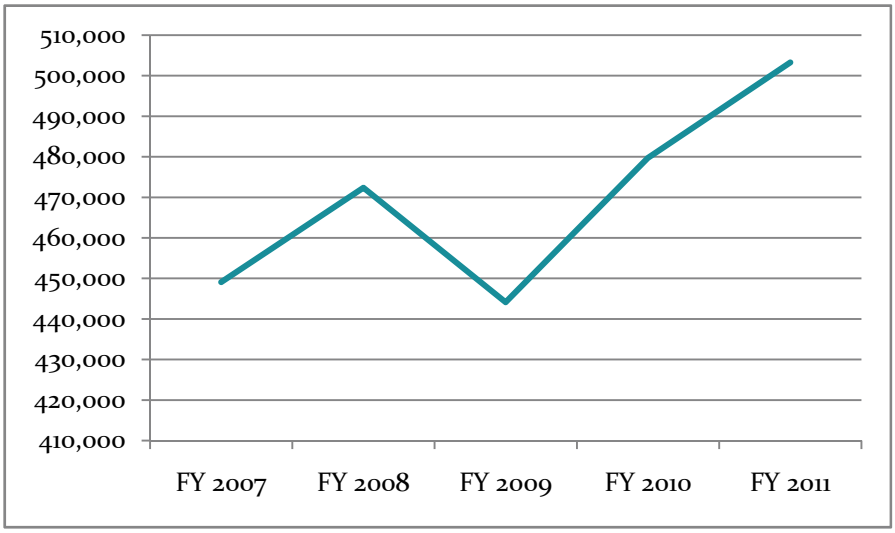
Exhibit 10-78: *Wolverine* Route

Source: www.amtrak.com

Ridership

In FY 2011, overall route ridership reached 503,290.[105] Between FY 2007 and FY 2011, overall ridership increased by 12.1 percent.[106] **Exhibit 10-79** depicts the 5-year trends in ridership on the *Wolverine* between FY 2007 and FY 2011.

Exhibit 10-79: Ridership Trends on the *Wolverine* Route

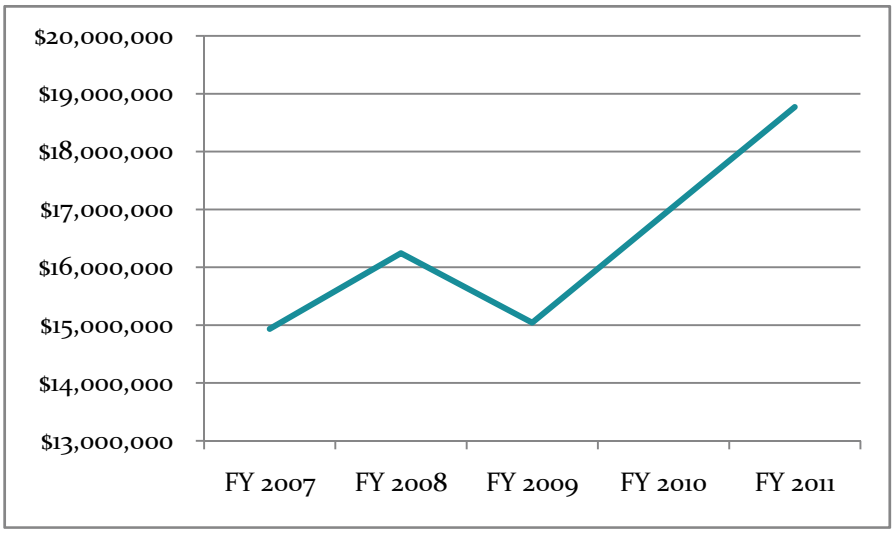


[105] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[106] http://trn.trains.com/~/media/import/files/pdf/9/4/d/ridership-revenue_fy09.ashx

Revenue

Fare revenues generated by the route exceeded $18.8 million in FY 2011, an 11.0 percent increase from FY 2010.[107] **Exhibit 10-80** depicts the 5-year trends in ridership on the *Wolverine* between FY 2007 and FY 2011.

Exhibit 10-80: Revenue Trends on the *Wolverine* Route



On-Time Performance

In FY 2011, the OTP for the *Wolverine's* service was 19.8 percent, a 67.7 percent decrease from FY 2010.[108] **Exhibit 10-81** outlines the primary cause of delays for August 2012, which had a 49.5 percent OTP rate.[109]

Exhibit 10-81: Primary Cause of Delay for *Wolverine* Route

Train Interference	Track and Signals	Other
40.8%	31.9%	5.7%

Route Characteristics

Exhibit 10-82 depicts route characteristics for the *Wolverine* route.

[107] *Amtrak Ridership Rolls Up Best-Ever Records*, www.amtrak.com, October 13, 2011
[108] Amtrak Monthly Performance Report for September 2011, www.amtrak.com
[109] http://www.amtrak.com/servlet/ContentServer?overrideDefaultTemplate=OTPPageHorizontalRouteOverview&c=AM_Route_C&pagename=am%2FLayout&p=1237405732511&longUrl=true&cid=1241245664519&tn=350

Exhibit 10-82: Route Characteristics for *Wolverine* Route

Train Name		*Wolverine* Route
Total Route Miles		281 (Detroit, MI); 304 (Pontiac, MI)
Owning RR Name		Amtrak, NS
Main Tracks		4/3/2
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		*Wolverine*: 6 Other Amtrak: 8
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	2
	Location	CN at 21st St. Metra at Englewood
Movable Span River Bridges	**Location**	Chicago River, Calumet River
Freight Yards	**Qty.**	1
	Location	Park Manor
Passenger Stations in Illinois		1: CUS
Volume of Freight In 2010 MGT		CUS to 40th St.: 10.0 - 19.9 MGT 40th St. to South Chicago: 60.0 - 99.9 MGT South Chicago to State Line: Over 100 MGT

10.4 Summary of Intercity Passenger Rail Service

Exhibit 10-83 displays the Amtrak ridership between FY 2007 and 2011, the OTP between FY 2010 and FY 2011, and the primary causes of delay for each route described in Section 10.3.

Exhibit 10-83: Summary of Intercity Passenger Rail Service

Line	Ridership Change 2007-2011	OTP Change 2010-2011	Train Interference	Track and Signals	Equipment	Passenger	Operational	Other
Blue Water	46.6%	-10.8%	29.6%	7.1%			28.2%	
California Zephyr	7.7%	-21.1%	26.1%	33.8%			15.2%	
Capitol Limited	17.0%	-27.8%	37.3%	29.5%			9.0%	
Cardinal Route	14.5%	-24.1%	30.4%	31.5%		15.9%		
Carl Sandburg/ IL Zephyr	32.3%	-4.6%	33.1%	51.0%		6.5%		
City of New Orleans	29.3%	-7.3%	37.4%	21.9%			23.3%	
Empire Builder	-7.1%	-43.7%	27.9%	37.4%			11.5%	
Hiawatha	37.7%	-1.3%	37.2%	22.2%				13.7%
Hoosier State	41.4%	-19.9%	33.1%	29.4%			15.5%	
Illini and Saluki	36.9%	-12.6%	49.8%	26.7%				4.7%
Lake Shore Limited	23.8%	-26.7%	43.5%	20.4%		19.7%		
Lincoln Service	34.4.%	-10.8%	49.4%	37.4%			5.1%	
Pere Marquette	1.8%	-3.2%	27.4%	22.5%			25.5%	
Southwest Chief	12.2%	-7.3%	25.0%	32.5%		8.7%		
Texas Eagle	37.2%	-19.8%	33.6%	25.1%			21.5%	
Wolverine	12.1%	-67.7%	40.8%	31.9%				5.7%
Average Delay for All Routes			35.1%	28.8%	0.0%	3.2%	9.7%	1.5%

Although the OTP for all Amtrak routes has decreased between FY 2010 and 2011, ridership for all routes, except the *Empire Builder*, has increased. In this period there is no apparent correlation between ridership and OTP. The three most common causes of delay for all of the routes are train interference, track and signals, and operational.

10.5 Commuter Rail

Commuter rail operations are provided by Metra and NICTD. Metra oversees all commuter rail operations in the northeastern Illinois region, with responsibility for day-to-day operations, fare and service levels, capital improvements, and planning. The Metra system is comprised of 11 separate lines radiating out from Chicago's Loop, and serves more than 100 communities at 241 rail stations.[110] **Exhibit 10-84** depicts the overall Metra/NICTD network.

Exhibit 10-84: Metra and NICTD Networks

[110] http://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports.html

Exhibit 10-85 displays the route endpoints, route miles, the number of trains, and the average weekday ridership between January and December 2010 for each Metra and NICTD route.[111]

Exhibit 10-85: Metra and NICTD Route Characteristics

Route Name	Route Endpoints	Route Miles	Number of Trains	Average Weekday Ridership	Website for Passenger Station Information
Union Pacific North	Ogilvie Transportation Center-Kenosha, WI	51.6	70	36,400	http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/up-n/station.html
Milwaukee District North	Chicago Union Station-Fox Lake, IL	49.5	60	23,500	http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/md-n/station.html
North Central Service	Chicago Union Station-Antioch, IL	52.8	22	5,400	http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/ncs/station.html
Union Pacific Northwest	Ogilvie Transportation Center-Harvard, IL/ McHenry, IL	70.5	65	40,900	http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/up-nw/station.html
Milwaukee District West	Chicago Union Station-Big Timber Road (Elgin, IL)	39.8	58	22,300	http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/md-w/station.html
Union Pacific West	Ogilvie Transportation Center-Elburn, IL	43.6	59	29,400	http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/up-w/station.html
BNSF Railway	Chicago Union Station-Aurora, IL	37.5	94	64,600	http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/bnsf/station.html
Heritage Corridor	Chicago Union Station-Joliet, IL	37.2	6	2,600	http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/hc/station.html
SouthWest Service	Chicago Union Station-Manhattan, IL	40.8	30	9,500	http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/sws/station.html
Rock Island District	LaSalle Street Station-Joliet, IL	46.8	69	30,500	http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/ri/station.html
Metra Electric District	Millennium Station-University Park, IL/ Blue Island, IL/93rd Street (Chicago, IL)	40.6	170	36,200	http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/me/station.html
NICTD South Shore Line	Millennium Station-South Bend, IN	89.7	41[112]	14,000[113]	http://www.nictd.com/stations.html

[111] http://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports.html, January 2010-December 2010

[112] http://www.nictd.com/weekwest.html, http://www.nictd.com/weekeast.html

[113] http://www.rtams.org/rtams/metraHistoricalRidership.jsp?level=branch&ridershipID=3, January 2006-December 2006

10.6 Metra Route Descriptions

In 1974, the RTA was created by the Illinois General Assembly to coordinate public transportation throughout Chicago's metropolitan region. The Northeast Illinois Regional Commuter Railroad Corporation (NIRC) was formed by RTA in the early 1980s to be the operating railroad for commuter rail services threatened by private carrier bankruptcy and line sales. In June 1981, NIRC began operating commuter services of the bankrupt Rock Island Railroad, and a year later began operating the former Milwaukee Road commuter lines.[114]

In 1983, RTA was reorganized to provide three service boards that were responsible for the day-to-day operations of bus, rapid transit, and commuter rail services system-wide.[115] The Commuter Rail Service Board introduced "Metra" as the service mark for the commuter rail system in 1984. Today, Metra directly operates seven of its lines and contracts with two freight carriers, BNSF Railway and UP Railroad, to run four others. Under the Purchase of Service Agreements (PSAs), the freight carriers use their employees and own or control the rights-of-way and most of the other facilities required for operations. Metra owns the rolling stock, has authority over fares, service, and staffing levels.[116]

Prior to RTA's creation, communities along four Chicago area commuter lines formed "Suburban Mass Transit Districts" as a means of obtaining federal and state funding for new equipment and other improvements. The West Suburban Mass Transit District and Chicago South Suburban Mass Transit District still exist and participate in planning activities for the BNSF Line and Metra Electric District, respectively. The Northwest Suburban Mass Transit District and North Suburban Mass Transit District have since been dissolved.[117]

In November 2011, the Metra Board of Directors approved the 2012 budget, which included a fare increase across all ticket types and various other changes to Metra's fare policies. Monthly passes increased an average of 29.4 percent, 10-ride tickets increased an average of 30 percent, and one-way tickets increased an average of 15.7 percent across all fare zones.[118] The fare increase began February 1, 2012. Since then, system-wide ridership has shown an overall increase.

The following sections provide a general description of the operations of each Metra route. More detailed information is available on the Metra website, www.metrarail.com.

[114] http://metrarail.com/metra/en/home/about_metra/leadership/metra_history.html
[115] http://metrarail.com/metra/en/home/about_metra/leadership/metra_history.html
[116] http://metrarail.com/metra/en/home/about_metra/leadership/metra_history.html
[117] http://web.me.com/willvdv/chirailfan/rosmtd.html
[118] http://metrarail.com/metra/en/home/utility_landing/newsroom/newsroom_archive/2011NewsroomArchive/metra_board_ approvesfareincreaseschangesinfarepolicies.html

10.6.1 Union Pacific North

The UP North Line provides service between Chicago's Ogilvie Transportation Center (OTC) and Kenosha, Wisconsin; a Milwaukee suburb located between Milwaukee and the Illinois-Wisconsin state line. On this line, Metra service is provided by UP Railroad under the terms of a PSA. The UP North Line operates within communities along Lake Michigan and serves 26 stations in Illinois. The UP North Line has 35 scheduled revenue trains per weekday that arrive at OTC and 35 trains departing OTC. In addition to providing a significant number of weekday trains, the UP North Line also has 13 scheduled revenue trains arriving at OTC and 13 trains departing OTC on Saturday. On Sundays and holidays, there are nine scheduled revenue trains arriving at OTC and nine departing OTC.[119] Not all trains run the full length of the line. The line has commuter train layover facilities at OTC; Waukegan, Illinois; and Kenosha. **Exhibit 10-86** depicts the UP North Line.

Exhibit 10-86: Union Pacific North Line

Ridership

In 2011, ridership on the UP North Line exceeded 9,442,000.[120] Between 2006 and 2011 ridership on the UP North Line increased by 13.1 percent.[121] **Exhibit 10-87** depicts the 6-year trends in ridership on the UP North Line between 2006 and 2011.

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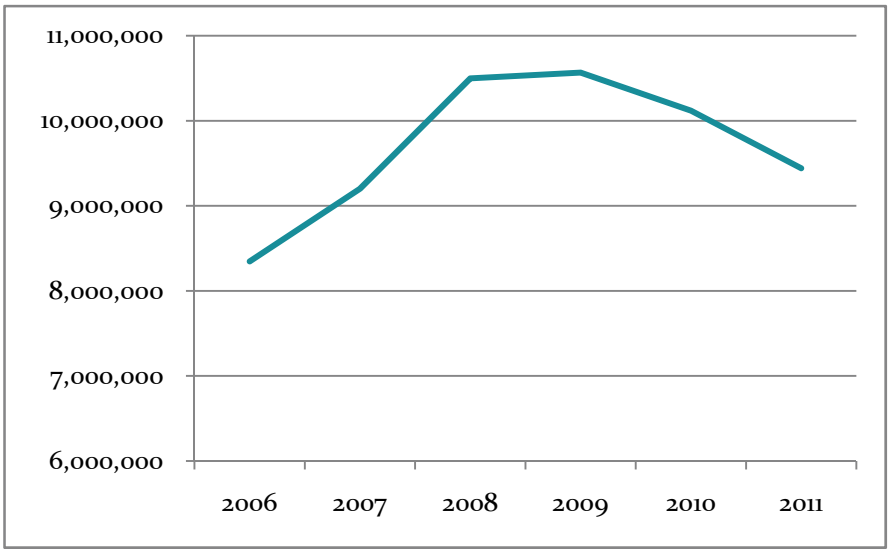
[119] http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/up-n/schedule.full.html
[120] Source: Metra
[121] Source: Metra

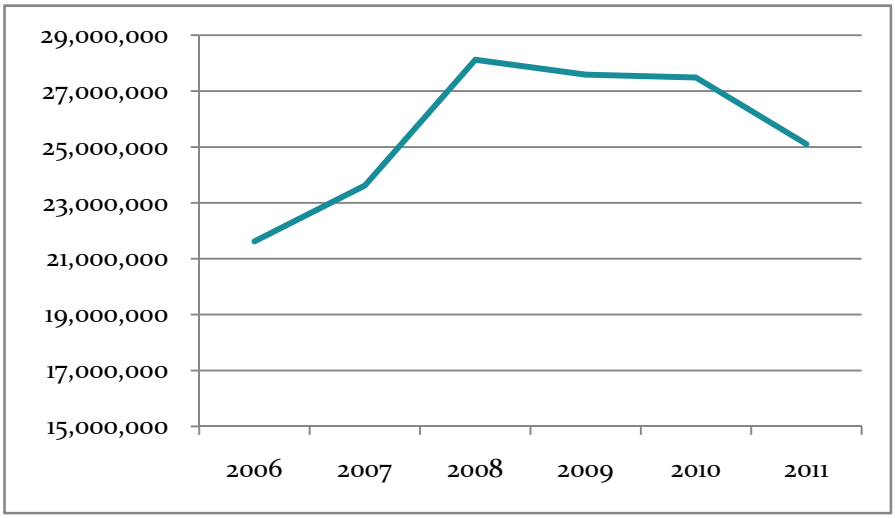
Exhibit 10-87: Ridership Trends on Union Pacific North Line



Revenue

Fare revenues generated by the UP North Line exceeded $25.1 million in 2011, an 8.7 percent decrease from 2010.[122] **Exhibit 10-88** depicts the 6-year trends in revenue on the UP North Line between 2006 and 2011.

Exhibit 10-88: Revenue Trends on Union Pacific North Line



[122] Source: Metra

On-Time Performance

In 2011, the average OTP for the UP North Line service was 92.6 percent. **Exhibit 10-89** outlines the primary cause of delays for all of 2011.[123]

Exhibit 10-89: Primary Cause of Delay for Union Pacific North Line

Passenger Loading	Weather
30.2%	12.9%

Route Characteristics

Exhibit 10-90 depicts route characteristics for the UP North Line.

Exhibit 10-90: Route Characteristics for Union Pacific North Line

Commuter Route Name		Metra Union Pacific North
Total Route Miles		51.6
Owning RR Name		UP
Main Tracks		4/2
Signal System		CTC/ABS/ATS
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		Metra UP North: 70 Metra UP Northwest: 65[1]
Passenger Terminal Used in Chicago		OTC
Railroads Crossed at Grade	**Qty.**	1
	Location	CP at Clybourn
Movable Span River Bridges	**Location**	Deering - N. Branch Chicago River
Freight Yards	**Qty.**	3
	Location	North Avenue Waukegan Kenosha
Passenger Stations in Illinois		26: OTC, Clybourn, Ravenswood, Rogers Park, Evanston Main St., Evanston Davis St., Evanston Central St., Wilmette, Kenilworth, Indian Hill, Winnetka, Hubbard Woods, Glencoe, Braeside, Ravinia Park, Ravinia, Highland Park, Highwood, Fort Sheridan, Lake Forest, Lake Bluff, Great Lakes, North Chicago, Waukegan, Zion, Winthrop Harbor
Volume of Freight In 2010 MGT		OTC to Clybourn: 0.0 MGT Clybourn to Lake Bluff: 0.0 MGT Lake Bluff to Wisconsin: 7.21 MGT

Notes:
[1] Chicago-Clybourn

[123] http://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports/on-time_performance.html

10.6.2 Milwaukee District North

The Milwaukee District (MD) North Line provides service to 22 stations between CUS and Fox Lake, Illinois; a far northwest suburb of Chicago. The MD North Line has 30 scheduled revenue trains per weekday that arrive at CUS and 30 trains departing CUS. In addition to providing a significant number of weekday trains, the MD North Line also has 12 scheduled revenue trains arriving at CUS and 12 trains departing CUS on Saturday. On Sundays and holidays, there are 10 scheduled revenue trains arriving at CUS and 10 departing CUS.[124] Not all trains run the full length of the line. The line has commuter train layover facilities at CUS and Fox Lake. **Exhibit 10-91** depicts the MD North Line.

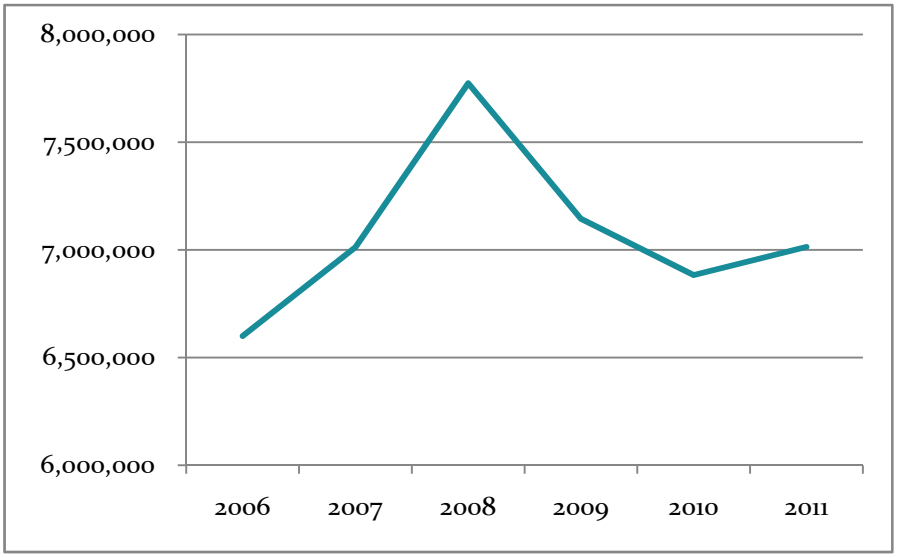
Exhibit 10-91: Milwaukee District North Line

Ridership

In 2011, ridership on the MD North Line exceeded 7,000,000.[125] Between 2006 and 2011, ridership on the MD North Line increased by 6.3 percent.[126] **Exhibit 10-92** depicts the 6-year trends in ridership on the MD North Line between 2006 and 2011.

[124] http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/md-n/schedule.full.html
[125] Source: Metra
[126] Source: Metra

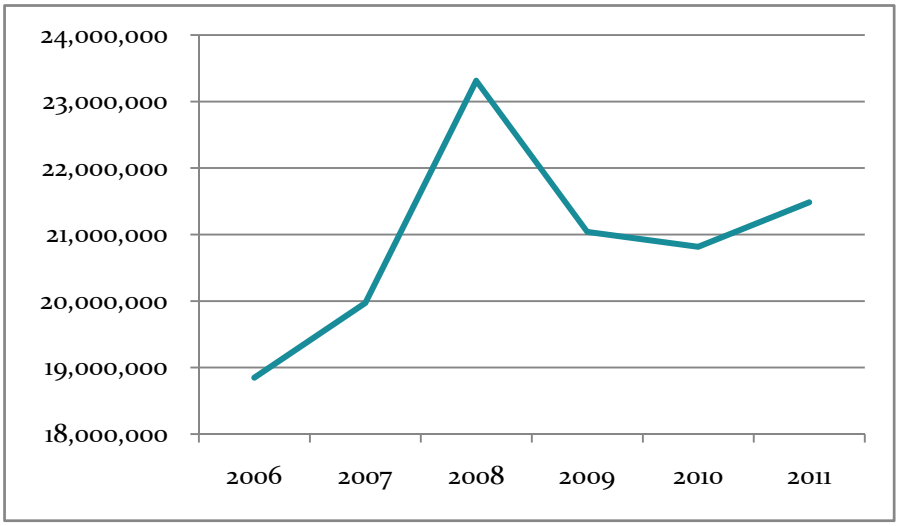
Exhibit 10-92: Ridership Trends on Milwaukee District North Line



Revenue

Fare revenues generated by the MD North Line exceeded $21.0 million in 2011, a 3.2 percent increase from 2010.[127] **Exhibit 10-93** depicts the 6-year trends in revenue on the MD North Line between 2006 and 2011.

Exhibit 10-93: Revenue Trends on Milwaukee District North Line



[127] Source: Metra

On-Time Performance

In 2011, the average OTP for the MD North Line service was 89.6 percent. **Exhibit 10-94** outlines the primary cause of delays for all of 2011.[128]

Exhibit 10-94: Primary Cause of Delay for Milwaukee District North Line

Passenger Loading	Signal/Switch Failure
14.0%	21.3%

Route Characteristics

Exhibit 10-95 depicts route characteristics for the MD North Line.

Exhibit 10-95: Route Characteristics for Milwaukee District North Line

Commuter Route Name		Metra Milwaukee District North
Total Route Miles		49.5
Owning RR Name		Amtrak, Metra
Main Tracks		3/2/1
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		Metra MD – North: 60 Metra MD – West: 58[1] Metra North Central Service: 22[1] Amtrak: 16[2]
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	4
	Location	UP at A - 2 UP at Mayfair CN at Rondout CN at Prairie Crossing
Movable Span River Bridges	**Location**	None
Freight Yards	**Qty.**	1
	Location	Rondout
Passenger Stations in Illinois		22: CUS, Western Ave., Healy, Grayland, Mayfair, Forest Glen, Edgebrook, Morton Grove, Golf, Glenview, Glen of North Glenview, Northbrook, Lake Cook Rd., Deerfield, Lake Forest, Libertyville, Prairie Crossing, Grayslake, Round Lake, Long Lake, Ingleside, Fox Lake
Volume of Freight In 2010 MGT		CUS to A -5: 1.0 - 4.9 MGT A - 5 to Techny: 40.0 - 59.9 MGT Techny to Rondout: 20.0 - 39.9 MGT Rondout to Fox Lake: 1.0 - 4.9 MGT

Notes:
[1] Chicago-A-5
[2] Chicago-Rondout

[128] http://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports/on-time_performance.html

10.6.3 North Central Service

The North Central Service (NCS) Line provides service to 18 stations between CUS and Antioch, Illinois; a far north-northwest suburb of Chicago. The NCS Line has 11 scheduled revenue trains per weekday that arrive at CUS and 11 trains departing CUS. Not all trains run the full length of the line. Weekend and holiday service is not provided.[129] The line has commuter train layover facilities at CUS and Antioch. **Exhibit 10-96** depicts the NCS Line.

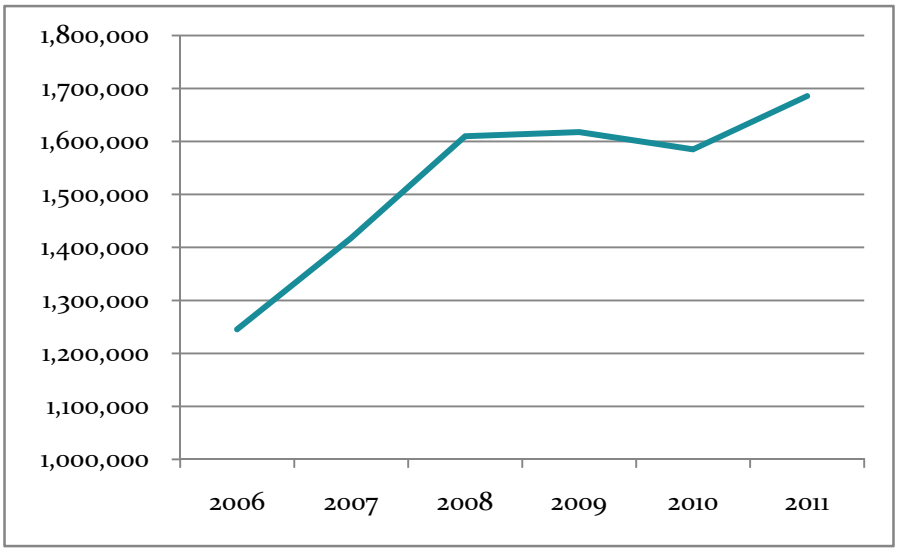
Exhibit 10-96: North Central Service

Ridership

In 2011, ridership on the NCS Line exceeded 1,685,000.[130] Between 2006 and 2011, ridership on the NCS Line increased by 35.4 percent.[131] This growth followed the completion of an expansion project in 2006. In January of 2006, four new NCS stations were opened and the number of weekday trains increased from 10 to 20, and two more trains per day were added on the line later in 2006. **Exhibit 10-97** depicts the 6-year trends in ridership on the NCS Line between 2006 and 2011.

[129] http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/ncs/schedule.full.html
[130] Source: Metra
[131] Source: Metra

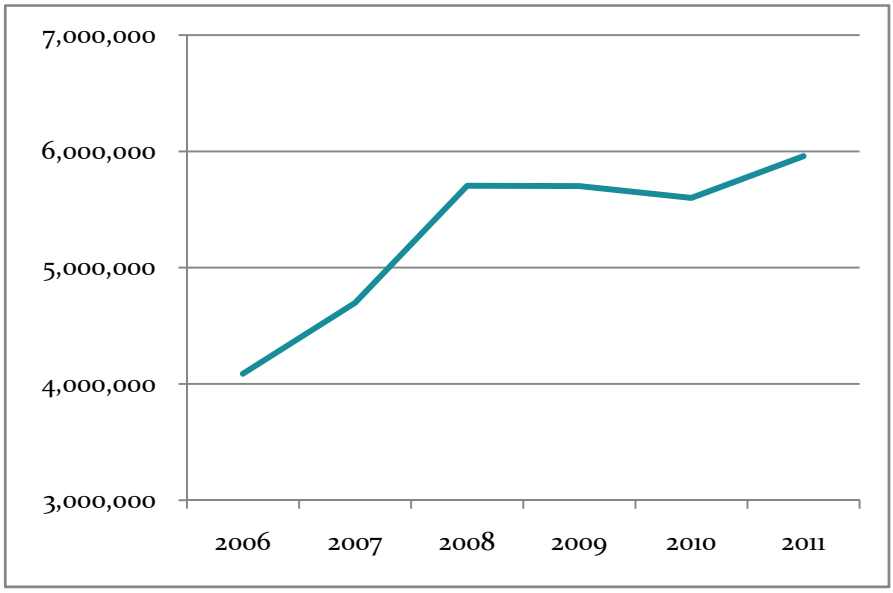
Exhibit 10-97: Ridership Trends on North Central Service Line



Revenue

Fare revenues generated by the NCS Line exceeded $5.9 million in 2011, a 6.4 percent increase from 2010.[132] **Exhibit 10-98** depicts the 6-year trends in revenue on the NCS Line between 2006 and 2011.

Exhibit 10-98: Revenue Trends on North Central Service Line



[132] Source: Metra

On-Time Performance

In 2011, the average OTP for the NCS Line service was 91.1 percent. **Exhibit 10-99** outlines the primary cause of delays for all of 2011.[133]

Exhibit 10-99: Primary Cause of Delay for North Central Service Line

Freight Interference – Total	Signal/Switch Failure
35.6%	18.4%

Route Characteristics

Exhibit 10-100 depicts route characteristics for the NCS Line.

Exhibit 10-100: Route Characteristics for North Central Service Line

Commuter Route Name		Metra North Central Service
Total Route miles		52.8
Owning RR Name		Amtrak, Metra, CN
Main Tracks		3/2/1
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		Metra North Central Service: 22 Metra MD – West: 58[1] Metra MD – North: 68[2] Amtrak: 16[2]
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	4
	Location	UP at A – 2 UP at Deval Metra at Prairie Crossing CN at Leithton
Movable Span River Bridges	**Location**	None
Freight Yards	**Qty.**	2
	Location	Galewood Schiller Park
Passenger Stations in Illinois		18: CUS, Western Ave., River Grove, Belmont Ave., Schiller Park, Rosemont, O'Hare Transfer, Prospect Heights, Wheeling, Buffalo Grove, Prairie View, Vernon Hills, Mundelein, Prairie Crossing, Washington St., Round Lake Beach, Lake Villa, Antioch
Volume of Freight In 2010 MGT		CUS to A - 5: 1.0 - 4.9 MGT A - 5 to Antioch: 40.0 - 59.9 MGT

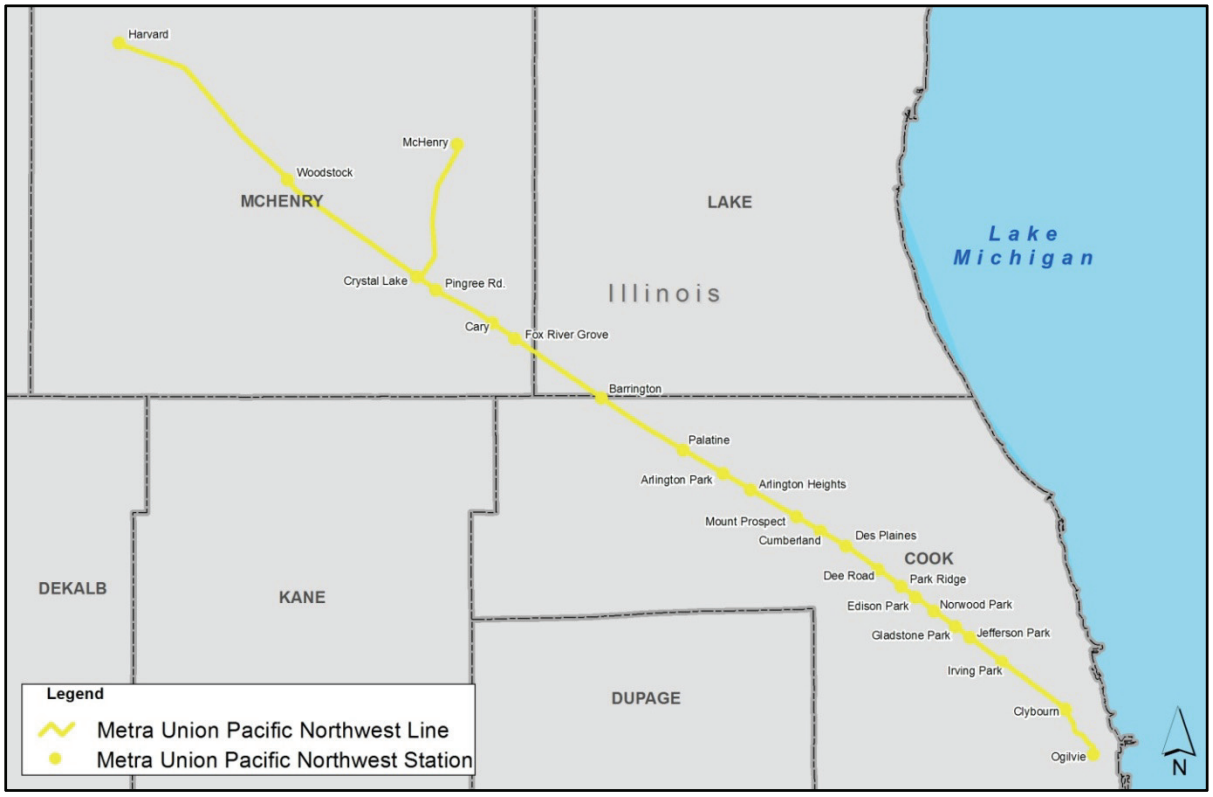
Notes:
[1] Chicago-B-12
[2] Chicago-A-5

[133] http://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports/on-time_performance.html

10.6.4 Union Pacific Northwest

The UP Northwest Line provides service to 23 stations between Chicago's OTC and Harvard, Illinois, a far northwest suburb of Chicago. On this line, Metra service is provided by UP Railroad under the terms of a PSA. The UP Northwest Line has 32 scheduled revenue trains per weekday that arrive at OTC and 33 trains departing OTC. The UP Northwest Line also has 12 scheduled revenue trains arriving at OTC and 12 trains departing OTC on Saturday. On Sundays and holidays, there are seven scheduled revenue trains arriving at OTC and eight departing OTC.[134] The UP Northwest Line also provides branch service to McHenry, Illinois during weekday peak periods, but not on weekends or holidays. Not all trains run the full length of the line. The line has commuter train layover facilities at OTC; Barrington, Illinois; Crystal Lake, Illinois; Harvard, Illinois; and McHenry. **Exhibit 10-101** depicts the UP Northwest Line.

Exhibit 10-101: Union Pacific Northwest Line

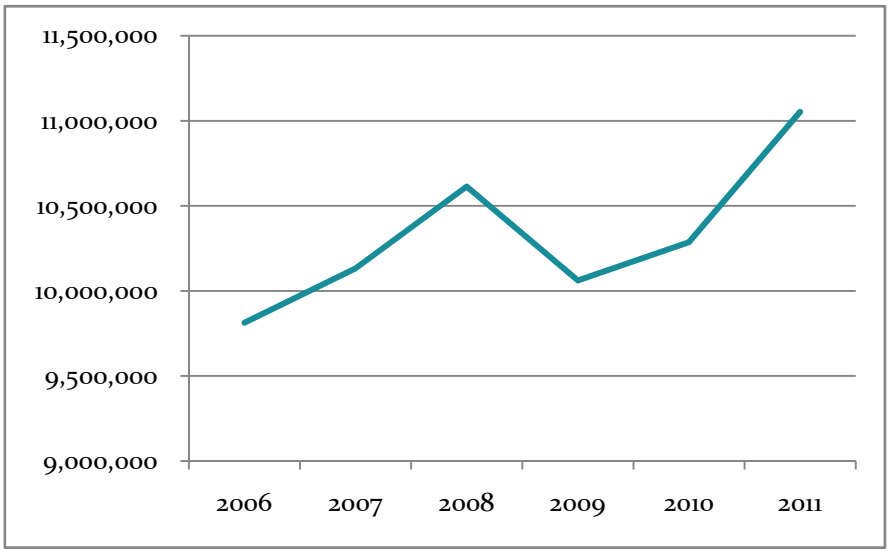


Ridership

In 2011, ridership on the UP Northwest Line exceeded 11,000,000.[135] Between 2006 and 2011, ridership on the UP Northwest Line increased by 12.6 percent.[136] **Exhibit 10-102** depicts the 6-year trends in ridership on the UP Northwest Line between 2006 and 2011.

[134] http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/up-nw/schedule.full.html
[135] Source: Metra
[136] Source: Metra

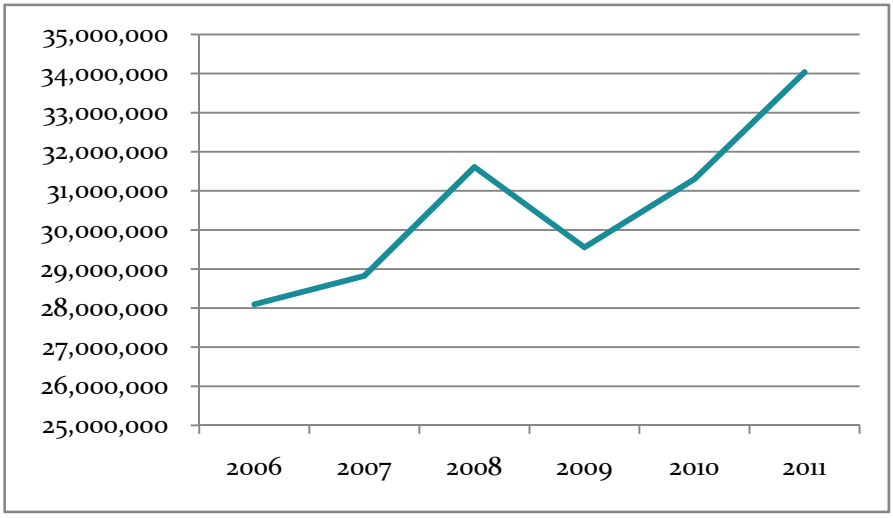
Exhibit 10-102: Ridership Trends on Union Pacific Northwest Line



Revenue

Fare revenues generated by the UP Northwest Line exceeded $34.0 million in 2011, an 8.7 percent increase from 2010.[137] **Exhibit 10-103** depicts the 6-year trends in revenue on the UP Northwest Line between 2006 and 2011.

Exhibit 10-103: Revenue Trends on Union Pacific Northwest Line



[137] Source: Metra

On-Time Performance

In 2011, the average OTP for the UP Northwest Line service was 94.9 percent. **Exhibit 10-104** outlines the primary cause of delays for all of 2011.[138]

Exhibit 10-104: Primary Cause of Delay for Union Pacific Northwest Line

Weather	Passenger Loading
20.1%	16.6%

Route Characteristics

Exhibit 10-105 depicts route characteristics for the UP Northwest Line.

Exhibit 10-105: Route Characteristics for Union Pacific Northwest Line

Commuter Route Name		Metra UP Northwest
Total Route miles		70.5
Owning RR Name		UP
Main Tracks		4/3/2/1
Signal System		CTC/CBS/ABS/ATS/Non-Sig
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		Metra UP Northwest: 65 Metra UP North: 70[1]
Passenger Terminal Used in Chicago		OTC
Railroads Crossed at Grade	**Qty.**	5
	Location	CP at Clybourn Metra at Mayfair CN at Deval UP and CP at Deval (shared track) CN at Barrington
Movable Span River Bridges	**Location**	None
Freight Yards	**Qty.**	1
	Location	North Avenue
Passenger Stations in Illinois		23: OTC, Clybourn, Irving Park, Jefferson Park, Gladstone Park, Norwood Park, Edison Park, Park Ridge, Dee Road, Des Plaines, Cumberland, Mount Prospect, Arlington Heights, Arlington Park, Palatine, Barrington, Fox River Grove, Cary, Pingree Road, Crystal Lake, Woodstock, McHenry, Harvard
Volume of Freight In 2010 MGT		OTC to Harvard: 4.81 MGT

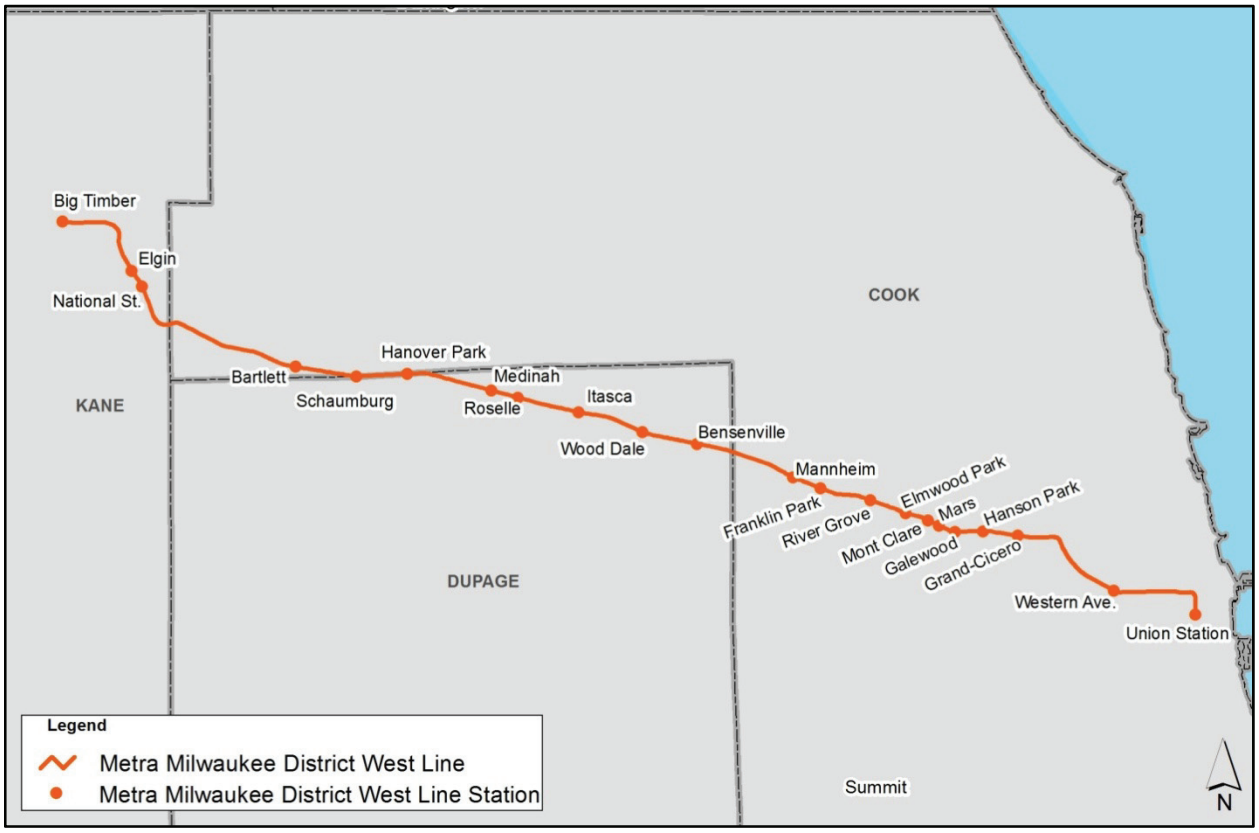
Notes:
[1] Chicago-Clybourn

[138] http://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports/on-time_performance.html

10.6.5 Milwaukee District West

The MD West Line provides service to 22 stations between CUS and Big Timber Road station in Elgin, Illinois; a far west suburb of Chicago. The MD West Line has 29 scheduled revenue trains per weekday that arrive at CUS and 29 trains departing CUS. In addition to providing a significant number of weekday trains, the MD West Line also has 12 scheduled revenue trains arriving at CUS and 12 trains departing CUS on Saturday. On Sundays and holidays, there are nine scheduled revenue trains arriving at CUS and nine departing CUS.[139] Not all trains run the full length of the line. The line has commuter train layover facilities at CUS and Elgin. **Exhibit 10-106** depicts the MD West Line.

Exhibit 10-106: Milwaukee District West Line

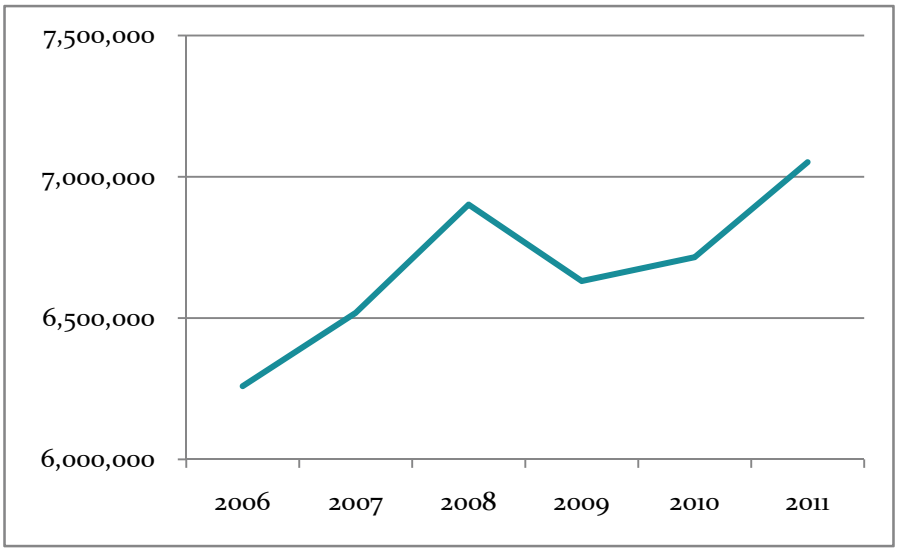


Ridership

In 2011, ridership on the MD West Line exceeded 7,000,000.[140] Between 2006 and 2011, ridership on the MD West Line increased by 12.7 percent.[141] **Exhibit 10-107** depicts the 6-year trends in ridership on the MD West Line between 2006 and 2011.

[139] http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/md-w/schedule.full.html
[140] Source: Metra
[141] Source: Metra

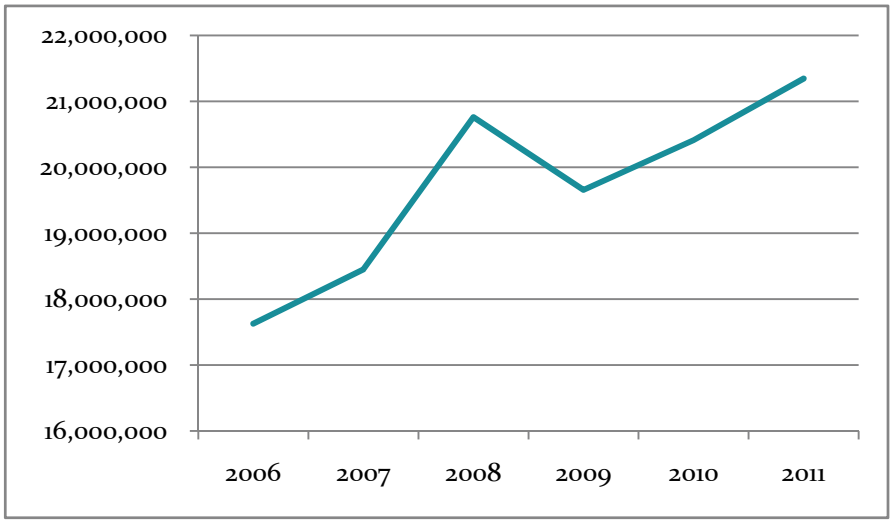
Exhibit 10-107: Ridership Trends on Milwaukee District West Line



Revenue

Fare revenues generated by the MD West Line exceeded $21.3 million in 2011, a 4.6 percent increase from 2010.[142] **Exhibit 10-108** depicts the 6-year trends in revenue on the MD West Line between 2006 and 2011.

Exhibit 10-108: Revenue Trends on Milwaukee District West Line



[142] Source: Metra

On-Time Performance

In 2011, the average OTP for the MD West Line service was 93.0 percent. **Exhibit 10-109** outlines the primary cause of delays for all of 2011.[143]

Exhibit 10-109: Primary Cause of Delay for Milwaukee District West Line

Track Work	Signal/Switch Failure
17.2%	16.7%

Route Characteristics

Exhibit 10-110 depicts route characteristics for the MD West Line.

Exhibit 10-110: Route Characteristics for Milwaukee District West Line

Commuter Route Name		Metra MD West
Total Route Miles		39.8
Owning RR Name		Amtrak, Metra
Main Tracks		3/2
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		Metra MD – West: 58 Metra North Central Service: 22[1] Metra MD – North: 60[2] Amtrak: 16[2]
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	3
	Location	UP at A – 2 CN at B – 12 CN at Spaulding
Movable Span River Bridges	**Location**	None
Freight Yards	**Qty.**	2
	Location	Galewood Bensenville
Passenger Stations in Illinois		22: CUS, Western Ave., Grand/Cicero, Hanson Park, Galewood, Mars, Mont Clare, Elmwood Park, River Grove, Franklin Park, Mannheim, Bensenville, Wood Dale, Itasca, Medinah, Roselle, Schaumburg, Hanover Park, Bartlett, National St., Elgin, Big Timber Rd.
Volume of Freight In 2010 MGT		CUS to A - 5: 1.0 - 4.9 MGT A - 5 to Franklin Park: 40.0 - 59.9 MGT Franklin Park to Tower B - 17: 20.0 - 39.9 MGT Tower B - 17 to Elgin: 1.0 - 4.9 MGT

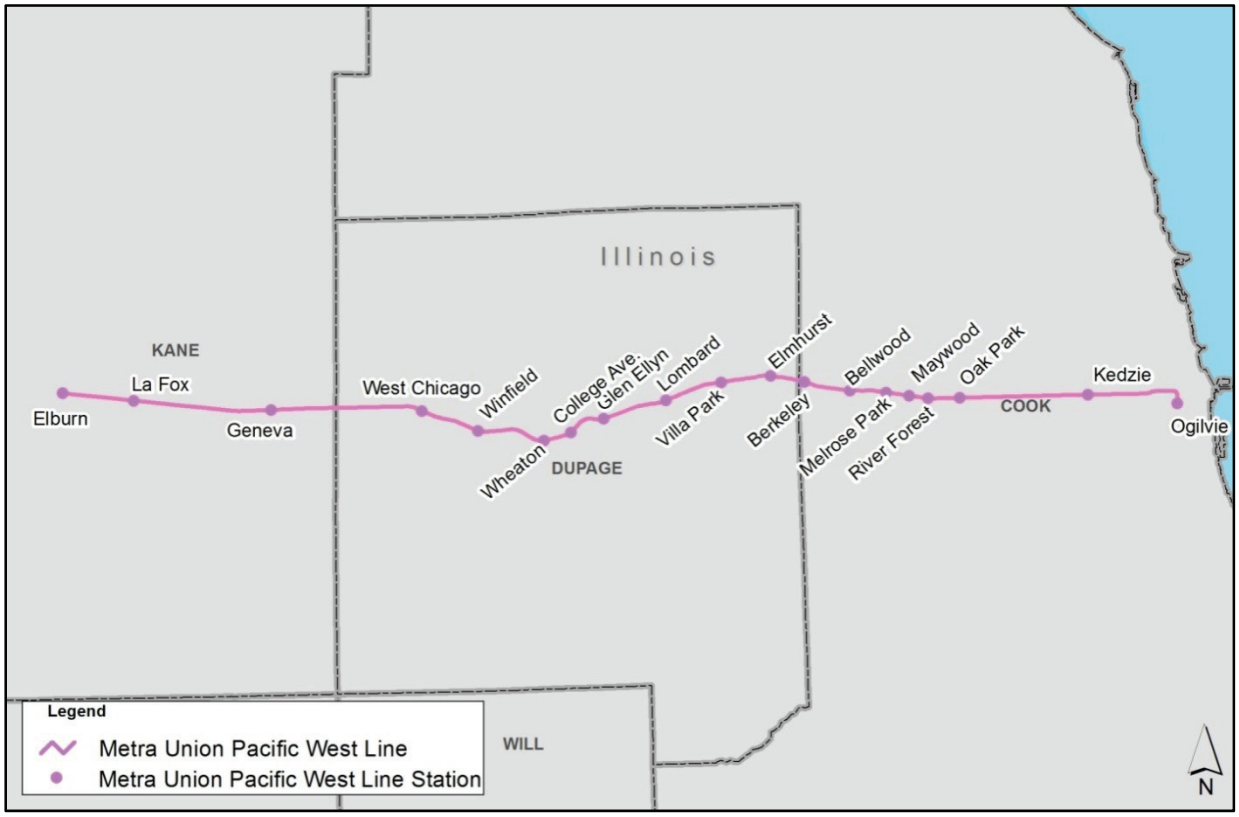
Notes:
[1] Chicago-B-12
[2] Chicago-A-5

[143] http://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports/on-time_performance.html

10.6.6 Union Pacific West

The UP West Line provides service to 19 stations between Chicago's OTC and Elburn, Illinois; a far west suburb of Chicago. On this line, Metra service is provided by UP Railroad under the terms of a PSA. The UP West Line has 29 scheduled revenue trains per weekday that arrive at OTC and 30 trains departing OTC. In addition to providing a significant number of weekday trains, the UP West Line also has 10 scheduled revenue trains arriving at OTC and 10 trains departing OTC on Saturday. On Sundays and holidays, there are 9 scheduled revenue trains arriving at OTC and 9 departing OTC.[144] Not all trains run the full length of the line. The line has commuter train layover facilities at OTC and Elburn. **Exhibit 10-111** depicts the UP West Line.

Exhibit 10-111: Union Pacific West Line

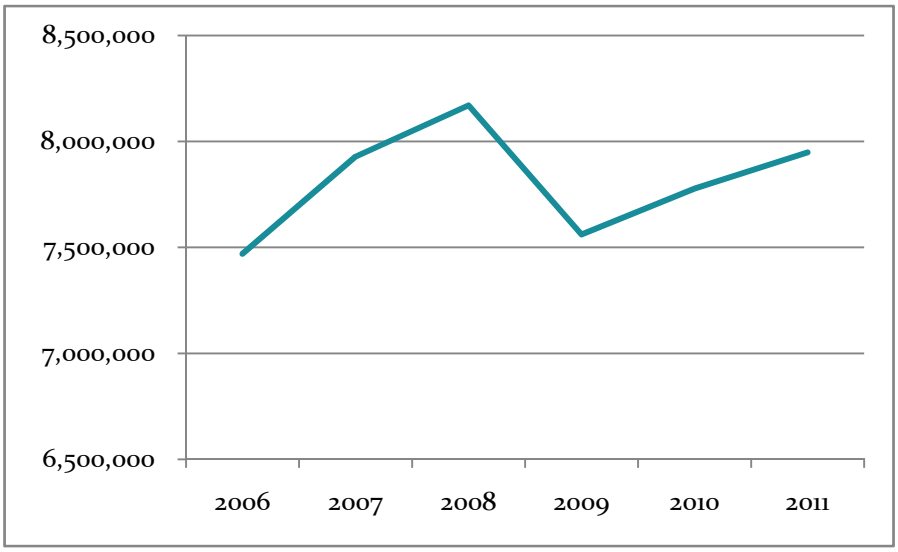


Ridership

In 2011, ridership on the UP West Line exceeded 7,900,000.[145] Between 2006 and 2011, ridership on the UP West Line increased by 6.4 percent.[146] **Exhibit 10-112** depicts the 6-year trends in ridership on the UP West Line between 2006 and 2011.

[144] http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/up-w/schedule.full.html
[145] Source: Metra
[146] Source: Metra

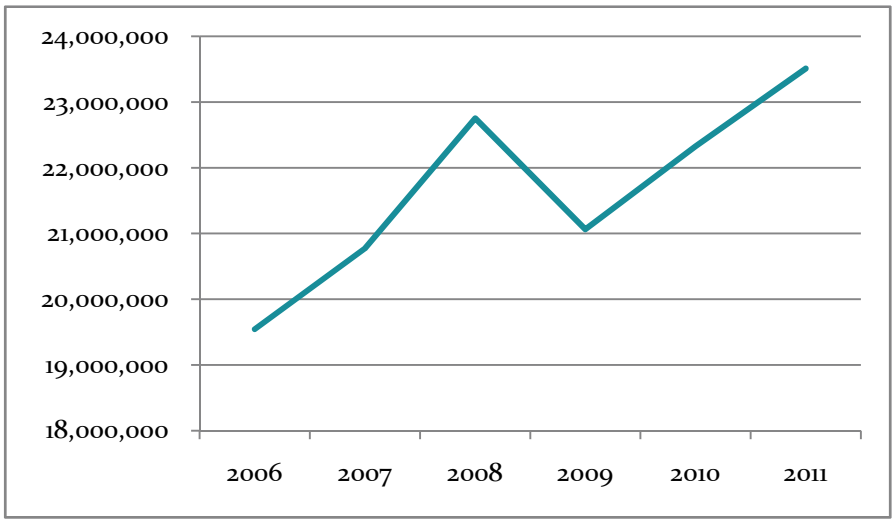
Exhibit 10-112: Ridership Trends on Union Pacific West Line



Revenue

Fare revenues generated by the UP West Line exceeded $23.5 million in 2011, a 5.3 percent increase from 2010.[147] **Exhibit 10-113** depicts the 6-year trends in revenue on the UP West Line between 2006 and 2011.

Exhibit 10-113: Revenue Trends on Union Pacific West Line



[147] Source: Metra

On-Time Performance

In 2011, the average OTP for the UP West Line service was 90.9 percent. **Exhibit 10-114** outlines the primary cause of delays for all of 2011.[148]

Exhibit 10-114: Primary Cause of Delay for Union Pacific West Line

Freight Interference – Total	Passenger Loading
26.0%	14.8%

Route Characteristics

Exhibit 10-115 depicts route characteristics for the UP West Line.

Exhibit 10-115: Route Characteristics for Union Pacific West Line

Commuter Route Name		Metra UP West
Total Route Miles		43.6
Owning RR Name		UP
Main Tracks		4/3/2
Signal System		CTC/ATC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		Metra UP West: 59
Passenger Terminal Used in Chicago		OTC
Railroads Crossed at Grade	**Qty.**	2
	Location	Metra at A – 2 CN at West Chicago
Movable Span River Bridges	**Location**	None
Freight Yards	**Qty.**	3
	Location	California Avenue Proviso West Chicago
Passenger Stations in Illinois		19: OTC, Kedzie, Oak Park, River Forest, Maywood, Melrose Park, Bellwood, Berkeley, Elmhurst, Villa Park, Lombard, Glen Ellyn, College Avenue, Wheaton, Winfield, West Chicago, Geneva, La Fox, Elburn
Volume of Freight In 2010 MGT		OTC to Kedzie: 0.00 MGT Kedzie to Proviso: 56.20 MGT Proviso to Elburn: 89.54 MGT

[148] http://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports/on-time_performance.html

10.6.7 BNSF Railway

The BNSF Railway Line provides service to 26 stations between CUS and Aurora, Illinois; a far west suburb of Chicago. On this line, Metra service is provided by BNSF Railroad under the terms of a PSA. Service on the BNSF Line is provided in zones by a series of trains whose schedules are coordinated at key points. The BNSF Line has 47 scheduled revenue trains per weekday that arrive at CUS and 47 trains departing CUS. Not all trains run the full length of the line. In addition to providing a significant number of weekday trains, the BNSF Line also has 14 scheduled revenue trains arriving at CUS and 14 trains departing CUS on Saturday. On Sundays and holidays, there are 9 scheduled revenue trains arriving at CUS and 9 departing CUS.[149] The line has commuter train layover facilities at CUS and Aurora. **Exhibit 10-116** depicts the BNSF Line.

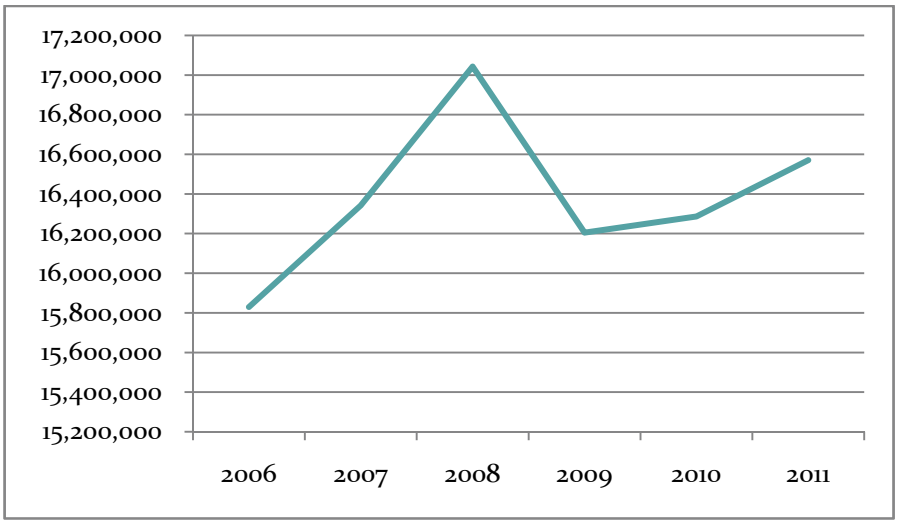
Exhibit 10-116 BNSF Railway Line

Ridership

In 2011, ridership on the BNSF Line exceeded 16,500,000.[150] Between 2006 and 2011, ridership on the BNSF Line increased by 4.7 percent.[151] **Exhibit 10-117** depicts the 6-year trends in ridership on the BNSF Line between 2006 and 2011.

[149] http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/bnsf/schedule.full.html
[150] Source: Metra
[151] Source: Metra

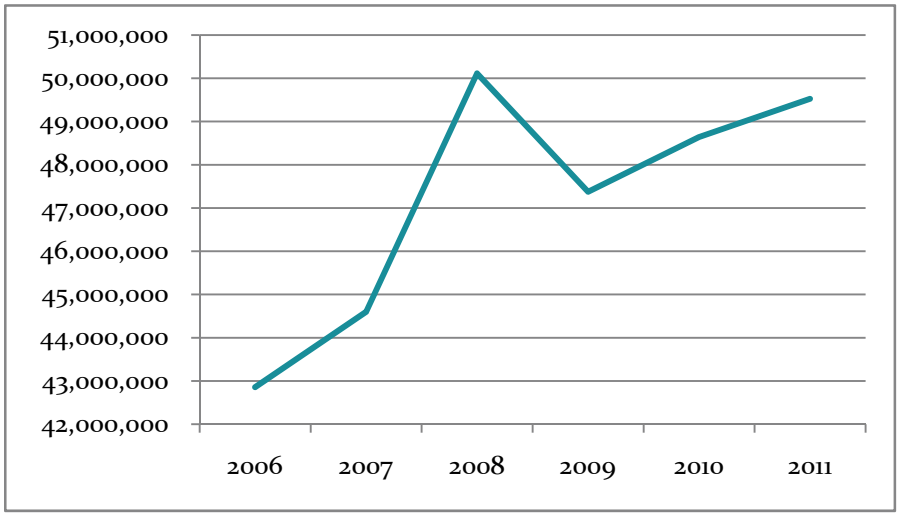
Exhibit 10-117: Ridership Trends on BNSF Line



Revenue

Fare revenues generated by the BNSF Line exceeded $49.5 million in 2011, a 1.8 percent increase from 2010.[152] **Exhibit 10-118** depicts the 6-year trends in revenue on the BNSF Line between 2006 and 2011.

Exhibit 10-118: Revenue Trends on BNSF Line



[152] Source: Metra

On-Time Performance

In 2011, the average OTP for the BNSF Line service was 92.9 percent. **Exhibit 10-119** outlines the primary cause of delays for all of 2011.[153]

Exhibit 10-119: Primary Cause of Delay for BNSF Line

Track Work	Passenger Loading
17.2%	14.3%

Route Characteristics

Exhibit 10-120 depicts route characteristics for the BNSF Line.

Exhibit 10-120: Route Characteristics for BNSF Railway Line

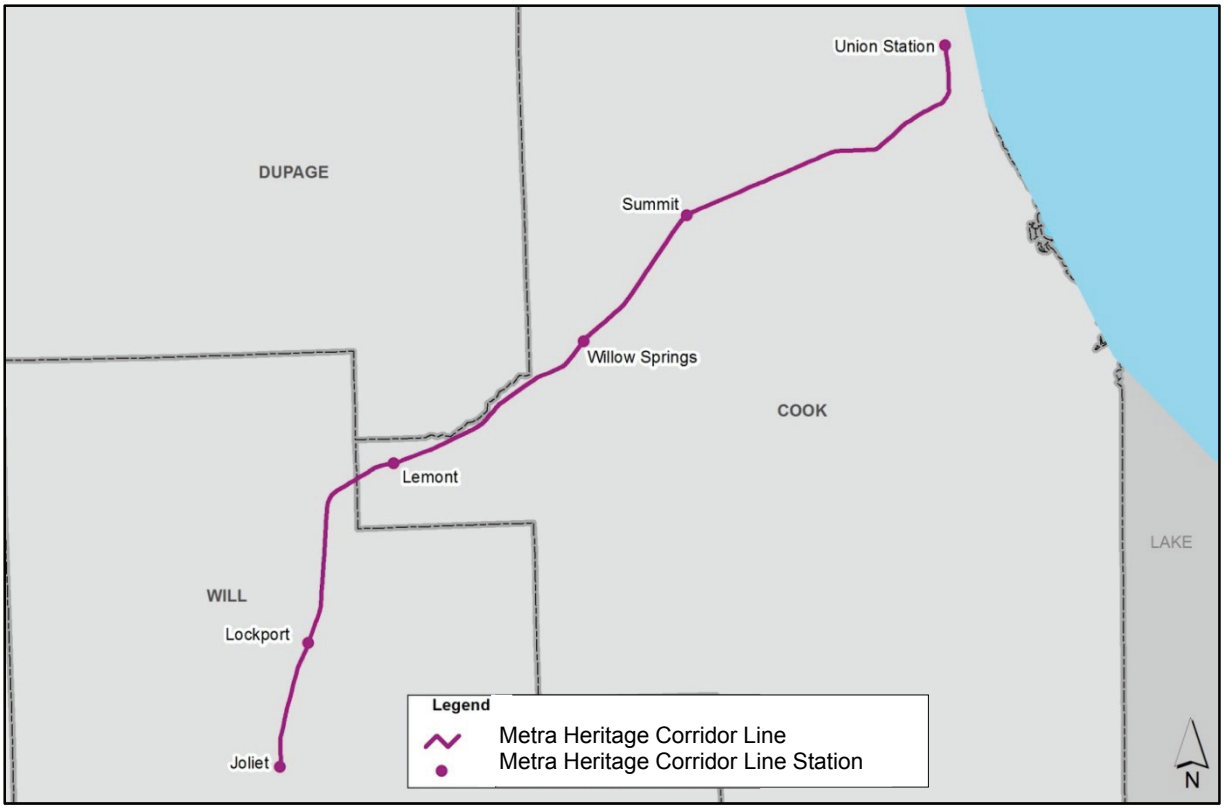
Commuter Route Name		Metra BNSF Railway
Total Route Miles		37.5
Owning RR Name		Amtrak, BNSF
Main Tracks		3
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		Metra BNSF Railway: 94 Amtrak: 8
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	0
	Location	None
Movable Span River Bridges	**Location**	None
Freight Yards	**Qty.**	2
	Location	Cicero Eola- Aurora
Passenger Stations in Illinois		26: CUS, Halsted, Western Ave., Cicero, LaVergne, Berwyn, Harlem Ave., Riverside, Hollywood, Brookfield, Congress Park, LaGrange Rd., LaGrange Stone Ave., Western Springs, Highlands, Hinsdale, West Hinsdale, Clarendon Hills, Westmont, Fairview Ave., Downers Grove Main St., Belmont, Lisle, Naperville, Route 49, Aurora
Volume of Freight In 2010 MGT		CUS to Western Ave.: 5.0 - 9.9 MGT Western Ave. to Aurora: 60.0 - 99.9 MGT

[153] http://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports/on-time_performance.html

10.6.8 Heritage Corridor

The Heritage Corridor (HC) Line provides service to six stations between CUS and Joliet, Illinois; a far southwest suburb of Chicago. The HC Line has three scheduled revenue trains per weekday that arrive at CUS and three trains departing CUS. Saturday, Sunday, and holiday service is not provided.[154] The line has commuter train layover facilities at CUS and Joliet. **Exhibit 10-121** depicts the HC Line.

Exhibit 10-121: Heritage Corridor Line

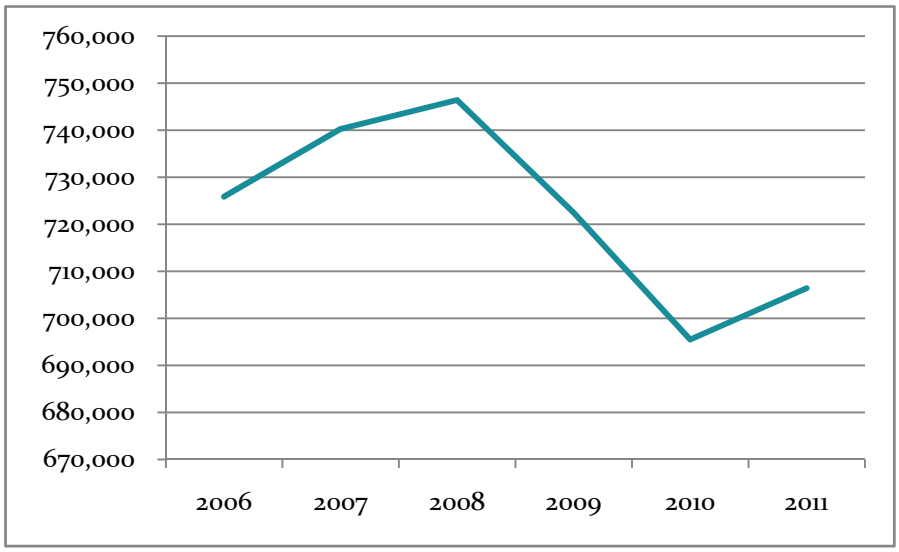


Ridership

In 2011, ridership on the HC Line exceeded 700,000.[155] Between 2006 and 2011, ridership on the HC Line decreased by 2.7 percent.[156] **Exhibit 10-122** depicts the 6-year trends in ridership on the HC Line between 2006 and 2011.

[154] http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/hc/schedule.full.html
[155] Source: Metra
[156] Source: Metra

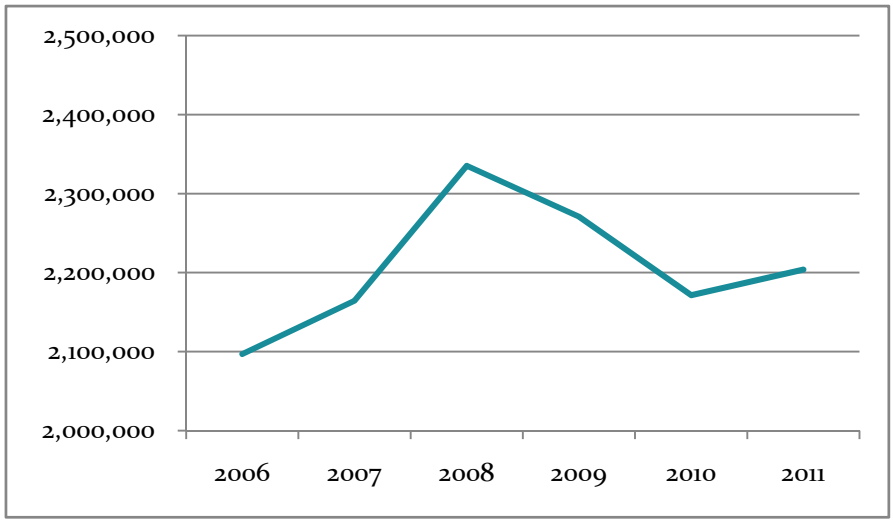
Exhibit 10-122: Ridership Trends on Heritage Corridor Line



Revenue

Fare revenues generated by the HC Line exceeded $2.2 million in 2011, a 1.5 percent increase from 2010.[157] **Exhibit 10-123** depicts the 6-year trends in revenue on the HC Line between 2006 and 2011.

Exhibit 10-123: Revenue Trends on Heritage Corridor Line



[157] Source: Metra

On-Time Performance

In 2011, the average OTP for the HC Line service was 86.2 percent. **Exhibit 10-124** outlines the primary cause of delays for all of 2011.[158]

Exhibit 10-124: Primary Cause of Delay for Heritage Corridor Line

Freight Interference – Total	Signal/Switch Failure
33.3%	23.3%

Route Characteristics

Exhibit 10-125 depicts route characteristics for the HC Line.

Exhibit 10-125: Route Characteristics for Heritage Corridor Line

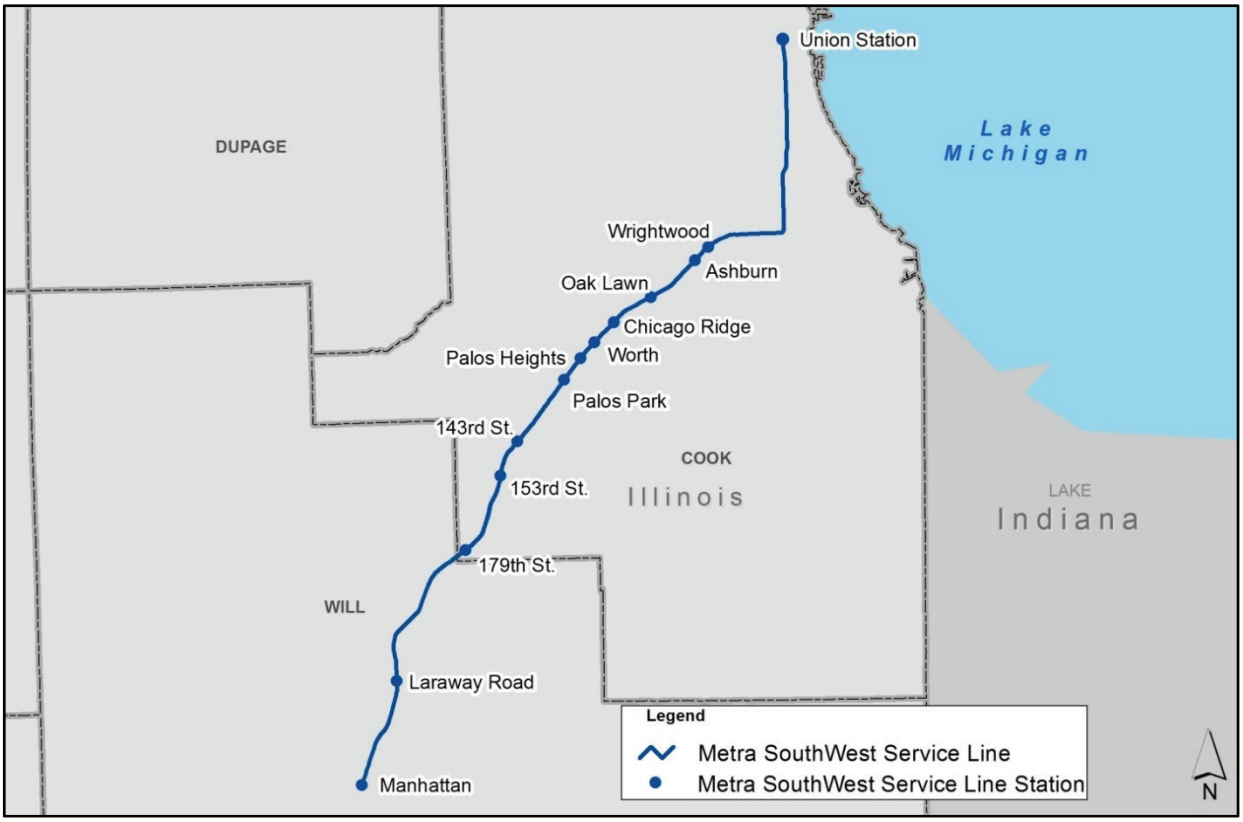
Commuter Route Name		Metra Heritage Corridor
Total Route Miles		37.2
Owning RR Name		Amtrak, CN
Main Tracks		2
Signal System		ABS/CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		Metra Heritage Corridor: 6 Amtrak: 10
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	5
	Location	NS and CSX at Brighton Park (shared track) CN and BNSF at Corwith (shared track) BRC at Lemoyne IHB at Canal/Argo Metra, CSX, and IAIS at Joliet (shared track)
Movable Span River Bridges	**Location**	21st St. - Chicago River
Freight Yards	**Qty.**	5
	Location	Bridgeport Corwith Glenn Argo Joliet
Passenger Stations in Illinois		6: CUS, Summit, Willow Springs, Lemont, Lockport, Joliet
Volume of Freight In 2010 MGT		CUS to LeMoyne: 10.0 - 19.9 MGT LeMoyne to Summit: 20.0 - 39.9 MGT Summit to Joliet: 10.0 - 19.9 MGT

[158] http://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports/on-time_performance.html

10.6.9 SouthWest Service

The SouthWest Service (SWS) Line provides service to 13 stations between CUS and Manhattan, Illinois; a far southwest suburb of Chicago. The SWS Line has 15 scheduled revenue trains per weekday that arrive at CUS and 15 trains departing CUS. In addition to providing a significant number of weekday trains, the SWS Line also has 3 scheduled revenue trains arriving at CUS and 3 trains departing CUS on Saturday. The SWS Line does not provide Sunday or holiday service.[159] Not all trains run the full length of the line. The line has commuter train layover facilities at CUS, Orland Park, and Manhattan. **Exhibit 10-126** depicts the SWS Line.

Exhibit 10-126: SouthWest Service Line



Ridership

In 2011, ridership on the SWS Line exceeded 2,500,000.[160] Between 2006 and 2011, ridership on the SWS Line increased by 18.3 percent.[161] This growth followed the completion of an expansion project in 2006. In January 2006, the line was extended to Manhattan, two new stations were added (including the new terminal station in Manhattan), and the number of weekday trains increased from 16 to 30. **Exhibit 10-127** depicts the 6-year trends in ridership on the SWS Line between 2006 and 2011.

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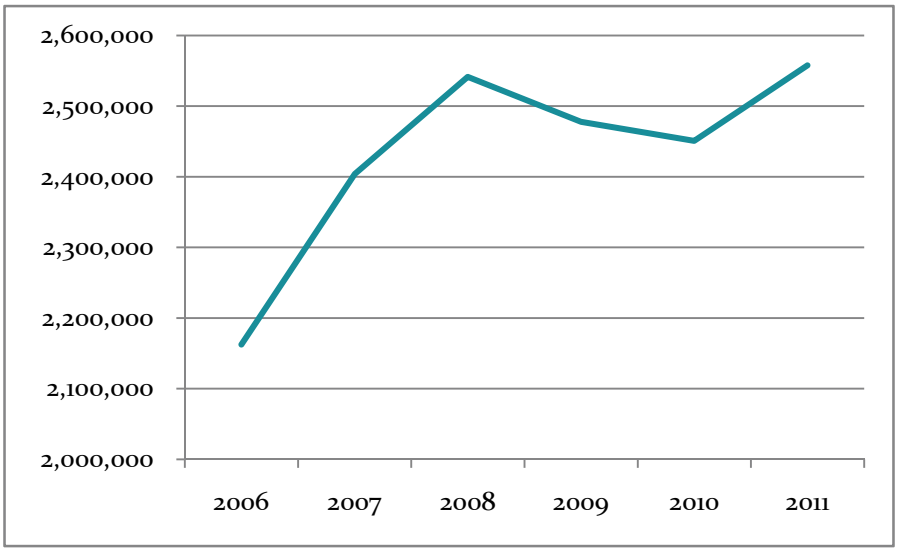
[159] http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/sws/schedule.full.html
[160] Source: Metra
[161] Source: Metra

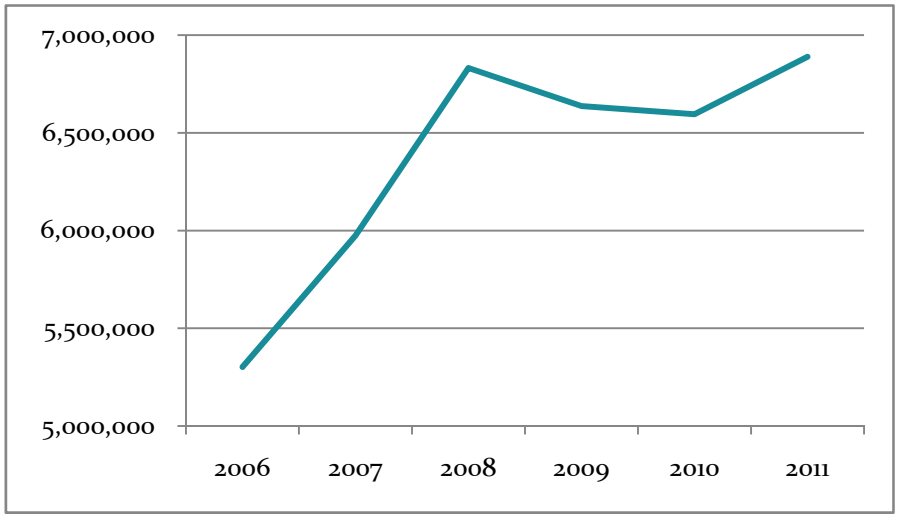
Exhibit 10-127: Ridership Trends on SouthWest Service Line



Revenue

Fare revenues generated by the SWS Line exceeded $6.8 million in 2011, a 4.5 percent increase from 2010.[162] **Exhibit 10-128** depicts the 6-year trends in revenue on the SWS Line between 2006 and 2011.

Exhibit 10-128: Revenue Trends on SouthWest Service Line



[162] Source: Metra

On-Time Performance

In 2011, the average OTP for the SWS Line was 92.1 percent. **Exhibit 10-129** outlines the primary cause of delays for all of 2011.[163]

Exhibit 10-129: Primary Cause of Delay for SouthWest Service Line

Freight Interference – Total	Signal/Switch Failure
42.8%	22.1%

Route Characteristics

Exhibit 10-130 depicts route characteristics for the SWS Line.

Exhibit 10-130: Route Characteristics for SouthWest Service Line

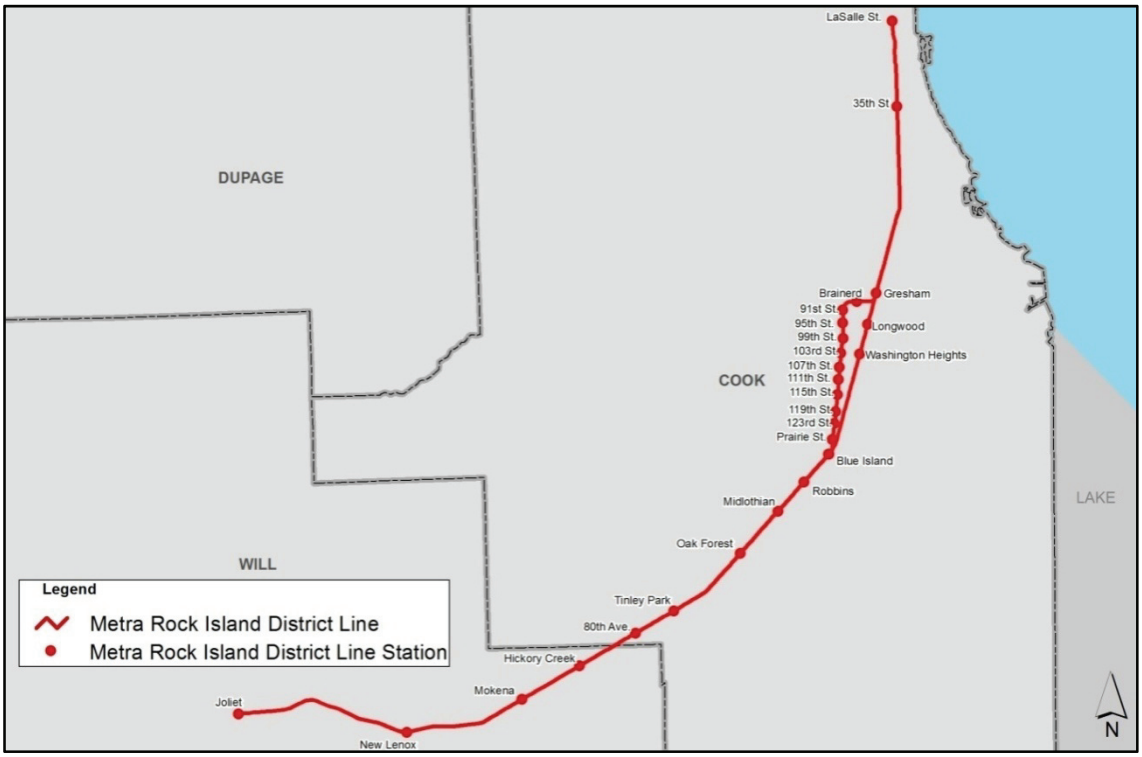
Commuter Route Name		Metra SWS
Total Route Miles		40.8
Owning RR Name		Amtrak, Metra, NS leased to Metra
Main Tracks		2/1
Signal System		CTC
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		SouthWest: 30 Amtrak: 2
Passenger Terminal Used in Chicago		CUS
Railroads Crossed at Grade	**Qty.**	5
	Location	CN at Chicago BRC at Belt Junction CSX at 75th CN at Ashburn IHB at Chicago Ridge
Movable Span River Bridges	**Location**	21st St. - Chicago River
Freight Yards	**Qty.**	4
	Location	Canal St. 47th St. Rockwell Landers
Passenger Stations in Illinois		13: CUS, Wrightwood, Ashburn, Oak Lawn, Chicago Ridge, Worth, Palos Heights, Palos Park, Orland Park 143rd St., Orland Park 153rd St., Orland Park 179th St., New Lenox Laraway Rd., Manhattan
Volume of Freight In 2010 MGT		CUS to Landers: 10.0 - 19.9 MGT Landers to Manhattan: 1.0 - 4.9 MGT

[163] http://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports/on-time_performance.html

10.6.10 Rock Island District

The Rock Island (RI) District provides service between Chicago's LaSalle Street Station and Joliet, Illinois; a far southwest suburb of Chicago. The RI District serves 15 stations on the route's mainline and 11 stations on the route's "Suburban Branch." Service on the RI District is provided in zones by a series of trains whose schedules are coordinated at key points to facilitate transfers between the Main Line and Suburban Branch. The RI District has 35 scheduled revenue trains per weekday that arrive at the LaSalle Street Station and 34 scheduled revenue trains departing the LaSalle Street Station. In addition to providing a significant number of weekday trains, the RI District also has 10 scheduled revenue trains arriving at the LaSalle Street Station and 10 scheduled revenue trains departing the LaSalle Street Station on Saturday. On Sundays and holidays, there are 8 scheduled revenue trains arriving at the LaSalle Street Station and 8 departing the LaSalle Street Station.[164] Not all trains run the full length of the line. The line has commuter train layover facilities at the LaSalle Street Station; Blue Island, Illinois; and Joliet. **Exhibit 10-131** depicts the RI District.

Exhibit 10-131: Rock Island District

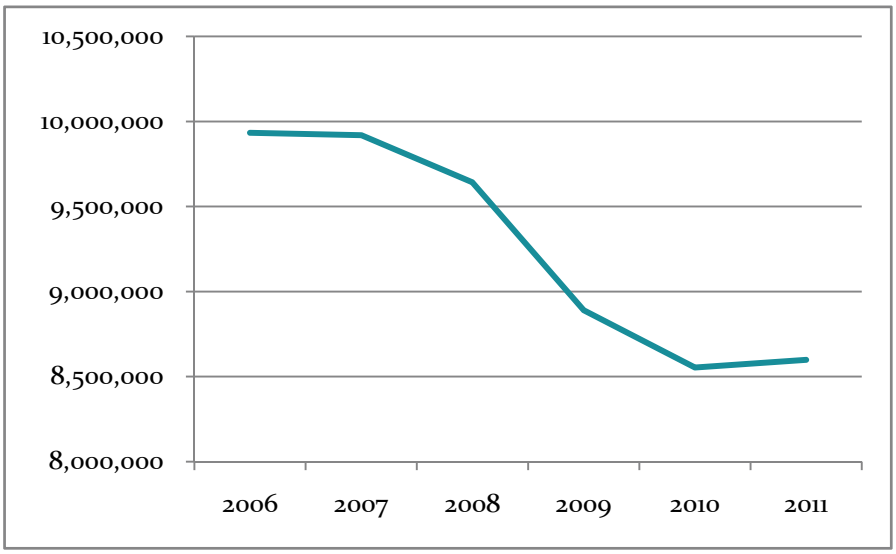


[164] http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/ri/schedule.full.html

Ridership

In 2011, ridership on the RI District exceeded 8,600,000.[165] Between 2006 and 2011, ridership on the RI District decreased by 13.4 percent.[166] Ridership increased from 2010 to 2011 by 1 percent. **Exhibit 10-132** depicts the 6-year trends in ridership on the RI District between 2006 and 2011.

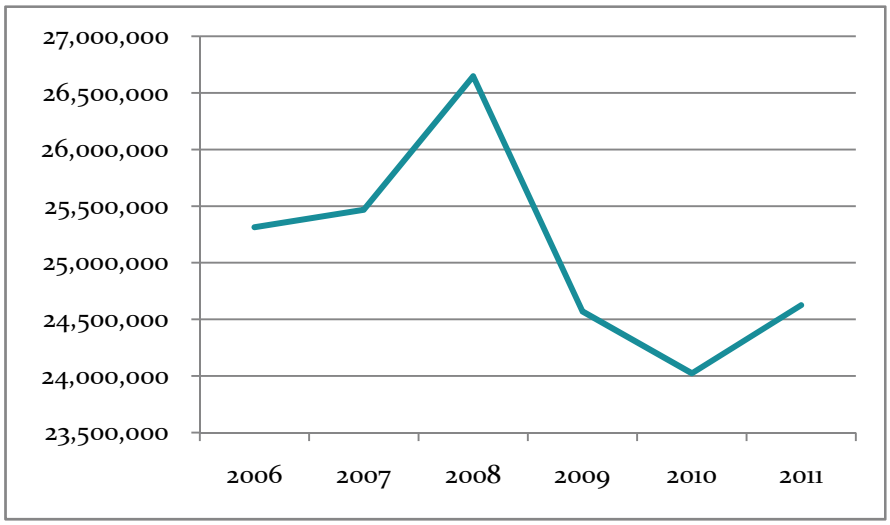
Exhibit 10-132: Ridership Trends on Rock Island District



Revenue

Fare revenues generated by the RI District exceeded $24.6 million in 2011, a 2.5 percent increase from 2010.[167] **Exhibit 10-133** depicts the 6-year trends in revenue on the RI District between 2006 and 2011.

Exhibit 10-133: Revenue Trends on Rock Island District



[165] Source: Metra
[166] Source: Metra
[167] Source: Metra

On-Time Performance

In 2011, the average OTP for the RI District service was 94.0 percent. **Exhibit 10-134** outlines the primary cause of delays for all of 2011.[168]

Exhibit 10-134: Primary Cause of Delay for Rock Island District

Freight Interference – Total	Weather
20.5%	11.6%

Route Characteristics

Exhibit 10-135 depicts route characteristics for the RI District.

Exhibit 10-135: Route Characteristics for Rock Island District

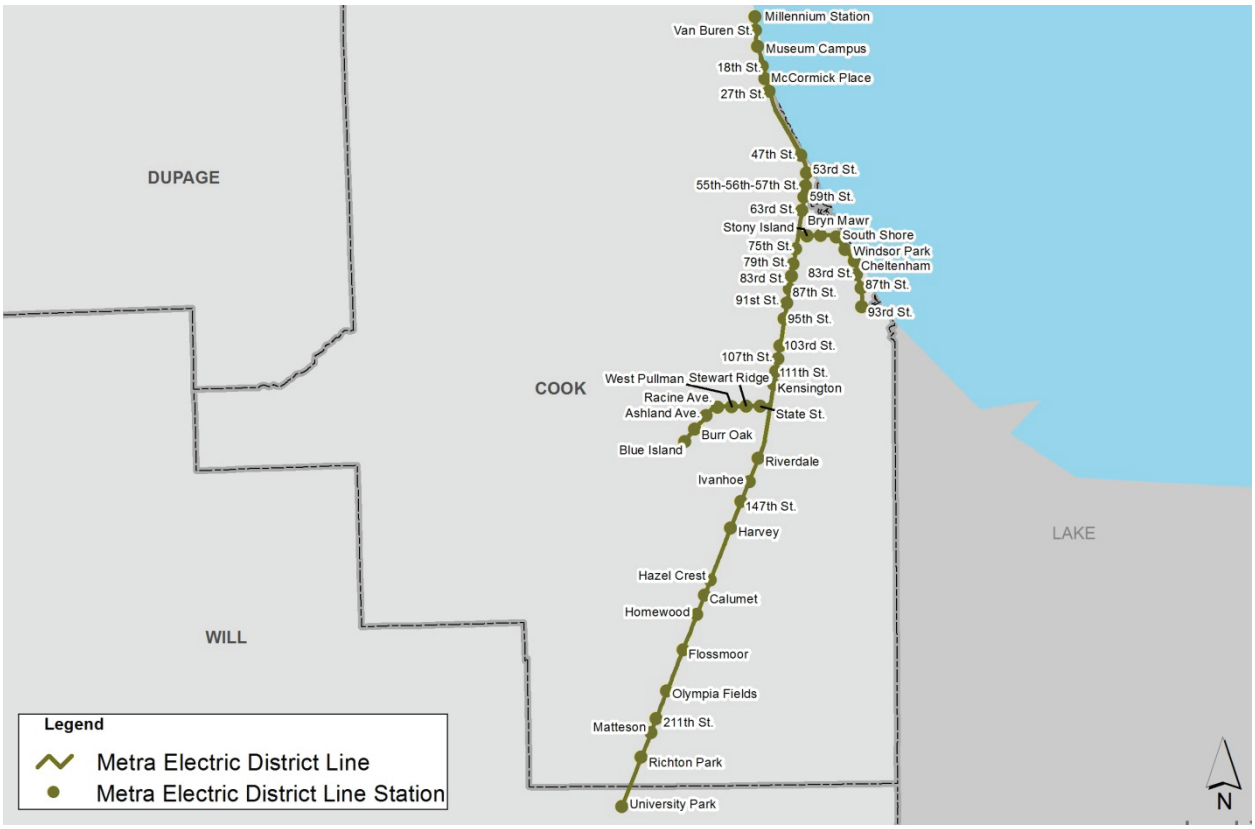
Commuter Route Name		Metra RI District
Total Route Miles		46.8
Owning RR Name		Metra
Main Tracks		2
Signal System		CTC/CBS/Non-Sig
Overhead Traction Power Systems		No
Revenue Passenger Trains per Weekday		Metra RI District: 69
Passenger Terminal Used in Chicago		LaSalle
Railroads Crossed at Grade	**Qty.**	3
	Location	St. Charles Air Line at 16th St. CSX and NS at Englewood (shared track) BNSF and UP at Joliet (shared track)
Movable Span River Bridges	**Location**	None
Freight Yards	**Qty.**	2
	Location	Gresham Blue Island
Passenger Stations in Illinois		26: LaSalle St. Station, 35th St., Gresham, 95th St., 103rd St., Brainerd, Beverly Hills – 91st St., Beverly Hills – 95th St., Beverly Hills – 99th St., Beverly Hills – 103rd St., Beverly Hills – 107th St., Morgan Park – 111th St., Morgan Park – 115th St., 119th St., 123rd St, Prairie St., Blue Island, Robbins, Midlothian, Oak Forest, Tinley Park, Tinley Park – 80th Ave., Hickory Creek, Mokena, New Lenox, Joliet
Volume of Freight In 2010 MGT		LaSalle to Joliet: 0 - 4.9 MGT

[168] http://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports/on-time_performance.html

10.6.11 Metra Electric District

The Metra Electric (ME) District provides service between Chicago's Millennium Station and University Park, Illinois and has two branch lines to the South Chicago neighborhood of Chicago and Blue Island, Illinois. The ME District provides service to a total of 49 stations on the mainline and branch lines. Service on the line is provided in zones by a series of trains whose schedules are carefully coordinated between the mainline, the South Chicago branch, the Blue Island branch, and the South Shore Line. During peak periods, the series of trains operate in very close succession to one another. The ME District has 73 scheduled revenue trains per weekday that arrive at the Millennium Station and 71 scheduled revenue trains that depart Millennium Station. In addition to providing a significant number of weekday trains, the ME District has 49 scheduled revenue trains that arrive at the Millennium Station and 50 scheduled revenue trains that depart Millennium Station on Saturdays. On Sundays and holidays, there are 20 scheduled revenue trains that arrive at Millennium Station and 20 scheduled revenue trains that depart. The mainline and South Chicago branch provide Saturday and Sunday/holiday service. The Blue Island branch provides Saturday service, but not Sunday/holiday.[169] The line has commuter train layover facilities at the Millennium Station; Kensington, Illinois; South Chicago, Illinois; Blue Island, Illinois; and Richton Park, Illinois. **Exhibit 10-136** depicts the ME District.

Exhibit 10-136: Metra Electric District

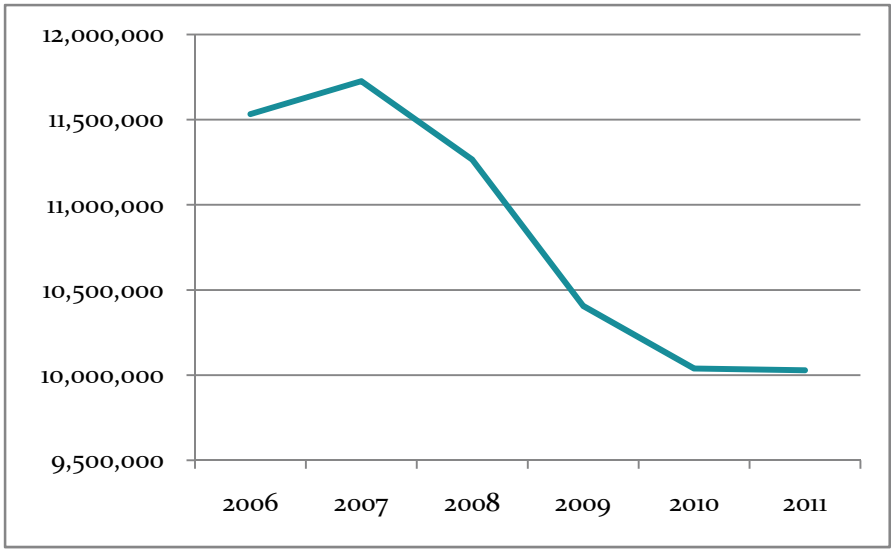


[169] http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/me/schedule.full.html

Ridership

In 2011, ridership on the ME District, including branch lines, exceeded 10,000,000. Between 2006 and 2011, overall ridership on the ME District decreased by 13.0 percent.[170] **Exhibit 10-137** depicts the overall 6-year trends in ridership on the ME District between 2006 and 2011.

Exhibit 10-137: Ridership Trends on Metra Electric District

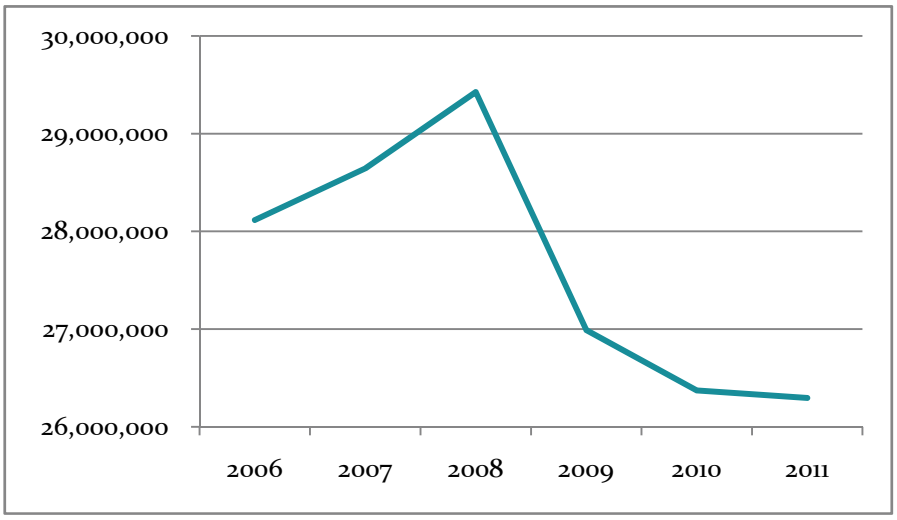


Revenue

Fare revenues generated by the ME District exceeded $26.2 million in 2011, a 0.3 percent decrease from 2010.[171] **Exhibit 10-138** depicts the 6-year trends in revenue on the ME District between 2006 and 2011.

[170] Source: Metra
[171] Source: Metra

Exhibit 10-138: Revenue Trends on Metra Electric District



On-Time Performance

In 2011, the average OTP for the ME District service was 96.8 percent. **Exhibit 10-139** outlines the primary cause of delays for all of 2011.[172]

Exhibit 10-139: Primary Cause of Delay for Metra Electric District

Passenger Loading	Weather
26.2%	14.3%

Route Characteristics

Exhibit 10-140 depicts route characteristics for the ME District.

[172] http://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports/on-time_performance.html

Exhibit 10-140: Route Characteristics for Metra Electric District

Commuter Route Name		ME District
Total Route Miles		40.6
Owning RR Name		Metra
Main Tracks		4/2/1
Signal System		ABS/CTC
Overhead Traction Power Systems		Yes
Revenue Passenger Trains per Weekday		ME District: 170 NICTD South Shore: 37[1]
Passenger Terminal Used in Chicago		Millennium
Railroads Crossed at Grade	**Qty.**	1
	Location	NICTD at Kensington
Movable Span River Bridges	**Location**	None
Freight Yards	**Qty.**	0
	Location	None
Passenger Stations in Illinois		49: Millennium Station, Van Buren St., Museum Campus/11th St., 18th St., McCormick Pl., 27th St., 47th St., 51st/53rd St., 55th-56th-57th St., 59th St., 63rd St., 75th St, 79th St., 83rd St., 87th St., 91st St., 95th St., 103rd St., 107th St., 111th St., Kensington/115th St., Riverdale, Ivanhoe, 147th St., Harvey, Hazel Crest, Calumet, Homewood, Flossmoor, Olympia Fields, 211th St., Matteson, Richton Park, University Park, Stony Island, Bryn Mawr, South Shore, Windsor Park, 79th St., 83rd St. (South Chicago), 87th St. (South Chicago), 93rd St. (South Chicago), State St., Stewart Ridge, West Pullman, Racine, Ashland, Burr Oak, Blue Island
Volume of Freight In 2010 MGT		None

Note:
[1] Chicago-Kensington

10.7 NICTD Route Descriptions

The South Shore (SS) Line began providing passenger service to northern Indiana in 1908 as the Chicago, Lake Shore & South Bend Railroad. In 1925, it was purchased and renamed the Chicago, South Shore & South Bend Railroad. It was then purchased by the Chesapeake and Ohio (C&O) Railway in 1967. Due to declining passenger service and the reluctance to join Amtrak, the C&O Railway asked the ICC to abandon passenger service. NICTD was formed by the State of Indiana in 1977 to fund the service. NICTD continues to operate the SS Line.[173]

NICTD has a financial assistance grant arrangement with Metra for the shared right-of-way from Kensington/115th Street to the Millennium Park Station in Chicago. NICTD's funding share is based on the proportion of service operated within Illinois.[174]

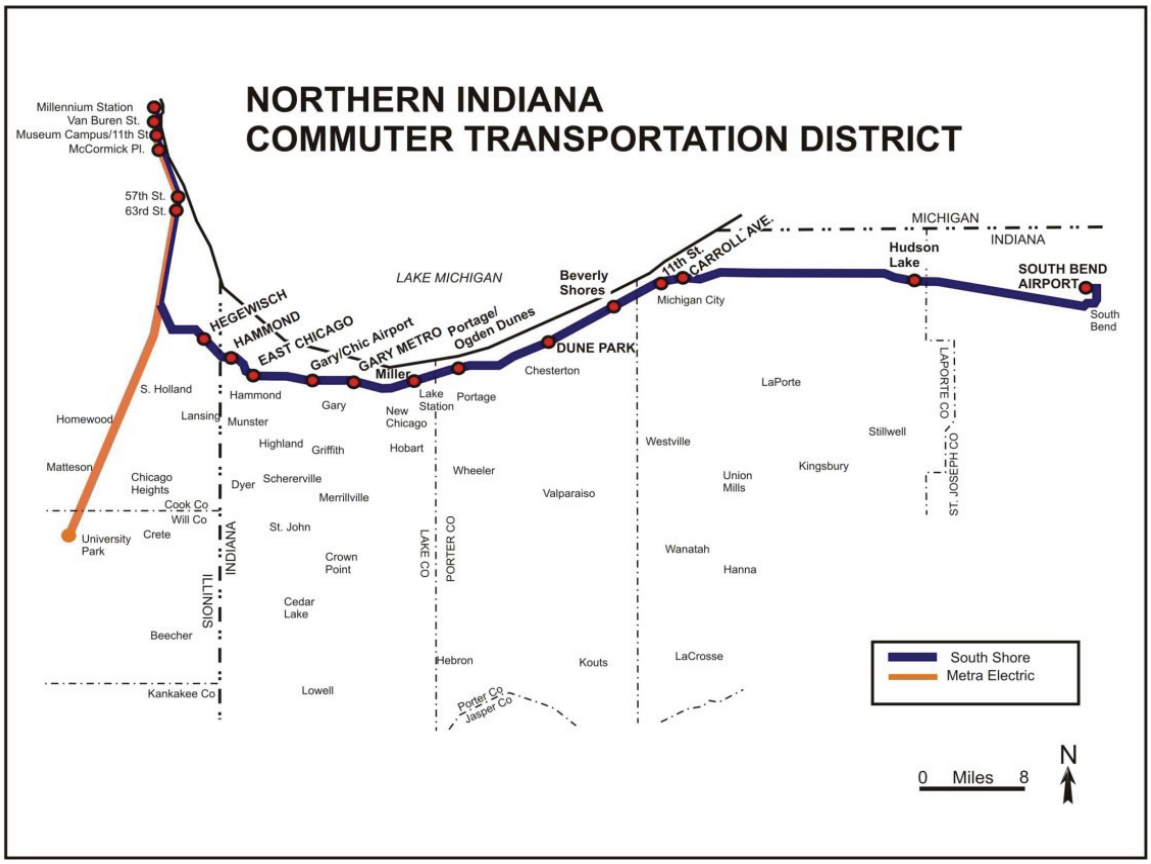
The following section provides a general description of the operations of the NICTD route. More detailed information is available on the NICTD website, www.nictd.com.

[173] http://en.wikipedia.org/wiki/NICTD
[174] http://metrarail.com/metra/en/home/about_metra/leadership/metra_history.html

10.7.1 South Shore Line

The SS Line provides service to 19 stations between Chicago's Millennium Station and the South Bend Airport in South Bend, Indiana. Service on the line is provided in zones by a series of trains whose schedules are carefully coordinated with ME District schedules to facilitate transfers between the two lines. The SS Line has 18 scheduled revenue trains per weekday that arrive at the Millennium Station and 19 scheduled revenue trains that depart Millennium Station. Additionally, the SS Line has 9 scheduled revenue trains that arrive at the Millennium Station and 9 scheduled revenue trains that depart Millennium Station on Saturdays, Sundays, and holidays.[175] There are also 4 weekday revenue trips between the South Bend Airport and Michigan City. **Exhibit 10-141** depicts the SS Line.

Exhibit 10-141: South Shore Line



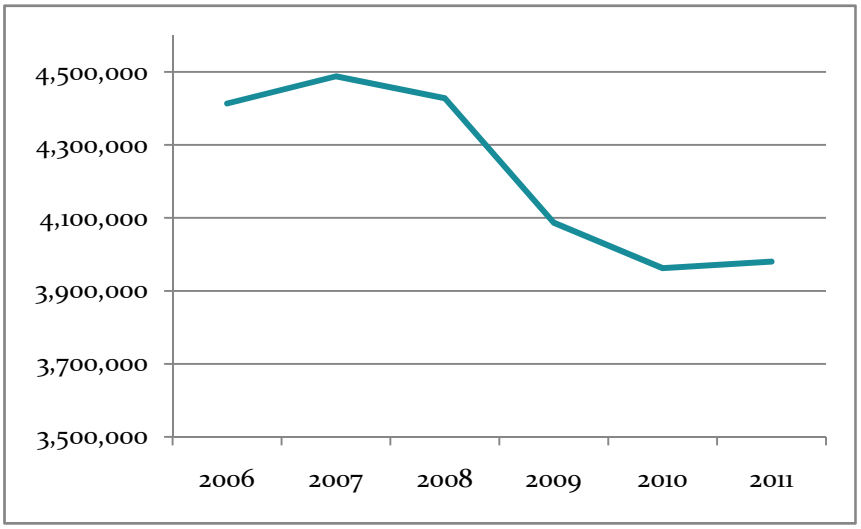
[175] http://www.nictd.com/pdf/Schedules.pdf

On February 15, 2012, NICTD discontinued SS service to the Kensington/115th Street Station. NICTD has planned to bypass the Kensington/115th Street Station in order to improve connectivity with the Metra Electric District. The new connection to the ME District uses the Canadian National tracks east of the station platform. The improvement will increase train speeds and track capacity and will reduce the potential for train delays that occur due to the merge of the SS Line and ME District.[176]

Ridership

In 2011, ridership on the SS Line exceeded 3,980,000. Between 2006 and 2011, ridership on the SS Line decreased by 9.8 percent.[177] Ridership increased from 2010 to 2011 by 0.5 percent. **Exhibit 10-142** depicts the overall 6-year trends in ridership on the SS Line between 2006 and 2011.

Exhibit 10-142: Ridership Trends on South Shore Line

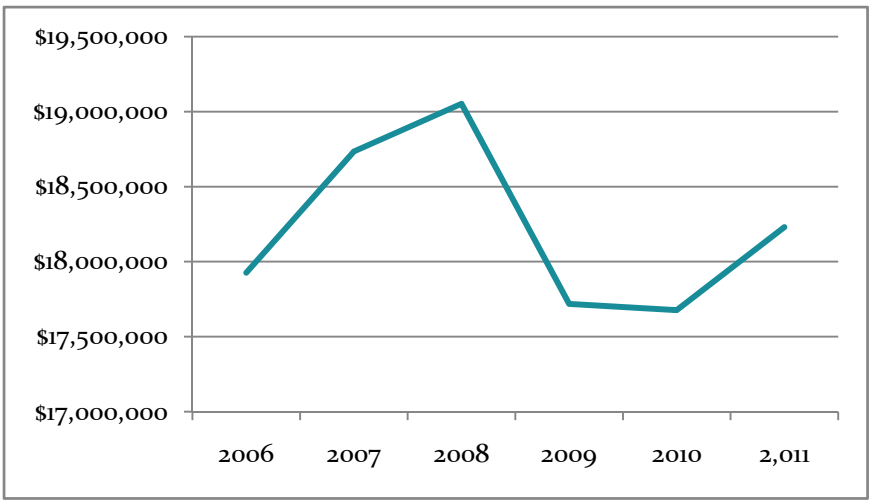


Revenue

Fare revenues generated by the SS Line exceeded $18.2 million in 2011, a 3.1 percent increase from 2010.[178] **Exhibit 10-143** depicts the 6-year trends in revenue on the SS Line between 2006 and 2010.

[176] http://www.nictd.com/news.html
[177] http://www.rtams.org/rtams/ridershipDetail.jsp?month=1&dataset=metraRail
[178] http://www.ntdprogram.gov/ntdprogram/pubs/profiles/2010/agency_profiles/5104.pdf

Exhibit 10-143: Revenue Trends on South Shore Line



On-Time Performance

In 2011, the overall OTP for the SS Line service was 84.9 percent. Primary cause of delay is not available for the SS Line.

Route Characteristics

Exhibit 10-144 depicts route characteristics for the SS Line.

Exhibit 10-144: Route Characteristics for South Shore Line

Commuter Route Name		NICTD SS Line
Total Route Miles		89.7
Owning RR Name		NICTD, Metra
Main Tracks		2/1
Signal System		ABS/CTC
Overhead Traction Power Systems		Yes
Revenue Passenger Trains per Weekday		NICTD SS: 41 ME District: 144[1]
Passenger Terminal Used in Chicago		Millennium
Railroads Crossed at Grade	**Qty.**	5
	Location	ME at Kensington NS and IHB at Burnham (shared track) NS at Gary NS at Michigan City CSS at Michigan City
Movable Span River Bridges	**Location**	None
Freight Yards	**Qty.**	1
	Location	Burnham
Passenger Stations in Illinois		7: Millennium Station, Van Buren St., Museum Campus/11th St., McCormick Pl., 57th St., 63rd St., Hegewisch
Volume of Freight In 2010 MGT		Millennium to Kensington: 10.0 - 19.9 MGT Kensington to State Line: 0 MGT

Note:
[1] Chicago-Kensington

10.8 Summary of Commuter Rail Service

Exhibit 10-145 illustrates the differences in Metra and NICTD ridership between FY 2006 and 2011, the OTP for FY 2011, and the primary causes of delay for each route described in Sections 10.6 and 10.7.

The three most common causes of delay for all of the routes are freight train interference, passenger loading, and signal/switch failure.

Exhibit 10-145: Summary of Commuter Rail Service

Line	UP-N	MD-N	NCS	UP-NW	MD-W	UP-W	BNSF	HC	SWS	RID	MED	SS	Average Delay for All Routes
Ridership Change, 2006-2011	13.1%	6.3%	35.4%	12.6%	12.7%	6.4%	4.7%	-2.7%	18.3%	-13.4%	-13.0%	-9.8%	
OTP, December 2011	97.1%	93.3%	90.0%	98.2%	97.5%	91.8%	96.8%	75.0%	94.4%	98.4%	99.2%	84.9%	
Delay Cause Category													
Passenger Train Interference	2.9%	9.3%	5.0%	2.2%	3.4%	2.2%	2.2%	5.2%	4.6%	2.9%	2.7%	N/A	3.7%
Freight Interference – Total	1.3%	12.4%	35.6%	4.6%	12.6%	26.0%	9.5%	33.3%	42.8%	8.2%	0.0%	N/A	14.3%
Accident	4.9%	1.6%	10.0%	6.7%	11.5%	3.7%	8.7%	1.0%	3.4%	3.9%	1.6%	N/A	4.9%
Passenger Loading	30.2%	14.0%	1.0%	16.6%	7.7%	14.8%	14.3%	0.0%	1.0%	20.5%	26.2%	N/A	14.6%
Lift Deployment	5.8%	2.6%	0.4%	1.7%	4.6%	4.8%	2.5%	0.0%	0.5%	9.8%	0.3%	N/A	2.6%
Obstruction/Debris	2.0%	1.1%	1.0%	4.2%	1.7%	4.7%	3.6%	0.5%	1.3%	3.2%	5.9%	N/A	3.3%
Signal/Switch Failure	5.6%	21.3%	18.4%	7.5%	16.7%	8.5%	9.2%	23.3%	22.1%	8.5%	13.3%	N/A	14.2%
Track Work	10.0%	7.9%	7.0%	8.7%	17.2%	7.5%	17.2%	18.6%	2.6%	7.8%	10.7%	N/A	10.4%
Catenary Failure	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	N/A	0.6%
Non-Locomotive Equipment Failure	1.3%	1.3%	0.2%	1.5%	1.0%	1.5%	0.3%	0.0%	0.8%	2.1%	6.7%	N/A	2.4%
Locomotive Failure	5.2%	6.5%	3.4%	10.2%	3.3%	3.5%	5.8%	1.4%	4.8%	9.8%	0.0%	N/A	4.2%
Human Error	6.5%	6.1%	6.4%	6.1%	3.8%	6.9%	10.0%	10.0%	6.4%	5.0%	6.7%	N/A	6.7%
Sick, Injured, Unruly Passenger	6.1%	2.1%	0.0%	5.4%	2.6%	3.9%	3.3%	0.0%	0.8%	3.4%	7.2%	N/A	3.6%
Weather	12.9%	11.4%	10.4%	20.1%	11.2%	8.7%	11.3%	6.2%	5.0%	11.6%	14.3%	N/A	11.6%
Other	5.3%	2.4%	1.2%	4.6%	2.9%	3.2%	2.0%	0.5%	4.0%	3.4%	2.1%	N/A	2.9%

Note: Top 2 causes of delay for each line are shaded

10.9 Excursion Railroads

Also commonly known as tourist, historic, or scenic railroads, excursion railroads include rail lines that were once run as commercial freight railroads and were re-opened by volunteers for historic or tourism purposes. Some of these railroads still conduct or operate over active freight operations. Others operate over former or re-built rail lines that may or may not be connected to the national rail system. Excursion railroads are outlined in **Exhibit 10-146**.

Exhibit 10-146: Excursion Railroads in Illinois

Excursion Railroad	Location	Miles Operated
Fox River Trolley Museum	South Elgin	4
Illinois Railway Museum	Union	10
Monticello Railway Museum	Monticello	6
Silver Creek & Stephenson Railroad	Freeport	2
	Total	**22**

10.10 Existing Passenger Rail Facilities with Intermodal Connections

For the purposes of this section, the term "intermodal connection" is defined as the ability of a transportation facility with intercity passenger rail service to enable passengers to conveniently make connections between other transportation modes.

The transportation modes considered in this definition are:

- Intercity passenger rail
- Commuter rail
- Heavy rail transit
- Light rail transit
- Bus rapid transit
- Commercial airline
- Intercity bus
- Municipal fixed bus route
- Dedicated shuttle service (commuter shuttle routes, hotel shuttles, employer shuttles, etc.)
- On-demand paratransit service
- Taxi
- Rental car
- Bicycle (only if bicycle lockers or racks are provided)
- Pedestrian (only if sidewalk access is provided)
- Private auto
  - Local road access only (such as a commuter station parking lot)
  - Highway network access (easy access to Interstate, U.S., or state highways)

Intermodal connections are a key component of providing efficient transportation options to users. This section provides a profile of existing intermodal connections at intercity passenger rail stations, intermodal connections at new intercity passenger rail stations, published assessments of existing rail facilities, planned improvements to existing rail facilities, and recommended modal improvements that could provide benefits to passenger rail service users in Illinois.

10.11 Intermodal Connections at Intercity Passenger Rail Stations

Illinois has tremendous opportunities for intermodal connections between intercity passenger rail, commuter rail, heavy rail, bus, suburban bus, and intercity bus lines throughout the state. For the purposes of the State Rail Plan, the focus is on intermodal connections provided to or by intercity passenger rail. A majority of the intercity passenger rail intermodal connections are provided in Chicago and the six collar counties. The following text discusses the connections by intermodal facility.

10.11.1 Chicago Union Station

CUS is one of the region's key transportation facilities and economic drivers and is the largest passenger rail intermodal facility in the state. Located at 225 South Canal Street in Chicago, CUS serves over 300 passenger trains (commuter and intercity) per weekday carrying about 120,000 passengers. CUS is the hub of Amtrak's network of trains serving the Midwest as well as a majority of the nation's overnight trains, which connect to the Atlantic, Gulf, and Pacific coasts.[179]

CUS is a terminal for various Amtrak intercity passenger rail and Metra commuter rail routes. It also has connections to CTA rapid transit and bus lines, Amtrak Thruway Motorcoach services, Megabus, and the Chicago highway network.

Amtrak

As the hub of Amtrak's Midwest train network, CUS is the terminal station for eight long-distance routes, four corridor services, and four in-state Amtrak routes. The following Amtrak routes serve the station:

- *Blue Water* (Chicago-Port Huron, Michigan)
- *California Zephyr* (Chicago-Galesburg-Emeryville, California)
- *Capitol Limited* (Chicago-Cleveland-Washington D.C.)
- *Cardinal* (Chicago-Cincinnati-New York)
- *Carl Sandburg* and *Illinois Zephyr* Services (Chicago-Galesburg-Quincy)
- *City of New Orleans* (Chicago-Champaign-New Orleans)
- *Empire Builder* (Chicago-St. Paul/Minneapolis-Seattle, Washington/Portland, Oregon)
- *Hiawatha Service* (Chicago-Glenview-Milwaukee)
- *Hoosier State* (Chicago-Indianapolis)
- *Illini* and *Saluki* Services (Chicago-Champaign-Carbondale)

[179] Chicago Union Station Mast Plan Study, May 2012

- *Lake Shore Limited* (Chicago-Cleveland-New York)
- *Lincoln Service* – Chicago-Bloomington/Normal-Springfield-St. Louis
- *Pere Marquette* (Chicago-Grand Rapids, Michigan)
- *Southwest Chief* (Chicago-Kansas City-Los Angeles)
- *Texas Eagle* (Chicago-St. Louis-San Antonio-Los Angeles)
- *Wolverine* (Chicago-Detroit/Pontiac)[180]

Metra

CUS provides access to six Metra routes that connect to the north, west, and south suburbs of Chicago. The following Metra lines terminate at CUS:

- North Central Service
- Milwaukee District North Line
- Milwaukee District West Line
- BNSF Line
- Heritage Corridor
- SouthWest Service

CTA Trains

CUS provides indirect access to five CTA rapid transit lines. The following CTA lines are in close proximity to CUS. Most passengers making an intermodal connection between CTA trains and Metra or Amtrak train services make the connection by walking the short distance between CUS and the appropriate CTA station.

- Brown Line (3 blocks east)
- Orange Line (3 blocks east)
- Pink Line (3 blocks east)
- Purple Line (3 blocks east)
- Blue Line (2 blocks south)[181]

CTA Bus

Numerous CTA bus routes stop at the Canal Street entrance of CUS on the east and west sides of Canal Street. There are also bus stops nearby CUS on Clinton Street and Jackson Boulevard. The following CTA bus routes can be accessed from the station:

- #1 Indiana/Hyde Park
- #7 Harrison
- #14 Jeffery Express (Madison Entrance)
- #19 United Center Express (Madison Entrance)
- #X20 Madison Express (Madison Entrance)
- #56 Milwaukee
- #60 Blue Island/26th (Owl Service)
- #120 Ogilvie/Wacker Express (Madison Entrance)

[180] http://www.amtrak.com/servlet/ContentServer?c=AM_Content_C&pagename=am%2FLayout&cid=1241267290796
[181] http://www.transitchicago.com/riding_cta/systemguide/default.aspx

- #121 Union/Wacker Express
- #124 Navy Pier
- #125 Water Tower Express
- #126 Jackson
- #128 Soldier Field Express (Game Day Only)
- #130 Museum Campus (Summer Service Only)
- #151 Sheridan (Owl Service)
- #156 LaSalle
- #157 Streeterville/Taylor
- #192 University of Chicago Hospitals Express[182]

Megabus

Megabus provides service from Chicago to Indiana, Ohio, Iowa, Michigan, Missouri, Kentucky, Minnesota, Wisconsin, Tennessee, Nebraska, and other parts of Illinois. The following Megabus routes are served: M1, M2, M3, M5, M6, and M7 – Chicago to: Ann Arbor, Champaign, Cincinnati, Cleveland, Columbia, Columbus, Des Moines, Detroit, Indianapolis, Iowa City, Kansas City, Louisville, Madison, Milwaukee, Minneapolis, Nashville, Normal, Omaha, and St. Louis. The Megabus bus stop for most routes is located on the east side of Canal Street south of Jackson Boulevard. The route to Madison is run by Van Galder Bus Company and is served by a bus stop on the east side of Canal Street north of Jackson Boulevard.[183]

Amtrak Thruway Motorcoach

In addition to train service, Amtrak also provides bus service to and from CUS. Amtrak Thruway Motorcoach service is provided by Greyhound Bus Lines and Van Galder Bus Company. The Greyhound station is located at 630 West Harrison Street, 0.6 miles from CUS. The following Amtrak Thruway Motorcoach routes can be accessed from the station:

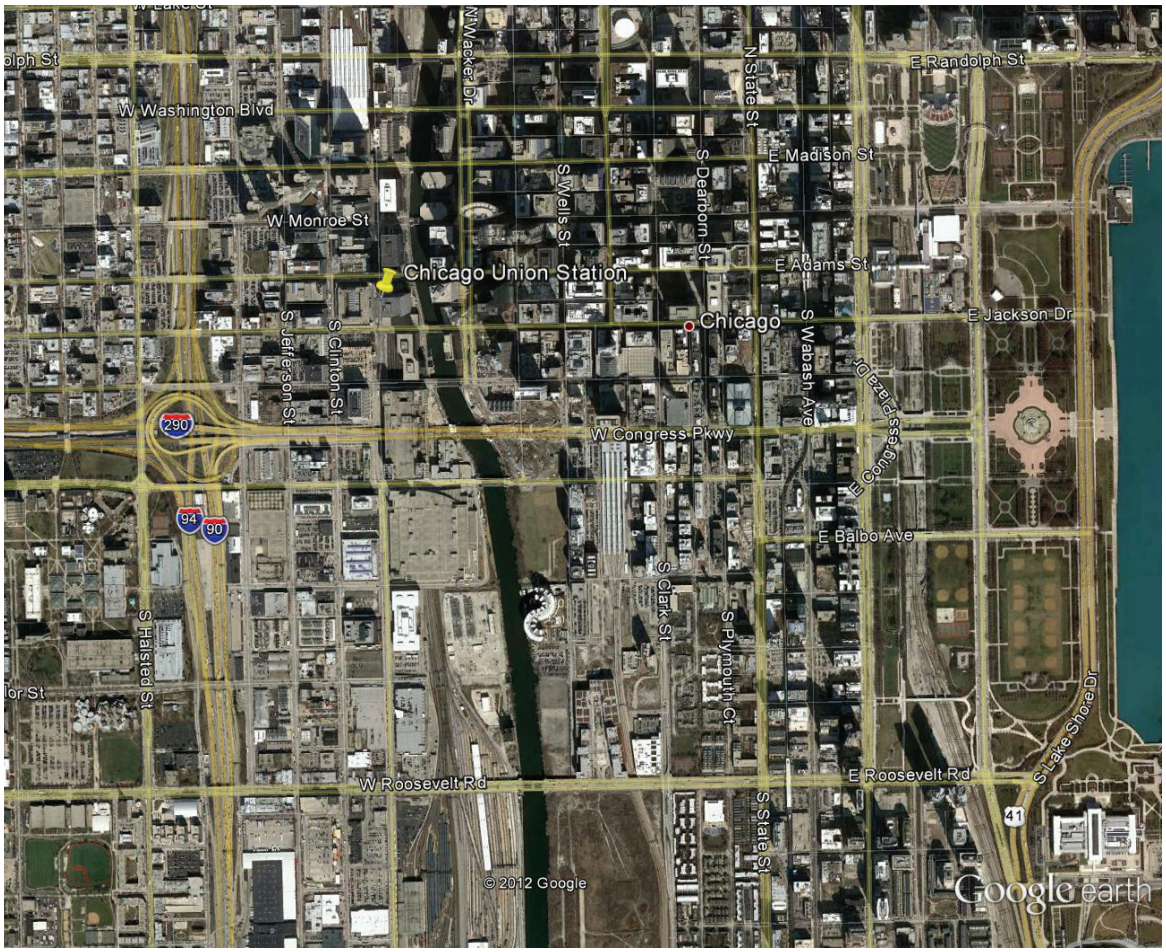
- Chicago-Champaign-St. Louis (operated by Greyhound)
- Chicago-Indianapolis-Louisville (operated by Greyhound)
- Chicago-Indianapolis-Cincinnati (operated by Greyhound)
- Chicago-Cleveland-Pittsburgh-Washington, D.C. (operated by Greyhound)
- Chicago-Detroit (operated by Greyhound)
- Chicago-Des Moines-Omaha (operated by Greyhound)
- Chicago-Rockford-Madison (operated by Van Galder Bus Company)
- Chicago-Milwaukee-Madison-Minneapolis (operated by Greyhound)[184]

Highway Network

CUS has convenient access to Chicago's highway network, including Interstate 90/94, I-290, and I-55, and U.S. Highways 14 and 41. **Exhibit 10-147** is a licensed Google map depicting the proximity of CUS to the Chicago highway network.

[182] http://www.transitchicago.com/default.aspx
[183] http://us.megabus.com/Default.aspx
[184] http://extranet.greyhound.com/Revsup/schedules/sa-50.pdf

Exhibit 10-147: Highway Access near Chicago Union Station



10.11.2 Alton Station

The Alton station is located at 3400 College Avenue in Alton, Illinois. The station provides access to two Amtrak routes and the U.S. and state highway networks.

Amtrak

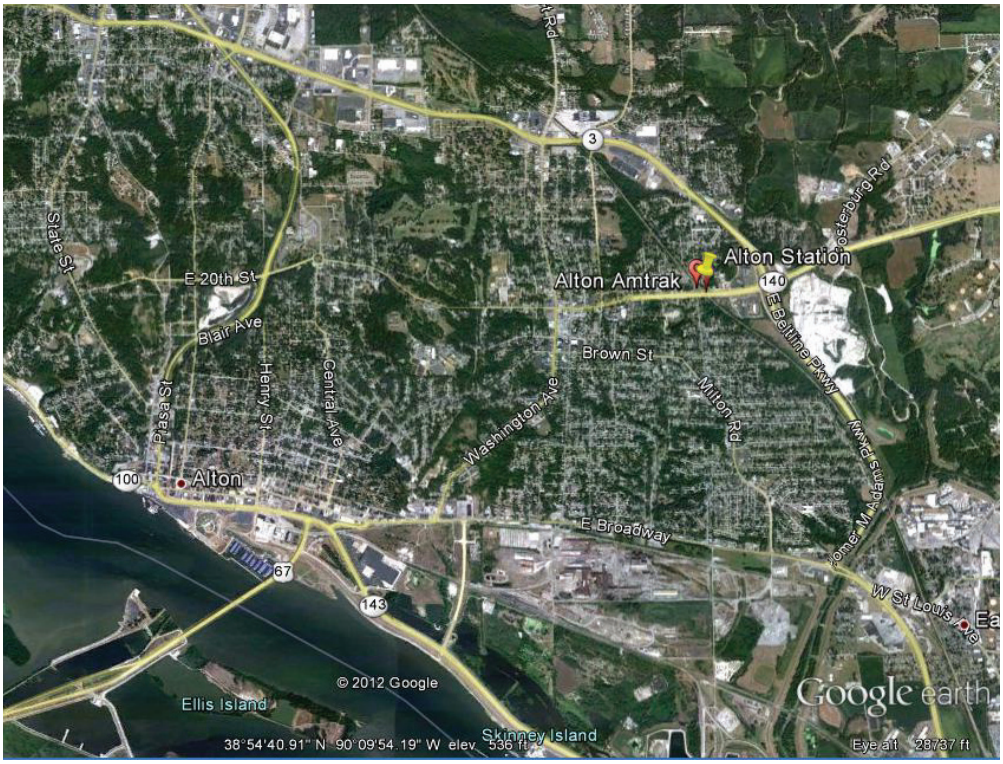
The Alton station provides a connection to two Amtrak routes; one long-distance and one regional. The following Amtrak routes can be accessed from the station:

- *Texas Eagle*
- *Lincoln Service*

Highway Network

The Alton Station has convenient access to US-67, IL-3, IL-140, and IL-143. **Exhibit 10-148** is a licensed Google map depicting the proximity of the Alton Station to those highways.

Exhibit 10-148: Highway Access near the Alton Station



10.11.3 Bloomington-Normal Station

The Bloomington-Normal station is located at 100 Parkinson Street in Normal, Illinois. This intermodal station provides access to Amtrak trains, Amtrak Thruway Service, Bloomington-Normal Public Transit System (BNPTS) buses, and the U.S. highway network.

Amtrak

The Bloomington-Normal station provides a connection to two different Amtrak routes; one long-distance and one in-state route. The following Amtrak routes can be accessed from the station:

- *Texas Eagle*
- *Lincoln Service*

Amtrak Thruway Motorcoach

In addition to train service, Amtrak also provides Amtrak Thruway Motorcoach service to and from the Bloomington-Normal station. Amtrak Thruway Motorcoach service is operated by Burlington Trailways. From the Bloomington-Normal station, Burlington Trailways operates direct service to Indianapolis, Indiana and Davenport, Iowa.[185]

Bloomington-Normal Public Transit System Bus

The BNPTS operates 11 fixed routes throughout the Bloomington-Normal region. Two BNPTS routes serve the Bloomington-Normal Station. These routes serve a variety of neighborhoods, shopping centers, government buildings, and colleges/schools. The following BNPTS routes can be accessed from the station:

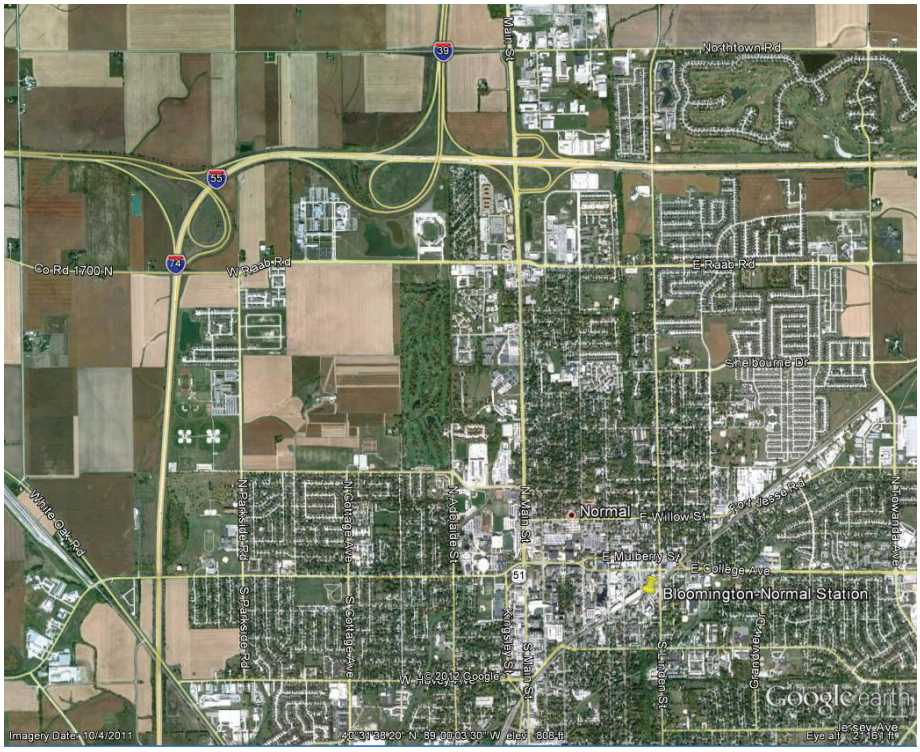
- Blue (E) Route
- Orange (H) Route[186]

Highway Network

The Bloomington-Normal Station has convenient access to I-39, I-55, I-74, and US-51. **Exhibit 10-149** is a licensed Google map depicting the proximity of the Bloomington-Normal Station to those highways.

[185] http://www.cwrr.com/Amtrak/mw_thrwy.html#dain
[186] http://bnpts.com/FullMap.aspx

Exhibit 10-149: Highway Access near the Bloomington-Normal Station



10.11.4 Carbondale Station

The Carbondale station is located at 401 South Illinois Street in Carbondale, Illinois. This intermodal transportation center provides access to Amtrak trains, the Saluki Express and Amtrak Thruway Motorcoach bus routes, and U.S. and state highway networks.

Amtrak

The Carbondale station provides a connection to two Amtrak routes; one long-distance and one in-state route with two train services. The following Amtrak routes can be accessed from the station:

- *City of New Orleans*
- *Illini* and *Saluki* Services

Saluki Express

The Saluki Express mass transit system is run by Southern Illinois University at Carbondale. The Saluki Express offers three routes that access the Carbondale station:

- Late Night Shuttle
- Logan Route
- Mall Route[187]

[187] http://studentcenter.siu.edu/services/saluki-express/

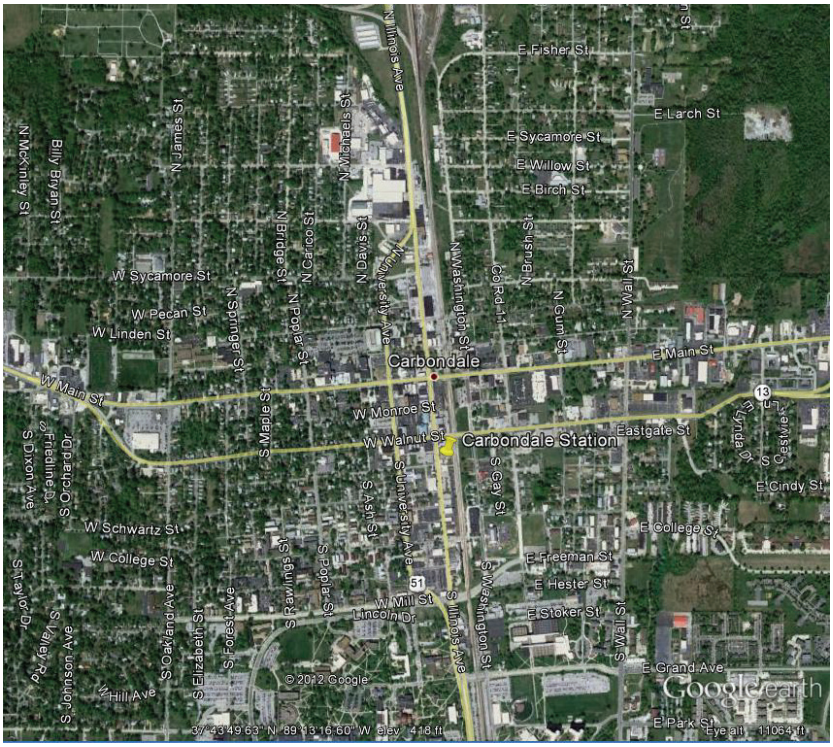
Amtrak Thruway Motorcoach

In addition to train service, Amtrak also provides Amtrak Thruway Motorcoach service to and from the Carbondale station. Amtrak Thruway Motorcoach service is operated by Vandalia Bus Lines. From the Carbondale station, Vandalia Bus operates direct service to St. Louis.[188]

Highway Network

The Carbondale Station has convenient access to US-51 and IL-13. **Exhibit 10-150** is a licensed Google map depicting the proximity of the Carbondale Station to those highways.

Exhibit 10-150: Highway Access near the Carbondale Station



[188] http://www.burlingtontrailways.com/default.asp

10.11.5 Carlinville Station

The Carlinville station is located at 128 Alton Road in Carlinville, Illinois. This intermodal transportation center provides access to Amtrak trains and the state highway network.

Amtrak

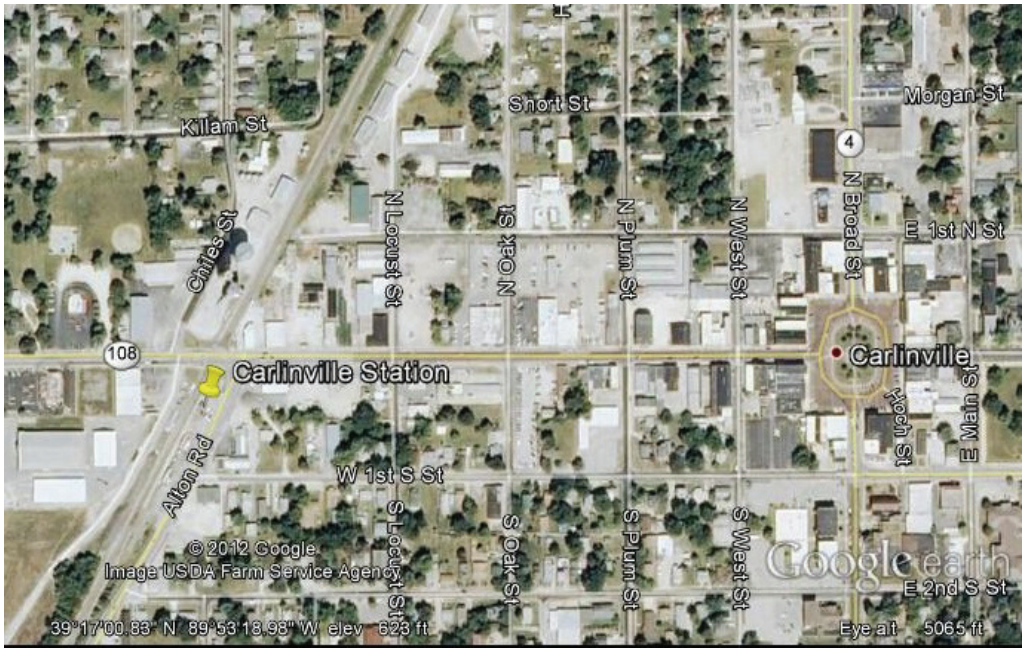
The Carlinville station provides a connection to two Amtrak routes; one long-distance and one in-state. The following Amtrak routes can be accessed from the station:

- *Texas Eagle*
- *Lincoln Service*

Highway Network

The Carlinville Station has convenient access to IL-4 and IL-108**. Exhibit 10-151** is a licensed Google map depicting the proximity of the Carlinville Station to those highways.

Exhibit 10-151: Highway Access near the Carlinville Station



10.11.6 Centralia Station

The Centralia station is located at 108 East Broadway in Centralia, Illinois. The station provides access to several Amtrak routes and the U.S. and state highway networks.

Amtrak

The Centralia station provides a connection to two Amtrak routes; one long-distance and one in-state with two train services. The following Amtrak routes can be accessed from the station:

- *City of New Orleans*
- *Illini* and *Saluki* Services

Highway Network

The Centralia Station has convenient access to US-51 and IL-161. **Exhibit 10-152** is a licensed Google map depicting the proximity of the Centralia Station to those highways.

Exhibit 10-152: Highway Access near the Centralia Station

10.11.7 Champaign-Urbana Station

The Illinois Terminal is located at 45 East University Avenue in Champaign, Illinois. This intermodal transportation center provides access to Amtrak trains, Champaign-Urbana Mass Transit District, Greyhound Lines, LEX Express (LEX), Megabus, Amtrak Thruway Motorcoach services, and Interstate, U.S., and state highway networks.

Amtrak

The Illinois Terminal provides a connection to two Amtrak routes; one long-distance and one in-state route with two train services. The following Amtrak routes can be accessed from the station:

- *City of New Orleans*
- *Illini* and *Saluki* Services

Champaign-Urbana Mass Transit District Bus

Twelve Champaign-Urbana Mass Transit District (MTD) bus routes serve the Illinois Terminal. The routes serve a variety of neighborhoods, shopping centers, government buildings, and colleges/schools. The following Metro routes can be accessed from the station:

- Route 1 Yellow
- Route 2 Red
- Route 3 Lavender
- Route 4 Blue
- Route 5 Green
- Route 6 Orange
- Route 7 Grey
- Route 9A Brown
- Route 9B Brown
- Route 12 Teal
- Route 12 Teal Limited
- Route 27 Air Bus[189]

Greyhound Lines Bus

Two Greyhound Lines bus routes serve the Illinois Terminal. The first route provides service between Chicago, Champaign, and St. Louis. The second route serves Chicago, Champaign, and Memphis.[190]

LEX Express Bus

LEX provides regional bus service to various parts of Illinois and St. Louis, Missouri. From the Illinois Terminal, LEX provides direct service to Peoria, Illinois; St. Louis, Missouri; Carbondale, Illinois; and Chicago.[191]

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[189] http://www.cumtd.com/
[190] http://extranet.greyhound.com/Revsup/schedules/sa-50.pdf
[191] http://www.lincolnlandexpress.com/map_regional.php

Megabus

Megabus provides service from Chicago to Indiana, Ohio, Iowa, Michigan, Missouri, Kentucky, Minnesota, Wisconsin, Tennessee, Nebraska, and other parts of Illinois. From the Illinois Terminal, Megabus operates between Chicago and Memphis.[192]

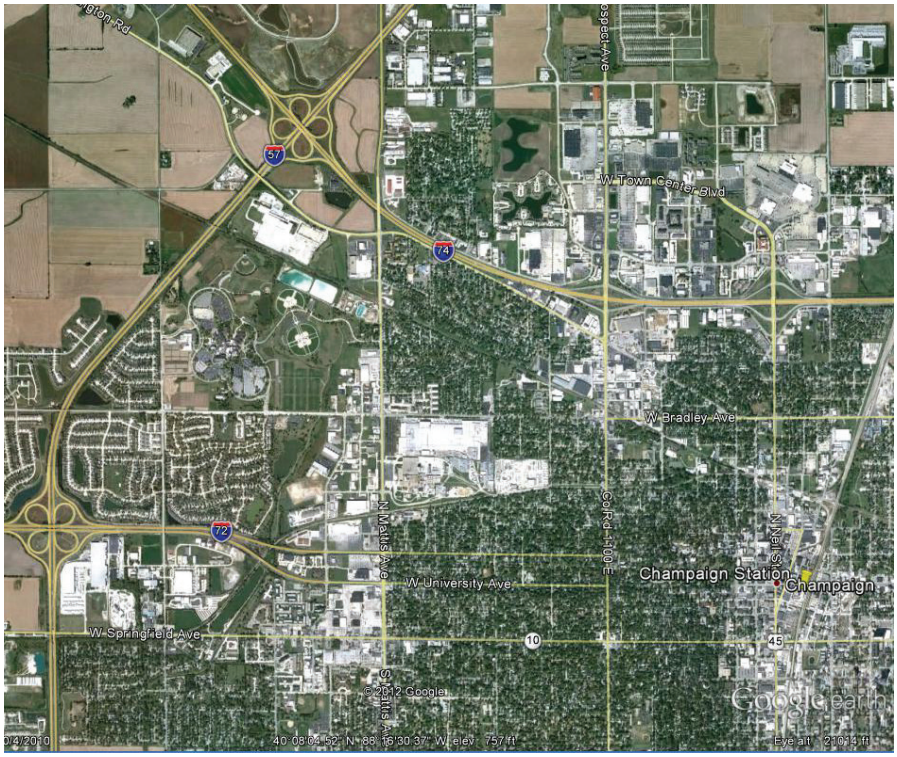
Amtrak Thruway Motorcoach

In addition to train service, Amtrak also provides Amtrak Thruway Motorcoach service to and from Illinois Terminal. Amtrak Thruway Motorcoach service is operated by Burlington Trailways. From the Illinois Terminal, Burlington Trailways operates direct service to Indianapolis, Indiana and to Denver, Colorado through Iowa and Nebraska.[193]

Highway Network

The Champaign Station has convenient access to I-57, I-72, I-74, US-45, and IL-10. **Exhibit 10-153** is a licensed Google map depicting the proximity of the Champaign Station to those highways.

Exhibit 10-153: Highway Access near the Champaign Station



[192] http://us.megabus.com/Default.aspx
[193] http://www.burlingtontrailways.com/default.asp

10.11.8 Du Quoin Station

The Du Quoin station is located at 20 North Chestnut Street in Du Quoin, Illinois. The station provides access to one Amtrak route and the U.S. and state highway networks.

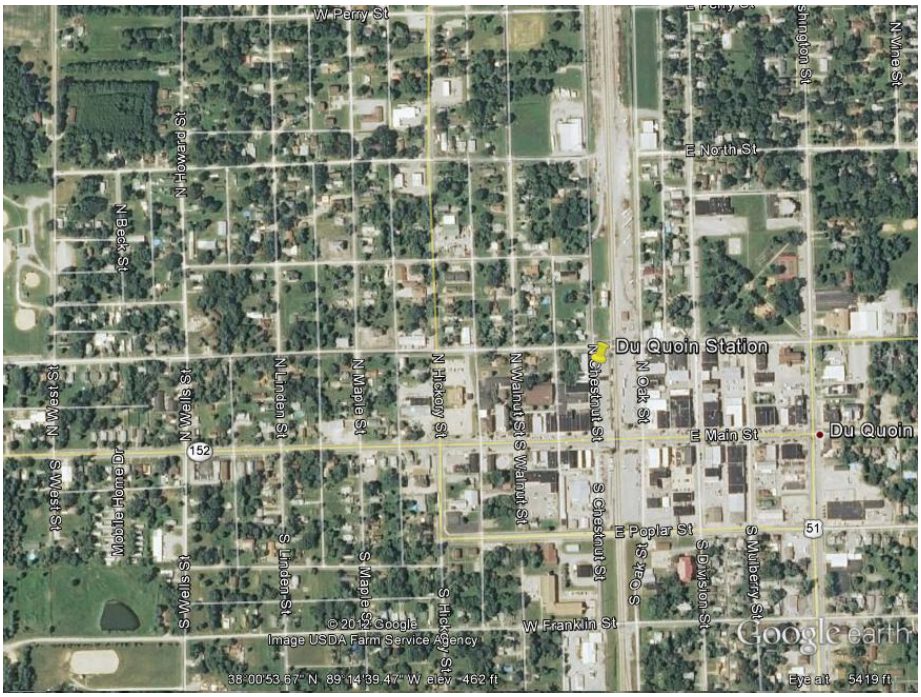
Amtrak

The Du Quoin station provides a connection to one in-state Amtrak route with two train services; *Illini* and *Saluki* Services.

Highway Network

The Du Quoin Station has convenient access to US-51 and IL-152. **Exhibit 10-154** is a licensed Google map depicting the proximity of the Du Quoin Station to those highways.

Exhibit 10-154: Highway Access near the Du Quoin Station



10.11.9 Dwight Station

The Dwight station is located at 119 West Main Street in Dwight, Illinois. The station provides access to one Amtrak route and the Interstate, U.S., and state highway networks.

Amtrak

The Dwight station provides a connection to one in-state Amtrak route; Lincoln Service.

Highway Network

The Dwight Station has convenient access to I-55, US-66, and IL-17. **Exhibit 10-155** is a licensed Google map depicting the proximity of the Dwight Station to those highways.

Exhibit 10-155: Highway Access near the Dwight Station

10.11.10 Effingham Station

The Effingham station is located at 401 West National Avenue in Effingham, Illinois. The station provides access to several Amtrak routes and Interstate, U.S., and state highway networks.

Amtrak

The Effingham station provides a connection to two Amtrak routes; one long-distance and one in-state with two train services. The following Amtrak routes can be accessed from the station:

- *City of New Orleans*
- *Illini* and *Saluki* Services

Highway Network

The Effingham Station has convenient access to I-70, US-40, US-45, IL-30, and IL-32. **Exhibit 10-156** is a licensed Google map depicting the proximity of the Effingham Station to those highways.

Exhibit 10-156: Highway Access near the Effingham Station

10.11.11 Galesburg Station

The Galesburg station is located at 225 South Seminary Street in Galesburg, Illinois. This intermodal station provides access to Amtrak trains, Galesburg Transit City and Burlington Trailways buses, and the Interstate, U.S., and state highway networks.

Amtrak

The Galesburg station provides a connection to three different Amtrak routes; two long-distance and one in-state route with two train services. The following Amtrak routes can be accessed from the station:

- *California Zephyr*
- *Southwest Chief*
- *Illinois Zephyr* and *Carl Sandburg* Services

Galesburg Transit City Bus

One Galesburg Transit City bus route serves the Galesburg station; Route 2 Green. The route serves a variety of neighborhoods, shopping centers, and government buildings.[194]

Burlington Trailways Bus

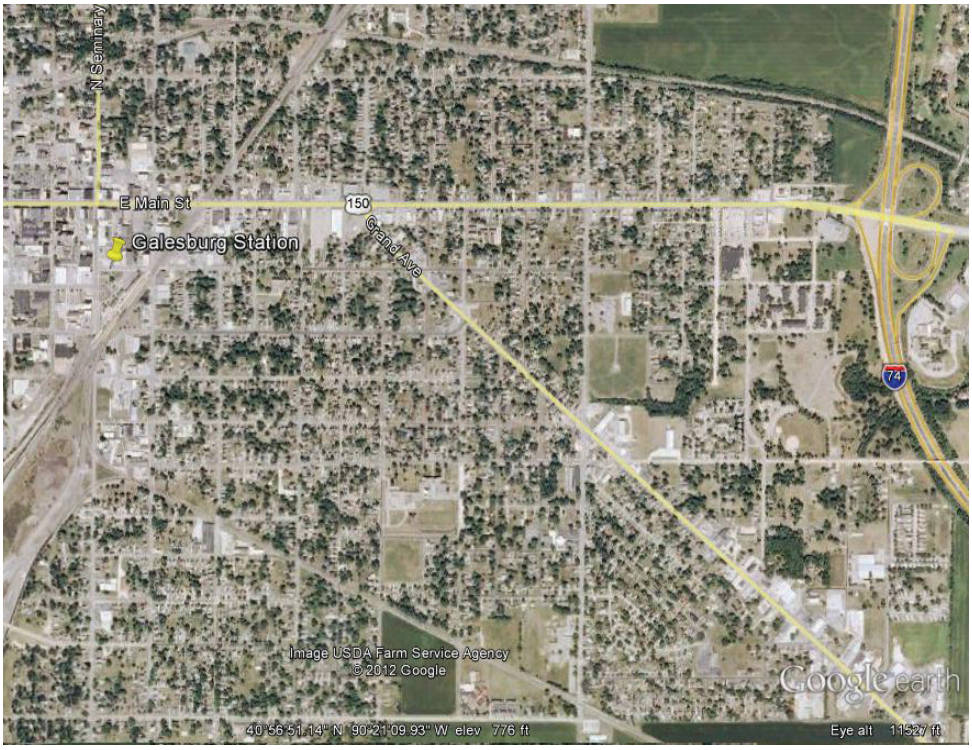
Burlington Trailways provides intercity motorcoach service throughout the Midwest. From the Galesburg station, Burlington Trailways provides direct service to Indianapolis, Indiana and to Denver, Colorado through Iowa and Nebraska.[195]

Highway Network

The Galesburg Station has convenient access to I-74, US-150, and IL-164. **Exhibit 10-157** is a licensed Google map depicting the proximity of the Galesburg Station to those highways.

[194] http://www.ci.galesburg.il.us/services/transit/
[195] http://www.burlingtontrailways.com/

Exhibit 10-157: Highway Access near the Galesburg Station



10.11.12 Gilman Station

The Gilman station is located at US-24 and West Wenona Street in Gilman, Illinois. The station provides access to one Amtrak route and the Interstate and U.S. highway networks.

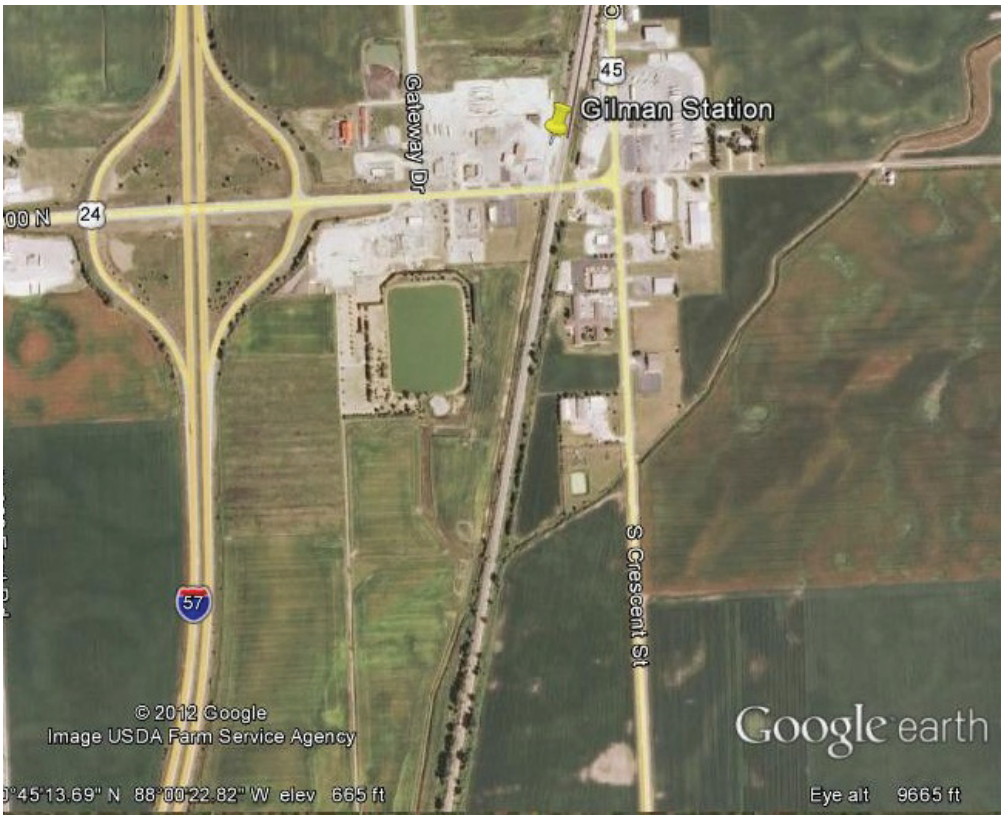
Amtrak

The Gilman station provides a connection to one in-state Amtrak route with two train services; *Illini* and *Saluki* Services.

Highway Network

The Gilman Station has convenient access to I-57, US-24, and US-45. **Exhibit 10-158** is a licensed Google map depicting the proximity of the Gilman Station to those highways.

Exhibit 10-158: Highway Access near the Gilman Station



10.11.13 Glenview Station

The Glenview station is located at 1116 Depot Street in Glenview, Illinois. This intermodal station provides access to Amtrak and Metra trains, PACE buses, and the Illinois highway network.

Amtrak

The Glenview Station provides a connection to two different Amtrak routes; one long-distance and one regional route. The following Amtrak routes can be accessed from the station:

- *Hiawatha Service*
- *Empire Builder*

Metra

The Glenview Station provides access to the Milwaukee District North Line Metra route, which provides service between Fox Lake, Illinois and Chicago.

PACE Bus

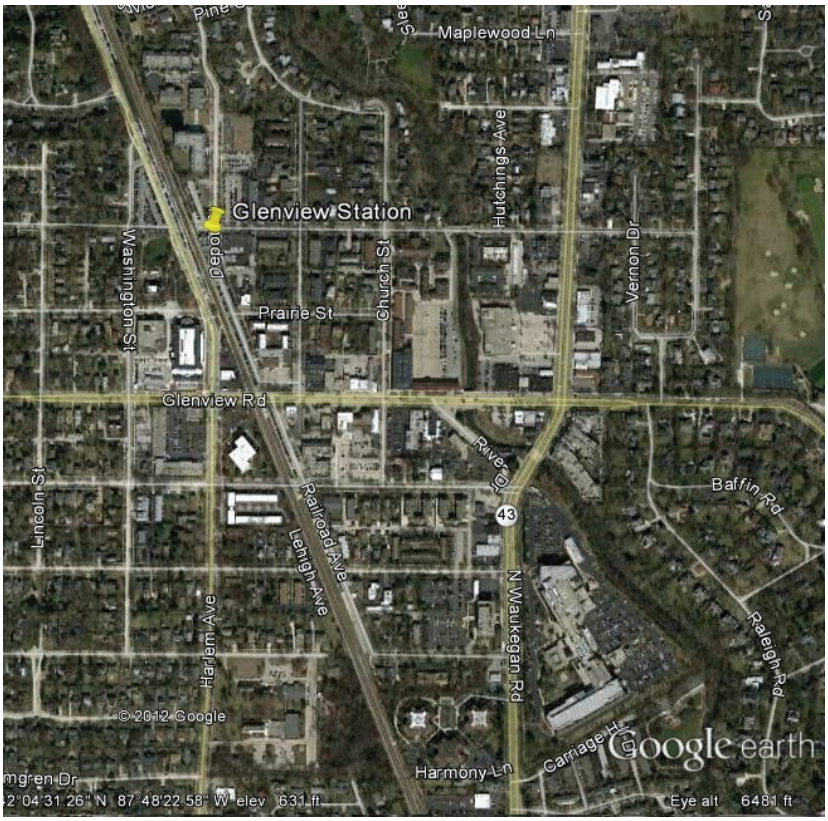
Three PACE bus routes serve the Glenview Station. The routes generally operate between the train station and shopping centers, other Metra stations, and Glenbrook Hospital. The Glenview Station provides access to the following PACE bus routes:

- 210 – Lincoln Avenue
- 422 – Linden CTA/Glenview/Northbrook Court
- 423 Linden CTA/The Glen/Harlem CTA

Highway Network

The Glenview Amtrak Station has convenient access to IL Highway 43. **Exhibit 10-159** is a licensed Google map depicting the proximity of the Glenview station to IL 43.

Exhibit 10-159: Highway Access near the Glenview Station



10.11.14 Homewood Station

The Homewood station is located at 18015 Park Avenue in Homewood, Illinois. This intermodal station provides access to Amtrak and Metra trains, PACE buses, and the Interstate and Illinois highway networks.

Amtrak

The Homewood station provides a connection to two different Amtrak routes; one long-distance and one in-state route with two train services. The following Amtrak routes can be accessed from the station:

- *City of New Orleans*
- *Illini* and *Saluki* Services

Metra

The Homewood station provides access to the ME District line, which provides service between University Park, Illinois and Chicago (Millennium Park Station).

PACE Bus

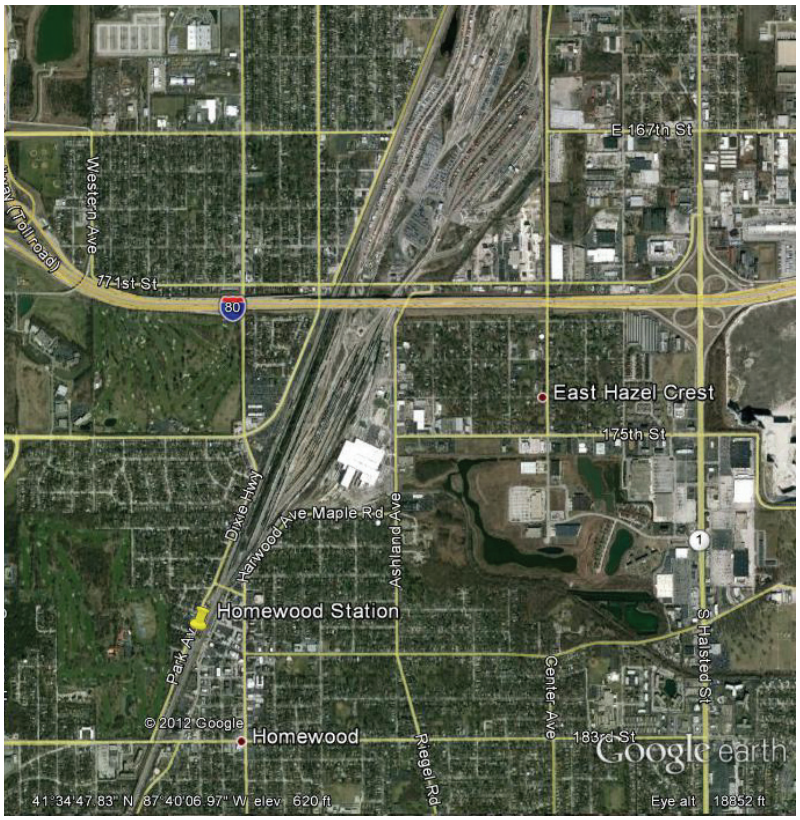
Three PACE bus routes serve the Homewood station. The routes serve a variety of neighborhoods, shopping centers, hospitals, stations along the ME line, and the 95th Street/Dan Ryan CTA Station. The Homewood station provides access to the following PACE bus routes:

- 356 – Harvey, Homewood, Tinley Park
- 359 – South Kedzie
- 372 – Dixie Highway

Highway Network

The Homewood Station has convenient access to I-80 and IL-1. **Exhibit 10-160** is a licensed Google map depicting the proximity of the Homewood Station to those highways.

Exhibit 10-160: Highway Access near the Homewood Station



10.11.15 Joliet Station

Joliet Union Station is located at 50 East Jefferson Street in Joliet, Illinois. This intermodal station provides access to Amtrak and Metra trains, PACE buses, and the Interstate, U.S., and Illinois highway networks.

Amtrak

The Joliet Union Station provides a connection to two different Amtrak routes; one long-distance and one regional route. The following Amtrak routes can be accessed from the station:

- *Texas Eagle*
- *Lincoln Service*

Metra

Joliet Union Station provides access to two Metra routes; the Heritage Corridor and the RI District. The Heritage Corridor runs parallel to but offset from I-55 between Chicago and Joliet. The RI District serves more of the south and far southwest Chicago suburbs between Chicago and Joliet.

PACE Bus

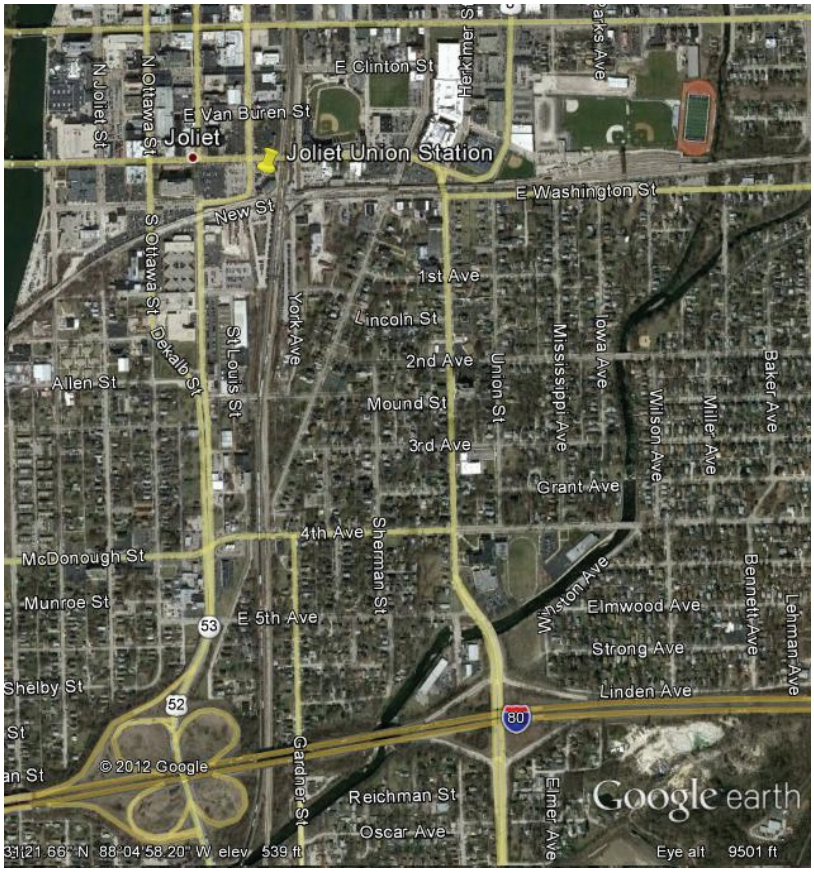
Nine PACE bus routes serve Joliet Union Station. The routes serve a variety of shopping centers, colleges/schools, a casino, hospitals, government buildings, and several bordering towns. Joliet Union Station provides access to the following PACE bus routes:

- 501 – West Jefferson
- 504 – South Joliet
- 505 – West Joliet Loop
- 507 – Plainfield
- 508 – East Joliet
- 509 – Forest Park
- 511 – Joliet–Elwood–Deer Run
- 832 – Joliet – Orland Square
- 834 – Joliet – Downers Grove

Highway Network

Joliet Union Station has convenient access to I-55, I-80, US-6, US-30, US-52, IL-53, and IL-171. **Exhibit 10-161** is a licensed Google map depicting the proximity of Joliet Union Station to those highways.

Exhibit 10-161: Highway Access near Joliet Union Station



10.11.16 Kankakee Station

The Kankakee station is located at 199 South East Avenue in Kankakee, Illinois. This intermodal station provides access to Amtrak trains, River Valley metro buses, and Interstate, U.S., and state highway networks.

Amtrak

The Kankakee station provides a connection to two different Amtrak routes; one long-distance and one in-state route with two train services. The following Amtrak routes are served:

- *City of New Orleans*
- *Illini* and *Saluki* Services

River Valley Metro Bus

The River Valley Metro (Metro) operates 11 fixed routes throughout the Kankakee region. Three Metro routes serve the Kankakee Station. These routes serve a variety of neighborhoods, shopping centers, government buildings, and colleges/schools. The following Metro routes can be accessed from the station:

- Route 1 – Meadowview
- Route 7 – W. Kankakee
- Route 8 – Medical Center[196]

Highway Network

The Kankakee Station has convenient access to I-57, US-45, US-52, IL-17, and IL-50. **Exhibit 10-162** is a licensed Google map depicting the proximity of the Kankakee Station to those highways.

[196] http://www.rivervalleymetro.com/wp-content/uploads/2010/12/FULL_SYSTEM_MAP_1010.pdf

Exhibit 10-162: Highway Access near the Kankakee Station

10.11.17 Kewanee Station

The Kewanee station is located at West Third and Loomis Streets in Kewanee, Illinois. This intermodal station provides access to Amtrak trains and the state highway network.

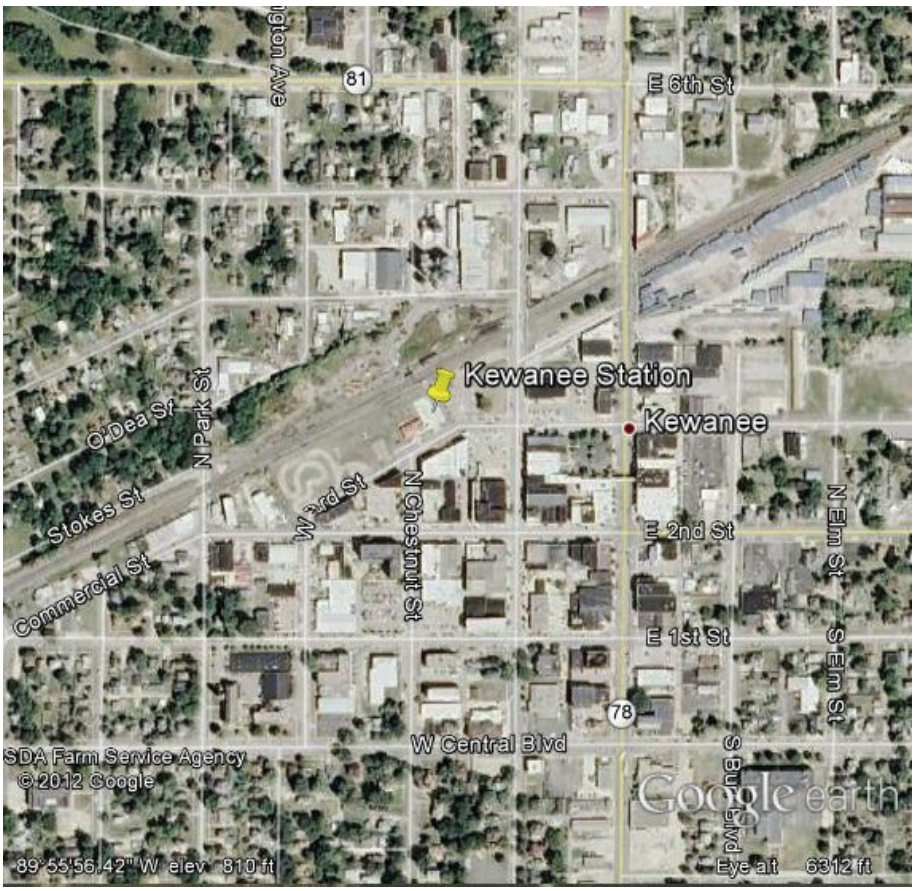
Amtrak

The Kewanee station provides a connection to one Amtrak route with two train services; *Carl Sandburg* and *Illinois Zephyr* Services.

Highway Network

The Kewanee Station has convenient access to IL-78 and IL-81. **Exhibit 10-163** is a licensed Google map depicting the proximity of the Kewanee Station to those highways.

Exhibit 10-163: Highway Access near the Kewanee Station



10.11.18 La Grange Station

The La Grange station is located at 25 West Burlington Avenue in La Grange, Illinois. This intermodal station provides access to Amtrak and Metra trains, PACE buses, and the U.S. and state highway network.

Amtrak

The La Grange Station provides a connection to one Amtrak route with two train services; *Illinois Zephyr* and *Carl Sandburg* Services.

Metra

The La Grange Station provides access to the BNSF Railway Metra route, which provides service between Aurora, Illinois and Chicago.

PACE Bus

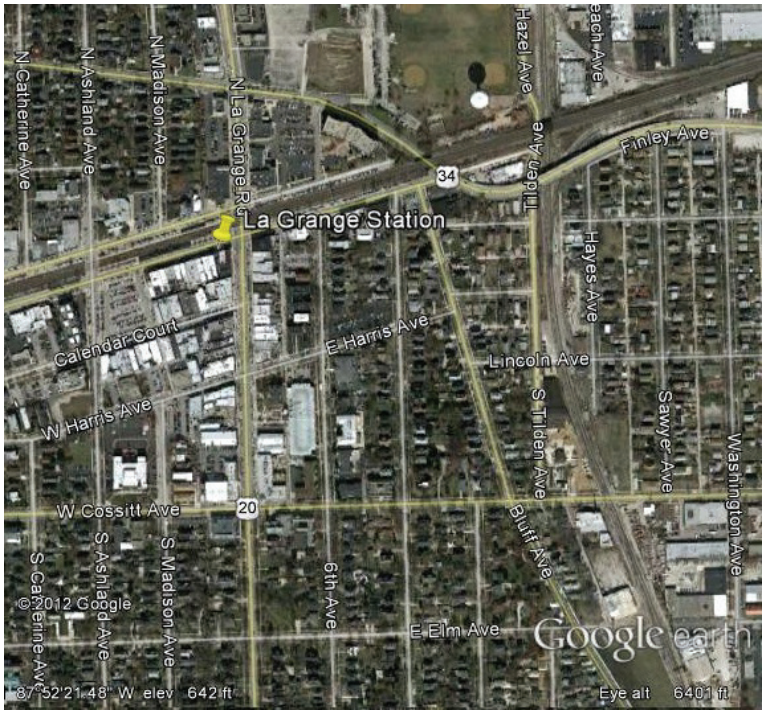
Three PACE bus routes serve the La Grange Station. The routes generally operate between the train station area high schools, the Brookfield Zoo, several shopping centers, O'Hare International Airport, and other stations on the BNSF Railway Metra line. The La Grange Station provides access to the following PACE bus routes:

- 302 – Ogden/Stanley
- 304 – Cicero/La Grange
- 330 – Mannheim/La Grange Roads

Highway Network

The La Grange Station has convenient access to US 34, and US 45/IL 20/IL 12. **Exhibit 10-164** is a licensed Google map depicting the proximity of the La Grange station to those highways.

Exhibit 10-164: Highway Access near the La Grange Station



10.11.19 Lincoln Station

The Lincoln station is located at 101 North Chicago Street in Lincoln, Illinois. The station provides access to several Amtrak routes and the Interstate, U.S., and state highway networks.

Amtrak

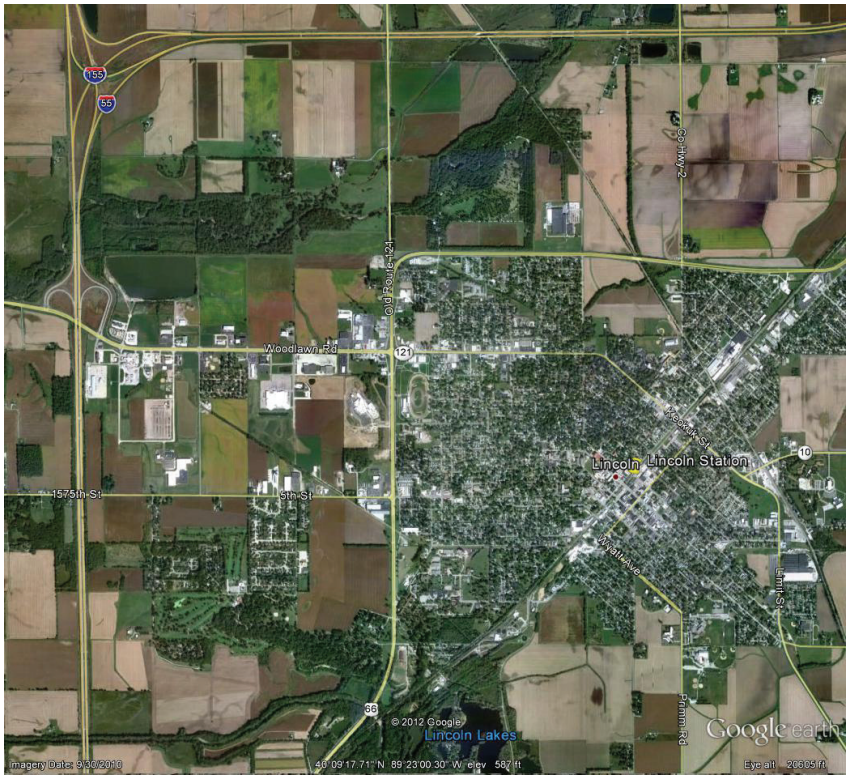
The Lincoln station provides a connection to two Amtrak routes; one long-distance and one regional. The following Amtrak routes can be accessed from the station:

- *Texas Eagle*
- *Lincoln Service*

Highway Network

The Lincoln Station has convenient access to I-55/I-155, US-66, IL-10, and IL-121.
Exhibit 10-165 is a licensed Google map depicting the proximity of the Lincoln Station to those highways.

Exhibit 10-165: Highway Access near the Lincoln Station



10.11.20 Macomb Station

The Macomb station is located at 120 East Calhoun in Macomb, Illinois. The station provides access to Amtrak trains and the U.S. highway network.

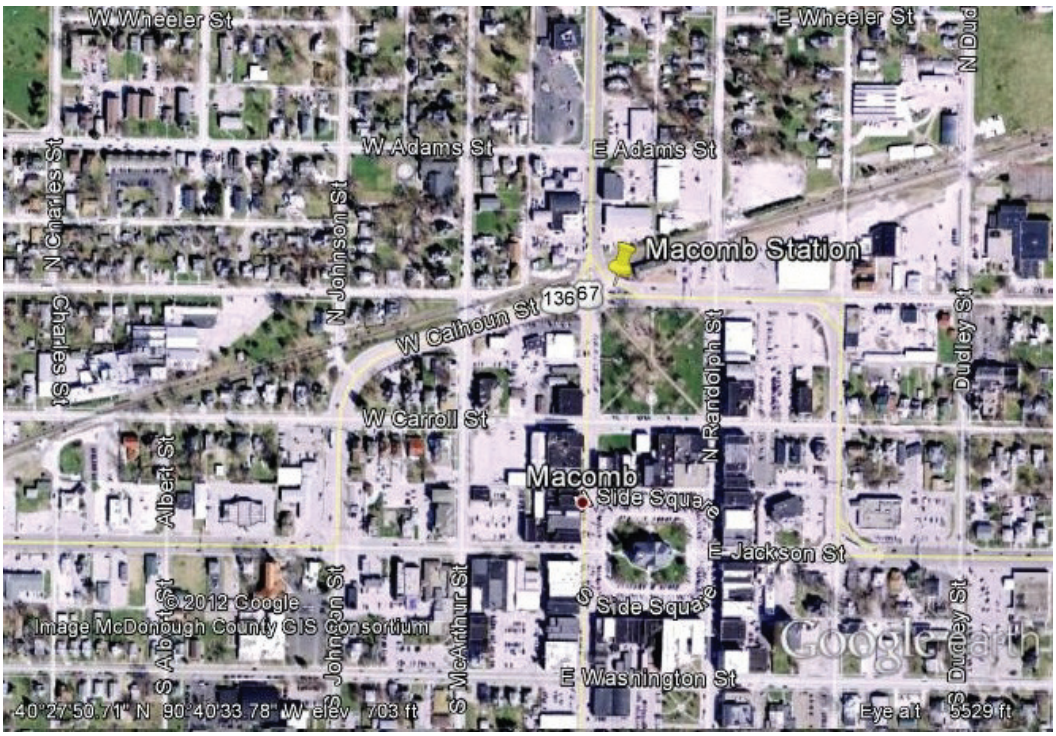
Amtrak

The Macomb station provides a connection to one Amtrak route with two train services; *Carl Sandburg* and *Illinois Zephyr* Services.

Highway Network

The Macomb Station has convenient access to US-67 and US-136. **Exhibit 10-166** is a licensed Google map depicting the proximity of the Macomb Station to those highways.

Exhibit 10-166: Highway Access near the Macomb Station



10.11.21 Mattoon Station

The Mattoon station is located at 1718 Broadway Avenue in Mattoon, Illinois. The station provides access to several Amtrak routes and the Interstate, U.S., and state highway networks.

Amtrak

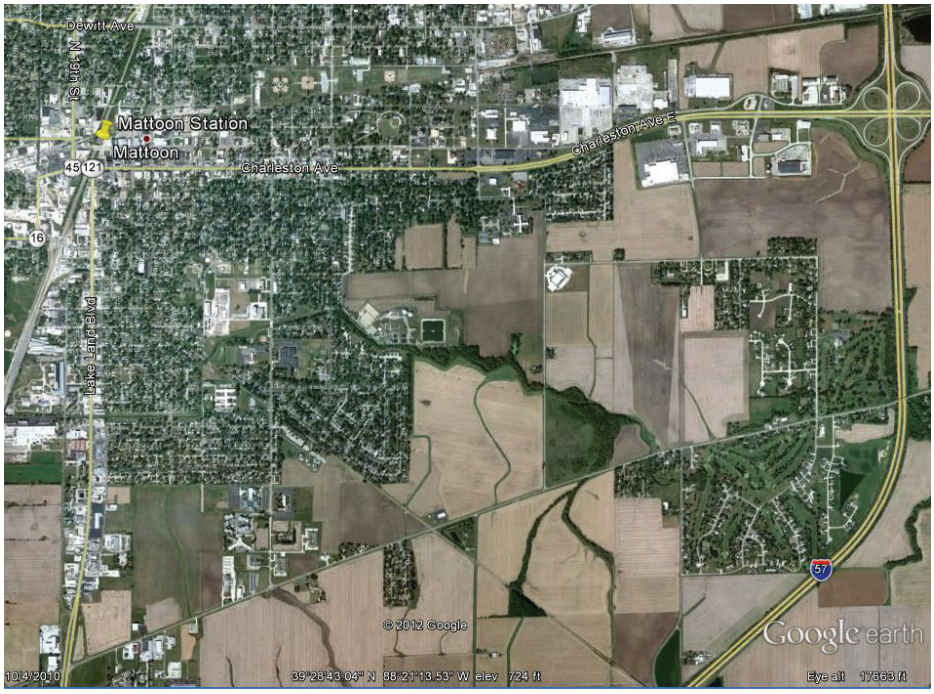
The Mattoon station provides a connection to two Amtrak routes; one long-distance and one in-state with two train services. The following Amtrak routes can be accessed from the station:

- *City of New Orleans*
- *Illini* and *Saluki* Services

Highway Network

The Mattoon Station has convenient access to I-57, US-45, and IL-121. **Exhibit 10-167** is a licensed Google map depicting the proximity of the Mattoon Station to those highways.

Exhibit 10-167: Highway Access near the Mattoon Station



10.11.22 Mendota Station

The Mendota station is located at 783 Main Street in Mendota, Illinois. The station provides access to several Amtrak routes and the U.S. and state highway networks.

Amtrak

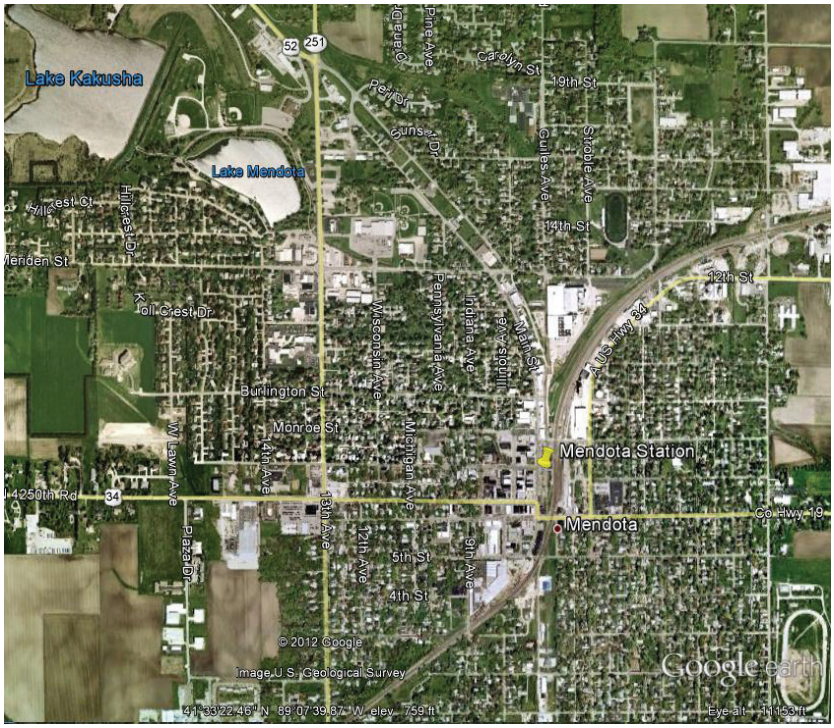
The Mendota station provides a connection to two Amtrak routes; one long-distance route and one in-state route with two train services. The following Amtrak routes can be accessed from the station:

- *Southwest Chief*
- *Illinois Zephyr* and *Carl Sandburg* Services

Highway Network

The Mendota Station has convenient access to US-34, US-52, and IL-251. **Exhibit 10-168** is a licensed Google map depicting the proximity of the Mendota Station to those highways.

Exhibit 10-168: Highway Access near the Mendota Station



10.11.23 Naperville Station

The Naperville station is located at 105 East Fourth Avenue in Naperville, Illinois. This intermodal station provides access to Amtrak and Metra trains, PACE and Burlington Trailways buses, and the U.S. highway network.

Amtrak

The Naperville Station provides a connection to three different Amtrak routes; two long-distance and one in-state route with two train services. The following Amtrak routes can be accessed from the station:

- *California Zephyr*
- *Southwest Chief*
- *Illinois Zephyr* and *Carl Sandburg* Services

Metra

The Naperville Station provides access to the BNSF Railway Metra route, which provides service between Aurora, Illinois and Chicago.

PACE Bus

Sixteen PACE bus routes serve the Naperville Station. The routes generally operate between the train station and Naperville neighborhoods and shopping centers during rush hour. The Naperville Station provides access to the following PACE bus routes:

- 530 West Galena–Westfield Shoppingtown Fox Valley Center–Naperville
- 676 Cress Creek
- 677 Naperville–West Glens
- 678 Naperville–Carriage Hill
- 680 Naperville–Knoch Knolls
- 681 Naperville–Saybrook
- 682 Naperville–Brookdale
- 683 Naperville–Ashbury
- 684 Naperville–Maplebrook
- 685 Naperville–West Wind Estates
- 686 Naperville–Old Farm
- 687 Naperville–Farmstead
- 688 Naperville–Huntington
- 689 Naperville–Hobson Village
- 714 College of DuPage–Naperville–Wheaton Connector
- 781 North Naperville Office Complexes

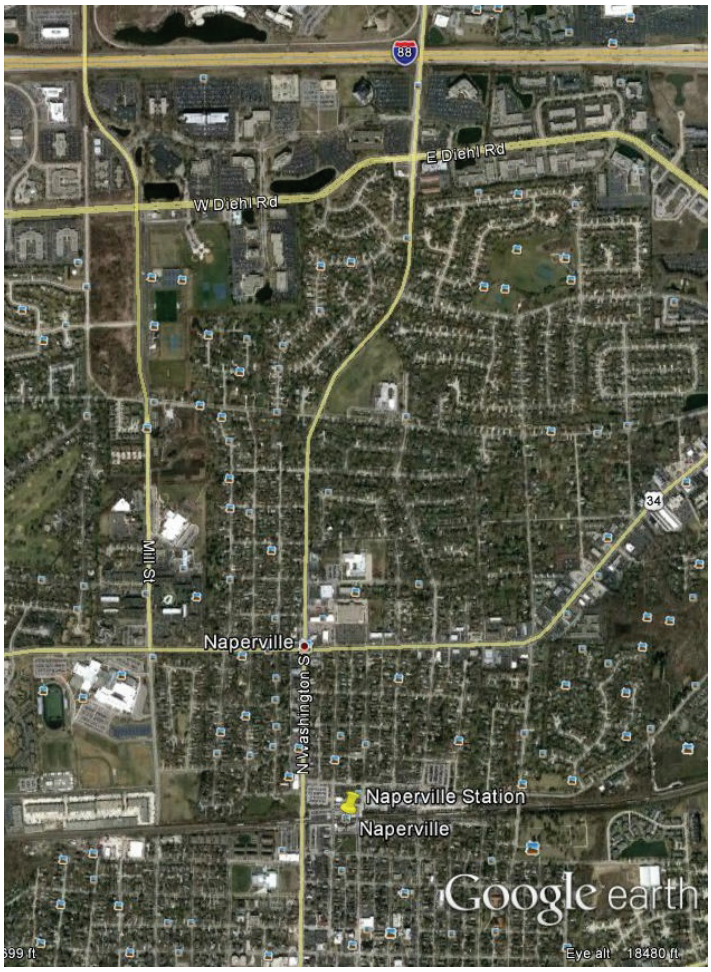
Burlington Trailways

Burlington Trailways provides intercity motorcoach service throughout the Midwest. From the Naperville Station, Burlington Trailways provides direct service to Chicago and Omaha, Nebraska through Des Moines, Iowa.[197]

Highway Network

The Naperville Station has convenient access to Interstate 88 and US highway 34. **Exhibit 10-169** is a licensed Google map depicting the proximity of the Naperville station to I-88 and US-34.

Exhibit 10-169: Highway Access near the Naperville Station



[197] http://www.burlingtontrailways.com/

10.11.24 Plano Station

The Plano station is located at 101 West Main Street in Plano, Illinois. The station provides access to Amtrak trains and the U.S. highway network.

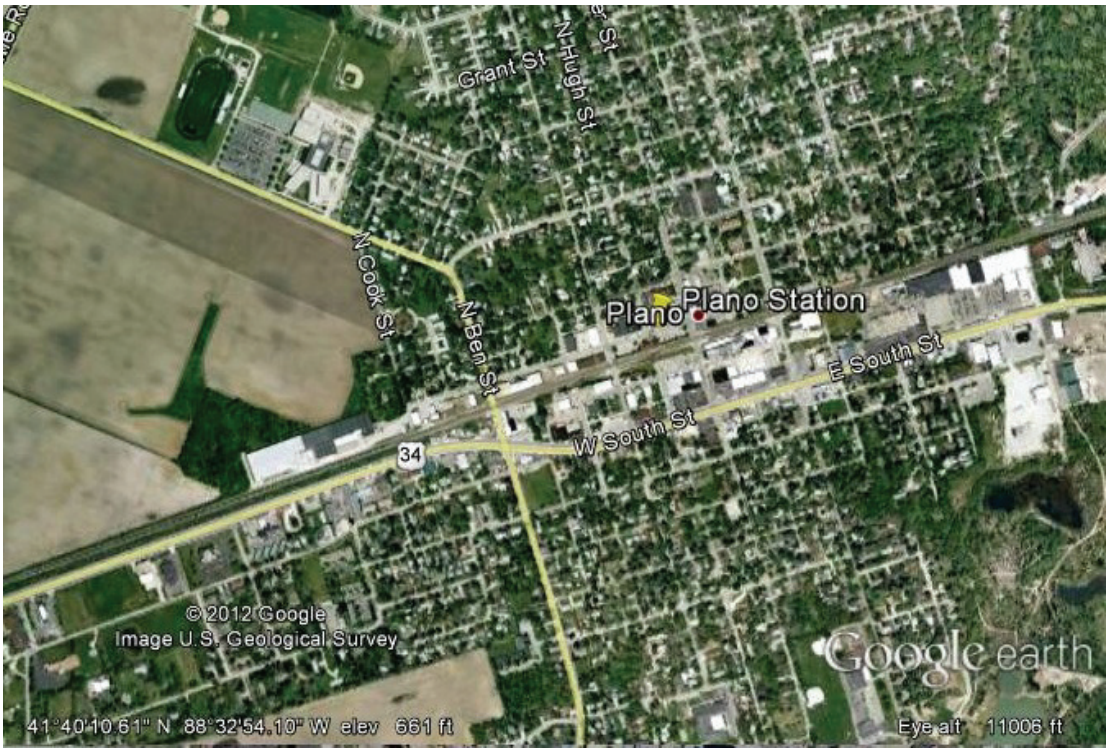
Amtrak

The Plano station provides a connection to one Amtrak route with two train services; *Illinois Zephyr* and *Carl Sandburg* Services.

Highway Network

The Plano Station has convenient access to US-34. **Exhibit 10-170** is a licensed Google map depicting the proximity of the Plano Station to US-34.

Exhibit 10-170: Highway Access near the Plano Station



10.11.25 Pontiac Station

The Pontiac station is located at 721 West Washington Street in Pontiac, Illinois. The station provides access to several Amtrak routes and the Interstate, U.S., and state highway networks.

Amtrak

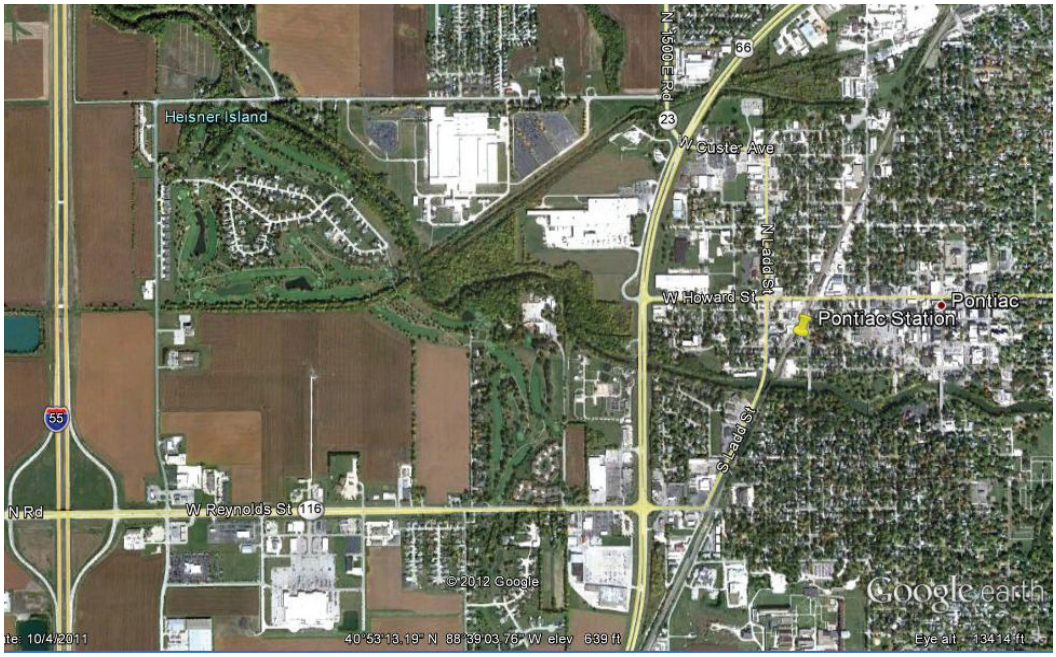
The Pontiac station provides a connection to two Amtrak routes; one long-distance and one regional. The following Amtrak routes can be accessed from the station:

- *Texas Eagle*
- *Lincoln Service*

Highway Network

The Pontiac Station has convenient access to I-55, US-66, IL-23, and IL-116. **Exhibit 10-171** is a licensed Google map depicting the proximity of the Pontiac Station to those highways.

Exhibit 10-171: Highway Access near the Pontiac Station



10.11.26 Princeton Station

The Princeton station is located at 107 Bicentennial Drive in Princeton, Illinois. The station provides access to several Amtrak routes and the U.S. and state highway networks.

Amtrak

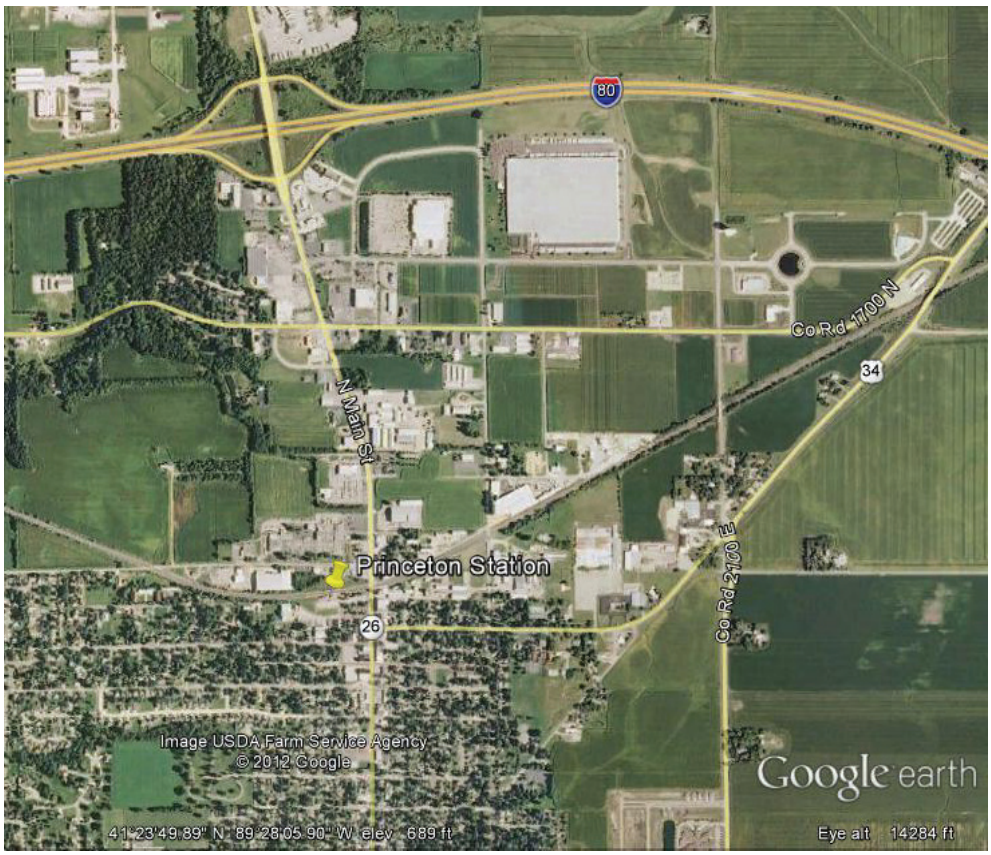
The Princeton station provides a connection to three Amtrak routes; two long-distance routes and one in-state route with two train services. The following Amtrak routes can be accessed from the station:

- *Southwest Chief*
- *California Zephyr*
- *Illinois Zephyr* and *Carl Sandburg*

Highway Network

The Princeton Station has convenient access to US-34 and IL-26. **Exhibit 10-172** is a licensed Google map depicting the proximity of the Princeton Station to those highways.

Exhibit 10-172: Highway Access near the Princeton Station



10.11.27 Quincy Station

The Quincy station is located at 101 West Main Street in Quincy, Illinois. The station provides access to Amtrak trains, Quincy Transit Lines, and the interstate highway network.

Amtrak

The Quincy station provides a connection to one Amtrak route with two train services; *Illinois Zephyr* and *Carl Sandburg* Services.

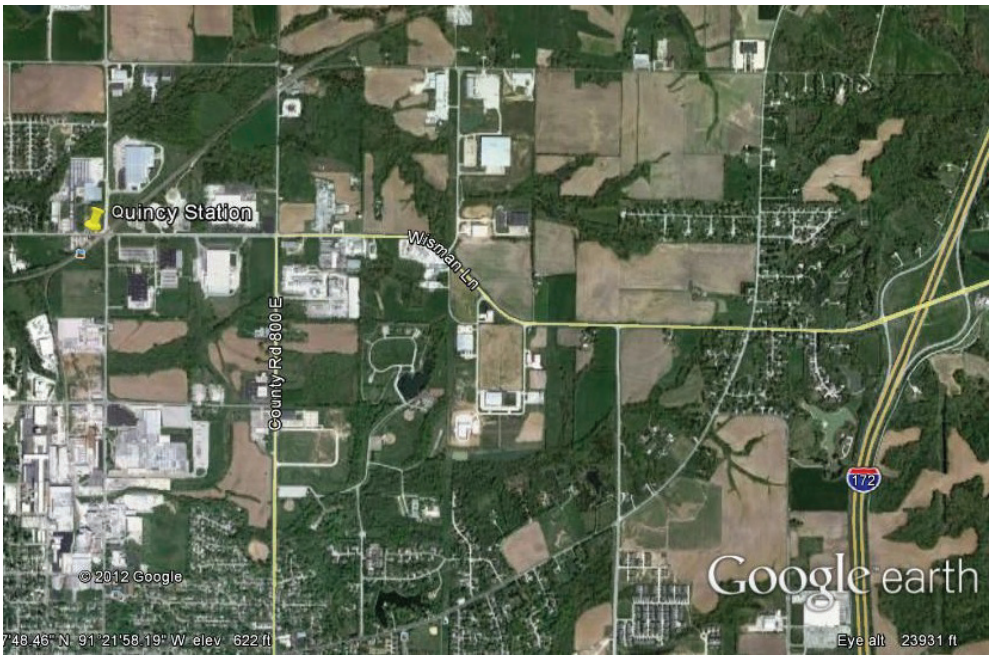
Quincy Transit Lines

Quincy Transit Lines operates fixed route services and on-call paratransit services in the City of Quincy. One Quincy Transit Lines route serves the Amtrak station; the Blue Route. This route serves many neighborhoods, schools/colleges, and several business parks.[198]

Highway Network

The Quincy Station has convenient access to I-172. **Exhibit 10-173** is a licensed Google map depicting the proximity of the Quincy Station to I-172.

Exhibit 10-173: Highway Access near the Quincy Station



[198] http://www.quincyil.gov/Transit/Routes/Route4.htm

10.11.28 Rantoul Station

The Rantoul station is located at East Grove and North Kentucky Avenues in Rantoul, Illinois. The station provides access to Amtrak trains and the U.S. highway networks.

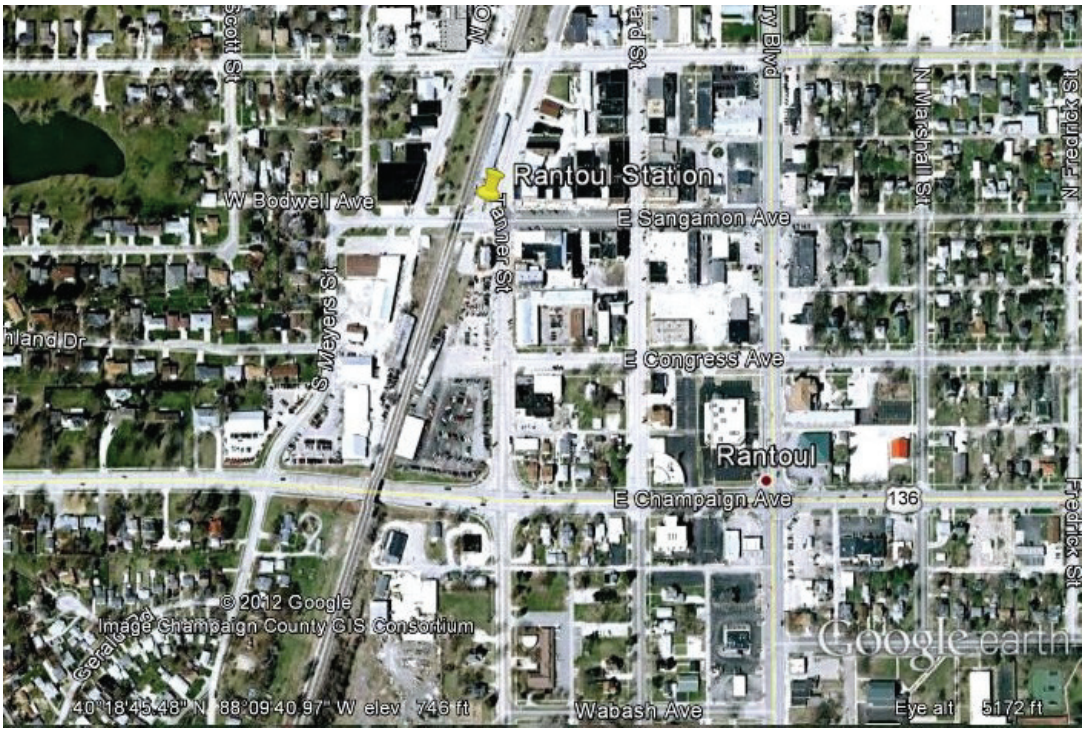
Amtrak

The Rantoul station provides a connection to one Amtrak route with two train services; *Illini* and *Saluki* Services.

Highway Network

The Rantoul Station has convenient access to US-45 and US-136. **Exhibit 10-174** is a licensed Google map depicting the proximity of the Rantoul Station to those highways.

Exhibit 10-174: Highway Access near the Rantoul Station



10.11.29 Springfield Station

The Springfield station is located at the intersection of N. 3rd and Washington Streets in Springfield, Illinois. This intermodal station provides access to Amtrak trains, Springfield Mass Transit District (SMTD) buses, and the Interstate highway network.

Amtrak

The Springfield station provides a connection to two different Amtrak routes; one long-distance and one regional route. The following Amtrak routes are served:

- *Texas Eagle*
- *Lincoln Service*

Springfield Mass Transit District Bus

The SMTD operates 17 fixed routes throughout the Springfield area. Four SMTD routes serve the Springfield Station. These routes serve a variety of neighborhoods, shopping centers, government buildings, and colleges/schools. The following SMTD routes can be accessed from the station:

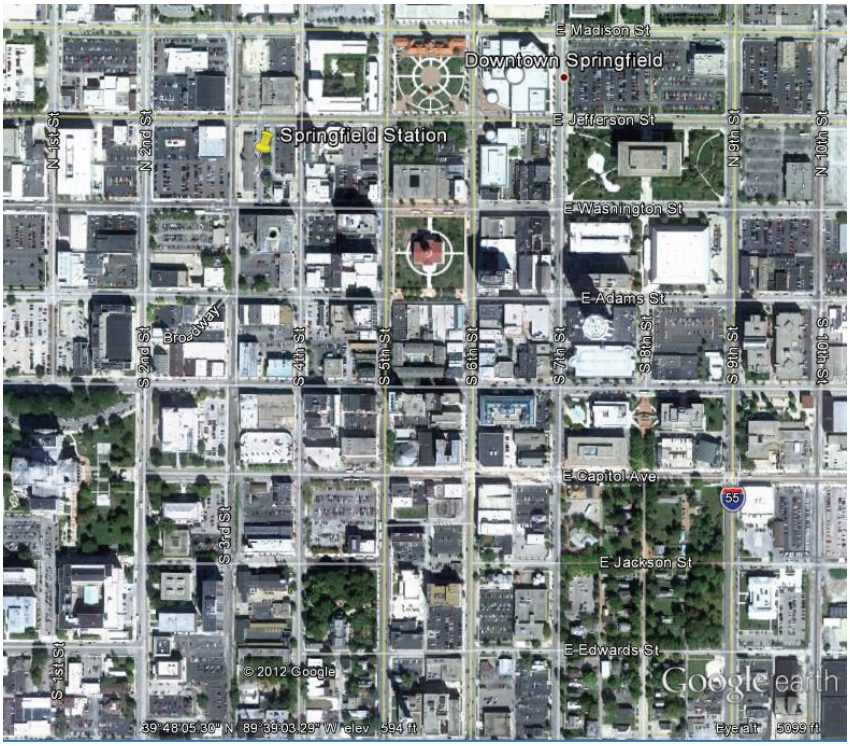
- Route 4 W. Jefferson
- Route 5 N. Walnut
- Route 7 W. Washington
- Historic Sites[199]

Highway Network

The Springfield Station has convenient access to I-55. **Exhibit 10-175** is a licensed Google map depicting the proximity of the Springfield Station to I-55.

[199] http://www.smtd.org/

Exhibit 10-175: Highway Access near the Springfield Station



10.11.30 Summit Station

The Summit station is located at the intersection of Archer Avenue and South Carter Avenue in Summit, Illinois. This intermodal station provides access to Amtrak and Metra trains, PACE buses, and the Interstate and state highway networks.

Amtrak

The Summit station provides a connection to one Amtrak route; the *Lincoln* Service.

Metra

The Summit station provides access to the Heritage Corridor line, which provides service between Joliet, Illinois and Chicago.

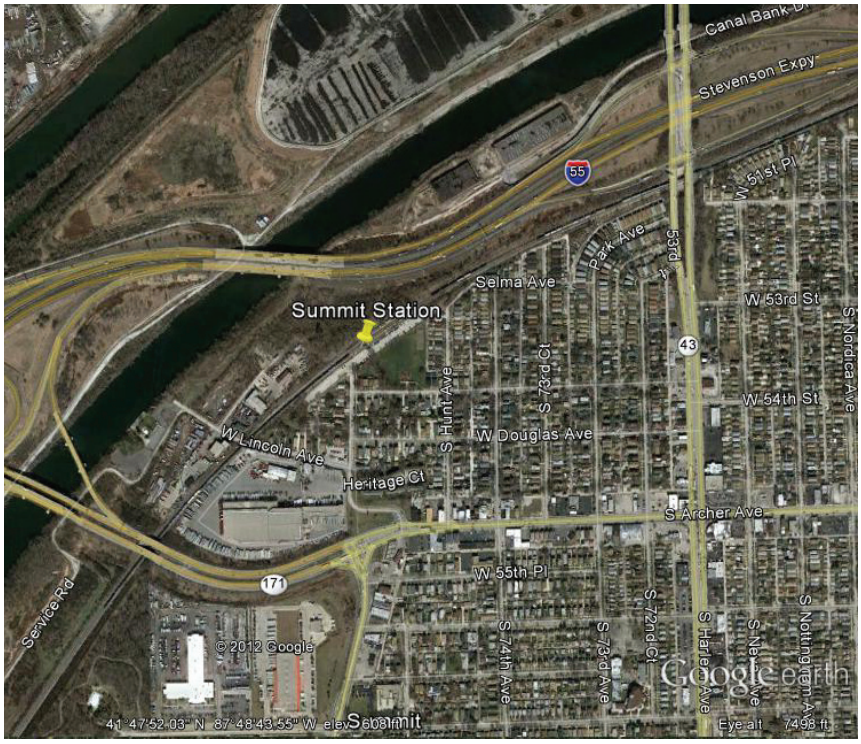
PACE Bus

One PACE bus route serves the Summit station; Route 330. The route serves Metra stations on several different routes, and O'Hare International Airport.

Highway Network

The Summit Station has convenient access to I-55, IL 43, and IL-171. **Exhibit 10-176** is a licensed Google map depicting the proximity of the Summit Station to those highways.

Exhibit 10-176: Highway Access near the Summit Station



Chapter 11 – Proposed Passenger Rail Service

The IDOT, MPOs, and service operators and providers have been active in planning efforts for passenger rail services for decades. This chapter examines projects that have been proposed by MPOs in their LRTPs, projects that have been funded to improve existing passenger rail corridors or services, and projects that have been funded to establish new intercity and high speed passenger rail services. Intermodal connections at existing and new passenger rail stations and recommendations on ways to further promote intermodal connectivity are also discussed.

11.1 Regional Long Range Plans – Metropolitan Planning Organizations

This section describes the recommendations for passenger rail service as presented in Illinois' MPO LRTPs.

11.1.1 Chicago Metropolitan Agency for Planning Plans

As described in Chapter 3, CMAP is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. In 2010, CMAP completed the first comprehensive regional plan in more than 100 years, known as the *GO TO 2040* comprehensive plan.[1]

CMAP's governing board approved the *GO TO 2040* comprehensive regional plan in October 2010. *GO TO 2040* "is the plan to help the 7 counties and 284 communities plan together for sustainable prosperity through mid-century and beyond."[2] *GO TO 2040* addresses the following themes:

- **Livable Communities** – addresses diverse factors that together shape quality of life in terms of "livability"
- **Human Capital** – addresses factors that determine whether our region's economy will thrive due to the availability of skilled workers and a climate in which commercial creativity can flourish
- **Efficient Governance** – addresses the need for increased effectiveness of governments in the region and beyond, which is important to meet residents' needs regarding accountability and transparency
- **Regional Mobility** – addresses the vitality of our region's transportation system, which is crucial for economic prosperity and overall quality of life[3]

[1] http://www.fhwa.dot.gov/safetealu/factsheets/mp.htm
[2] http://www.cmap.illinois.gov/2040/main
[3] http://www.cmap.illinois.gov/2040/main

Within the Regional Mobility portion of the *GO TO 2040* plan, transportation investment is discussed. CMAP emphasizes that maintaining and modernizing the existing transit infrastructure and pursuing major expansion projects are needed to create a world-class system. Maintenance and modernization is a high priority of the plan, but some expansion of the existing infrastructure is also needed. In complying with federal guidelines for major transportation capital projects, the *GO TO 2040* plan includes capital projects that can be pursued with available or reasonably expected funding; a limited number of capital expansions are recommended.[4]

Maintaining and Modernizing

CMAP's main goal under maintaining and modernizing is to move the existing transit system to a "state of good repair," in which all transit facilities are in good condition and there is no backlog of capital maintenance. CMAP notes that a better maintained system will reduce equipment breakdowns and remove "slow zones."

CMAP suggests that maintenance can also serve as an opportunity to modernize, improve, and enhance the transit system at the same time. If paired with maintenance activities, some modernization and upgrading can be accomplished at lower cost than if they were stand-alone projects.

Expansion

While maintenance and modernization are more effective projects because they capitalize on existing infrastructure, CMAP recommends a limited number of major commuter rail projects for implementation:[5]

- **West Loop Transportation Center** – A proposed transportation terminal located between I-290 and Lake Street in downtown Chicago will improve transfers between intercity rail, potential high-speed rail, commuter rail, rapid transit, and bus services. Also includes increased capacity for Chicago Union Station (CUS).
- **Metra Rock Island Improvements** – Addition of a third track could accommodate future expansion of the service, the proposed SouthEast Service, and the future connection of the SouthWest Service with LaSalle Street station. New signals, CTC, new/rehabbed bridges, and an expanded and modernized 47th Street Yard are proposed.
- **Metra SouthWest Service Improvements** – Upgraded infrastructure and service levels are proposed, as well as a relocation of the Chicago terminal to LaSalle Street station (contingent upon completion of the 75th Street Corridor Improvement Project, including CREATE Projects P2 and P3). The relocation will relieve congested operations at Chicago Union Station.
- **Metra UP North Improvements** – Additional crossovers, a new coach yard, upgrades to existing stations, and the renewal of bridges will improve safety and operating capacity on the line.

[4] http://www.cmap.illinois.gov/2040/public-transit
[5] CMAP *GO TO 2040* Comprehensive Regional Plan, October 2010, Page 281

- **Metra UP Northwest Improvements/Extension** – Improvements to the existing signal system, additional crossovers, and other track improvements are proposed to increase operating capacity and reliability on the line. An extension of the McHenry branch to a new station in Johnsburg, and two additional new stations at Prairie Grove and East Woodstock, are proposed.
- **Metra UP West Improvements** – Improving signal systems, upgrading existing track, and the addition of a third track are proposed. Also proposed is reconstructing the current Tower A-2 crossing with the Milwaukee District line, North Central line, and Amtrak's *Hiawatha* and *Empire Builder* routes. This will improve operations and coordination with freight rail movement.

The proposed STAR Line, SouthEast Service, UP Northwest Line Expansion, and UP West Line Upgrade were included in the Metra Connects Program and are further described later in this chapter.

In order to fund these improvements, *GO TO 2040* recommends the following:

- Increase the state gas tax
- Implement congestion pricing on selected expressways in the region
- Investigating the price of parking
- Using public-private partnerships
- Other innovative sources

GO TO 2040 recommends that a portion of the gas tax and congestion pricing be used to fund transit options.

11.1.2 Bi-State Regional Commission Plans

The Bi-State Regional Commission's *2040 Quad Cities Long Range Transportation Plan* was adopted in June 2011. The report was prepared by the Bi-State Regional Commission in cooperation with local governments, the USDOT, Federal Highway Administration, Federal Transit Administration, IDOT, and Iowa Department of Transportation (IADOT).

The LRTP recognized that two feasibility studies to examine the potential for passenger rail service between Chicago, the Quad Cities, and Iowa City were conducted by Amtrak at the request of IDOT and IADOT. A Service Development Program was developed in 2010 to implement the Chicago-Iowa City corridor. The program indicated that through investment to existing infrastructure, the passenger rail ridership between Chicago, Quad Cities, and Iowa City would reach 447,000 annually by 2045.[6] The LRTP stated that a priority is to "implement passenger rail service from Chicago to the Quad Cities and support efforts to extend service to Iowa City."[7] The Chicago-Quad Cities segment has been funded through the Federal Railroad Administration and *Illinois Jobs Now!* programs. However, funding has not been earmarked for the Quad Cities-Iowa City segment.

[6] *2040 Quad Cities Long Range Transportation Plan*, June 22, 2011, Page 6-1
[7] *2040 Quad Cities Long Range Transportation Plan*, June 22, 2011, Page 8-31

11.1.3 Champaign-Urbana Urbanized Area Transportation Study Plans

CUUATS *Long Range Transportation Plan 2035: Choices* was completed in December 2009. The LRTP discussed the feasibility study of bringing a 220 miles per hour (mph) high-speed electric rail line from Chicago to St. Louis through Champaign. The plan also suggested that Amtrak should employ a marketing program to promote the existing Amtrak station and the various transit options in the area to provide users intermodal information.[8]

As part of the LRTP's Goals & Objectives, the plan called for the provision of "facilities for non-auto modes of transportation in order to improve mobility and decrease the number of vehicles on our roadways." The LRTP identified one objective to meet this goal—Increase the number of Amtrak boardings at Illinois Terminal by at least 15 percent by 2014. The Illinois Terminal is a multimodal transportation center and Amtrak station in downtown Champaign. In support of this objective, several strategies were identified:

- Increase the frequency of passenger rail service utilizing Illinois Terminal as a stop
- Pursue funding to complete a feasibility study for a high-speed rail line using Illinois Terminal as one destination point
- Market Illinois Terminal as a regional hub for rail travel in the region
- Improve public information for Amtrak passengers about transit connections from Illinois Terminal[9]

The LRTP has not identified any of these strategies as having guaranteed or reasonably guaranteed funding through 2035.

11.1.4 Danville Area Transportation Study Plans

DATS *FY 2012 Transportation Improvement Program* for FY 2012-2015, the *Unified Planning Work Program* for FY 2012-2015, and the *Long Range Transportation Plan: Directions to 2035* did not identify any proposed intercity or commuter rail projects.[10]

11.1.5 Decatur Urbanized Area Transportation Study Plans

DUATS *Long Range Transportation Plan 2035* was completed in December 2009. The LRTP outlined a goal of continuing to explore opportunities for passenger rail service that links the area with Chicago, St. Louis, and other metropolitan areas. In support of this goal, the plan discussed that a feasibility study was performed to determine whether it would be feasible to provide 220 mph high-speed electric rail service from Chicago to St. Louis through Decatur. The LRTP noted that current federal funding does not support 220 mph service and the proposed service would require substantial investment of time, finances, and cooperation. However, the plan concluded

[8] CUUATS *Long Range Transportation Plan 2035: Choices*, December 2009, Page 114
[9] CUUATS *Long Range Transportation Plan 2035: Choices*, December 2009, Page 99
[10] http://www.dats-il.com/documents.html

that it would be in the area's best interest to pursue high-speed passenger rail service in Decatur.[11]

11.1.6 DeKalb-Sycamore Area Transportation Study Plans

DSATS *2035 Long Range Transportation Plan* was adopted on July 28, 2010. The LRTP did not propose any major transit capital investments through 2035, but recognized that there has been discussion by Metra of extending Metra's UP West line from its current terminus in Elburn, Illinois to DeKalb. The LRTP stated that the extension is not feasible in the short term, but it is a long-term goal for the communities in the region.[12]

11.1.7 Dubuque Metro Area Transportation Study Plans

DMATS *Long Range Transportation Plan 2036* was adopted in 2011. The LRTP discussed the need for passenger rail for the region in the future. In 2007, a feasibility study was completed by Amtrak regarding possible service between Chicago, Rockford, Galena, and Dubuque. The 2007 feasibility study identified four feasible routes in the Chicago-Dubuque corridor. In 2010, an updated report was completed that further reduced the number of routes to two. According to the 2010 report, Route C (Chicago-Elgin-Genoa-Rockford-Galena-Dubuque via Amtrak-Canadian National) best met cost, reliability, and performance tests. The LRTP stated that service is expected to begin in early 2014.[13]

According to the LRTP, several passenger rail projects were identified through the public participation process. One of the projects, a $2.2 million project to upgrade track between Dubuque and East Dubuque to accommodate passenger rail, was programmed in the FY2011-FY2015 Transportation Improvement Program. The other project, the construction of an intermodal facility in Dubuque, remains unfunded. However, efforts to lobby for state and federal support are ongoing.[14]

11.1.8 East-West Gateway Council of Governments Plans

EWG produced a Regional Transportation Plan 2040 (RTP) that was approved by the board of directors on June 29, 2011. The RTP highlighted one future strategy that relates to passenger rail. EWG plans to "support the national High-Speed Intercity Passenger Rail program, in particular the Chicago to St. Louis route, and ensure the adequacy of transit and other modal connections at stations."[15] However, passenger rail projects have not been identified as investment priorities in the region, and are not earmarked for funding.

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[11] DUATS *Long Range Transportation Plan 2035*, December 2009, Page 152
[12] DSATS *Long Range Transportation Plan*, July 28, 2010, Page 8-19
[13] DMATS *Long Range Transportation Plan 2036*, 2011, Page 59
[14] DMATS *Long Range Transportation Plan 2036*, 2011, Pages 139-140
[15] EWG *Regional Transportation Plan 2040*, 2011, Page 21

11.1.9 Kankakee Area Transportation Study Plans

KATS adopted the *2040 Long Range Transportation Plan* on May 12, 2010. A major objective of the LRTP was the extension of the Metra Electric District from its terminus in University Park to a station in Kankakee County. A local task force, the Kankakee Area Commuter Transit (KACOT) Task Force, was formed to study the feasibility of extending that service. The Task Force produced Phase I and Phase II reports supporting the extension. The result of the studies was the proposal of an extension of the Metra Electric District from University Park to a future Metra station in Peotone at North Peotone Road, adjacent to the proposed South Suburban Airport. Kankakee County Commuter Rail Service would then provide service between the North Peotone Road Station to a future KACOT Station in Kankakee at the 308 Interchange. Funding has not been authorized for a Phase III report (Alternatives Analysis).[16]

The LRTP also discussed the proposed 220 mph high-speed rail service between Chicago and St. Louis routed through Kankakee and Champaign. The LRTP recognized that there is no funding commitment for the project, but local support is being organized.[17]

11.1.10 McLean County Regional Planning Commission Plans

MCRPC produced the *Long Range Transportation Plan 2035* in June 2007. The LRTP discussed the current Amtrak passenger service provided between Chicago and St. Louis. One goal of the LRTP was to consider improvements to passenger rail service, including the development of high speed rail. The plan discussed the planned construction of a multimodal transportation center in downtown Normal. The Center will replace the current Amtrak Station and will serve passenger rail, local transit, and intercity bus. Funding for the multimodal center is earmarked in FY2012 of the Transportation Improvement Program.[18] The LRTP did not discuss additional passenger rail projects, such as improvements to passenger service or development of high speed rail, to be considered and does not earmark any funds for future passenger rail projects.[19]

11.1.11 Rockford Metropolitan Agency for Planning Plans

RMAP produced the *2040 Long Range Transportation Plan* that was adopted on July 29, 2010. This comprehensive plan identified the most significant gap in transportation service in the region as passenger and commuter rail because there is no existing service. The LRTP stated that "passenger rail provides tremendous opportunity for the region to have a significant impact on local, regional, and statewide trends in transportation-related infrastructure quality, safety, congestion, access, affordability, greenhouse gas emissions reduction, and air quality."[20]

In 2004, the Northern Illinois Commuter Rail Initiative (now Northern Illinois Commuter Transportation Initiative) released a final report on commuter rail feasibility that demonstrated the need and sustainability of commuter rail. Several Amtrak feasibility studies were released that identified potential route alignments between Rockford and Elgin. After much political

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[16] KATS *2040 Long Range Transportation Plan*, May 12, 2010, Page 54
[17] KATS *2040 Long Range Transportation Plan*, May 12, 2010, Page 91
[18] *Transportation Improvement Program FY 2012-2016 for the Bloomington-Normal Urbanized Area*, July 26, 2011, Page 1
[19] MCRPC *Long Range Transportation Plan 2035*, June 2007, Pages 5 & 28
[20] *2040 RMAP Long Range Transportation Plan*, July 29, 2010, Page 39

debate, Governor Quinn announced the award of $60 million in state capital funds to establish passenger rail service from Chicago to Dubuque using Amtrak Route A through Belvidere as the "Locally Preferred Alternative" in January 2010.[21] Note that an additional feasibility study was completed on November 15, 2010. This Feasibility Study Update identified that Route C best met cost, reliability, and performance tests. Route C has since been identified as the selected alternative and the $60 million grant has been applied to that route. See Section 3.8 for more information.

RMAP's *FY2012-2015 Transportation Improvement Plan* stated that additional major capital needs for the establishment of commuter services to the Chicago region will be funded from additional sources and no funding is earmarked by RMAP.[22]

11.1.12 Springfield Area Transportation Study Plans

SATS *2035 Long Range Transportation Plan* was approved on March 11, 2010, with an amendment published on August 11, 2011. The LRTP identified that Amtrak provides service from Springfield to Chicago and St. Louis via the *Lincoln Service*. The LRTP also noted that an EIS is being developed for the railroad corridors through Springfield, as part of the Chicago-St. Louis High Speed Rail project. A Draft EIS (DEIS) was published on June 27, 2012. The DEIS recommends that Alternative 2A be selected as the Preferred Alternative. Alternative 2A proposes relocating the existing UP freight and passenger rail corridor to a new location parallel to the Norfolk Southern tracks on 10th Street. Federal Railroad Administration (FRA) will identify the Preferred Alternative in the Final EIS after consideration of public and agency comments on the DEIS. At that time, plans for a Multi-Modal Transfer Center, serving fixed route and paratransit service, Greyhound intercity buses, airport shuttles, taxis, rental cars, and Amtrak, will be developed.[23]

SATS *FY2012-2015 Transportation Improvement Program* included $3 million for architecture and engineering services for the Multi-Modal Transfer Center. The project is funded through FRA 5309 Capital Investment Program. The federal share for the program is 50 percent.[24]

11.1.13 State Line Area Transportation Study Plans

SLATS *2035 Long Range Transportation Plan* was adopted on September 11, 2006. An update was prepared in 2011 for various portions of the LRTP. The LRTP stated that there are no passenger rail connections within the Stateline Area, but that public input has shown the desire for commuter rail connecting to Rockford and Madison, Wisconsin. A new section of the LRTP was developed to describe the recommendations of the South Central Wisconsin Commuter Transportation Study (SCWCTS), an enhanced feasibility study for South Central Wisconsin commuter connections to Northeast Illinois with a possible connection to the Harvard Metra Station. The study identified five possible rail corridor alternatives connecting the Madison and Rockford areas. The final recommendation of the study was that an Alternatives Analysis would not be pursued because the study representatives believed that the proposed projects would not

[21] *2040 RMAP Long Range Transportation Plan*, July 29, 2010, Pages 41-42
[22] RMAP *FY2012-2015 Transportation Improvement Program*, Page 78
[23] SATS *2035 Long Range Transportation Plan*, August 11, 2011, Pages 102-104
[24] SATS *FY2012-2015 Transportation Improvement Program*, Page 16

qualify for Federal Transit Administration capital or operating support. However, the study indicated that the concept of developing commuter rail would be examined in the future.[25] Annual programmed expenditures within the LRTP did not include funding for commuter rail projects.[26]

11.1.14 Peoria/Pekin Urbanized Area Transportation Study Plans

PPUATS *2010-2035 Long Range Transportation Plan* was produced in 2010. The LRTP discussed that the region is currently pursuing passenger rail service to connect to the St. Louis to Chicago Amtrak service. Additionally, the LRTP explained that the pursuit of rail service for the region was one of its biggest priorities. A Passenger Rail Advisory Committee was in the process of being developed to advocate the need and desire to have a rail connection in the urbanized area. In support of rail development, the region requested that IDOT and Amtrak conduct a feasibility study to identify whether passenger rail service to Peoria was feasible. The study was completed and was released on September 26, 2011. See Section 3.8 for further study details.[27]

The LRTP identified several performance goals as "work to establish passenger rail from Peoria to Bloomington," "develop passenger rail service that connects to major national rail routes, such as the Chicago-Los Angeles line via Galesburg," and "support passenger rail to Bloomington and Chicago and ensure readiness for eventual possibility of a regional high speed rail network." The LRTP stated that these goals have a timeframe of 25 years to complete. Passenger rail has not been earmarked for funding in the *FY2012-2015 Transportation Improvements Program*.[28]

11.1.15 Northwest Indiana Regional Planning Commission

The NIRPC *2040 Comprehensive Regional Plan for Northwest Indiana (2040 CRP)* was adopted in June 2011. The *2040 CRP* "represents NIRPC's policy guide for directing planning and intergovernmental collaboration in Northwest Indiana."[29] The *2040 CRP* addresses the need for and benefits of public transit, the opportunities for intercity and high-speed passenger rail, and the challenges in providing transit in Northwest Indiana.[30]

The *2040 CRP* states that there is increased need for public transit in Northwest Indiana. However, commuter rail state revenues have declined with the loss of sales tax dollars and there is no mechanism in place to finance expansion of commuter rail, and no funding in place for operations and maintenance of a new service. The *2040 CRP* identifies the following as key opportunities in passenger rail:

- Intercity passenger rail improvements for the Chicago-Detroit and Chicago-Cleveland corridors of the MWRRI with the Gary-Chicago International Airport serving as a major regional multimodal transit hub
- Replacement of the current Amtrak alignment through South Bend with the southern route to Ohio via Fort Wayne

[25] SLATS *2035 Long Range Transportation Plan*, SCWCTS Final Update, August 16, 2011
[26] SLATS *2035 Long Range Transportation Plan*, Financial Aspects, August 26, 2011
[27] PPUATS *2010-2035 Long Range Transportation Plan*, Pages 43 and 52
[28] PPUATS *2010-2035 Long Range Transportation Plan*, Pages 59, 64, and 124
[29] *2040 Comprehensive Regional Plan for Northwest Indiana*, Intro Page 11
[30] *2040 Comprehensive Regional Plan for Northwest Indiana*, Chapter 2 Transportation

- Improvements to the Amtrak passenger rail service for the Chicago-Cincinnati corridor
- Implementation of high-speed rail in Chicago
- Expansion of NICTD commuter rail to Valparaiso, Indiana and Lowell, Indiana[31]

11.2 Efforts to Improve Existing Services

Since 2008, passenger rail funding has become available through several funding programs initiated by President Obama. PRIIA authorized capital assistance funding to states for intercity passenger rail service through FY 2013. As part of PRIIA, the Intercity Passenger Rail Service Corridor Capital Assistance Program was authorized. The purpose of the program was to establish a partnership between states and the Federal Government to support intercity passenger rail. Funds were authorized to be appropriated to USDOT to provide grants for capital investments benefitting intercity passenger rail service.

Another program was established in 2009 that placed an emphasis on building high-speed and intercity passenger rail to connect communities across the country. The HSIPR Program was created as part of the ARRA of 2009 to address the nation's transportation challenges by making investments in a network of passenger rail corridors. The HSIPR Program provided grant funding through ARRA and annual appropriations for FY 2009 and FY 2010.

IDOT and other state partners applied for federal grant funds under PRIIA and ARRA programs for several existing passenger rail corridors. The proposed improvements to existing services are discussed below.

11.2.1 Chicago-St. Louis High Speed Rail Corridor

The Chicago-St. Louis corridor is an existing Amtrak corridor on which several Amtrak routes operate. As described in Chapter 10, the *Lincoln Service* operates four round trips per day and *Texas Eagle* operates one round trip per day. At a maximum speed of 79 mph, the travel time between Chicago and St. Louis is approximately 5-1/2 hours.

Construction of the Chicago-St. Louis High Speed Rail Corridor is underway to enable six of the eight *Lincoln Service* Amtrak passenger trains to increase speeds from 79 to 110 mph. Upgrades include concrete ties, premium rail, signal equipment, switches, and crossing safety improvements with four quadrant gates, pedestrian gates, and fencing. The entire route from Chicago to St. Louis is anticipated to be completed between 2016 and 2017. This will increase on-time service performance to at least 85 percent.[32] Operation at 110 mph over the initial test section between Dwight and Pontiac is scheduled to begin in fall 2012.

IDOT was awarded over $1.3 billion for three ARRA-funded projects within the Chicago-St. Louis corridor. The first award, for $1.1 billion, was for the construction of improvements to track, signal, station, and rolling stock to accommodate 110 mph operations between Alton, Illinois and Dwight, Illinois.

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[31] *2040 Comprehensive Regional Plan for Northwest Indiana*, Chapter 2 Transportation, Pages 36-43
[32] http://www.idothsr.org/pdf/hsr%202011%20fact%20sheet_issue%204.pdf

The second award was for $1.25 million to complete a Tier 1 EIS to assess the effects of adding a second main line track for the Chicago-St. Louis corridor to provide capacity for additional train frequencies.

The final award was for $186 million for the Dwight-Joliet portion of the Chicago-St. Louis corridor. A series of upgrades and improvements will be made to increase operational flexibility and reliability, reduce trip times, enhance safety, increase accessibility, and improve ridership. The construction of a second main track, a new siding, and other track upgrades will allow trains to operate at a maximum speed of 110 mph between Joliet and Dwight.[33]

11.2.2 Chicago-Milwaukee Corridor

The Chicago-Milwaukee corridor is an existing Amtrak corridor on which two Amtrak routes operate. As described in Chapter 10, the *Hiawatha Service* operates seven round trips per day and the *Empire Builder* operates two trips per day. At a maximum speed of 79 mph, the travel time between Chicago and Milwaukee is approximately 1-1/2 hours.

Wadsworth Bridge Replacement Project

IDOT was awarded $3.7 million to replace two steel and concrete bridges within the Chicago-Milwaukee corridor. The replacement of the bridges will allow Amtrak to meet its speed, reliability, and scheduling needs on the *Hiawatha Service*, the Amtrak route that runs between Chicago and Milwaukee. The new bridges will also accommodate future passenger rail speeds of over 90 mph.[34] Construction is underway and is anticipated to be complete by the end of 2012.

Milwaukee Airport Station Platform

This project involves extending the existing station platform and canopy. The longer platform and canopy will better accommodate increased train lengths and will allow all doors on the train to be used for boarding and alighting passengers. Quality and OTP on the *Hiawatha Service* will be improved. The project is estimated to cost $678,000 and is funded entirely by the Final Design/Construction ARRA grant that Wisconsin Department of Transportation (WisDOT) received.[35]

[33] http://www.fra.dot.gov/rpd/HSIPR/ProjectFunding.aspx
[34] http://www.fra.dot.gov/rpd/downloads/Master_HSIPR_Selection_Sheet.pdf
[35] http://www.dot.wisconsin.gov/projects/rail/mars/

Truesdell Crossover

The Truesdell Crossover project includes the installation of a universal crossover, a single crossover, and two hotbox detector set-off tracks near Highway 50 in Kenosha County. The purpose of the project is to improve the OTP of the *Hiawatha Service* and *Empire Builder* passenger trains. These trains currently encounter delays when one of the two main tracks is out of service. The addition of the crossovers and set-off tracks will increase the reliability of passenger rail service. The project is estimated to cost $11.1 million and is funded entirely by the Final Design/Construction ARRA grant that WisDOT received.[36] Construction is underway and is anticipated to be complete by the end of 2012.

Welded Rail Installation – Hiawatha Service Route

WisDOT was awarded $5.023 million in PRIIA funding to install 18 miles of continuously welded rail (CWR) on the Chicago-Milwaukee corridor. The project will increase the reliability of passenger service on the *Hiawatha Service* and *Empire Builder* routes by improving train speed, reducing travel time, and eliminating delays.[37]

Lake Forest Pedestrian Underpass

Construction of a pedestrian underpass at the Telegraph Road Station of Metra's Milwaukee District North Line will commence during the summer of 2012 and will be completed in 2014. The new underpass will replace the at-grade pedestrian crossing at the station. The installation of the underpass will allow for greater pedestrian safety given that train frequencies along the corridor are expected to increase as part of the Chicago-Milwaukee Environmental Assessment project. The project received $1 million in federal funding.[38]

11.2.3 Indiana Gateway Corridor

The Indiana Gateway Corridor project addresses the most delay-prone intercity passenger rail corridor in the country. The project will provide stand-alone congestion relief and development of a high-speed corridor within the MWRRS.

As part of the $71 million Final Design/Construction ARRA grant, infrastructure improvements will be implemented at eight locations on the Norfolk Southern Chicago Line and Amtrak Michigan Line. The projects, including relocation and reconfiguration of track, installation of high-speed crossovers, signal system improvements, and new sidings, will provide improved operational flexibility at each location, enabling intercity passenger and freight traffic to be routed in a more efficient manner.[39] Fourteen Amtrak trains use the corridor daily including trains on the *Capitol Limited, Lake Shore Limited, Blue Water, Wolverine, Pere Marquette*, and *Blue Water* routes. Each of these routes provides service to Illinois and terminates in CUS.

[36] http://www.dot.wisconsin.gov/projects/rail/truesdell/index.htm
[37] http://www.fra.dot.gov/downloads/Research/ProjectSummariesFinal.pdf
[38] http://lakeforest.patch.com/articles/telegraph-rd-train-station
[39] http://www.in.gov/indot/files/IndianaGatewayHSIPRApplicationTrack1a.pdf

11.2.4 Chicago-Detroit/Pontiac Corridor

IDOT, INDOT, and Michigan Department of Transportation (MDOT) received federal funding to pursue high-speed rail operations on the Chicago-Detroit/Pontiac corridor. The states received a $3.2 million grant to complete planning and environmental studies for the corridor. A $150 million grant will allow MDOT to purchase and restore 135 miles of rail line between Kalamazoo, Michigan and Dearborn, Michigan. MDOT will also receive $196.5 million to rehabilitate the track and ties between Kalamazoo and Dearborn and add a second main track between Dearborn and Ypsilanti. An additional $7.9 million grant for the West Detroit Connection Track Project will pay for new connecting track and crossovers, a bridge, and new traffic control system between Milwaukee Junction and West Detroit Junction in Detroit. Together, these projects will significantly improve efficiency and safety and will reduce passenger travel times along the corridor.[40]

Additionally, MDOT was awarded $40.1 million to construct a new station building, platform, and passenger services facilities in Dearborn, a new platform and passenger services facilities in Troy, and renovate the existing Battle Creek Station. These stations will serve the intercity passenger line between Chicago and Detroit/Pontiac.[41] MDOT has also received $2.8 million in funding for preliminary engineering and environmental studies for the Ann Arbor Fuller Road Transit Center.[42]

11.2.5 CREATE Program

The CREATE Program will invest billions of dollars in critically needed capital improvements to increase the efficiency of the region's rail infrastructure. The CREATE Program Feasibility Plan has identified seven projects in the passenger project category to be constructed that will improve passenger rail service. The projects will increase capacity and eliminate traffic conflicts between Metra, Amtrak, and freight. The seven passenger projects are as follows:

- B2 (Proviso 3rd Main)
- P1 (Englewood Flyover)
- P2 (74th Street Flyover)/P3 (75th Street Flyover)
- P4 (Pershing Avenue to Grand Crossing)
- P5 (Brighton Park Flyover)
- P6 (CP Canal)
- P7 (Chicago Ridge)[43]

[40] http://www.fra.dot.gov/rpd/downloads/Detroit_Chicago_FINAL_1027.pdf
[41] http://www.fra.dot.gov/downloads/Research/ProjectSummariesFinal.pdf
[42] http://www.fra.dot.gov/downloads/Master_HSIPR_Selection_Sheet.pdf
[43] http://createprogram.org/linked_files/FFS_amend1_jan2011.pdf, Page 29

B2 (Proviso 3rd Main)

The $82.5 million B2 project will provide for the construction of a third main track on the UP Geneva subdivision, including a new railroad bridge over Addison Creek. A TIGER grant was awarded to IDOT to fund a portion of the project. Additionally, funds from the freight rail industry are being used to finance the project. A flyover has been constructed and was put in service in early 2012 from the Indiana Harbor Belt Railroad to the UP Railroad. The project also includes station improvements to Berkeley and Bellwood Metra passenger stations including the construction of pedestrian underpasses at each station. The purpose of the project is to increase the number of train movements that can be completed simultaneously, benefiting passenger and freight traffic. Once completed, the project will allow Metra trains to operate unimpeded on two main tracks while freight trains utilize the new third main line. The pedestrian underpasses at the Metra stations will assist in safe and efficient movement of commuters from the parking lot to the center platform without crossing the tracks at grade.[44]

P1 (Englewood Flyover)

On January 10, 2010, President Obama announced that ARRA funding of $133 million had been approved for the CREATE Program Project P1 (1a)-construction of the Englewood Flyover. Also, $10 million of local funding is included in the project. The $146.3 million project will grade separate a busy rail bottleneck on Chicago's south side where the tracks of Metra's Rock Island District commuter line cross the tracks of Norfolk Southern and CSX. One objective of the project is to eliminate delays between the Metra Rock Island District, Norfolk Southern freight, and Amtrak operations at the Englewood interlocking. The project is anticipated to eliminate 7,000 annual passenger hours of delay for commuters on the Rock Island District.

This project has benefits extending far beyond Chicago because delays occur to Amtrak trains connecting Chicago, three routes in Michigan, Boston, New York, and Washington, DC. Delays also occur to Metra commuter trains, and to freight trains of Norfolk Southern, CSX, and other railroads. Construction began in late 2011.[45] Once the project is completed, congestion and delays to 78 daily Metra trains, 14 Amtrak trains, and 46 freight trains will be eliminated.[46]

P2 (74th Street Flyover)/ P3 (75th Street Flyover)

Projects P2 and P3 are linked together to reduce congestion and delays between 80th Street and Forest Hill, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra SouthWest Service and the CSX, NS, and BRC freight lines. A flyover is proposed to be constructed to connect the SouthWest service to the Rock Island Line to allow the SouthWest Service to terminate at the LaSalle Street station in Chicago. The $496 million projects also include constructing a bridge to reduce conflicts between Metra, CSX, and NS and constructing a bypass of the NS Landers Yard for Metra. The two projects will eliminate over 23,500 annual passenger hours of delay for commuters on the SouthWest Service.[47] Note that no funding source has been identified for the P2/P3 project. Construction of this project is contingent on establishment of a funding source.

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[44] http://createprogram.org/factsheets/B2.pdf
[45] http://www.dot.state.il.us/opp/2011-2015%20PRIP/2011program.pdf
[46] http://fastlane.dot.gov/2011/10/englewood-flyover.html
[47] http://createprogram.org/factsheets/P2.pdf

P4 (Pershing Avenue to Grand Crossing)

The purpose of the P4 project is to provide a new direct route for Amtrak trains arriving from New Orleans and Carbondale into CUS. A new mainline is proposed to be constructed between 117th Street and Pershing Avenue to accommodate the additional Amtrak trains and freight traffic. The $97 million project will reroute the trains from the CN Lakefront and St. Charles Air Line route to the NS Chicago Line, eliminating the reverse move at 16th Street. The reroute will reduce travel times by 10 to 15 minutes each direction.[48] Note that no funding source has been identified for the P4 project. Construction of this project is contingent on establishment of a funding source.

P5 (Brighton Park Flyover)

The purpose of the Brighton Park Flyover project is to reduce congestion and delays by eliminating Amtrak, Metra, and freight conflicts at the Brighton Park rail crossing in Chicago. A bridge to separate the CN Joliet Subdivision and Metra Heritage Corridor from the Western Avenue Corridor is included in the project. The $90 million project will eliminate 4,500 annual passenger hours of delay for commuters on the Heritage Corridor Line and additional delay for passengers on the Amtrak *Lincoln Service* and *Texas Eagle* routes. Commuter train speeds will be increased from 30 mph to 45 mph upon completion.[49] Note that no funding source has been identified for the P5 project. Construction of this project is contingent on establishment of a funding source.

P6 (CP Canal)

The purpose of the CP Canal project is to reduce congestion and delays by eliminating Metra and freight conflicts at CP Canal in Summit, Illinois. A bridge is proposed to be constructed to grade separate two CN tracks from the Indiana Harbor Belt Railroad. Metra and Amtrak trains that operate on the CN tracks can avoid conflicts with the large number of freight trains on the Indiana Harbor Belt Railroad. The $90 million project will eliminate 3,000 annual passenger hours of delay for commuters on the Heritage Corridor Line and additional delay for passengers on the Amtrak *Lincoln Service* and *Texas Eagle* routes. Commuter train speeds will be increased from 50 mph to 79 mph upon completion.[50] Note that no funding source has been identified for the P6 project. Construction of this project is contingent on establishment of a funding source.

P7 (Chicago Ridge)

The Chicago Ridge project will reduce congestion and delays by eliminating Metra and freight conflicts in Chicago Ridge. A grade separation is proposed to be constructed between the Metra SouthWest Service and the Indiana Harbor Belt. The $90 million project will eliminate 6,000 annual passenger hours of delay for commuters on the SouthWest Service. Commuter train speeds will be increased from 50 mph to 79 mph upon completion.[51] Note that no funding source has been identified for the P7 project. Construction of this project is contingent on establishment of a funding source.

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[48] http://createprogram.org/factsheets/P4.pdf
[49] http://createprogram.org/factsheets/P5.pdf
[50] http://createprogram.org/factsheets/P6.pdf
[51] http://createprogram.org/factsheets/P7.pdf

11.3 Proposed Intercity Passenger Rail Services

As described in the previous section, the availability of PRIIA and ARRA funds encouraged many states, including Illinois, to pursue funding for existing and proposed intercity passenger rail services. IDOT and other state partners applied for federal grant funds under PRIIA and ARRA programs for several proposed passenger rail services. The proposed intercity passenger projects are discussed below.

11.3.1 Chicago-Omaha Corridor

The Chicago-Quad Cities-Omaha passenger rail corridor is part of the 3,000-mile Midwest Regional Rail System, a network of high-speed rail service focused on a central hub in Chicago. Planning for the Chicago-Omaha corridor commenced in 1996 and continues today.

In January 2010, IADOT received $1 million in ARRA funding to advance planning studies for the passenger rail corridor between Chicago and Omaha. The Chicago to Omaha Passenger Rail Planning study includes conducting an alternatives analysis, developing a Tier 1 NEPA document, finalizing the Service Development Plan, and developing Preliminary Engineering. Expected completion of the planning studies is mid-2013.[52]

Concurrently, IDOT and IADOT filed a joint application to implement new passenger rail service from Iowa City to Chicago via the Quad Cities. In October 2010, the project was awarded $230 million in federal passenger rail funding.[53] In September 2011, IADOT requested that the federal grant be divided into two parts: Chicago-Quad Cities and Quad Cities-Iowa City, enabling Illinois to begin construction of the Chicago-Quad Cities portion.[54]

On December 12, 2011, a cooperative agreement between the FRA, IDOT, and host railroads was finalized to begin construction of the Chicago-Quad Cities passenger rail corridor. The USDOT announced that it had awarded more than $177 million for the project that will operate twice daily round-trip service between Chicago and the Quad Cities. In addition to the federal funds, the State of Illinois provided $45 million through the *Illinois Jobs Now!* capital program to build a new station at Geneseo, a layover facility in the Quad Cities area, communication and signaling improvements, and the purchase of passenger rail equipment for the route.[55]

11.3.2 Chicago-Rockford-Dubuque Corridor

As described in Section 3.8, Amtrak produced a study to analyze the feasibility of initiating intercity passenger train service between Chicago, Rockford, Galena, and Dubuque, Iowa. A final report was completed that identified the Chicago-West Elgin-Genoa-Rockford-Galena-Dubuque route best met cost, reliability, and performance tests. In response to this report, Illinois awarded $60 million in state capital funds to establish the service. The capital funds provided to this

[52] http://www.news.iowadot.gov/newsandinfo/2010/01/iowa-receives-two-highspeed-passenger-rail-grants.html
[53] http://www.iowacityarea.com/Content/Iowa_City_Chicago_Passenger_Rail.aspx
[54] http://qctimes.com/news/local/iowa-dot-wants-feds-to-divvy-up-rail-money/article_efa1bc8c-e413-11e0-9866-001cc4c002e0.html
[55] http://www.dot.gov/affairs/2011/fra3911.html

project are part of *Illinois Jobs Now!,* a job generation and capital improvement program in Illinois.[56]

11.3.3 Next Generation Passenger Rail Equipment Purchase

IDOT was awarded $268 million to purchase 48 passenger rail cars and 7 locomotives for 8 corridors in the Midwest. In addition, funds were included in the Chicago-St. Louis and Chicago-Quad Cities grants to provide for new equipment on those routes; in total, the Midwestern routes will be equipped with 88 new bi-level railcars, as well as new locomotives, that will be replacing aging and obsolete equipment on all existing state-supported corridors—as well as the new Rockford-Dubuque and Quad Cities corridors—in Illinois except Chicago-Milwaukee. The new 88 cars add capacity, improve passenger productivity, and feature WiFi. They will accommodate projected increases in ridership, improve operational reliability, reduce operating costs, achieve a state of good repair, and promote standardization of rolling stock. The federal funding is sufficient to also replace equipment on the Chicago-Detroit, Chicago-Port Huron, Chicago-Grand Rapids, and St. Louis-Kansas City corridors.[57]

11.4 Proposed High-Speed Rail Services

11.4.1 Chicago-Champaign-St. Louis/Indianapolis

On June 2, 2011, it was announced that Illinois would be providing $1.25 million of *Illinois Jobs Now!* funding to study the feasibility of 220-mph passenger rail service between Chicago and Champaign-Urbana. IDOT partnered with the University of Illinois and a special advisory group to examine the costs and benefits of providing true high speed rail service that connects O'Hare International Airport, downtown Chicago, McCormick Place, and Urbana-Champaign, as well as St. Louis and Indianapolis.

The report will provide corridor location recommendations, estimated ridership projections, economic impacts, construction costs, and financing options. The findings are expected to be presented to Governor Quinn in late 2012.[58]

[56] http://chicagopressrelease.com/news/gov-quinn-announces-capital-funding-for-rockford-passenger-rail
[57] http://www.fra.dot.gov/rpd/downloads/HSIPRSelectionList_RedirectedARRAFY10.pdf
[58] http://www.connectthemidwest.com/2011/06/governor-quinn-announces-partnership-with-university-of-illinois-to-study-220-mph-rail-service/

11.5 Proposed Commuter Rail Improvement Projects

11.5.1 Metra New Starts Projects

The following New Starts projects were authorized under the 2005 federal transportation bill, SAFETEA-LU, and are collectively known as the Metra Connects projects:

- Suburban Transit Access Route, or STAR Line
- SouthEast Service
- UP Northwest Line Expansion
- UP West Line Upgrade

These projects are discussed further in the following sections.[59]

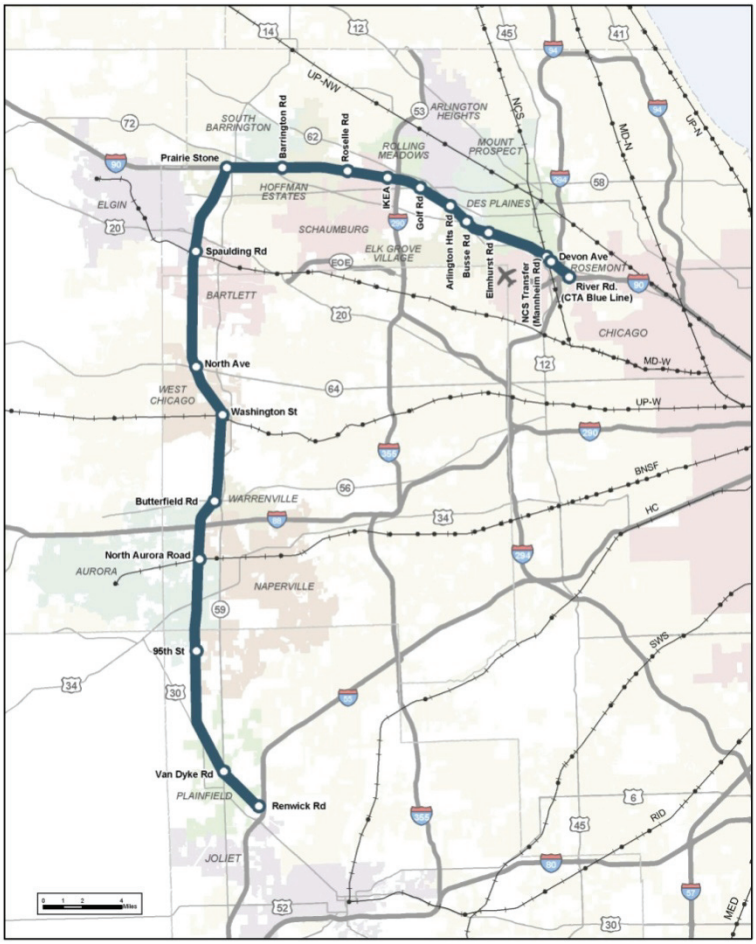
STAR Line

The Suburban Transit Access Route (STAR) Line is a New Starts project proposed by Metra to "enhance Metra's hub-and-spoke system of passenger rail service by linking the spokes."[60] The STAR Line is proposed to extend from Joliet to O'Hare Airport and will connect to four existing Metra lines that serve downtown Chicago and the suburbs: North Central Service, UP West, BNSF, and Milwaukee District West Lines. In addition to linking to existing Metra lines, the STAR line is intended to provide inter-suburban commuter service to the most populated areas in the region.

Through the STAR Line, areas with major hospitals, colleges and universities, and business and employment centers such as Motorola's Schaumburg campus and Sears' campus in Hoffman Estates, will benefit. Metra has identified Phase I of the STAR Line in the long-term capital improvement project list (see Exhibit 11-28 at the end of this chapter). Phase I of the STAR Line, which will connect O'Hare International Airport to Joliet, is anticipated to cost $2.964 billion in 2012 dollars. **Exhibit 11-1** depicts the proposed STAR Line.[61]

[59] http://metraconnects.metrarail.com/
[60] http://metraconnects.metrarail.com/star.php
[61] http://metraconnects.metrarail.com/pdf/star_map.pdf

Exhibit 11-1: Proposed Metra STAR Line



Source: Metra

SouthEast Service

The SouthEast Service is a proposed Metra Line that will increase commuting opportunities in the fast-growing south suburban Cook and Will counties. As an underserved corridor, the opportunities for economic growth, development, and travel will be enhanced with the new service. The Metra Connects website explained that new service in the corridor would:

- Potentially serve more than 50 major businesses, including St. James Hospital and Health Centers; Ford Motor Co. Chicago Stamping Plant; ConAgra Foods, Inc.; Roadway Express, Inc.; Nicor Gas; and AT&T
- Better enable workers and commuters to travel into downtown Chicago
- Spur economic growth by attracting new jobs and businesses that wish to take advantage of transit-oriented development

- Give thousands of employees in traffic-congested communities an alternative to driving[62]

Metra has identified the SouthEast Service in the long-term capital improvement project list (see Exhibit 11-28 at the end of this chapter). A cost estimate provided by Metra states that the SouthEast Service is anticipated to cost $875 million in 2012 dollars.

Exhibit 11-2 depicts the SouthEast Service.

Exhibit 11-2: Proposed Metra SouthEast Service Line

Source: http://metraconnects.metrarail.com/pdf/ses_map09012010.pdf

[62] http://metraconnects.metrarail.com/ses.php

UP Northwest Line

The UP Northwest Line is an existing Metra Line that provides service between Chicago's OTC and Harvard, Illinois; a far northwest suburb of Chicago. The line also provides weekday peak hour branch service to McHenry, Illinois. Employment in this corridor is expected to increase more than 60 percent by the year 2030, indicating that there will be a greater demand for commuter rail service to support the growing economic opportunities and population expected.[63]

Improvements to the corridor include extending the branch line from McHenry to Johnsburg, Illinois, a growing area north of McHenry. A new station in Johnsburg would provide service to Lake and McHenry Counties, and other new stations in Prairie Grove and East Woodstock would also serve growing areas. Rail yards would be constructed at Johnsburg and Woodstock, Illinois to permit more train capacity and the consolidation of maintenance operations. In addition to providing cost efficiency, the improvements would allow for more flexibility in service, making it possible to increase the number of local and express trains. The Metra Connects website explains that improvements along the corridor would:

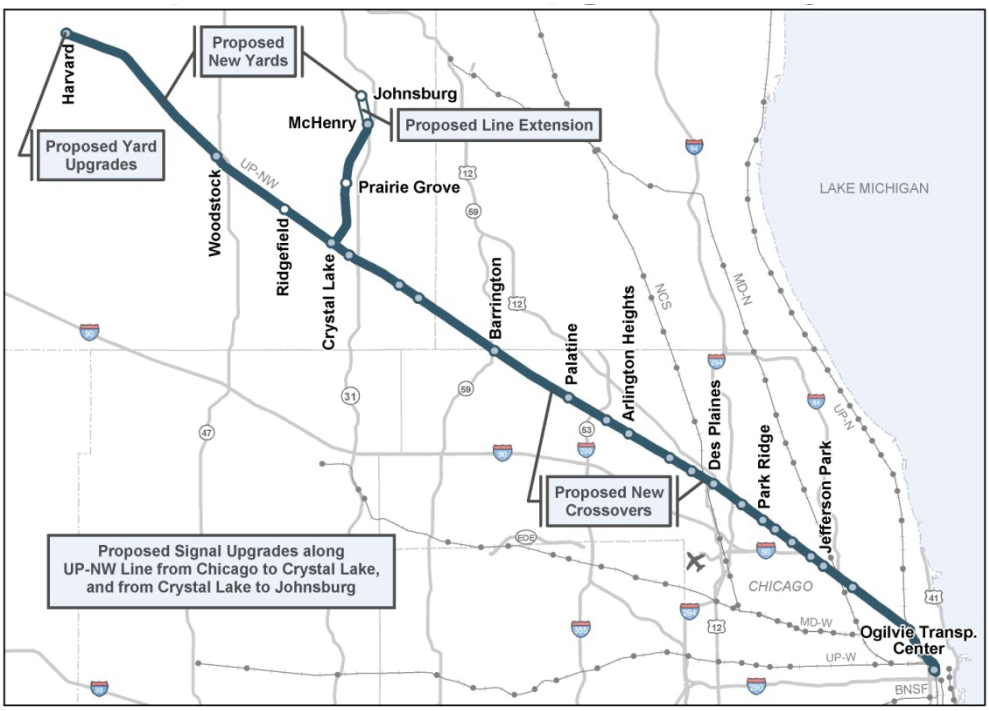
- Provide expanded service and more transit options for commuters traveling into downtown Chicago
- Provide reverse-commuting options to address growing trends in public transportation
- Spur economic growth by attracting new jobs and businesses that wish to take advantage of transit-oriented development
- Increase the line's core capacity to help serve the strong anticipated growth in employment[64]

Metra has identified the UP Northwest Line improvements as medium-term projects in the capital improvement project list (see Exhibit 11-28 at the end of this chapter). Costs for the track and signal upgrades and the line extension are anticipated to be $574 million in 2012 dollars.

Exhibit 11-3 depicts the UP Northwest Line improvements.

[63] http://metraconnects.metrarail.com/upnw.php
[64] http://metraconnects.metrarail.com/upnw.php

Exhibit 11-3: Proposed Metra UP-Northwest Upgrade Project



Source: Metra

UP West Line Improvements

The UP West service (UP-W) is operated by UP Railroad under contract with Metra, and connects Chicago's OTC with Elburn. A set of three projects have been proposed to improve safety, reliability, and service in the UP-W corridor. All three projects must be completed before schedule changes—allowing for increased speeds and improved express and reverse commute service—can take place. Improved service on the UP-W Line will help attract I-88 corridor riders from the nearby BNSF Railway Line—Metra's busiest route—reducing overcrowding.

- *Metra/UP Railroad Public-Private Partnership* - Metra and the UP Railroad will split the cost of a number of upgrades to the line, including station safety enhancements, new crossovers, signal system upgrades from Geneva to River Forest, and two new segments of third track (from Geneva to West Chicago and from Melrose Park to River Forest).

- *Proposed New Starts Project* - Metra is seeking funding for additional improvements, including signal system upgrades from River Forest to downtown Chicago, purchase of new rolling stock, added station parking capacity, and upgrade and/or grade separation of the Tower A-2 crossing in Chicago, from the federal New Starts program.

- *CREATE Program Project B2* - Another new segment of third track, from Elmhurst to Melrose Park, is proposed to be added as part of CREATE, a set of projects designed to improve the Chicago area's rail network.

The Metra Connects website explained that improvements along the corridor would:

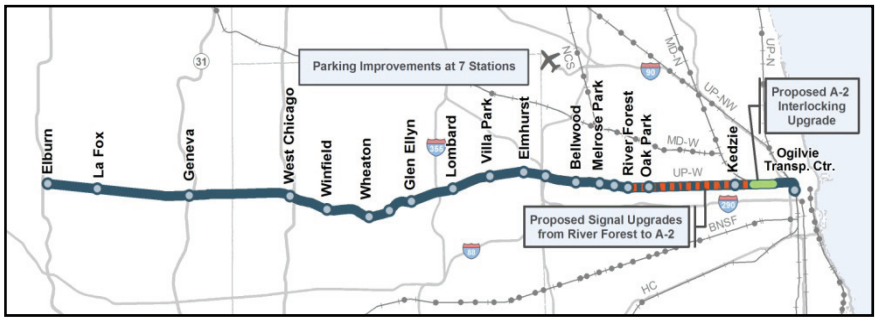
- Provide expanded service and more rail transit options for commuters traveling into downtown Chicago
- Provide reverse-commuting options to address growing trends in public transportation
- Spur economic growth by attracting new jobs and businesses that wish to take advantage of transit-oriented development
- Eliminate bottlenecks, allowing for more efficient operation of trains and reduced delays resulting in commuter time savings
- Increase the line's core capacity to help serve the strong anticipated growth in employment[65]

Metra has identified the New Starts projects as medium-term projects in the capital improvement project list (see Exhibit 11-28 at the end of this chapter). Costs for the New Starts projects are anticipated to be $224 million in 2012 dollars.

Exhibits 11-4, 11-5, and **11-6** depict the UP West Line projects.

Exhibit 11-4: UP-W PPP (i.e., "50/50" Work)

Exhibit 11-5: UP-W Upgrade (New Starts Project)



[65] http://metraconnects.metrarail.com/upw.php

Exhibit 11-6: UP-W CREATE Project (B2)

Source: Metra

11.6 Intermodal Connections at New Intercity Passenger Rail Stations

Two intercity passenger rail services are proposed to be reinstated in Illinois; the Chicago-Dubuque service and the Chicago-Quad Cities service. When these services are reinstated, new stations will be constructed and existing stations will be modernized to accommodate the new rail and passenger traffic.

It is anticipated that the revitalization of these passenger rail services will spur transit-oriented development around the new and existing station locations, and that new intermodal connections will be provided. A discussion of the new and modernized station locations for the Chicago-Dubuque and Chicago-Quad Cities services follows.

11.6.1 Chicago-Rockford-Dubuque

Several new stations are proposed to be built and several others are proposed to be rehabilitated for the future Chicago-Rockford-Dubuque intercity passenger rail line, expected to be complete in 2014. The new stations will provide new intermodal opportunities for connections to the Chicago-Rockford-Dubuque intercity passenger rail service. Even the existing stations will have new intermodal opportunities since passenger rail service has not been provided in the corridor since 1981.[66] The corridor has planned stops in South Elgin, Genoa, Rockford, Freeport, and Galena in Illinois and Dubuque in Iowa.[67] The stations in South Elgin, Genoa, Rockford - Alpine Road, and Rockford - Downtown are proposed to be newly constructed, while the stations in Freeport and Galena are proposed to be modified to resume service as passenger rail stations.[68]

South Elgin, Illinois

The new South Elgin station is proposed to be constructed at the southwest quadrant of the intersection of the CN Railway and Randall Road in South Elgin, Illinois. This central location will be convenient to South Elgin and Elgin communities.[69]

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[66] *Feasibility Report on Proposed Amtrak Service Chicago-Rockford-Galena-Dubuque*, June 22, 2007
[67] http://www.illinois.gov/PressReleases/ShowPressRelease.cfm?SubjectID=23&RecNum=9975
[68] Application for High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 -Programs - IL-Chicago - Dubuque Corridor-IPR, Illinois Department of Transportation, October 2009
[69] Application for High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 -Programs - IL-Chicago - Dubuque Corridor-IPR, Illinois Department of Transportation, October 2009, Page 85

The future South Elgin Station could offer intermodal opportunities for connection to existing transportation services. Currently, South Elgin is only served by PACE Bus. PACE Bus Service provides extensive service to the Elgin area, including to all Elgin Metra Stations. PACE routes 549 and 801 specifically provide service to South Elgin. Although these routes do not currently serve the proposed Amtrak station site, changes in PACE Bus routing could be investigated to provide a direct connection to the new station.[70]

Genoa, Illinois

The new Genoa passenger rail station is proposed to be constructed northwest of the center of town in the southeast quadrant of the intersection of the CN and Genoa Road in Genoa, Illinois.[71] Although no regularly scheduled transit bus service currently exists in Genoa, the Huskie Bus Line operating out of DeKalb, Illinois (home of Northern Illinois University) currently provides service to the DeKalb area. There could be an opportunity for Huskie (or another transit service) to provide a connection between the proposed new Amtrak Station in Genoa and NIU.[72]

Rockford, Illinois - Downtown

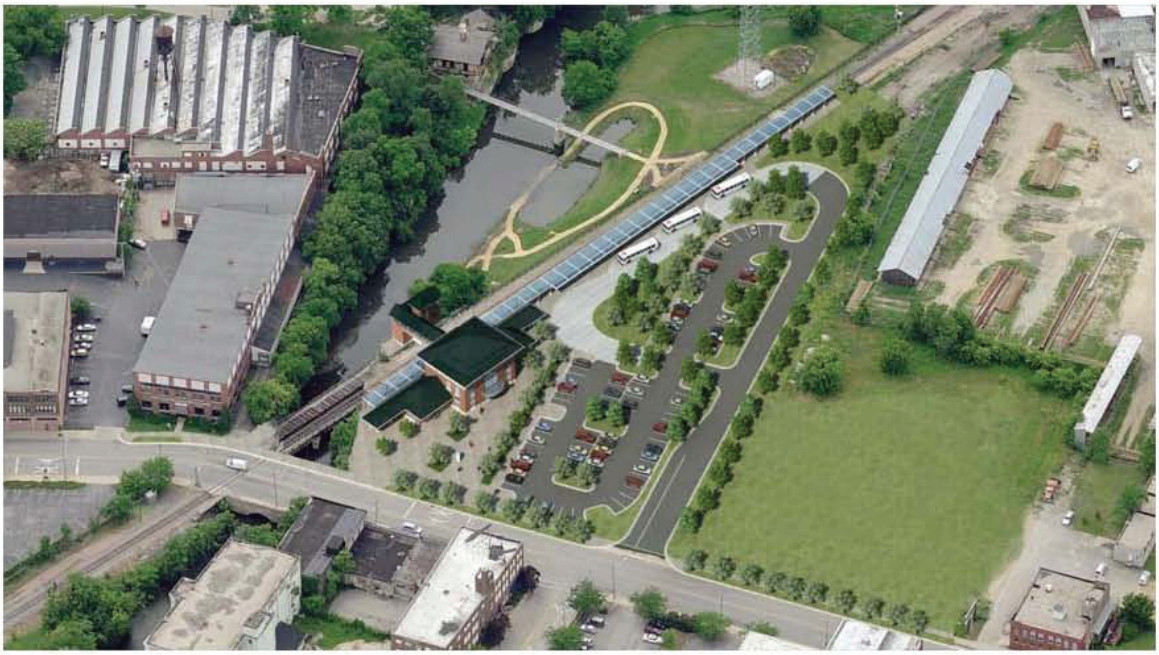
The Rockford Mass Transit District received $1.9 million in federal funding and $3 million in state funding to construct the Rockford Multimodal Station (RMS). The location for the RMS is proposed to be at the site of the former Amtrak *Black Hawk* service passenger station located at the intersection of the CN just west of Illinois Route 2. The City of Rockford razed the old passenger station in 2011 in preparation for the construction of the new RMS.[73]

The RMS will provide passengers with an indoor waiting area, Amtrak ticketing, information kiosks, and retail space. The station will have onsite parking to accommodate short-term and long-term parking needs. The lot will be fenced and ample lighting will be provided to ensure a secure parking location. The station will also provide a bus drop-off lane to support intermodal connections between rail, buses, and shuttles.[74]

Exhibit 11-7 shows plans for the RMS site.

[70] http://PACEbus.com/sub/schedules/default.asp
[71] Application for High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 -Programs - IL-Chicago - Dubuque Corridor-IPR, Illinois Department of Transportation, October 2009, Page 86
[72] http://www.huskieline.com/
[73] Application for High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 -Programs - IL-Chicago - Dubuque Corridor-IPR, Illinois Department of Transportation, October 2009, Page 86
[74] TIGER II Discretionary Grant Program Application for Rockford Amtrak Station, 2010, page 7

Exhibit 11-7: Plans for the Rockford Multimodal Station Site



Rockford, Illinois is served by the Rockford Mass Transit District (RMTD), Burlington Trailways Bus Lines, Van Galder Bus Lines, and the Greater Rockford Airport.

Rockford Mass Transit District

RMTD currently provides transit bus service near the proposed RMS via the #7 South Main route. The #5 Clifton Road, #17 Big Loop South, and #15 Kishwaukee Street routes are also nearby.[75] The TIGER II grant application states that the existing RMTD bus routes will be modified to include stops at the RMS.[76]

Burlington Trailways

Burlington Trailways provides intercity motorcoach service throughout the Midwest. The Burlington Trailways depot in Rockford is at the Sapp Bros. Truck Stop, 3130 May Road, Rockford, approximately one mile from the proposed RMS. From the Rockford station, Burlington Trailways provides direct service to Chicago and to Des Moines, Iowa through Dubuque, Iowa.[77] Although Burlington Trailways does not currently serve the proposed Amtrak station site, changes in the bus routing could be investigated to provide a direct connection to the new station.

[75] http://www.rmtd.org/RMTD.jpg
[76] TIGER II Discretionary Grant Program Application for Rockford Amtrak Station, 2010, page 2
[77] http://burlingtontrailways.com/schedules.asp

Van Galder Bus Lines

Van Galder Bus Lines provides bus service to Chicago; Beloit, Wisconsin; Janesville, Wisconsin; and Madison, Wisconsin from Rockford. The Van Galder Bus Terminal in Rockford is located at 7759 Walton Street, which is about 7 miles from the proposed RMS.[78] Although Van Galder does not currently serve the proposed Amtrak station site, changes in the bus routing could be investigated to provide a direct connection to the new station. Van Galder is the Amtrak Thruway Motorcoach operator servicing the Chicago-Rockford-Beloit-Janesville-Madison corridor.

Greater Rockford Airport

The proposed RMS is approximately 4.5 miles from the Greater Rockford Airport. Further studies should be completed to determine whether additional bus routes could be provided from the airport to the proposed station, or if current bus routes could be diverted to serve the airport and the station.

Rockford, Illinois - Alpine Road

The new Rockford - Alpine Road station is proposed to be constructed in the southwest quadrant of the intersection of the CN and Alpine Road in Rockford.[79] The area of the proposed Alpine Road station is served by several different bus lines and the Greater Rockford Airport. The proposed location for the Rockford - Alpine Road Station could provide access to the RMTD, Burlington Trailways Bus Lines, and Van Galder Bus Lines.

Rockford Mass Transit District

RMTD currently provides transit bus service to the area near the proposed Rockford - Alpine Road station site via the #20 Alpine Crosstown route.[80] Further studies should be completed to determine whether additional bus routes could be utilized to serve the new station, or if current bus routes could be diverted to serve the station.

Burlington Trailways

Burlington Trailways provides intercity motorcoach service throughout the Midwest. The Burlington Trailways depot in Rockford is at the Sapp Bros. Truck Stop, 3130 May Road, Rockford, approximately 5.3 miles from the proposed Alpine Road Station. From the existing Rockford station, Burlington Trailways provides direct service to Chicago and to Des Moines, Iowa through Dubuque, Iowa.[81] Although Burlington Trailways does not currently serve the proposed Alpine Road station site, changes in the bus routing could be investigated to provide a direct connection to the new station.

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[78] http://www.coachusa.com/ss.intercity.asp

[79] Application for High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 -Programs - IL-Chicago - Dubuque Corridor-IPR, Illinois Department of Transportation, October 2009, Page 86

[80] http://www.rmtd.org/RMTD.jpg

[81] http://burlingtontrailways.com/schedules.asp

Van Galder Bus Lines

Van Galder Bus Lines provides bus service to Chicago; Beloit, Wisconsin; Janesville, Wisconsin; and Madison, Wisconsin from Rockford. The Van Galder Bus Terminal in Rockford is located at 7759 Walton Street, which is about 5.3 miles from the proposed Alpine Road Station.[82] Although Van Galder does not currently serve the proposed Alpine Road station site, changes in the bus routing could be investigated to provide a direct connection to the new station. Van Galder is the Amtrak Thruway Motorcoach operator servicing the Chicago-Rockford-Beloit-Janesville-Madison corridor.

Greater Rockford Airport

The Rockford-Alpine Road Station is approximately 6 miles to the Greater Rockford Airport. Further studies should be completed to determine whether additional bus routes could be provided from the airport to the new station, or if current bus routes could be diverted to serve the airport and the station.

Freeport, Illinois

An existing passenger rail station that was used on Amtrak's *Blackhawk* service is proposed to be modified for use on the new Chicago-Rockford-Dubuque service. The existing station is located at the northeast quadrant of the intersection of the CN and Stephenson Street in downtown Freeport.[83]

Freeport does not currently provide any regularly scheduled transit bus service. Burlington Trailways bus line serves Freeport at the Freeport Plaza Hotel, 1300 E. South Street, approximately 2.3 miles from the Freeport Station. From the existing Burlington Trailways station, direct service is provided to Chicago and to Des Moines, Iowa through Dubuque, Iowa.[84] Although Burlington Trailways does not currently serve the Freeport station site, changes in the bus routing could be investigated to provide a direct connection to the modified station.

Galena, Illinois

An existing passenger rail station that was used on Amtrak's *Blackhawk* service is proposed to be modified for use on the new Chicago-Rockford-Dubuque service. The existing station is located at the southeast quadrant of the intersection of the CN and Bouthillier Street in downtown Galena.[85]

Galena does not currently have any regularly scheduled transit bus service. Burlington Trailways bus line serves Galena at the McDonalds at the intersection of U.S. Route 20 and Irvine, approximately 1.4 miles from the Galena Station. From the existing Burlington Trailways station, direct service is provided to Chicago and to Des Moines, Iowa through Dubuque, Iowa.[86] Although Burlington Trailways does not currently serve the Galena station site, changes in the bus routing could be investigated to provide a direct connection to the modified station.

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[82] http://www.coachusa.com/ss.intercity.asp

[83] Application for High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 -Programs - IL-Chicago - Dubuque Corridor-IPR, Illinois Department of Transportation, October 2009, Page 87

[84] http://burlingtontrailways.com/schedules.asp

[85] Application for High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 -Programs - IL-Chicago - Dubuque Corridor-IPR, Illinois Department of Transportation, October 2009, Page 87

[86] http://burlingtontrailways.com/schedules.asp

11.6.2 Chicago-Quad Cities-Iowa City

IDOT and IADOT jointly applied for FRA's High-Speed Intercity Passenger Rail funding in 2009 in order to continue environmental analyses and track and infrastructure construction and improvements to implement passenger rail service between Chicago and Iowa City, Iowa through the Quad Cities on the Illinois/Iowa border.

The service proposes to use existing stations in Chicago, La Grange, Naperville, Plano, Mendota, and Princeton. New stations are proposed to be constructed in Moline, Illinois, and Geneseo, Illinois. The new stations will provide new intermodal opportunities for connections to the Chicago-Quad Cities-Iowa City intercity passenger rail service.[87]

Moline, Illinois

The City of Moline applied for $12 million and received $10 million in TIGER II federal grant funding to construct the Moline Multimodal Station (MMS) in downtown Moline, Illinois. The planned station is located adjacent to the existing Centre Station, which serves as a major regional bus transfer station and terminal, operated by MetroLINK.[88]

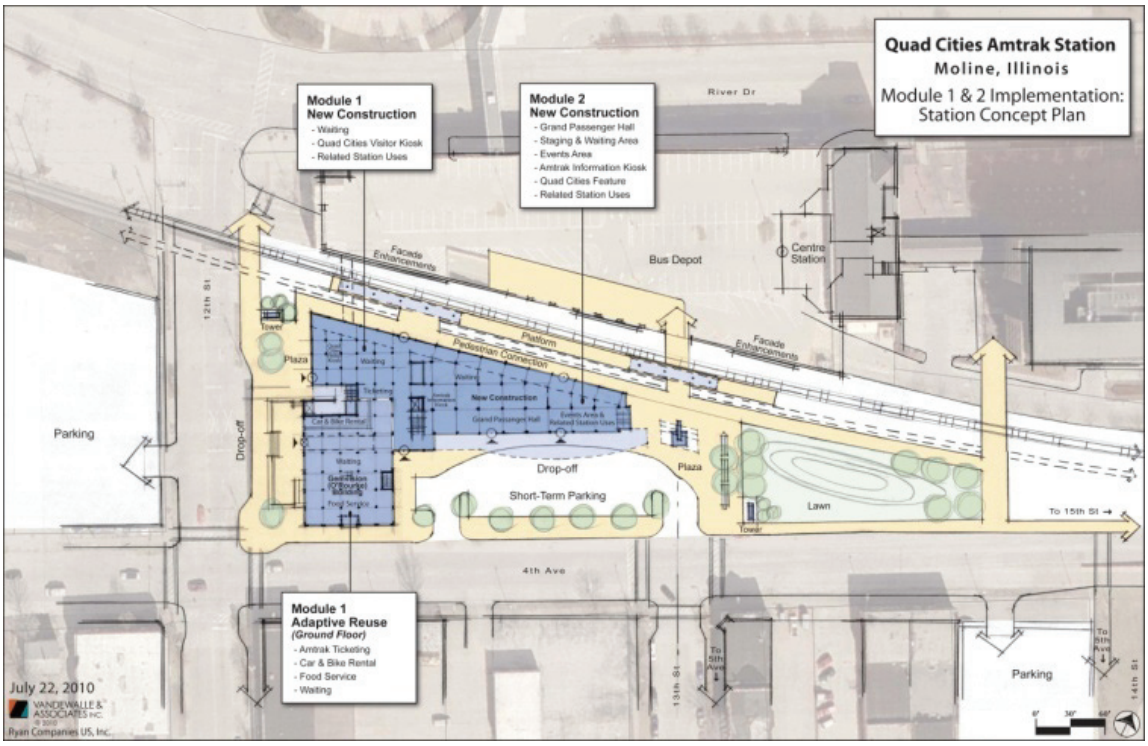
Plans for the new station call for the renovation of the O'Rourke Building, a historic building on property adjacent to the Centre Station. The building will be renovated to allow the structure to accommodate passenger amenities, ticketing, information kiosks, restaurants, retail space, offices, and residential space.

The project consists of two "modules." Module 1 includes the renovated O'Rourke Building to accommodate the passenger station and the welcome center. Retail and food service will be on the first floor and upper floors will be available for private development. Module 2 includes a grand passenger hall and events area. A pedestrian concourse will also be constructed to connect the building to Centre Station.[89]

Exhibit 11-8 shows conceptual plans for the MMS site.

[87] Application for High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 -Programs - IL-Chicago – Iowa City, Service Development Plan, Iowa Department of Transportation, October 2009, Page 1
[88] TIGER II Discretionary Grant Program Application for *Moline Multimodal Station*, 2010, page 3
[89] TIGER II Discretionary Grant Program Application for *Moline Multimodal Station*, 2010, page 6

Exhibit 11-8: Conceptual Plan for the Moline Multimodal Station



The area of the MMS is served by several different bus lines and the Quad Cities International Airport. The proposed location for the MMS will provide access to the MetroLINK, The Loop, Greyhound Lines bus, and Burlington Trailways Bus Lines.

MetroLINK

The Quad Cities MetroLINK (Metro) currently provides transit bus service to the Centre Station, which is located at 1200 River Drive, a block from the site of the MMS. The following routes serve the Centre station: Route 10 Red, Route 30 Green, Route 70 Purple, and Route 80 Arsenal.[90]

Greyhound Lines Bus

Greyhound Lines provides intercity bus service between Moline and other cities and towns throughout the United States. Greyhound has a bus terminal in Moline at 1200 River Drive, which is the location of Centre Station. As mentioned above, Centre Station is located a block from the site of the MMS.[91]

[90] http://www.gogreenmetro.com/maps-and-schedules/
[91] http://www.greyhound.com/en/locations/locations.aspx?state=il

Burlington Trailways

Burlington Trailways provides intercity motorcoach service throughout the Midwest. The Burlington Trailways depot in Moline is at the Centre Station, a block from MMS. From the Moline station, Burlington Trailways provides direct service to Chicago and to Denver, Colorado through Des Moines, Iowa and Omaha, Nebraska.[92]

Quad Cities International Airport

The MMS is approximately 6 miles to the Quad Cities International Airport. Further studies should be completed to determine whether additional bus routes could be provided from the airport to the proposed station, or if current bus routes could be diverted to serve the airport and the station.

Geneseo, Illinois

The Geneseo station is proposed to be located at the northeast corner at the intersection of East 1st Street and North Oakwood Avenue. It is anticipated that the existing station located on this site will be purchased from private ownership and be remodeled to serve as a passenger rail station.[93] Geneseo currently does not provide any public transit options, but there will likely be transit-oriented development near the station that will include public transit.

11.6.3 Existing Modes Recommended to be Connected to New Intercity Passenger Rail Stations

Facilities that provide multiple types of modal connections also attract riders. It is recommended that any existing transit line (local bus, intercity bus, etc.) in the vicinity of a proposed intercity passenger rail station be modified to connect to that station. **Exhibit 11-9** depicts the new intercity station and existing modal type to connect to the station.

Exhibit 11-9: Intermodal Connections at New Intercity Passenger Rail Stations

Station	Modal Type to Connect to Station
South Elgin (Proposed Chicago-Rockford-Dubuque Line)	PACE Bus
Genoa (Proposed Chicago-Rockford-Dubuque Line)	Huskie Bus
Rockford - Downtown (Proposed Chicago-Rockford-Dubuque Line)	Rockford Mass Transit District, Greyhound Lines Bus, Burlington Trailways Bus Lines, and Van Galder Bus Company
Rockford – Alpine Road (Proposed Chicago-Rockford-Dubuque Line)	Rockford Mass Transit District, Greyhound Lines Bus, Burlington Trailways Bus Lines, and Van Galder Bus Company
Freeport (Proposed Chicago-Rockford-Dubuque Line)	Burlington Trailways
Galena (Proposed Chicago-Rockford-Dubuque Line)	Burlington Trailways
Moline (Proposed Chicago-Quad Cities-Iowa City Line)	MetroLINK, The Loop, Greyhound Lines bus, and Burlington Trailways Bus Lines
Geneseo (Proposed Chicago-Quad Cities-Iowa City Line)	No existing transit modes serve Geneseo.

[92] http://burlingtontrailways.com/schedules.asp

[93] Application for High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 -Programs - IL-Chicago – Iowa City, Service Development Plan, Iowa Department of Transportation, October 2009, Page 1371

11.7 Assessment of Existing Station Facilities and Planned Improvements

Studies have been completed on several existing station locations in Illinois to assess existing conditions at the stations and propose improvements to the stations that would increase the utility of the stations, encourage more ridership at the stations, and promote the use of public transit to the stations. The assessment of CUS, Joliet Union Station, Alton Amtrak Station, and Normal Amtrak Station follows.

11.7.1 Chicago Union Station

The CUS Master Plan Study (Study) was conducted by the Chicago Department of Transportation (CDOT) to continue the planning efforts for improving passenger transportation and interchange facilities at CUS. The Study was completed in May 2012 and provides an assessment of existing conditions at CUS, proposes improvements to increase capacity for Metra and Amtrak, and offers solutions to create more direct and convenient transfers to buses, CTA trains, taxis, shuttles, and pick-ups/drop-offs.[94]

The Study notes that CUS was opened in 1925 to serve long distance trains, including mail and express traffic. The station has been remodeled several times since then. Significant alternations were made to the Concourse level in 1970. After Amtrak was established in 1971, it concentrated all of its intercity passenger train operations at CUS. Amtrak gained ownership of CUS in 1984 and completed a major remodeling in 1992.

Most passenger station activities take place in the Concourse area of the station, which the Study states operates at or close to capacity. The Study also notes that the station activity is constrained by street-level conflicts between taxis, buses, automobiles, shuttles, pedestrians, and bicycles. The Study is the result of the city and affected railroads addressing the need for increased capacity, as commuter rail service and Amtrak intercity passenger rail service are expected to grow, and high-speed intercity passenger rail is proposed for the future.

The Study has identified short-term, medium-term, and long-term station improvement ideas to be studied and implemented.

Planned Short Term Station Improvements

Amtrak has completed a $40 million project to upgrade CUS and relieve passenger overcrowding by nearly doubling seating in general passenger lounges, increasing the number of public restrooms, and providing air conditioning in the Great Hall.[95] Amtrak also reduced costs by moving its regional offices from leased space south of the station into parts of the lower two floors of the Headhouse Building. In addition, Amtrak has recently appropriated $106.2 million to renovate 5 miles of track and renovate or repair its inspection and maintenance facilities south of CUS. These facilities are used to service Amtrak's equipment used in its Midwestern intercity

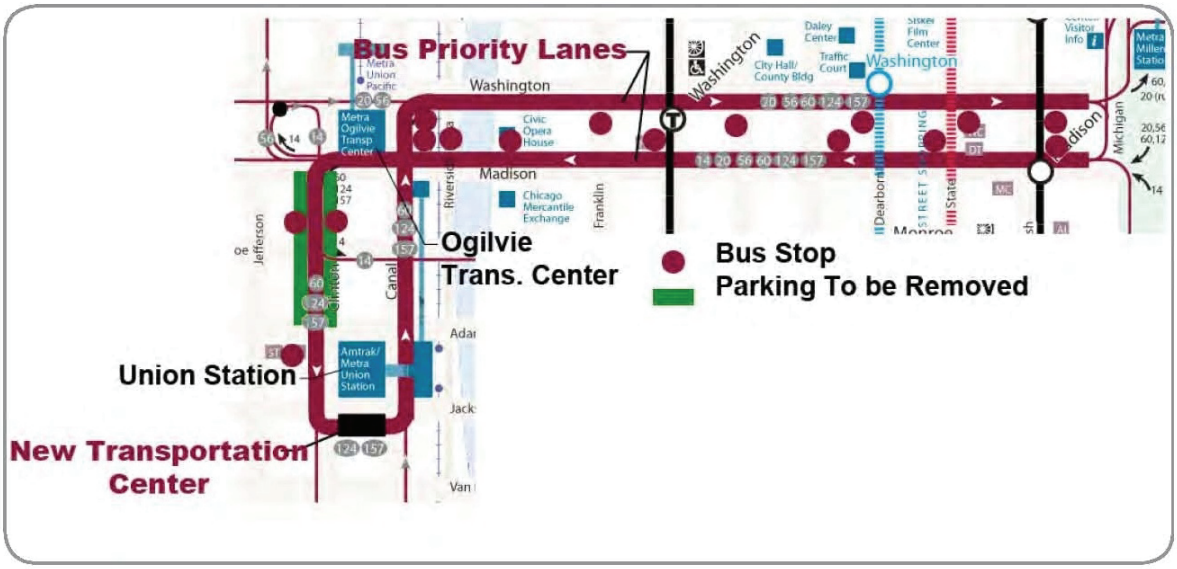
[94] *Chicago Union Station Master Plan Study*, Chicago Department of Transportation, May 2012, ES-3
[95] http://www.progressiverailroading.com/passenger_rail/news/Amtrak-to-spend-40-million-on-Chicago-Union-Station-upgrades--24639

services and are also used to service and maintain all equipment utilized by the long-distance trains that originate or terminate in Chicago. ARRA funds were used for this project.[96]

CDOT plans to implement two projects to improve local street traffic flow and curbside access to CUS. The Central Area East-West Bus Rapid Transit project will improve bus lanes adjacent to the station on Clinton and Canal Streets and provide enhanced CTA bus connections near the station. The Union Station Transportation Center project will create an off-street bus terminal south of Jackson between Canal and Clinton to provide direct and protected connections between CUS and CTA buses. It will also relieve congestion on area streets.

Exhibit 11-10 depicts the East-West Bus Rapid Transit (BRT) Corridor. **Exhibit 11-11** depicts the Union Station Transportation Center concept plan.

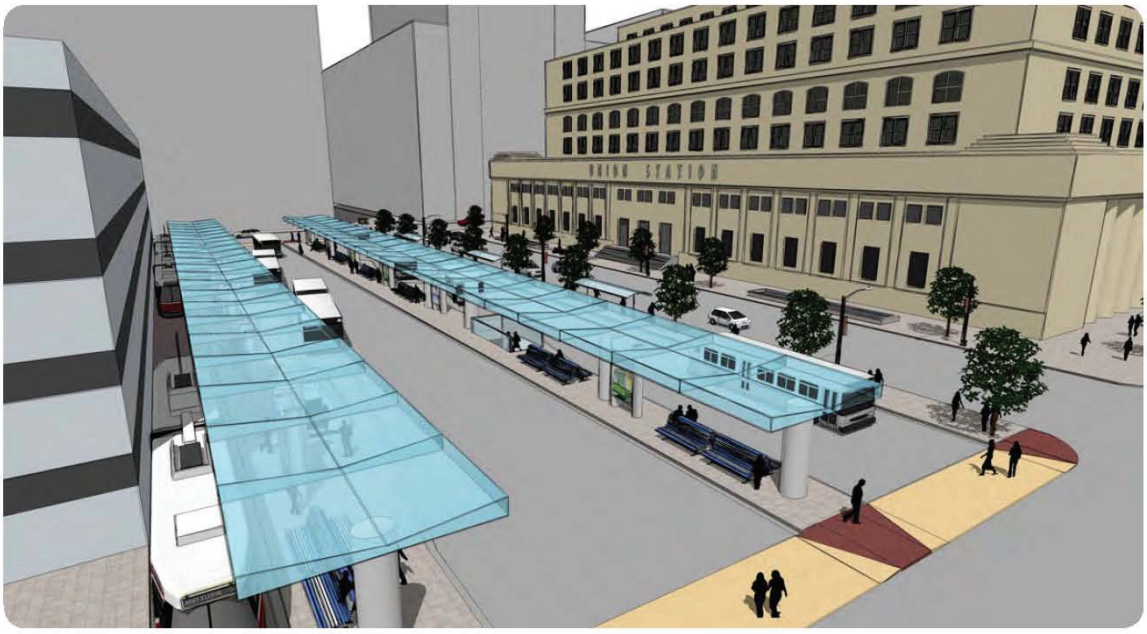
Exhibit 11-10: East-West BRT Corridor



Source: Chicago Union Station Master Plan Study, CDOT

[96] http://www.progressiverailroading.com/passenger_rail/news/Amtrak-to-complete-Union-Station-upgrades-add-control-center-in-Chicago--23609

Exhibit 11-11: Union Station Transportation Center Concept Plan



Conceptual rendering of the future Transportation Center proposed to be located on an existing parking lot on the southwest corner of Canal Street and Jackson Boulevard

Source: Chicago Union Station Master Plan Study

Proposed Medium Term Station Improvements

The Study proposed several medium term improvements to be studied further and implemented over a 5- to 10-year period.

Widen Selected Metra Platforms

CUS has baggage platforms in the north and south terminals. The terminals are configured so that the baggage platforms alternate with passenger platforms. The Study says that many of the baggage platforms are rarely used, and the space they occupy could be better allocated to relieve crowding on the narrow commuter train passenger platforms. The Study proposes to remove two of the baggage platforms on the south side tracks, replace the platforms with relocated Metra commuter train track, and widen the adjacent passenger platforms to about 22 feet. The expanded passenger platforms would be wide enough to accommodate stairs, escalators, or elevators to the street level of Jackson Boulevard. The improvements would relieve overcrowding by adding platform space and providing the opportunity for passengers to exit the station without going through the CUS concourse.

Exhibit 11-12 depicts the baggage platforms in the existing and proposed configurations.

Exhibit 11-12: Before and After Images of Repurposed Baggage Platforms

As shown in the BEFORE (top) and AFTER (bottom) images, eliminating unused baggage platforms would allow for passenger platforms to be widened and vertical circulation to be added.

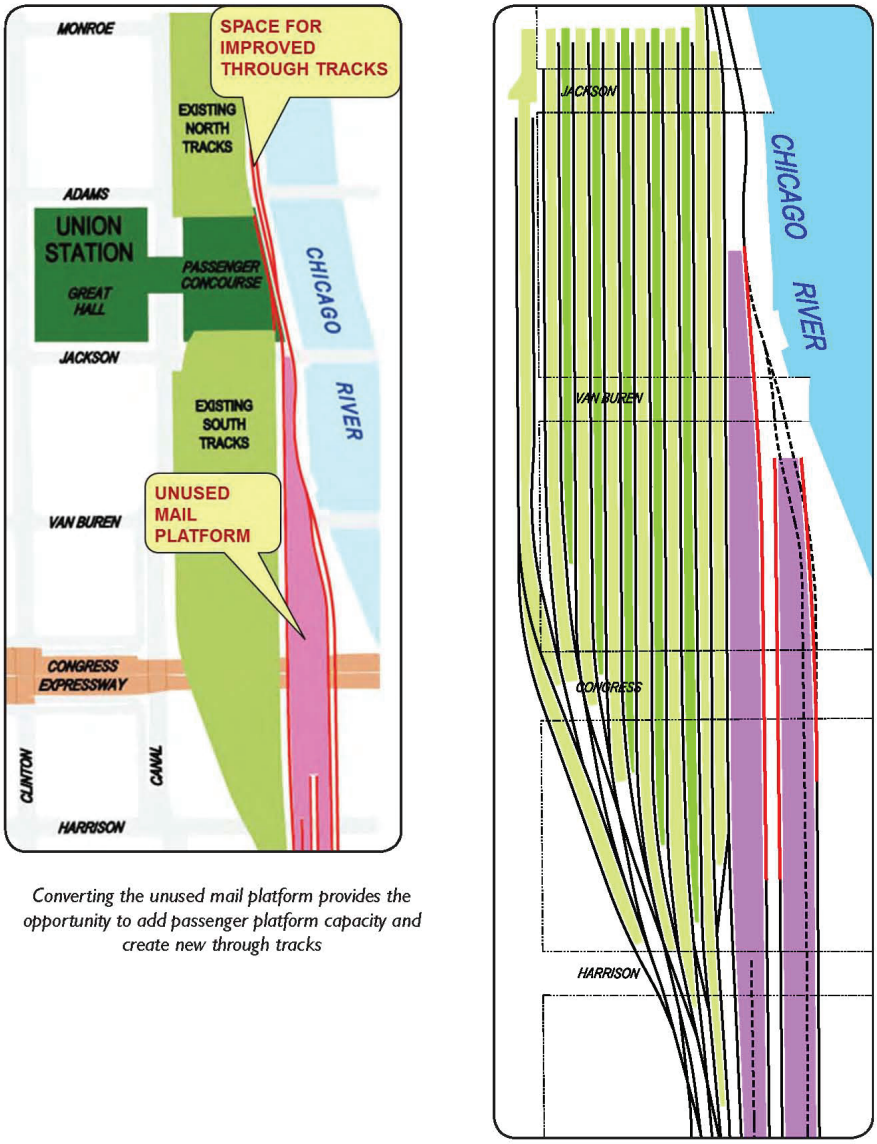
Source: Chicago Union Station Master Plan Study, CDOT

Convert Mail Platform

CUS has an additional unused platform that could be repurposed to add passenger capacity. The "mail platform" located between the south tracks and the Chicago River is unused and can be converted to passenger platforms served by tracks from the north and the south. Repurposing this platform could add capacity to accommodate growth in intercity passenger rail operations. The Study explains that there is also an underutilized basement area and a below-grade passageway connecting this area to the basement under the existing passenger waiting areas. The basement area under the repurposed mail platforms could be redeveloped into a departure lounge and food service area.

Exhibit 11-13 depicts the mail platforms in the existing and proposed conditions.

Exhibit 11-13: Before and After Images of Repurposed Mail Platforms



Converting the unused mail platform provides the opportunity to add passenger platform capacity and create new through tracks

Source: Chicago Union Station Master Plan Study, CDOT

Improvements to the Existing Station

The Study has developed ideas to reconfigure space in the existing CUS concourse to increase capacity and station utility. The goals of reconfiguration are to:

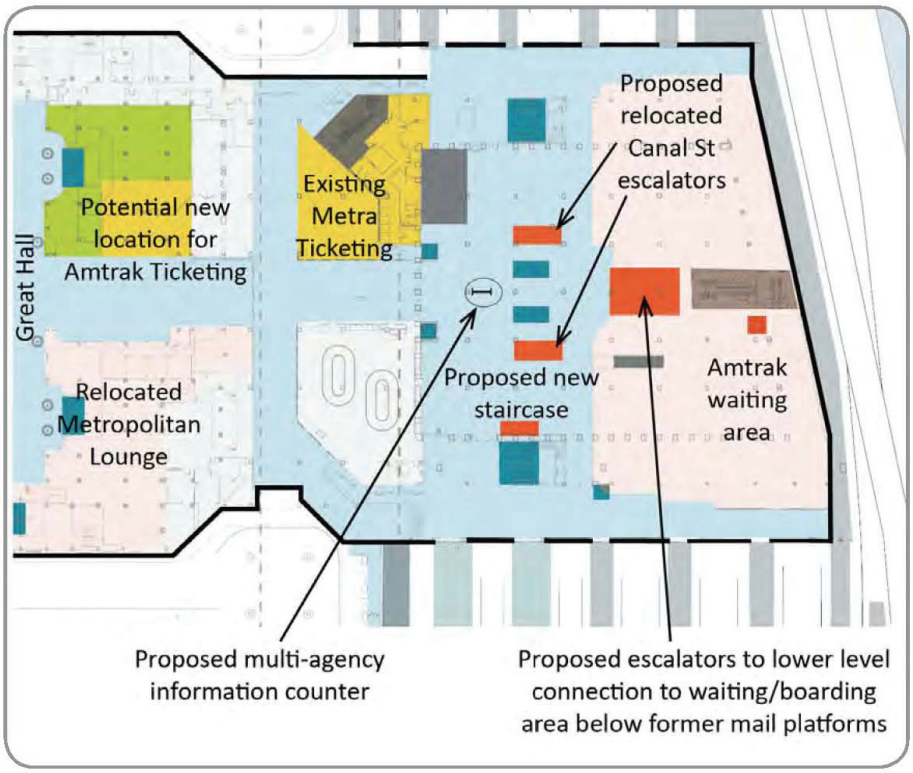
- Improve circulation and relieve congestion particularly during peak periods
- Improve sight lines so that people can see where they want to go more easily
- Expand capacity to allow for bi-directional escalator access at points of major vertical circulation

The Study has identified the following key facilities on the concourse level that may be candidates for relocation:

- Amtrak Ticket Office – The Study proposes to return the ticket office to the historic headhouse building to free the space for the new Metropolitan Lounge (discussed under short-term station improvements)
- Passenger Service Area, Rental Car Counter, and Newsstand – The Study proposes for these to be relocated to places out of the concourse level's main circulation area

Exhibit 11-14 depicts the conceptual plan for the concourse area reconfiguration.

Exhibit 11-14: Conceptual Plan for the Concourse Area Reconfiguration



Source: Chicago Union Station Master Plan Study, CDOT

Canal Street Viaduct Reconstruction

The Study notes that key segments of Canal Street are on a viaduct structure over CUS tracks. The viaduct was constructed at the same time as the station, so it is nearing 90 years old and is at the end of its design life. It no longer fully protects facilities and passengers on station platforms from wet weather conditions. The aging Canal Street viaduct will need complete replacement, providing an opportunity to incorporate vertical access and curbline changes to improve CUS.

As part of the short-term station improvements discussed above, the concept of creating an island in Canal Street was discussed. It is planned to be implemented as part of CDOT's East-West BRT project. The Study suggests adding vertical circulation between street level on Canal Street and the track/concourse level below. Two conceptual alternatives were developed within the Study:

- Canal Street as northbound street and Clinton as southbound (existing conditions)
- Canal Street as southbound street and Clinton as northbound

The Study notes that the design of the new canal viaduct should facilitate other possible projects identified in the Study. The Study gives the example that viaduct columns should be placed such that they do not preclude construction of Canal or Clinton subway projects, long-term improvements discussed later.

Exhibit 11-15 depicts existing conditions and proposed improvements to Canal Street.

Exhibit 11-15: Canal Street Improvements

Reconstruction of Canal Street will provide an opportunity for improved street access as shown in the BEFORE (top) and conceptual AFTER (bottom) images above

Source: Chicago Union Station Master Plan Study, CDOT

Possible Long-Term/Visionary Station Improvements

The Study developed two concepts for increasing passenger capacity and improving traveler experience by significantly expanding or replacing the existing intercity and/or commuter station facilities. The plans are as follows:

- Develop a new passenger train station in the 300 S. Riverside block on air rights over CUS's south tracks and integrating parts of the existing office building
- Develop a new commuter and intercity passenger train station in the 200 S. Riverside block, replacing the structures currently on the block

The Study also looked at concepts for adding track and platform capacity in underground alignments that bypass and augment CUS's existing track and platform infrastructure. The plans are as follows:

- Clinton Subway
- Canal Subway

These concepts are described further below.

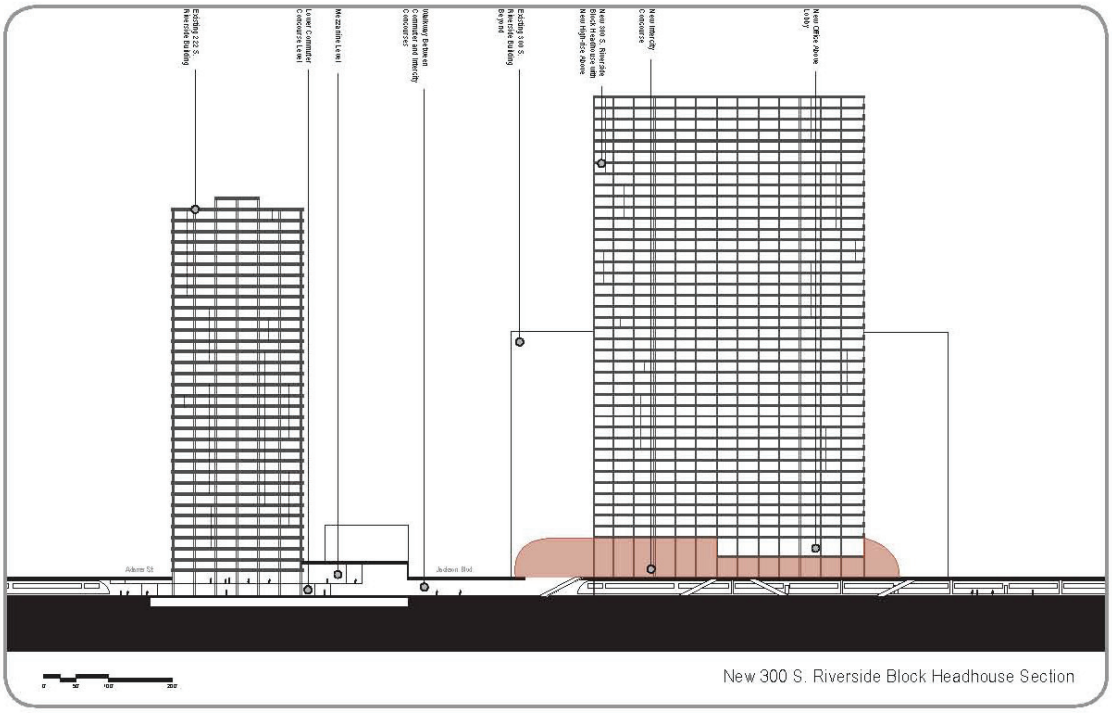
New Intercity Station in 300 S. Riverside Block

This concept would create a new intercity passenger station in the 300 S. Riverside block and would not involve the demolition of any buildings. The station would be constructed on Amtrak-owned air rights on the west side of the block. The building is located above the mail platform that is proposed for conversion to two wide intercity passenger train platforms (described under medium-term improvements). The Study states that access to the south side platforms would be from street level, requiring the widening of two additional existing platforms to provide accommodations for stairs, escalators, or elevators.

The new station would connect to the CUS concourse below street level via a new walkway under Jackson Boulevard. The existing concourse would be dedicated to Metra trains and could be reconditioned to optimize its use for commuter train needs.

Exhibit 11-16 depicts the proposed 300 S. Riverside intercity passenger train station.

Exhibit 11-16: Proposed 300 S. Riverside Intercity Passenger Train Station



A new intercity passenger train station could be constructed in the 300 S. Riverside block, integrating the existing office building as well as Amtrak-owned air rights

Source: Chicago Union Station Master Plan Study, CDOT

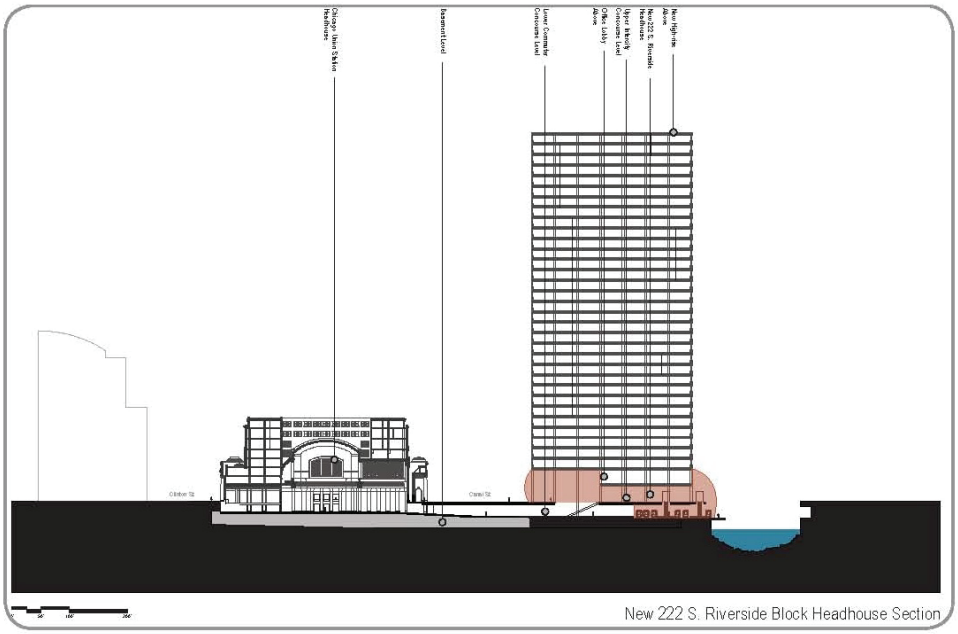
New Intercity and Commuter Station in 200 S. Riverside Block

The concept for the station in the 200 S. Riverside block calls for demolishing the existing building and starting over on the site. The current track and platform configuration at CUS would be largely retained, but up to an additional four through-tracks would be provided.

The Study states that in this concept, intercity operations would be moved to street level, allowing commuter services to have the full use of the track level concourse. As discussed in the medium-term improvements, the new intercity trains tracks would be converted from the mail platforms and would be accessed from the new street-level intercity station via stairs, escalators, or elevators. The station facilities would be designed to allow a new office building to be constructed on air rights above the station with the needs of railroad users in mind.

Exhibit 11-17 and **11-18** depict the proposed 200 S. Riverside Intercity and Commuter Station.

Exhibit 11-17: 200 S. Riverside Intercity and Commuter Station



A new station in the 200 S. Riverside block could retain the current general track and platform configuration while also providing additional through tracks.

Source: Chicago Union Station Master Plan Study, CDOT

Exhibit 11-18: 200 S. Riverside Intercity and Commuter Station

Source: Chicago Union Station Master Plan Study, CDOT

Clinton Street Subway

The Study has further refined the Clinton Street subway idea that was first introduced by CDOT as part of the West Loop Transportation Center proposal in 2001. The modifications to the proposal include:

- Removing the bus subway level
- Adding a second railroad level to increase capacity (will provide a total of four platforms served by four through-tracks)
- Moving the rapid transit level to the bottom of the multi-level subway, eliminating a geometric conflict between the railroad and the existing CTA Blue Line tunnel under the Chicago River at Congress Parkway

The Study explains that trains on the upper level would encounter ruling grades of 2.5 percent. Trains on the lower railroad level would face grades of close to 4 percent. About 1.3 miles of the route would be in tunnel. Because of the grades and tunnel, electrified operation will likely be necessary to the future of the plan. The 4 percent grades would probably require the use of electric multiple unit equipment.

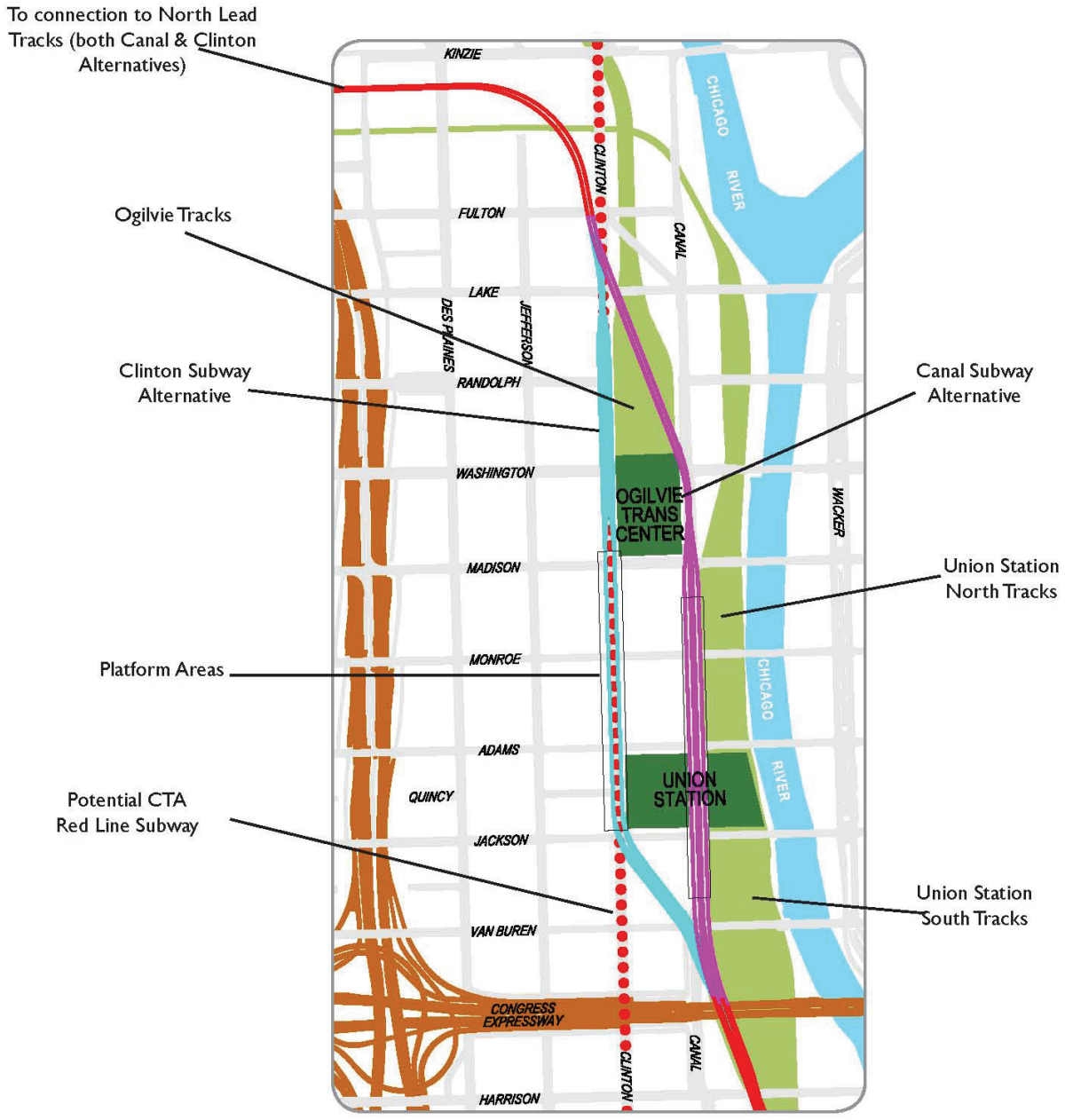
Canal Street Subway

Another subway alternative that was developed in the Study is the concept for a subway tunnel carrying through-tracks that bypass CUS with passenger platforms under Canal Street. The function and operations of the Canal Street subway are similar to those of the Clinton Street subway. However, Canal Street is 20 feet wider than Clinton Street, allowing for the possibility of

constructing four tracks and two island platforms on a single level. This would provide the same railroad capacity as the Clinton subway with a simpler design and less restrictive grades.

Exhibit 11-19 depicts the proposed Clinton and Canal Subway alignments.

Exhibit 11-19: Proposed Clinton and Canal Subway Alignments



Source: Chicago Union Station Master Plan Study, CDOT

Construction Cost

Exhibit 11-20 summarizes the costs associated with the improvements discussed for CUS in 2011 dollars.

Exhibit 11-20: Chicago Union Station Improvement Ideas with Estimated Construction Costs

	Less than $50M	$50 to 100M	$100 to 200M	$200 to 500M	$500M to 1B	$1 to 2B
Medium Term Ideas						
Reconfigure Existing Concourse to improve capacity and flow	X					
Widen Platforms 6/8 & 10/12 and add direct vertical access to street level		X				
Begin repurposing old mail platform for passenger use *Phase 1: Create connecting pedway, new waiting area, and two through tracks*			X			
Estimated Total Cost of Medium Term Ideas			X			
Long Term/Visionary Ideas						
Create a New Station Building Facility						
New Intercity Station in 300 Block* *Includes widening and adding direct vertical access to the platforms between tracks 14 and 28, and creating a modern high capacity station at street level above the existing south approach tracks with commercial joint development above (requires repurposing the street level of the existing commercial building on this block).*				X		
Complete repurposing old mail platform for passenger use *Phase 2: Create two additional through tracks (four in total)*		X				
Add a fourth lead track on the north side of the station	X					
Estimated Total Cost of New Station Building Facility - 300 Block				X		
or						
New Intercity and Commuter Station in 200 Block* *Includes removal and replacement of existing structures on this block and creation of a modern high capacity station with commercial joint development above.*					X	
Complete repurposing old mail platform for passenger use *Phase 2: Create two additional through tracks (four in total)*		X				
Add a fourth lead track on the north side of the station	X					
Estimated Total Cost of New Station Building Facility - 200 Block					X	
Add Track and Platform Capacity in a New Underground Alignment						
Clinton Subway						X
or						
Canal Subway						X

* Assumes that widening of Platforms 6/8 & 10/12 and Phase 1 of the Mail Platform conversion are already complete

Source: Chicago Union Station Master Plan Study, CDOT

11.7.2 Joliet Union Station

The State of Illinois awarded the City of Joliet $32 million of *Illinois Jobs Now!* funding to construct an intermodal transportation center, known as the Joliet Regional Multi-Modal Transportation Center (JRMMTC), in the Central Business District of Joliet, Illinois. The JRMMTC will relocate current transit modes from Joliet Union Station and add new transit modes to a central facility that will be located adjacent to Joliet Union Station.

In 2010, IDOT, the City of Joliet, Will County, and the 11th Congressional District of Illinois applied for federal grant money under the ARRA of 2010 to fund part of the JRMMTC construction. Although federal grant funding was not awarded, the federal grant application that was submitted contains a wealth of information including existing conditions of Joliet Union Station and strategies to mitigate some of the station's issues through the construction of the JRMMTC. The ARRA grant application is referenced throughout this section.

Current Challenges

The TIGER II grant for the JRMMTC states that the existing Historic Joliet Union Station is undersized and does not provide adequate indoor or outdoor seating areas. Additionally, site amenities are very limited, making train and intercity bus travel inconvenient. The at-grade boarding and de-boarding areas present safety issues when a large number of passengers are present. These challenges are discussed further.

Passenger Rail Challenges

According to the grant application, Joliet Union Station lacks amenities that would make rail travel and connections with other modes safe and convenient. The waiting room in Union Station is very small and has an interior seating capacity of 12. There is also minimal exterior seating. Passengers are forced to stand outside to wait for trains and buses. The station also lacks basic amenities that make train and bus travel appealing, such as adequate bathrooms, accessible food and drink, and onsite storage lockers.

The biggest concern at Joliet Union Station is safety of passengers riding Metra and Amtrak. Passengers using both the Metra Heritage Corridor Service and Amtrak must cross two active rail lines that are used by up to 55 freight trains on a daily basis. The grant application acknowledges that freight trains experience significant delays caused by the need to hold freight trains while passengers are boarding and alighting trains. Safety is most at risk when passengers cross both the passenger service rails and the freight tracks when attempting to access the train station from a parking lot that is located east of the station. These movements are a safety risk because freight trains are not being held unless a passenger train is at the station.

Local Transit Challenges

PACE operates nine fixed route services and other special services in the Joliet community. The grant application indicates that ridership on PACE routes has grown steadily from FY 2003 to FY 2010, experiencing a 25 percent increase in that period. PACE fixed routes currently use a transfer point on Jefferson Street in Joliet's Central Business District. The transfer point does not provide adequate protection from inclement weather and there is a lack of a safe buffer from heavy automobile traffic. Direct connections between Metra, Amtrak, and buses are nonexistent, forcing riders to walk up to two blocks to make connections.

Parking Challenges

The grant indicates that there are approximately 1,000 off-street parking spaces within 1,000 feet of Union Station. The regular commuter parking spaces are 96 percent utilized. There are an additional 10 Metra parking lots scattered around the Central Business District. Public parking that serves Union Station and the Will County Courthouse compete with parking needed by rail

commuters and demand outpaces supply. Transit-users are parking farther away from the station in adjacent residential areas due to full parking lots at peak times.

Joliet Regional Multi-Modal Transportation Center

JRMMTC will address the shortfalls with the Joliet region transportation system and will make using public transit more attractive. The grant states that the JRRMTC will provide a safe travel environment and seamless interconnectivity between transportation modes by creating safe buffers between them and at passenger boarding locations. The following solutions are envisioned:

- Relocate passenger platforms to eliminate conflicts with freight train movements – this will increase safety and mitigate freight delays
- JRMMTC will provide a transfer point between all modes of transportation under one roof – conflicts between buses, vehicles, taxis, and pedestrians will be significantly reduced
- Develop a consolidated central parking lot adjacent to JRMMTC – will relieve the current parking shortages in the area and will ease parking congestion in the local residential neighborhoods

Exhibit 11-21 depicts plans for the JRMMTC.

Exhibit 11-21: JRMMTC Plans

Source: TIGER II Grant Application – Joliet Regional Multi-Modal Transportation Center, IDOT

Construction Costs

The construction of the JRMMTC was divided into three phases. Construction costs for each phase are shown in **Exhibit 11-22**.

Exhibit 11-22: Construction Costs for JRMMTC

Cost Category	Cost (2010 $)
Phase One – PACE Bus and Intercity Bus Turnaround	$6,206,000
Phase Two – Track, Passenger Platform, and Access	$16,830,000
Phase Three – Transportation Center Base Building	$7,173,000
General Conditions	$3,625,000
Soft Costs	$3,646,000
Owner's Contingency	$4,531,000
Total Project Expenditures	**$42,011,000**

In addition to $32 million in state funding, the City of Joliet will contribute $7.5 million and BNSF Railway will contribute $2.2 million.[97]

11.7.3 Alton Amtrak Station and Multimodal Transportation Center

IDOT received an ARRA grant of $1.2 billion for the Chicago-St. Louis High-Speed Rail corridor, which included funds to upgrade or replace stations on the corridor. A planned new station for Alton is expected to provide an 8,000-square-foot terminal with kiosk vending, baggage room, variable message signage, and ticket vending machines, as well as ADA-compliant platforms and adjacent parking.[98]

To provide greater connectivity for the region, the City of Alton and Madison County Metro East Transit District will be constructing a new intermodal transportation center incorporating the Amtrak station. On December 12, 2011, the City of Alton received notice that it will receive a $13.85 million USDOT Tiger III grant to construct the new multimodal transportation center. The transportation center, named the Alton Regional Multimodal Transportation Center (RMTC), will accommodate various passenger transport modes within a new transit-oriented town center development.

The TIGER grant for the project stated that the new intermodal center will create a seamless transfer between Amtrak's *Lincoln Service* and *Texas Eagle* routes, regional transit lines, bicycle trails, and pedestrian facilities at the southern terminus of the Illinois high-speed rail corridor.

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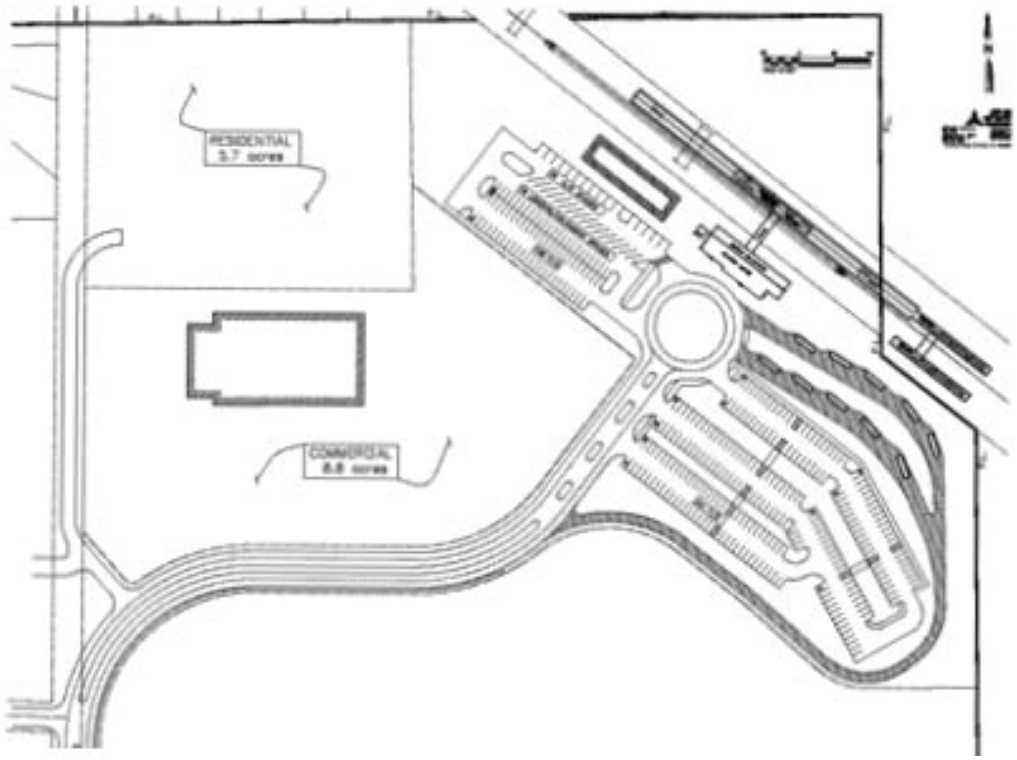
[97] http://triblocal.com/joliet/community/stories/2010/10/joliet-receives-32-million-towards-joliet-regional-multi-modal-transportation-center-project/

[98] Application for High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 -Programs - IL-Chicago – St. Louis Double Track, Illinois Department of Transportation, October 2009

The RMTC will dramatically upgrade the convenience and competitiveness of intermodal transit travel relative to driving. RMTC will include an indoor customer waiting area with service desk and restrooms; electronic arrival/departure information signs; bus bays with canopies for waiting passengers; bicycle storage lockers; plentiful parking; access roadways, accessible bus stops, sidewalks, and bicycle facilities; public art; and landscaping.[99]

Exhibit 11-23 shows plans for the Alton RMTC.

Exhibit 11-23: Plans for the Alton RMTC



11.7.4 Normal Uptown Station

In February 2010, the City of Normal was awarded $22 million in TIGER grant funding to construct the Normal Multimodal Transportation Center (NMTC) in Uptown Normal. The federal grant application that was submitted contains a wealth of information including existing conditions of the existing Normal Amtrak Station and strategies to mitigate some of the station's issues through the construction of the NMTC. The ARRA grant application is referenced throughout this section.

Design Challenges

The TIGER grant for the NMTC was intended to address the shortcomings and lack of amenities at the previous Amtrak station and the area surrounding it. These challenges are discussed further.

[99] http://www.alton-il.com/html/PDF/Alton_Multimodal_Grant.pdf

Passenger Accommodations

According to the grant application, the former Normal Amtrak Station waiting room was too small, with inadequate interior seating and no exterior seating. The station also lacked amenities such as modern bathrooms, accessible food and drink, and onsite storage lockers.

Connectivity

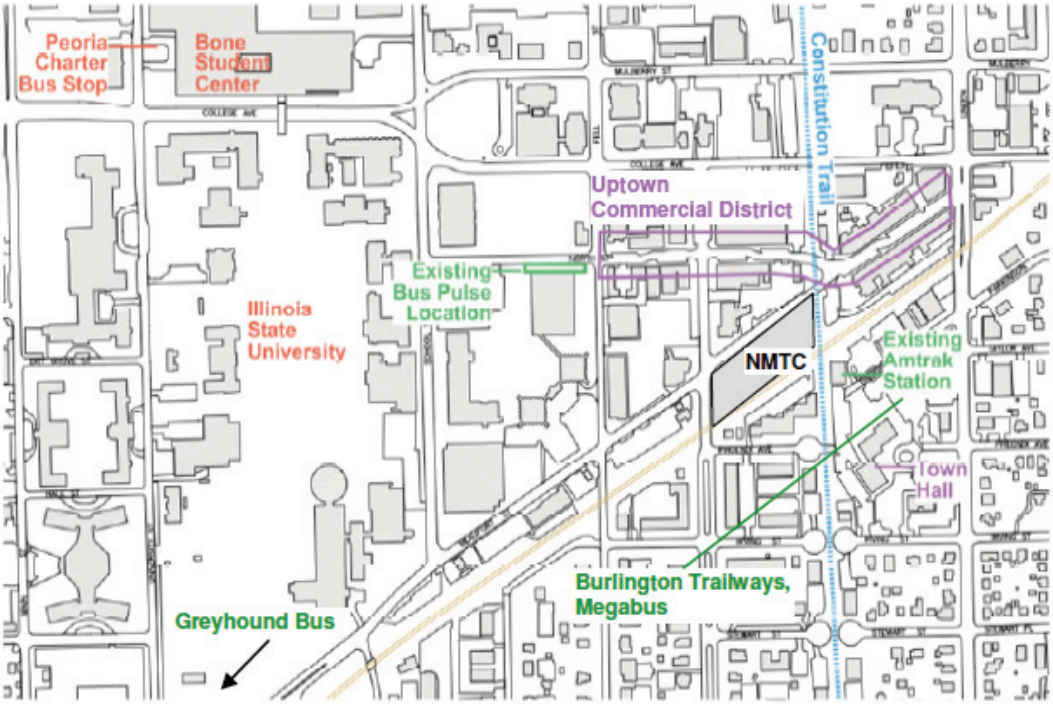
With 11 fixed route services and other special services, the Bloomington-Normal Transit System (BNPTS) saw a 37 percent increase in ridership from FY 2003 to FY 2009. The transfer point used by BNPTS did not provide protection from inclement weather or a safe buffer from heavy automobile traffic. Direct connections between Amtrak and intercity buses were nonexistent, requiring a two-block walk to access a bus.

Parking

The grant application showed that Park-and-Ride options were limited and fixed route services did not directly connect with long-term parking lots. The former Amtrak parking lot had limited spaces with time-restricted availability in the adjacent City Hall lots.

Exhibit 11-24 depicts the modal options consolidated at the NMTC.

Exhibit 11-24: Existing Modal Options to be Consolidated at the Normal Multimodal Transportation Center



Source: 2002 NMTC Siting and Feasibility Study, Wallace Floyd Design Group

Source: Normal Regional Multimodal Transportation Center TIGER Grant, Town of Normal, 2009

Normal Regional Multimodal Transportation Center

The $47.4 million Transportation Center, which opened in July 2012, is a 68,000-square-foot four-story building with an attached parking structure. The first floor of the building accommodates the Amtrak and BNPTS ticketing and office space, a food court, retail space, and general community information. The second and third floors accommodate the Town of Normal municipal offices. The fourth floor includes public meeting space and the Town Council chambers for the Town of Normal.

Exhibit 11-25 depicts a rendering of the ticketing area inside the NMTC.

Exhibit 11-25: Rendering of the Ticketing Area inside the Normal Multimodal Transportation Center

Source: Normal Regional Multimodal Transportation Center TIGER Grant, Town of Normal, 2009

NMTC will address the shortfalls of the Bloomington-Normal region transportation system and makes using public transit more attractive. The grant application states that the NMTC will provide a safe travel environment and seamless interconnectivity between transportation modes by creating safe buffers between them and at passenger boarding locations. The following elements are included:

- A 1,100-foot Amtrak platform with a permanent canopy structure
- A transfer point between all modes of transportation under one roof – conflicts between buses, vehicles, taxis, and pedestrians will be significantly reduced

- A 400-stall parking garage with a ground floor bus-way that is attached to the NMTC – will relieve the current parking shortages in the area

Normal's Uptown Station was completed in July 2012 and began operations on July 30, 2012.

Construction Costs

Exhibit 11-26 outlines the costs related to the construction of the NMTC in 2009 dollars.

Exhibit 11-26: Construction Costs for the Normal Multimodal Transportation Center

Project Uses:	
Building	$15,450,000
Parking Deck / Bus Bays	$11,050,000
Rail Platform	$1,500,000
Interior Build-Out	$3,700,000
Hazardous Waste Clean-Up	$350,000
Adjacent Roadways / Infrastructure / Utilities	$9,833,730
Soft Costs	$4,000,000
Owner's Contingency	$1,500,000
Total Project Expenditures	**$47,383,730**

Source: Normal Regional Multimodal Transportation Center TIGER Grant, Town of Normal, 2009

11.8 Recommended Station Improvements

A number of improvements can be implemented at passenger rail facilities to encourage and enhance intermodal connections. Lower cost improvement projects or additions to facilities can provide great impact. Recommended improvements include:

- Increasing the number of provided parking spaces
- Constructing security fencing around the parking lot
- Providing increased lighting around the perimeter of the parking lot and waiting areas
- Installing secure bicycle racks or storage facilities

The items listed above provide extra capacity, enhanced access, and security to station facilities; all characteristics of a station that will attract additional riders.

Facilities that provide multiple types of modal connections also attract riders. It is recommended that any existing transit line (local bus, intercity bus, etc.) in the vicinity of a proposed intercity passenger rail station be modified to connect to that station.

11.9 Station Improvements in Progress

The grant for Illinois' Chicago-St. Louis High-Speed Rail Project included funds to upgrade or construct new stations in six corridor communities. The funds are intended to provide new or restored station facilities with technology enhancements to promote economic development and improve transportation connections. Assessment and planning studies were completed in 2011 and design work is proceeding at various stages for four of the six corridors. New stations will be constructed at Pontiac, Dwight, and Carlinville, while Lincoln has chosen to move forward with

the renovation of its existing depot building. The design work for interim station improvements at Springfield and new construction at Alton have not yet begun, as these projects have been delayed awaiting the completion of environmental documentation and site selection.

All facilities will include new boarding platforms and parking lots sized to accommodate estimated ridership, as well as state-of-the-art communications systems, lighting, and passenger amenities. When design is complete and specifications approved, bidding and construction will be handled by corridor communities with oversight by IDOT. Costs will be reimbursed through IDOT intergovernmental agreements with local governments; communities will then own and maintain station facilities, undertaking usage agreements with Amtrak.

Communities on the Chicago to Carbondale and Chicago to Quincy corridors have also expressed interest in upgrading stations or constructing multi-modal facilities to meet increasing demand for travel on all public modes. Carbondale submitted a TIGER grant application for a transportation center in 2010, while the City of Quincy has requested state assistance to plan and help build a riverfront facility to accommodate rail and bus travel. Galesburg received a rural transportation assistance grant to expand its rail station to handle intercity and connecting bus passengers as well, and the City of Rantoul is considering investing local funds to provide a suitable waiting facility to replace the three-sided bus shelter rail patrons currently use.

Mattoon received a federal grant to reconstruct its boarding platform to meet safety and accessibility standards for passenger rail service. In addition, a number of stations in Illinois will benefit from federal funding Amtrak received to upgrade its stations for compliance with the ADA, including the installation of wheelchair lifts, platform improvements and enhanced signage.

The City of Kewanee dedicated a new station on April 13, 2012 near the site of the old Kewanee station shelter. The new station was funded by local funds, an *Illinois Jobs Now!* grant, and an Illinois Department of Commerce and Economic Development opportunity grant. The modern station features comfortable seating and restrooms.

11.10 Identification of Service Quality Improvement Projects

System Level Planning is undertaken to identify passenger rail service quality goals and objectives and to establish strategies to achieve these goals and objectives. This section provides an overview of the state's goals and objectives for passenger rail service and outlines the strategies identified by service providers to achieve the goals.

The Passenger Rail Vision is to: *Develop and maintain a passenger rail system that provides the traveling public with a safe, attractive, energy-efficient, cost-effective, sustainable, and reliable personal transportation alternative which promotes mobility and enhances quality of life.*

Goal #1: Provide a passenger rail system that improves the quality of life for Illinois residents and visitors.

Objectives:

1. Continuously seek to improve reliability.

2. Strive to increase efficiency and convenience of service.

3. Continually provide increased accessibility to low income, elderly, and special needs groups that have limited access to other modes of transportation.

Strategies to Meet the Objectives:

1. A-2 Crossing Improvement – The purpose of the project is to reduce the congestion levels, and improve operations and safety at the A-2 crossing in downtown Chicago near Western Avenue and Grand Avenue. Currently, three Metra (MD North, MD West, and NCS) and two Amtrak (*Empire Builder* and *Hiawatha*) routes cross the UP West line at A-2. Due to the hundreds of train moves that occur at this intersection, congestion is significant. The project will improve operating efficiency and safety.

2. M19A/California Yard Consolidation (near California Avenue and Grand Avenue in Chicago) – The M19A locomotive maintenance facility and California Avenue yard and shop will be consolidated into one facility. This project will reduce non-revenue operations and train crew labor costs.

3. Milwaukee District North Capacity Enhancement – Enhancements will be made to the MD-North line including installation of Centralized Traffic Control and additional sidings on the Fox Lake Subdivision north of Rondout. Currently, the line is single track from Rondout to Fox Lake and cannot accommodate reverse-commute trips during rush periods. This project will increase reliability and efficiency on the line due to the increased track capacity.

4. Milwaukee District North Core Capacity Upgrade – Infrastructure improvements will be constructed on the MD North line to allow for operational flexibility and capacity enhancements. The trains on the line will benefit from increased efficiency and reliability.

5. Metra Electric District (MED) Bi-directional signaling and new interlocking at 11th Place – Bi-directional signaling and a new interlocking system will be constructed between Randolph Street and 11th Place to allow for improved movement of trains in that segment of track near Millennium Station. The project will increase the reliability and efficiency of trains operating on the MED.

6. Metra Rock Island District (RID) 47th Street Yard Expansion – The 47th Street Yard will be expanded to accommodate SouthWest Service trains after the terminus of the line is moved to LaSalle Street Station. Additionally, the yard will be able to accommodate additional RID trains, allowing for increased service on the RID. The yard expansion will improve reliability on both lines and will increase efficiency and convenience of service.

7. SouthWest Service (SWS) 75th Street Corridor Improvement Project (CREATE P-2) – The purpose of the project is to reduce congestion and delays for Metra SouthWest Service by constructing a flyover to eliminate rail conflicts with the CSX, NS, and BRC freight lines. By

reducing delays, the project will increase reliability and efficiency on the SWS line and reduce delays to freight trains.

8. UP North Core Capacity Upgrade – Twenty-two bridges on the UP North line will be replaced due to their age and deteriorated condition. Replacing these 100-year-old bridges is required to maintain the current reliability and efficiency on the line.

9. UP West Track and Signal Improvements – Under this New Start project, a third main track will be constructed between River Forest and Melrose Park and between West Chicago and Geneva. Track and signal improvements (including the construction of crossovers and signal system upgrades) will be made to the UP West line between River Forest and Geneva to improve travel times and enhance capacity. The improvements will also increase reliability and efficiency of service.

10. MD West Core Capacity Upgrade – Infrastructure improvements will be constructed on the MD West line to enhance capacity and allow for operational flexibility. The trains on the line will benefit from increased efficiency and reliability.

11. RID La Salle Street Station Upgrades – The La Salle Street Station will be upgraded when the terminus of the SWS Line is moved to LaSalle Street Station. The project will increase the efficiency of available revenue service time for the train crews.

12. RID Triple Track – A third main track will be constructed on the RID from Gresham Junction to north of 16th Street. This project addresses the current congestion issue in that segment of track. The third track will alleviate the congestion and will provide reliability and efficiency on the line.

13. UP Northwest McHenry Branch Extension and Upgrade – This project will extend the McHenry Branch of the UP Northwest line to Johnsburg, Illinois, and will add two additional new stations at Prairie Grove and East Woodstock. This growing area is easily accessed by eastern McHenry County and western Lake County residents. The extended service provides accessibility to a region that currently does not have commuter rail access.

14. UP Northwest Traffic and Signal Improvements – The purpose of this New Starts project is to increase the number of trains serving the line and to provide access to communities with expected population growth by making strategic infrastructure improvements. These improvements will provide increased operational flexibility and reliability and will increase convenience and accessibility to rail users.

15. UP West Track and Signal Improvements – Additional infrastructure and communications improvements will be made to the line between CUS and River Forest. These improvements will increase operational flexibility and reliability and will provide improved efficiency and convenience of service for rail users.

16. BNSF Extension – This project will extend the BNSF line from its current terminus in Aurora west to Oswego. The extended service provides accessibility to a region that currently does not have commuter rail access. A new station will be provided in Oswego. The improvements

to the BNSF line will provide convenience of service and accessibility to rail users in the Oswego area and reduce traffic in downtown Aurora.

17. CUS Capacity Improvements – Improvements will be made to CUS to improve pedestrian flow in the station. The improvements will provide increased accessibility to the station and efficient movement of pedestrians throughout the station.

18. Heritage Corridor Upgrades and Service Improvement – The corridor upgrades and service improvements will improve the reliability and increase efficiency along the line.

19. North Central Service (NCS) Upgrades and Service Improvement – The corridor upgrades and service improvements will improve the reliability, enhance capacity, and increase efficiency along the line, which is now handling increased freight rail traffic.

20. SouthEast Service – This proposed New Starts project will provide new commuter rail service to a fast growing and underserved corridor of the south Chicago suburbs. The service will give residents improved access and a reliable transportation option for traveling to downtown Chicago.

21. STAR Line Phase I – This proposed New Starts project will provide suburb-to-suburb commuter service from the far southwest Chicago suburbs to the northwest suburbs and to O'Hare International Airport. The STAR line will link the most populated areas in the Chicago region and will relieve congestion on the area highways. By providing users with an option to driving, the service will present an efficient and convenient mode of transportation.

22. SWS Upgrades and Service Improvement – Upgrades to this line, including track and signals, will enhance capacity and improve reliability and efficiency for rail users.

23. Chicago-Quad Cities Intercity Passenger Rail Line – This proposed Amtrak route between the Quad Cities and Chicago will provide intercity passenger rail service to a region that currently does not have intercity passenger rail access. A new station will be constructed in Geneseo, and design for a intermodal station in the Quad Cities is underway as of early 2012.[100]

24. Chicago-Rockford-Dubuque Intercity Passenger Rail Line – This proposed Amtrak route will restore service in the Chicago-Rockford-Dubuque rail corridor. The route will provide intercity passenger service to a region that currently does not have any intercity passenger rail access. An intermodal station in Rockford has been partially funded for design and construction activities.[101]

25. Midwest Regional Rail System (MWRRS) – The MWRRS, a proposed network of high-speed rail service focused on a central hub in Chicago, will provide intercity passenger service on eight corridors within the Midwest, including:

    - Chicago-Detroit/Pontiac
    - Chicago-Cleveland

[100] http://www.renewmoline.com/documents/FundingReleased20111213_003.pdf
[101] http://chicagopressrelease.com/news/gov-quinn-announces-capital-funding-for-rockford-passenger-rail

- Chicago-Cincinnati
- Chicago-Carbondale
- Chicago-St. Louis-Kansas City
- Chicago-Omaha
- Chicago-Quincy
- Chicago-Milwaukee-Twin Cities/Green Bay

The proposed project will provide new and upgraded intercity passenger rail service to the corridors and will provide access to 80 percent of the region's 65 million residents. The principal service attributes of the MWRRS include improved travel times and frequencies, and improved accessibility and reliability. Nine stations will be construction throughout the system, providing accessibility to residents.[102]

Goal #2: Promote and expand intermodal connectivity. Enhance the multi-modal transportation system where the existing network of roads is complemented by efficient passenger and freight rail services.

Objectives:

1. Increase coordination between freight, intercity passenger, and commuter rail networks and other modes of transportation.

2. Improve access to commuter and intercity passenger service via other modes.

3. Improve efficiency of transfers of passengers between modes.

Strategies to Meet the Objectives:

1. UP Northwest McHenry Branch Extension and Upgrade – The extension of the McHenry branch of the UP Northwest line will provide three new stations in Prairie Grove, East Woodstock, and Johnsburg. Each will produce new opportunities for connections to other modes of transportation at those stations.

2. BNSF Extension – The extension of the BNSF line will provide one new station in Oswego and will produce opportunities for connections to other modes of transportation at that station. The station will also provide access to the increased population in southern Kane County.

3. CUS Capacity Improvements – By improving the pedestrian flow within CUS, passengers will be able to reach their trains and intermodal connections more efficiently.

4. SouthEast Service – The creation of the SouthEast Service commuter line will provide 12 new stations in the south suburbs of Chicago and will produce opportunities for connections to other modes of transportation at those stations.

5. STAR Line Phase I – The creation of the STAR commuter line will provide 18 new stations in the southwest, west, and northwest suburbs of Chicago. The STAR line will connect to four existing Metra lines including the North Central Service, MD West line, UP West line, and

[102] Economic Impacts of the Midwest Regional Rail System

BNSF line. Additional opportunities for connections to other modes of transportation will be provided at the new stations.

6. Chicago-Quad Cities Intercity Passenger Rail Line – The creation of this Amtrak route will provide a new station in Geneseo and a intermodal station in the Quad Cities. The route will provide access to existing Amtrak stations in La Grange Road, Naperville, Plano, Mendota, and Princeton. Additional opportunities for connections to other modes of transportation will be provided at the new stations.

7. Chicago-Rockford-Dubuque Intercity Passenger Rail Line – A new intermodal station will be built in Rockford. Additional stations are proposed to be built in South Elgin, Genoa, at Alpine Road (Rockford), Freeport, and Galena. Additional opportunities for connections to other modes of transportation will be provided at the new stations.

8. Midwest Regional Rail System (MWRRS) – The proposed MWRRS service will provide nine new stations throughout the corridors. Additional opportunities for connections to other modes of transportation will be provided at the new stations.[103]

Goal #3: Enhance economic development and promote economic competitiveness in Illinois.

Objectives:

1. Increase accessibility and mobility to passenger rail service in order to increase employment opportunities, incomes, and property values.

2. Support transit oriented development in and near intercity passenger and commuter rail stations.

3. Invest in long-term "mega projects" such as the MWRRI, a plan to build a high speed rail hub in Chicago and a network throughout the Midwest, and the CREATE program, a project that is investing in critically needed improvements to increase the efficiency of the Midwest's passenger and freight infrastructure, to bring more business to Illinois, and to more efficiently move freight and passengers throughout the region and make communities more livable.

4. Address the potential for trade and economic development.

5. Maximize sustainability.

Strategies to Meet the Objectives:

1. UP West Track and Signal Improvements – Metra anticipates that the project will spur economic growth by attracting new jobs and businesses wishing to take advantage of transit-oriented development in the corridor. It will also attract residents to the area who rely on commuter rail to travel to and from work.

2. MED Upgrades and Maintenance Facility Relocation – Relocating the existing maintenance facility from near McCormick Place to University Park will free up high priced real estate. It is anticipated that the land could be sold and redeveloped to enhance Chicago's lakefront.

[103] Midwest Regional Rail Initiative Project Notebook, June 2004

3. UP Northwest McHenry Branch Extension and Upgrade – It is anticipated that the project will increase economic development and opportunities along the line due to transit-oriented development at the new Johnsburg, East Woodstock, and Prairie Grove stations. It will also attract residents to the area who rely on commuter rail to travel to and from work.

4. BNSF Extension – It is anticipated that the project will increase economic development and opportunities along the line due to transit-oriented development at the new Oswego station. It will also attract residents to the area who rely on commuter rail to travel to and from work.

5. SouthEast Service – New commuter service in this corridor will provide opportunities for area communities to promote economic growth and development by utilizing transit-oriented development. Additionally, the residents using the service will benefit from having an efficient and reliable mode of transportation to travel to Chicago's central business district and other businesses along the line.[104]

6. STAR Line Phase I – New commuter service along the STAR line will link major employers and economic business centers such as Navistar, Lucent Technologies, Tellabs, Nicor, Motorola, Woodfield Mall, Fermilab, Pepsi Co, the Prairie Stone Business Campus, and major colleges, universities, and hospitals. Metra anticipates that the new service will also attract new businesses who wish to take advantage of access to a Metra line.[105]

7. Chicago-Quad Cities Intercity Passenger Rail Line – New intercity passenger rail service in this corridor meets the goal of investing in "mega projects" as the Chicago-Quad Cities corridor is part of the MWRRI. The project will create jobs in construction and operations and maintenance of track, stations, maintenance facilities, and infrastructure. Construction jobs will be drawn from the surrounding project area, including four economically distressed areas: Bureau, DeKalb, Grundy, and LaSalle counties in Illinois. Over the 30-year study period in the Service Development Plan, the long-term value of the project is estimated at $263.2 million in public benefits.[106]

8. Chicago-Rockford-Dubuque Intercity Passenger Rail Line – Restored commuter service in this corridor will provide opportunities for economic growth and development by utilizing transit-oriented development at the new stations. The corridor's economic benefits will be driven by an increase in construction spending. These project expenditures will generate an increase in demand for construction-related labor, materials, and engineering services in the corridor.[107]

9. Midwest Regional Rail System (MWRRS) – New and upgraded intercity passenger rail service meets the goal of implementing "mega projects" in the MWRRS corridors. The service will provide great opportunities for economic growth and development by utilizing transit-

[104] http://metraconnects.metrarail.com/ses.php
[105] http://metraconnects.metrarail.com/star.php
[106] http://www.iowadot.gov/iowarail/application/applicationform.pdf
[107] http://www.recovery.illinois.gov/documents/Applications/HSR222Chicago_Dubuque.pdf

oriented development at stations. It has been anticipated that 24,200 new permanent jobs will be created and household income will be increased by $480 million in Illinois.[108]

Goal #4: Provide a safe rail system that is energy efficient and environmentally sustainable.

Objectives:

1. Promote congestion relief on the state's rail lines and on the highway network through greater use of commuter, intercity, and freight rail.
2. Work with adjacent states to achieve a regional transportation solution.
3. Realize positive air quality gains and reduced energy consumption with efficient passenger and freight operations.
4. Promote efforts to provide security of passenger and freight railroad operations.
5. Promote rail and highway safety by identifying and improving hazardous highway grade crossings,
6. Promote safety efforts throughout the system to prevent pedestrian fatalities at locations other than grade crossings and prevent train collisions, derailments, spills, etc.

Strategies to Meet the Objectives:

1. A-2 Crossing Improvement – The A-2 Crossing Improvement will significantly improve safety for the hundreds of trains that travel through A-2 every day. Optimizing operations through A-2 will reduce train delays and increase energy efficiency.
2. M19A/California Yard Consolidation – The consolidation of the locomotive maintenance facility and yard will save energy because of the elimination of trips between the two facilities. The consolidation will also increase the lifespan on engines because engine-only trips will be reduced. Additionally, safety will be increased because back-up moves will also be reduced.
3. Milwaukee District North Capacity Enhancement – Enhancements will be made to the MD North line, including installation of CTC and additional sidings on the Fox Lake Subdivision north of Rondout, will increase capacity and safety on the line.
4. Milwaukee District North Core Capacity Upgrade – Infrastructure improvements, including crossovers and interlockings, will be constructed on the MD North line to provide greater operational flexibility. The trains on the line will benefit from increased safety.
5. MED Bi-directional signaling and new interlocking at 11th Place – Bi-directional signaling and a new interlocking system will be constructed between Randolph Street and 11th Place to allow for more efficient operation of trains in that segment of track. The project will increase the safety of trains operating in the Millennium Station area.

[108] Economic Impacts of the Midwest Regional Rail System *Benefitting Illinois' Economy*

6. Positive Train Control (PTC) – PTC will be installed on all Metra routes. PTC will greatly increase the safety on each line because it enforces the limits of train movement authority. By installing PTC, speed, work zone, and grade crossing restrictions will also be monitored and enforced. Overall safety will be heightened.

7. SWS 75th Street Corridor Improvement Project (CREATE P-2) – The SWS 75th Street Corridor Improvement Project will greatly improve safety on the corridor because the SWS will be grade separated from the CSX, NS, and BRC freight lines. There will no longer be rail-rail grade crossing conflicts between commuter rail and freight rail lines in this corridor. The line will also be more energy efficient because of the reduction in delays to all trains.

8. UP North Core Capacity Upgrade – New bridges and extensive retaining wall modifications will be constructed on the UP North line. Replacing these 100-year-old bridges and constructing supportive retaining walls will significantly increase safety on the line and will maintain operational efficiency.

9. UP West Track and Signal Improvements – Once the third main track is constructed, bottlenecks within the corridor will be significantly reduced, greatly improving the reliability and energy efficiency of both passenger and freight operations. The signal system improvements to the UP West line will enhance safety along the corridor. Additionally, the improvements are anticipated to reduce delays on the line, which will save energy and will encourage travelers to use the train rather than personal vehicles.

10. Milwaukee District West Core Capacity Upgrade – Infrastructure improvements on the MD West line will improve safety on the line. Optimization of operations will improve energy use on the line as well.

11. UP Northwest McHenry Branch Extension and Upgrade – As part of this project, two existing layover facilities will be closed in Barrington and Crystal Lake, and a new commuter train overnight layover facility will be constructed at Johnsburg. This project will permit more train capacity and the consolidation of maintenance operations. Increased ridership due to the service extension will reduce the number of vehicles on the roadways, thereby conserving fuel. Upgrades to track will increase safety on the line.

12. UP Northwest Track and Signal Improvements – The signal system improvements to the UP Northwest line will enhance operational capacity and safety along the corridor. Additionally, the improvements are anticipated to reduce delays on the line, which will save energy and will encourage travelers to use the train rather than personal vehicles.

13. UP West Track and Signal Improvements – Track and communication infrastructure improvements on the line will enhance capacity and safety and will reduce delays. The improvements are anticipated to improve service reliability, save energy, and will encourage travelers to use the train rather than personal vehicles.

14. BNSF Extension – Extending the BNSF line is anticipated to attract new riders from the southern Kane County and Oswego areas. Increased ridership due to the service extension will reduce the number of vehicles on the roadways, thereby conserving fuel.

15. SouthEast Service – New commuter service in this corridor is anticipated to reduce congestion on the area roadways because commuters will utilize the rail service instead of traveling by car. Additionally, the new service will reduce commute times and will conserve energy and fuel.

16. STAR Line Phase I – New commuter service in this corridor is anticipated to reduce congestion on the area roadways because commuters will utilize the rail service instead of traveling by car.

17. SWS Upgrades and Service Improvement – Upgrades to this line, including track and signals, will improve the safety for rail users.

18. Milwaukee District North Line Pedestrian Underpass – A pedestrian underpass will be constructed in summer 2012 at the Telegraph Road Station in Lake Forest, replacing two at-grade pedestrian crossings. The installation of the underpass will allow for greater pedestrian safety.

19. Chicago-Quad Cities Intercity Passenger Rail Line – IDOT and IADOT jointly applied for and received ARRA funding to continue Service Development Planning for the Chicago-Quad Cities corridor. The states understand that the benefits of implementing the service in the corridor include a reduction in congestion on the highway network, fuel efficiency and fewer emissions, and freight safety. Additionally, $14 million in highway-railroad crossing improvements will be made along the corridor to upgrade crossings and add Centralized Train Control and Positive Train Control.[109]

20. Chicago-Rockford-Dubuque Intercity Passenger Rail Line – IDOT and IADOT jointly applied for ARRA funding to continue environmental impact analyses, track infrastructure construction and improvements, and various other tasks to implement intercity passenger rail service on the Chicago-Quad Cities corridor. Although a grant was not awarded, IDOT has continued work on the corridor using *Illinois Jobs Now!* funding. According to the 2009 application for Track 2 High-Speed Intercity Passenger Rail Program funding, automobile vehicle miles of travel (VMT) are anticipated to be reduced by more than 5 million per year due to the implementation of the intercity passenger rail service. Because of the reduction in VMT, annual pollutant emissions and automobile fuel usage are expected to decrease.[110]

21. Midwest Regional Rail System (MWRRS) – The MWRRS is a compilation of the work completed by the MWRRI, a consortium of nine Midwestern states formed to develop a network of high-speed rail service in the Midwest. Environmental benefits in Illinois include decreased energy consumption, reduced air pollutant emissions and improved air quality, and fewer environmental impacts on sensitive habitats and water resources compared to expanding existing highways and airports. Capital improvements in rail infrastructure have been designed to improve passenger and freight train efficiency, safety, and reliability.[111]

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[109] http://www.iowadot.gov/iowarail/pdfs/projectsummary.pdf
[110] http://www.recovery.illinois.gov/documents/Applications/HSR222Chicago_Dubuque.pdf
[111] Economic Impacts of the Midwest Regional Rail System

22. Illinois Commerce Commission Grade Crossing Protection Fund – The ICC administers the GCPF. This fund assists local jurisdictions in paying for safety improvements at highway-railroad crossings on local roads. The ICC authorizes contributions from the GCPF to reimburse up to 60 percent of eligible costs for grade separation projects and 85 percent to 95 percent for grade crossing improvement projects. The ICC published the FY 2013-2017 Plan for Proposed Grade Crossing Protection Fund Projects for Local Roads and Streets in April 2012. **Exhibit 11-27** highlights the proposed projects.[112]

Exhibit 11-27: Illinois Commerce Commission Grade Crossing Protection Projects, FY2012-2017

Existing Passenger Rail Route	FY 2012 Active Projects[1]	FY 2012 Pending Projects[2]	FY 2013 Planned Projects[3]	FY 2014-2017 Planned Projects[4]	Total
Blue Water – Amtrak				1	**1**
California Zephyr – Amtrak	6	2	1	3	**12**
Capitol Limited – Amtrak				1	**1**
Cardinal – Amtrak				1	**1**
Carl Sandburg/Illinois Zephyr – Amtrak	8	6	3	9	**26**
City of New Orleans – Amtrak	5	7		4	**16**
Hoosier State – Amtrak				1	**1**
Illini/Saluki – Amtrak	4	5		4	**13**
Lake Shore Limited – Amtrak				1	**1**
Lincoln Service – Amtrak	1			1	**2**
Pere Marquette – Amtrak				1	**1**
Southwest Chief – Amtrak	5	2	2	3	**12**
Texas Eagle – Amtrak	1			1	**2**
Wolverine – Amtrak				1	**1**
Union Pacific West Line – Metra	3	1	1	2	**7**
Milwaukee District North Line - Metra				1	**1**
Milwaukee District West Line - Metra				1	**1**
North Central Service – Metra				1	**1**
BNSF Line – Metra	3			2	**5**

Notes:
[1] Includes FY2012 projects that have been authorized by the ICC.
[2] Includes FY2012 projects that are waiting authorization by the ICC.
[3] Includes programmed projects expected to be submitted to the ICC in FY2013.
[4] Includes programmed projects that are expected to be submitted to the ICC in FY20134 through 2017.

[112] http://www.icc.illinois.gov/railroad/CrossingSafetyImprovement.aspx

The projects include warning device upgrades, new and reconstructed grade separations, vertical clearance improvements to grade separations, pedestrian grade separations, upgrading the circuitry of interconnected traffic signals, improvements to highway approaches, construction of connecting roads, remote monitoring devices, crossing closures, and crossing surface renewals.[113]

Goal #5: Develop a Financial Plan to ensure ample, secure, and predictable funding through public and private sources for rail investments.

Objectives:

1. Identify needed capacity enhancements or capital improvements.
2. Maintain a rail funding structure that provides adequate resources for rail needs incorporating federal, state, local, and private revenue sources.
3. Support public-private partnerships and private sector initiatives.
4. Support joint use of transportation facilities for compatible activities.
5. Explore innovative financing methods.
6. Advocate for creation of dedicated federal and state programs for rail infrastructure investment.[114]

Strategies to Meet the Objectives:

1. Metra is conducting an internal Strategic Capital Planning process to identify and prioritize capital projects. The process began in early 2012 and is anticipated to be complete in early 2013. The planning process includes the following steps:

    a. Set Context/Review Existing Conditions
    b. Establish Mission/Vision/Values
    c. Analysis of Strengths, Weaknesses, Opportunities & Threats (SWOT)
    d. Establish Goals, Objectives, Implementing Strategies, and Performance Measures
    e. Develop Final Plan

    The plan is being led by the Metra Board and Metra staff, and it will include multiple points of involvement with key stakeholders, elected officials, and the general public. In November 2012, Metra identified the major capital improvement projects shown in **Exhibit 11-28**.

[113] *Crossing Safety Improvement Program FY2013-2017*, April 2012, Illinois Commerce Commission
[114] *Illinois State Transportation Plan*, 2007

Exhibit 11-28: Metra Capital Improvement Projects

Timeline	Project Name	Capital Cost 2012 $ (millions)
S	Positive Train Control	$225
S	Highliner Replacement	$585
S	Locomotive Improvements	$113
S	Car Rehabilitation	$114
S	Bridge Improvements[1]	$249
S	Yard Improvements	$71
S	Stations and Parking	$149
L	A-2 Crossing Improvement (Possible Grade Separation)	$186
L	M19A/California Ave Yard Consolidation	$326
L	MD-N (J-Line) Capacity Enhancement (CTC & Sidings)	$89
L	MD-N (Main Line) Core Capacity Upgrade	$648
L	MED Bi-directional signaling and new interlocking at 11th Pl	—
L	RID 47th Street Yard Expansion[1]	$264
L	RID Beverly Branch Upgrades	TBD
L	SWS 75th Street Corridor Improvement Project (CREATE P-2)	$700
L	UP-N Core Capacity Upgrade	$450
L	UP-W Track & Signal Improvements (50/50 work w/o 3rd Main)	$75
L	MD-W Core Capacity Upgrade	$874
L	MED Upgrades and Maintenance Facility Relocation	TBD
L	RID LaSalle St Station Upgrades[1]	$56
L	RID Triple Track[1]	$53
L	UP-McHenry Branch Extension & Upgrade	$574
L	UP-NW Track & Signal Improvements	0*
L	UP-W Track & Signal Improvements (3rd Main & New Starts work w/o A-2)	$224
L	BNSF Extension	$84
L	Chicago Union Station Capacity Improvements	$112
L	Heritage Corridor Upgrades and Service Improvement	$200
L	NCS Upgrades and Service Improvement	$335
L	SouthEast Service	$841
L	STAR Line - Phase 1 (CN/EJ&E & NW Corridor Segments)	$2,964
L	SWS Upgrades and Service Improvement	$293

Timelines: S - Short term (0-5 years); L - Long term (5-20 years)

[1] Contingent on CREATE P2/P3 Project

* Combined with above item for costing

2. In early 2012, NICTD wrapped up a multi-year program to convert the South Shore Line's antiquated train control system to CTC, and completed an upgrade of the South Shore Line's catenary system including weight tensioned tangent sections from Kensington to Michigan City, Indiana. These upgrades totaled more than $107 million.

   Additionally, NICTD is financially participating in a $19 million project to replace the South Shore Bridge that spans Norfolk Southern and Torrence Avenue in Hegewisch, Illinois. The bridge replacement is the result of CDOT's project to improve access to the Ford Assembly plant at Torrence Avenue/NS/130th Street.

   NICTD has identified capital improvements for the South Shore Line as shown in **Exhibit 11-29**.

Exhibit 11-29: NICTD Capital Improvement Projects

Timeline	Improvement	Investment (Millions)
S	South Bend to Michigan City Catenary	$25
S	South Bend Realignment	$15
S	Michigan City Realignment	$100
S	Dune Park Hi-Level Platform	$5
S	Gary Station Consolidation	$37.7
S	Portage/Ogden Dunes Hi-Level Platform	$5
M	28 miles of additional double track Lake & Porter counties	$115
M	68 Replacement Rail Cars	$238
M	Expanded Car Storage in Michigan City	$25
M	30 Rail Cars (increased schedule frequency)	$105
M	Positive Train Control includes State Line to Kensington	$32
M	New parallel track lead into Chicago terminal from 11th Place	$35
L	Replace East Chicago Toll Road Bridges	$285
	TOTAL	**$1,022.7**

Timelines: S – Short Term (0-5 years); M – Medium term (6-19 years); L – Long term (20+ years)

3. Amtrak participated in the MWRRI Steering Committee to develop the MWRRI Business Plan, which outlined ridership, revenue, and operating cost estimates; operating plan, feeder bus recommendations; infrastructure and equipment capital cost estimates; freight rail capacity needs analysis; implementation plan phasing; financial plan; and project coordination to implement the MWRRS.[115]

   Exhibit 11-30 outlines the capital costs to implement the MWRRS.[116]

[115] MWRRI Economic Impacts of the Midwest regional Rail System
[116] Midwest Regional Rail Initiative Phase 7 Capital Cost Estimates Report, April 27, 2011

Exhibit 11-30: MWRRS Capital Costs

Corridor	2010$ (millions)
Chicago Terminal Area	$2,816.6
Porter-Detroit/Pontiac	$595.1
Battle Creek-Port Huron	$121.3
Kalamazoo-Grand Rapids/Holland	$54.6
Tolleston-Cleveland	$1,981.9
Tolleston-Cincinnati	$954.8
Grand Crossing-Carbondale	$397.8
Joliet-St. Louis	$4,123.4
St. Louis-Kansas City	$2,567.6
Aurora-Quincy	$467.9
Wyanet-Omaha	$611.3
Rondout-Twin Cities	$2,758.7
Milwaukee-Green Bay	$567.0

Given the scale of the MWRRS, implementation will occur in a series of six construction phases. The MWRRS will be fully operational by the end of the 10th project year, during Implementation Phase 7. The Implementation Phases are as follows:

- Phase 1 – Chicago-Pontiac; Chicago-St. Louis; and Chicago-Madison completed, Year 4
- Phase 2 – Madison-St. Paul completed, Year 5
- Phase 3 – Chicago-Iowa City completed, Year 6
- Phase 4 – Wyanet-Quincy; Chicago-Carbondale; and St. Louis-Kansas City completed, Year 7
- Phase 5 – Chicago-Cincinnati; Chicago-Cleveland; Iowa City-Des Moines; Kalamazoo-Grand Rapids/Holland; and Battle Creek-Port Huron completed, Year 8
- Phase 6 – Des Moines-Omaha; Chicago-Carbondale; and St. Louis-Kansas City speed increases completed, Year 9
- Phase 7 – Chicago-Milwaukee completed, Year 10[117]

[117] *MWRRI Project Notebook*, June 2004

Chapter 12 – Illinois Rail Investment Programs

Prior chapters in this Plan describe Illinois' rail system, the passengers and commodities it carries, and the supply chains it supports. They also analyze the importance of Illinois' rail system to its overall economy and the quality of life to Illinois' citizens and the nation. The vision, describing the role of passenger and freight rail services in Illinois and illustrating what these services will look like in the future, and the goals and objectives for Illinois' rail system are presented in **Chapter 2**. The rail vision is designed to support IDOT's mission to provide safe, cost-effective transportation for Illinois in ways that enhance the quality of life, promote economic prosperity, and demonstrate respect for the environment.

This chapter describes the proposed passenger and freight rail investments needed to achieve the State's vision for rail service in the future, as well as the measures and methodologies utilized to select projects. The proposed projects are divided into short- and long-range rail investment programs as per PRIIA requirements.

12.1 PRIIA Requirements

PRIIA requires State Rail Plans to include a Rail Investment Program, which includes a short-range list of rail capital projects to be considered for the next 5 years and a long-range list of rail capital projects for years 6 through 20 that are expected to be undertaken or supported in whole by the State. Funded projects (short-term projects) are identified in **Appendix A** to this chapter. Long-range projects are presented in **Appendix B** to this chapter.

12.2 Short-Range Rail Investment Program

The projects listed in **Appendix A** have been evaluated based largely on the respective eligibility criteria, evaluation methodology, of the level of benefits associated with the respective source of funding.

Projects funded through IDOT's Rail Freight Program are selected on the basis of applicants' estimates of benefits expected for the project in terms of job creation, job retention, shipper transportation savings, and other project-specific benefits.

Grade crossing improvement projects are prioritized based upon several criteria, including the relative safety of the existing crossing and the volume and types of existing train and highway traffic. After each potential project is prioritized based on engineering requirements, geographic location is also taken into account so the safety improvements throughout the state can be addressed as equitably as possible. Priorities include high collision history, rail corridors where passenger trains operate, and locations where grade crossing separation may be required to eliminate blockages that cause substantial motorist or emergency vehicle delay.

Larger scale rail projects, which are financed through a combination of federal and state funding sources, are selected initially on the basis of the eligibility criteria of the respective federal

programs and the availability of Illinois funding such as the *Illinois Jobs Now!* program or use of special bond financing. Eligible projects are then prioritized on the basis of how well the projects meet the State's goals, objectives, policies, and the level by which they meet each goal's performance measures. The goals and performance measures related to project selection and prioritization are described in **Section 12.4**.

12.3 Long-Range Rail Investment Program

Illinois' Long-Range Rail Investment Program is comprised of projects that have been identified by IDOT, the State's railroad operators, or other rail stakeholders during the State Rail Plan outreach as necessary to improve rail safety or efficiency of the Class I or short line freight network, or to expand or implement new intercity passenger service. These projects, however, are not expected to be implemented within the next 5 years or, in most cases, the funding necessary to implement the projects has not been identified. These projects are identified in **Appendix B**.

Long-range projects may be subject to additional feasibility analysis and evaluation of potential public and private benefits. Upon completion of these analyses, prioritization, and the availability of state or federal funding resources, projects selected for implementation would be moved to the Short-Range Rail Investment Program.

12.4 Rail Policy and Project Evaluation Criteria

As part of the development of this Plan, IDOT reaffirmed its transportation vision and adopted visions for passenger and freight rail service. The rail vision was further defined through five goals and specific objectives describing the role of passenger and freight rail services in Illinois and illustrating what these services will look like in the future. **Exhibit 12-1** restates these goals and objectives and presents recommended policies that IDOT could adopt to support and implement these goals and objectives. Exhibit 12-1 also recommends performance measures by which rail projects seeking funding can be evaluated against to determine if they provide a benefit to the system and support IDOT's rail goals and objectives. The recommended policies are based on comments from rail stakeholders engaged in this rail planning process. Performance measures are defined in quantifiable terms based on data available through IDOT, the railroads, or project sponsors. The project evaluation and selection process would include reviewing each project based on the performance measures listed in Exhibit 12-1 and comparing this to the projects' potential benefits to the system as defined by the goals and objectives.

Vision statement from the Illinois State Transportation Plan

"Provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for the environment."

Illinois State Transportation Plan, 2007

Passenger Rail Vision

Develop and maintain a passenger rail system that provides the traveling public with a safe, attractive, energy-efficient, cost-effective, sustainable, and reliable personal transportation alternative which promotes mobility and enhances quality of life.

Chapter 2, Illinois Rail Plan, 2012

Freight Rail Vision

To foster an economically-competitive and sustainable freight rail system that moves goods safely, efficiently, and expeditiously across and within the State of Illinois.

Chapter 2, Illinois Rail Plan, 2012

The Goals and Objectives listed in Exhibit 12-1 are those identified in **Chapter 2**.

- Goals are a desired state, target, or condition
- Objectives are statements of actions that are designed to achieve goals
- Policies provide guidelines to follow in achieving goals
- Performance measures provide an assessment of progress toward achieving goals

Exhibit 12-1. Rail Goals, Objectives, Policies, and Performance Measures

Goal 1	**Provide a passenger rail system that improves the quality of life for Illinois' residents and visitors.**
Objectives	• Continuously seek to improve reliability • Strive to increase efficiency and convenience of service • Continually provide increased accessibility to low income, elderly, and special needs groups that have limited access to other modes of transportation
Policies	• Continue to support MWRRI, HSR, CREATE • Produce and provide educational materials on these passenger rail programs to the public • Promote availability of rail passenger service
Performance Measures	• NOTE: Passenger Metrics are provided in Chapter 11 • On-time performance • Frequency of passenger services • Amtrak customer service index
Goal 2	**Promote and expand intermodal connectivity. Enhance the multi-modal transportation system where the existing network of roads is complemented by efficient passenger and freight rail services.**
Objectives	• Increase coordination between freight, intercity passenger, and commuter rail networks and other modes of transportation • Improve access to commuter and intercity passenger service via other modes • Improve efficiency of transfers of passengers between modes
Policies	• Support P3s to improve roadway access to intermodal facilities • Support transit oriented design
Performance Measures	• Number of rail-served ports, transload operations, intermodal terminals • Number of container and trailer lifts at intermodal terminals • Number of cars interchanged to/from shortline railroads • Rail ridership measured by number of boardings
Goal 3	**Enhance economic development and promote economic competitiveness in Illinois.**
Objectives	• Increase accessibility to and mobility of passenger rail service in order to increase employment opportunities, incomes, and property values • Support transit-oriented development in and near intercity passenger and commuter rail stations • Invest in long-term "mega projects" such as the MWRRI, a plan to build a high speed rail hub in Chicago and a network throughout the Midwest; and the CREATE program, a project that is investing in critically needed improvements to increase the efficiency of the Midwest's passenger and freight infrastructure, to bring more business to Illinois, and to more efficiently move freight and passengers throughout the region and make communities more livable • Address the potential for trade and economic development • Maximize sustainability

Exhibit 12-1. Rail Goals, Objectives, Policies, and Performance Measures (cont.)

Policies	• Support programs to educate the public, State, MPO, and local government staff about rail's role in economic development • Protect railroad right-of-ways, rail line capacity, and expansion • Provide customer education about the benefits of rail and access options • Encourage local governments to engage the railroads early in the planning process for projects that are near or may impact their right-of-way • Preserve public ownership of abandoned right-of-ways where appropriate
Performance Measures	• Track line mileage in the State • Number of rail sidings-served locations in the State • Number of miles of weight and dimensional restricted track in the State • Number of freight carload and tonnages • Number of outreach and education activities and programs to educate the public and government staff about railroads
Goal 4	**Provide a safe rail system that is energy efficient and environmentally sustainable.**
Objectives	• Increase accessibility to and mobility of passenger rail service in order to increase employment opportunities, incomes, and property values • Support transit-oriented development in and near intercity passenger and commuter rail stations • Invest in long-term "mega projects" such as the MWRRI, a plan to build a high speed rail hub in Chicago and a network throughout the Midwest; and the CREATE program, a project that is investing in critically needed improvements to increase the efficiency of the Midwest's passenger and freight infrastructure, to bring more business to Illinois and to more efficiently move freight and passengers throughout the region and make communities more livable • Address the potential for trade and economic development • Maximize sustainability
Policies	• Reduce pedestrian accessibility to railroad rights-of-way • Encourage use of low emission locomotives • Support programs to reduce noise from idling or slow moving trains • Support Positive Train Control • Support programs to reduce the number of rail grade crossings • Support CREATE, MWRRI
Performance Measures	• Passenger rail ridership as measured by number of boarding • Incidents measured by FRA database • Installation of low emission locomotives • Miles of rail lines improved

Exhibit 12-1. Rail Goals, Objectives, Policies, and Performance Measures (cont.)

Goal 5	Develop a Financial Plan to ensure ample, secure, and predictable funding through public and private sources for rail investments.
Objectives	• Identify needed capacity enhancements or capital improvements • Maintain a rail funding structure that provides adequate resources for rail needs incorporating federal, state, local, and private revenue sources • Support public-private partnerships and private sector initiatives • Support joint use of transportation facilities for compatible activities • Explore innovative financing methods • Advocate for the creation of dedicated federal and state programs for rail infrastructure investment
Policies	• Support existing and proposed federal and state rail funding programs including HSR, Congestion Grants programs, Federal Amtrak subsidies • Continue Illinois Rail funding programs • Provide information on rail financing and funding assistance available to railroads • Encourage and participate in P3 projects
Performance Measures	• Number of rail P3 projects in the State • Completed rail research studies identifying financial needs and potential funding sources • Completed research studies evaluating the impact of Illinois taxes and rail policies on rail economic competitiveness as compared with neighboring states • Outreach events and publications with railroads providing information on programs and financing related opportunities

Chapter 12 – Appendix A: Short Range (1-5 Years) Investment Program

Project Name	Project Description	Project Benefits	Estimated Cost	Proposed Funding Source
Rail Passenger Projects				
Chicago to St. Louis High Speed Rail Passenger Improvements	Improve signal system, track, stations, grade crossings, and passenger equipment to allow 110 mph intercity passenger service. 110 mph service between Dwight –Alton expected in 2015, with additional reliability improvements and new equipment deliveries to be concluded in 2017.	Improve both rail passenger and freight operations between Chicago and St. Louis.	$1.3 billion	Federal ARRA, State, Local
Alton Regional Multimodal Transportation Center	Construct a new transportation center to serve the Chicago-St. Louis HSR corridor at Alton. Includes 8,000-sf station, platforms, parking, and other amenities. Estimated completion date is 2015.	Improve rail passenger access at Alton and intermodal connections with other modes.	$13.85 million	Federal TIGER
Chicago-Quad Cities Amtrak Service	Construct a new track connection near Wyanet, a train layover facility, and other improvements necessary to initiate passenger service. Estimated completion date is 2015.	Provide a new intercity rail passenger service.	$222 million	$177 FRA; $45 million *Illinois Jobs Now!*
Chicago-Rockford-Dubuque Corridor; Rockford Multimodal Station	Construct multimodal station in Rockford; re-establish passenger rail service to the Rockford area. New service is planned to begin in 2014, with the extension to Dubuque in 2015.	Bring service to the northwest corner of the state.	$1.1 million for station; $60 million for corridor improvements	*Illinois Jobs Now!*
Chicago-Detroit Corridor	Working in conjunction with MDOT to bring 110 mph service to this corridor. Estimated completion date TBD.	New passenger service.	$4.0 million	$3.2 million FRA; 20% match MDOT/state partners
Moline Multimodal Station	Construct new multimodal station in downtown Moline, IL. Will serve as a transportation hub reconnecting the Quad Cities with Chicago, and ultimately to Iowa City, IA and Omaha, NE. Estimated completion date is 2015.	Establishes truly multimodal transportation connections between local buses and bicycle and pedestrian facilities.	$16 million	$10 million Federal TIGER

Project Name	Project Description	Project Benefits	Estimated Cost	Proposed Funding Source
Joliet Multimodal Transportation Facility	Develop a multimodal transportation center in Joliet that provides user access and connectivity to Metra commuter rail, Amtrak passenger rail, local PACE service, intercity bus service, and taxi service in downtown Joliet. Estimated completion date is late 2014.	Better rail efficiency; safer boarding for intercity passengers and commuters.	$41.7 million	*Illinois Jobs Now!*; Contributions by City of Joliet and BNSF
Wadsworth Bridge Replacements	Replacement of two bridges between Wadsworth, IL and the Illinois and Wisconsin state border on the Chicago-Milwaukee line. Estimated completion date: December 2012 or January 2013.	Will enable passenger and freight train movements to continue with minimal interruption to service.	$3.7 million	FRA; CP
Positive Train Control (PTC) Installation on All METRA Routes	Developing and installing federally mandated Positive Train Control system (PTC) that integrates new technology with existing train control and operating systems to enhance train operations.	Improves train operation	$225 million	Metra, FTA, IL State Bond
Highliner Replacement	Purchase up to 160 new Metra bi-level commuter cars to put into service on the Metra Electric District.	Replacement of existing equipment that is beyond its useful life in age and functionality	$585 million	IL State Bond
Locomotive Improvements	Purchase of traction motors and alternators for Metra locomotives.	Improve the performance of Metra's locomotives and save operating expenses.	$113 million	Metra, FTA
Car Rehabilitation	Life extending rehabilitation of Metra's non-electric bi-level commuter cars including replacement of seats, floor, HVAC systems, lights, wheel assemblies, braking systems, and some of the electronic controls in cab cars.	Extends life of existing rolling stock.	$114 million	Metra, FTA
Bridge Improvements*	Replacement and/or rehabilitation of both concrete and timber bridges throughout the Metra system including replacement of 22 bridges on the UP-N Line.	Maintain current reliability and efficiency of commuter service and improve freight service on the line.	$249 million	Metra, FTA, IL State Bond

Project Name	Project Description	Project Benefits	Estimated Cost	Proposed Funding Source
Yard Improvements	Make improvements to the existing yard and shop facilities throughout the Metra system.	Provides for efficient and reliable operation with modernized facilities.	$71 million	Metra, FTA, IL State Bond
Stations and Parking	Expansion and/or rehabilitation of existing commuter stations and parking lots. [Stations funded through the IL State Bond Program are on the next worksheet.]	Comply with the Americans with Disabilities Act, accommodate Metra ridership increases, and provide a better and efficient station and parking infrastructure.	$149 million	Metra, FTA, IL State Bond
Rail Freight Projects				
Illinois Western RR Interchange Construction	Construct an interchange between the IWRR and BNSF/CSX at Smithboro/Greenville. Estimated completion date is 2014.	Preserve 15 jobs and improve safety and interchange operating efficiency.	$4.0 million	IDOT Loan Fund
Union Pacific Chicago Subdivision Rail Construction	Construct new rail infrastructure at Mount Vernon. Estimated completion date is 2013.	Preserve 55 jobs and provide additional access to industries.	$1.99 million	$1.2 million IDOT Loan Fund; $0.79 private funding
Grade Crossing Projects				
The Illinois Commerce Commission's Proposed Grade Crossing Protection Fund Projects for Fiscal Years 2013-2017 can be viewed at in its entirety at www.icc.illinois.gov/railroad/CrossingSafetyImprovement.aspx				

Chapter 12 - Appendix B: Long Range (6-20 Years) Investment Program

Project Name	Project Description	Project Benefits	Estimated Cost	Proposed Funding Source
Rail Passenger Projects				
Chicago to St. Louis High Speed Rail Passenger Improvements	Double track full rail corridor.	Improve both rail passenger and freight operations between Chicago and St. Louis.	$5-7 billion	Federal, State
Chicago to Detroit High Speed Rail Passenger Improvements	Upgrade corridor to high speed rail standards.	Improve rail both rail passenger and freight operations between Chicago and Detroit.	$600 million	Federal, State
Springfield – 10th Street Corridor Consolidation	Consolidate freight and passenger operations through Springfield.	Reduce congestion and increase operating efficiencies.	$300 million	Federal, State
Chicago Union Station Improvements	Improve platforms and waiting areas.	Improve passenger safety and amenities.	$200 million	Federal, State
A-2 Crossing Improvement	Replace existing crossing of MD-W, MD-N, NCS, and UP-W tracks near downtown Chicago with relocated crossing further away from UP and Metra coach yards.	Improve operating efficiency and safety.	$186 million	FTA; METRA
METRA/UP California Ave. Yard Consolidation	Consolidate the M19A locomotive maintenance facility and California Ave. yard and shop into one facility.	Reduce non-revenue operations and train crew labor costs.	$326 million	FTA; METRA
METRA Milwaukee District North Capacity Enhancement Project	Install Centralized Traffic Control and additional sidings on the Fox Lake Subdivision north of Rondout.	Increase commuter rail reliability and efficiency on the line due to increased track capacity.	$89 million	FTA; METRA

Project Name	Project Description	Project Benefits	Estimated Cost	Proposed Funding Source
Rail Passenger Projects				
METRA Milwaukee District North Core Capacity Upgrade Project	Improve rail infrastructure between Chicago Union Station and Fox Lake Subdivision to increase operational flexibility and capacity.	Increase commuter rail reliability and efficiency.	$648 million	FTA; METRA
METRA Electric District Bi-directional Signal and Interlocking Installation	Construct a bi-directional signal system and new interlocking between Randolph St. and 11th Place in Chicago.	Allows for improved train movements near Millennium Station and increases reliability and efficiency of commuter train operations.	TBD	FTA; METRA
METRA Rock Island District (RID) 47th St. Yard Expansion	Expand the 47th St. Yard to accommodate South West Service trains, after the terminus is moved to LaSalle St. Station.	Accommodate increased service and additional RID trains; improve reliability and efficiency on both lines.	$264 million	FTA; METRA
METRA Rock Island District Beverly Branch Upgrade	Upgrade Beverly Branch trackage between Gresham and Blue Island.	Improve commuter service reliability and efficiency.	TBD	FTA; METRA
METRA South West Service 75th St. Corridor Improvement Project (CREATE – P-2)	Grade separation of the South West Service from the CSX, NS, and BRC freight lines.	Eliminate rail-rail grade crossing conflicts between commuter and freight trains on the corridor; reduce train delays.	$700 million	FTA; METRA
UP North Core Capacity Upgrade	Replace 22 bridges on the UP North Line between the OTC and Kenosha.	Maintain current reliability and efficiency of commuter service and improve freight service on the line.	$450 million	FTA; METRA

Project Name	Project Description	Project Benefits	Estimated Cost	Proposed Funding Source
Rail Passenger Projects				
UP West Track and Signal Improvements (50/50 work w/o 3rd Main)	Added crossovers and signal work along with station safety enhancements at 12 stations.	Improve operating efficiency and safety.	$75 million	$37.5 million METRA; $37.5 million UP
Milwaukee District West Core Capacity Upgrade	Improvements to signal system, track, and outlying coach yard.	Increase efficiency and reliability.	$874 million	FTA, METRA
Metra Electric District Upgrades and Maintenance Facility Relocation	Relocate the existing maintenance facility from McCormick Place to University Park.	Redevelop the land to enhance Chicago's lakefront.	TBD	FTA, METRA
RID LaSalle Street Station Upgrades	Increase the efficiency of available station space to accommodate the SouthWest Service.	Increase efficiency and utilization of downtown terminal capacity..	$56 million	FTA, METRA
RID Triple Track	Construction of a third main track from Gresham Junction to north of 16th Street in Chicago.	Alleviate congestion and provide reliability and efficiency.	$53 million	FTA, METRA
UP Northwest McHenry Branch Extension and Upgrade	Extend the McHenry Branch of the UP Northwest line to Johnsburg and add two additional new stations at Prairie Grove and East Woodstock and implement strategic operational and safety improvements.	Provides service accessibility to a region that currently does not have commuter rail access and increase service levels through increased flexibility and reliability.	$574 million	UP, METRA, FTA
UP-NW Track & Signal Improvements	New crossovers, improved signals, and improvements to existing stations including expanded parking.	Increase operational flexibility, reliability, convenience, and accessibility.	(combined with above item for costing)	FTA, METRA
UP-W Track & Signal Improvements – 3rd Main & New Starts w/o A-2	Construct a third track between River Forest and Melrose Park and between West Chicago and Geneva.	Improve travel time, enhance capacity, and increase reliability and efficiency of both commuter and freight service.	$224 million	FTA, METRA

Project Name	Project Description	Project Benefits	Estimated Cost	Proposed Funding Source
Rail Passenger Projects				
BNSF Extension	Extend the BNSF line from the current terminus in Aurora west to Oswego. Construct a new station in Oswego.	Provide rail service to a region that currently does not have commuter rail access.	$84 million	METRA, FTA
Chicago Union Station Capacity Improvements	Implement projects aimed at improving pedestrian flow in the station.	Increase accessibility to the station and efficiency of pedestrian movement through the station.	$112 million	FTA,METRA, AMTRAK
Heritage Corridor Upgrades and Service Improvements	Upgrade the corridor to enhance capacity and efficiency.	Improve reliability and efficiency of both passenger and freight service.	$200 million	FTA,METRA, CN
NCS Upgrades and Service Improvements	Upgrade the corridor to enhance capacity and efficiency.	Improve reliability and efficiency of both passenger and freight service.	$335 million	FTA,METRA, CN
Establish SouthEast Commuter Rail Service	Provide new commuter rail service to the south Chicago suburbs.	Provide commuter rail access and a reliable transportation option for travel to downtown Chicago.	$875 million	FTA,METRA
STAR Line Phase I	Provide new suburb-to-suburb commuter rail service from the far southwest Chicago suburbs to the Northwest suburbs and to O'Hare International Airport.	Link the most populated areas in the Chicago region and relieve highway congestion.	$2964 million	FTA, METRA
METRA Southwest Service Upgrades and Improvements	Upgrade track and signals over the line.	Enhance the capacity and service reliability on the line.	$293 million	FTA, METRA

Project Name	Project Description	Project Benefits	Estimated Cost	Proposed Funding Source
Rail Freight Projects				
CN Champaign Subdivision Rail Construction	Construct new rail infrastructure at Mattoon.	Preserve 100 jobs and provide rail access to industries.	$3.5 million	IDOT Fund and private funding
NS Construction and Rehabilitation at Alton	Rehabilitate and construct new track at Alton.	Provide new rail access and increase operational efficiency.	$2.5 million	TBD
Alton & Southern Rehabilitation	Rehabilitate and construct new track at Cahokia.	Provide new rail access and increase operational efficiency.	$3.5 million	TBD
Keokuk Jct. Rwy Rail Construction	Construct new rail infrastructure at La Harpe.	Provide new rail access.	$0.75 million	TBD
CN Rail Construction	Construct new rail infrastructure at Manteno.	Provide new rail access.	$0.75 million	TBD
Bloomer Shippers Connecting RR Rehabilitation	Rehabilitate track at Gibson City.	Increase safety and operational efficiency.	$19.0 million	TBD
UP Rail Construction	Rehabilitate and construct new track at Sterling.	Provide new rail access and increase operational efficiency.	$3.0 million	TBD
BNSF Rail Construction	Construct new rail infrastructure at East Dubuque.	Provide new rail access for economic development.	$6.0 million	TBD
CN Rail Spur Construction	Construct a new rail spur at Joliet.	Provide new rail access	$1.5 million	TBD

Project Name	Project Description	Project Benefits	Estimated Cost	Proposed Funding Source
Rail Freight Projects				
CSX Rail Yard Expansion	Expand rail yard facilities at Flora.	Provide additional rail yard capacity.	$0.95 million	TBD
CSX Rail Siding Construction	Construct a new rail siding at Seneca.	Provide additional line capacity.	$8.0 million	TBD
CN Rail Siding Construction	Construct a new rail siding at Lena.	Provide additional line capacity.	$7.0 million	TBD
Terminal RR Assoc. of St. Louis Rail Infrastructure Construction	Construct new rail infrastructure for a new port facility at Cahokia.	Provide new rail access.	$2.5 million	TBD
KCS Rail Rehabilitation	Upgrade rail line from Pike County to Jacksonville.	Provides increased operational efficiency.	TBD	TBD
CREATE Rail Projects				
CP Crossover Upgrades	Install five crossovers and associated signaling on the Metra tracks serving the Milwaukee District West Line and CP.	Reduces delays to commuters and freight trains and to motorists at nearby at-grade crossings.	TBD	TBD
Argo Connections	Construct a new double track connection and crossovers between the BRC and the IHB/CSX line at Archer and 63rd in Summit.	Increases freight train capacity and allows more evenly distributed train traffic throughout the regional rail network.	TBD	TBD
Thornton Junction Connection	Install a new interlocked connection between the CN and UP/CSX in the southwest quadrant of the current Thornton Jct. crossing.	Creates a track connection that allows more evenly distributed freight traffic throughout the regional rail network.	TBD	TBD

Project Name	Project Description	Project Benefits	Estimated Cost	Proposed Funding Source
CREATE Rail Projects				
75th Street Corridor Improvement Project	Address conflicts between CSX, BRC, UP, NS and Metra, including reconfiguring existing trackage, and constructing new tracks, flyovers, and signalization.	Increases freight and commuter train speed and capacity by removing bottlenecks and eliminating commuter delay.	TBD	TBD
Upgrade Yard Track at Pullman Junction	Upgrade track in BRC's Commercial Ave. Yard from Rock Island Jct. to Pullman Jct.	Adds capacity and reduces delay for freight trains through a major corridor.	TBD	TBD
63rd & Harlem Ave. & Belt Railway of Chicago Grade Separation	Eliminate the at-grade crossing of 63rd St. and two Belt Railway tracks located near Harlem Ave. in Chicago through a grade separation project.	Eliminates an existing crossing, reduces congestion and increases safety.	TBD	TBD
Central Ave. and Belt Railway of Chicago Grade Separation	Eliminate the at-grade crossing of Central Ave. in Chicago and two Belt Railway tracks located near Archer Ave. and 55th St. through a grade separation project.	Eliminates an existing crossing, reduces congestion and increases safety.	TBD	TBD
NS Morgan St. Grade Crossing Improvements	Separate the NS at-grade crossing at Morgan St. in Chicago or the installation of dynamic signage to direct motorists to alternative routes.	Reduces traffic delays through separation or other alternatives.	TBD	TBD
Central Ave. & Indiana Harbor Belt Grade Separation	Eliminate the at-grade crossing of Central Ave. in Chicago Ridge/Oak Lawn at the two IHB tracks through grade separation.	Eliminates an existing crossing, reduces congestion, and increases safety.	TBD	TBD
25th Ave. & UP Grade Separation	Eliminate the at-grade crossing at 25th Ave. in Melrose Park/Bellwood and the UP through grade separation.	Eliminates an existing crossing, reduces congestion, and increases safety.	TBD	TBD

Project Name	Project Description	Project Benefits	Estimated Cost	Proposed Funding Source
CREATE Rail Projects				
5th Ave. & UP Grade Separation	Eliminate the at-grade crossing of 5th Ave. in Maywood and two UP tracks through grade separation.	Eliminates an existing grade crossing, reduces congestion and increases safety.	TBD	TBD
Archer Ave. & Belt Railway of Chicago Grade Separation	Eliminate the at-grade crossing of Archer Ave. in Chicago and two Belt Railway tracks through grade separation.	Eliminates an existing crossing, reduces congestion and increases safety.	TBD	TBD
47th & East Ave. & Indiana Harbor Belt Grade Separation	Eliminate the at-grade crossing of 47th St. and East Ave. in LaGrange/McCook by three tracks of the IHB by grade separation.	Eliminates two grade crossings, reduces congestion and improves safety.	TBD	TBD
Columbus Ave. & Belt Railway Co. Grade Separation	Eliminate the at-grade crossing of Columbus Ave. in Chicago by three Belt Railway Co. of Chicago tracks by grade separation.	Eliminates a grade crossing, reduces congestion and improves safety.	TBD	TBD
1St Ave. & UP Grade Separation	Eliminate the at-grade crossing at 1St Ave in Maywood at two UP tracks by grade separation.	Eliminates a grade crossing, reduces congestion and improves safety.	TBD	TBD
31st St. & Indiana Harbor Belt Grade Separation	Eliminate the at-grade crossing of 31st St. in LaGrange Park and three Indiana Harbor Belt tracks by grade separation.	Eliminates a grade crossing, reduces congestion and improves safety.	TBD	TBD
Irving Park Road & CP Grade Separation	Separate IL Rt. 19 and the CP rail line in Bensenville.	Eliminates a grade crossing, reduces congestion and improves safety.	TBD	TBD
Western Ave. between 135th and 136th & CSX Grade Separation	Eliminate the at-grade crossing of Western Ave in Blue Island and three CSX tracks by grade separation.	Eliminates a grade crossing, reduces congestion, and improves safety.	TBD	TBD
Harlem Ave. & BNSF Grade Separation	Eliminate the at-grade crossing of Harlem Ave. in Berwyn/Riverside and three BNSF tracks by grade separation.	Eliminates a grade crossing, reduces congestion and improves safety.	TBD	TBD

Project Name	Project Description	Project Benefits	Estimated Cost	Proposed Funding Source
CREATE Rail Projects				
87th St. & CSX Grade Separation	Eliminate the at-grade crossing of 87th St. in Chicago and two CSX tracks by grade separation.	Eliminates a grade crossing, reduces congestion and improves safety.	TBD	TBD
95th St. & UP Grade Separation	Eliminate the at-grade crossing of 95th St. in Chicago and two UP tracks by grade separation.	Eliminates a grade crossing, reduces congestion and improves safety.	TBD	TBD
115th St. & Indiana Harbor Belt Grade Separation	Eliminate the at-grade crossing of 115th St. in Alsip and two IHB tracks by grade separation.	Eliminates a grade crossing, reduces congestion and improves safety.	TBD	TBD
Cottage Grove & IHB/CSX Grade Separation	Eliminate the at-grade crossing of Cottage Grove in Dolton and four IHB and CSX tracks by grade separation.	Eliminates a grade crossing, reduces congestion and improves safety.	TBD	TBD
Maple Ave. & BNSF Grade Separation	Eliminate the at-grade crossing of Maple Ave. in Brookfield and four BNSF tracks by grade separation.	Eliminates a grade crossing, reduces congestion and improves safety.	TBD	TBD
Grand Crossing	Provide a new direct route between Pershing Rd and 117th St in Chicago for Amtrak trains from New Orleans or Carbondale into Union Station and provide sufficient mainline capacity to accommodate additional Amtrak and freight trains.	Provide a more direct route for passenger trains reducing schedule times.	TBD	TBD
Brighton Park Flyover	Construct a bridge to carry CN/Metra Heritage Corridor tracks over or under CSX and NS tracks on the Western Ave corridor.	Removes conflict points between commuter, passenger, and freight trains and reduces delays.	TBD	TBD
CP Canal Flyover (IHB/CN Flyover)	Construct a double-tracked bridge in Summit to carry two CN main tracks over or under the IHB.	Removes conflict points between commuter, passenger, and freight trains and reduces delays.	TBD	TBD

Project Name	Project Description	Project Benefits	Estimated Cost	Proposed Funding Source
CREATE Rail Projects				
Chicago Ridge Flyover	Construct a structure to carry two NS/Metra SouthWest Service line tracks in Chicago Ridge either over or under the IHB.	Removes conflict points between commuter and freight trains and reduces delays.	TBD	TBD
UP Ogden Jct. Signalization	Install a new bi-directional computerized Traffic Control System on a 2-mile segment of the UP line along the Western Ave Corridor in Chicago.	Increase freight and commuter train speed and capacity and reduce delays.	TBD	TBD
BNSF Connection-Western Ave. to Ash St.	Construct a new track and signalization from 31st and California Ave. in Chicago on the BNSF Chillicothe Subdivision along Western Ave. to 21st St. and California on the BNSF Chicago Subdivision.	Provides a new connection between major freight yards and main line tracks, adding capacity and reducing delays.	TBD	TBD
Brighton Park Connection	Construct a new connection from the CN Joliet Subdivision near California Ave. and Archer Ave. to the Western Ave. Corridor.	Provides a new connection between freight train routes, adding capacity and reducing delays.	TBD	TBD
Dolton Ave. Interlocking Upgrade	Upgrade and reconfigure the CSX/IHB/UP connection at Dolton Interlocking including the replacement of an NS connection between the IHB and CSX.	Increases freight train speed and reduces delays where multiple trains cross.	TBD	TBD

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