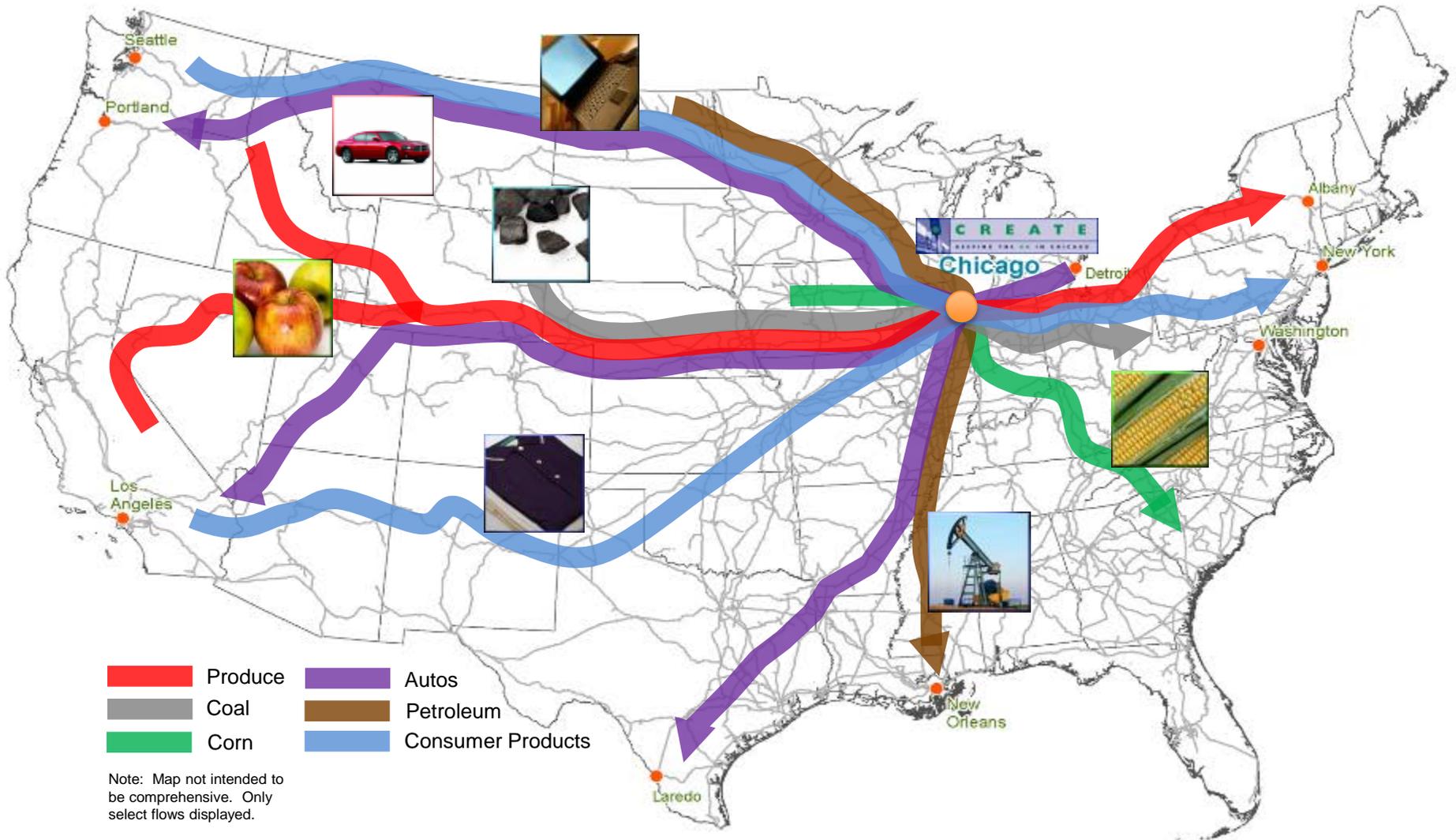


CREATE Program

Joint Webinar on Freight Planning
USDOT's Regional Models of Cooperation Initiative
&
Talking Freight Series

October 19, 2016

The Nation's Freight Rail Hub



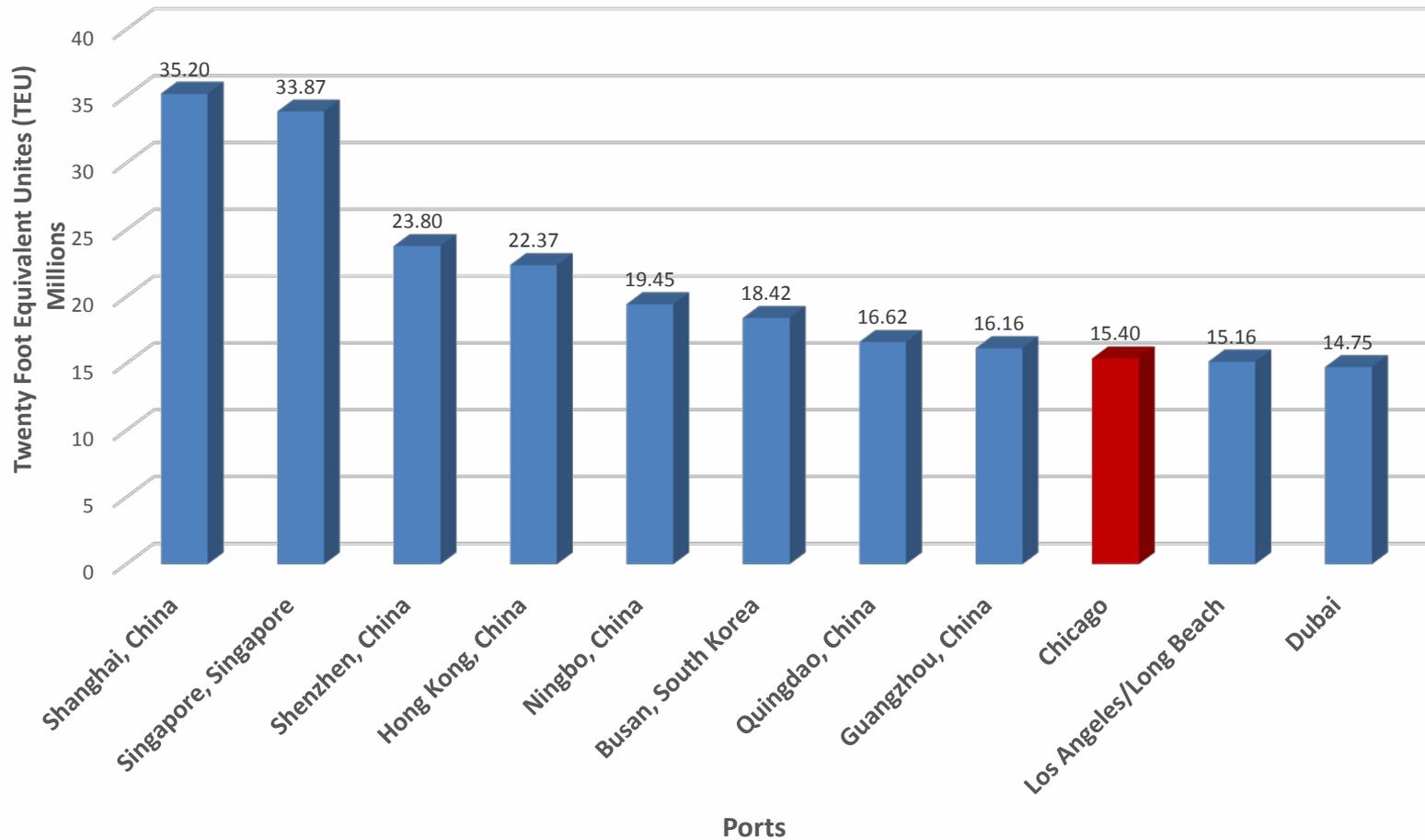
The U.S. Rail Network Depends on Chicago

- 25 percent of all U.S. rail traffic touches Chicago
- 44 percent of all intermodal units in the U.S. touch Chicago
- 68 percent of intermodal units to/from the ports of **Seattle/Tacoma** touch Chicago
- 45 percent of intermodal units to/from **Los Angeles/Long Beach** touch Chicago



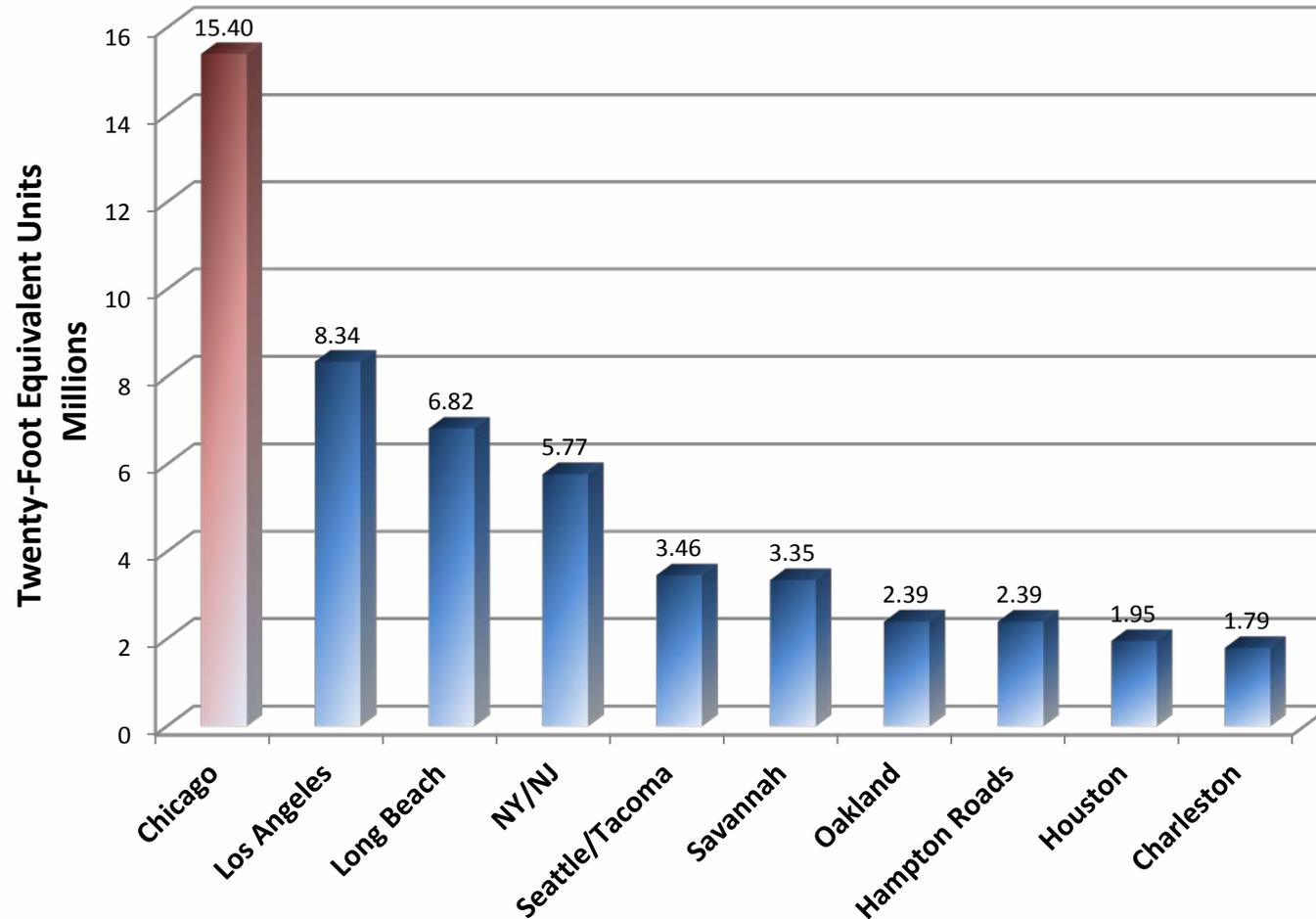
Source: AAR analysis of Railinc data and 2014 STB carload waybill data

Top Global Container Ports, 2014



Source: Chicago – Chicago Metropolitan Agency for Planning Freight Snapshot; American Association of Port Authorities, 2014

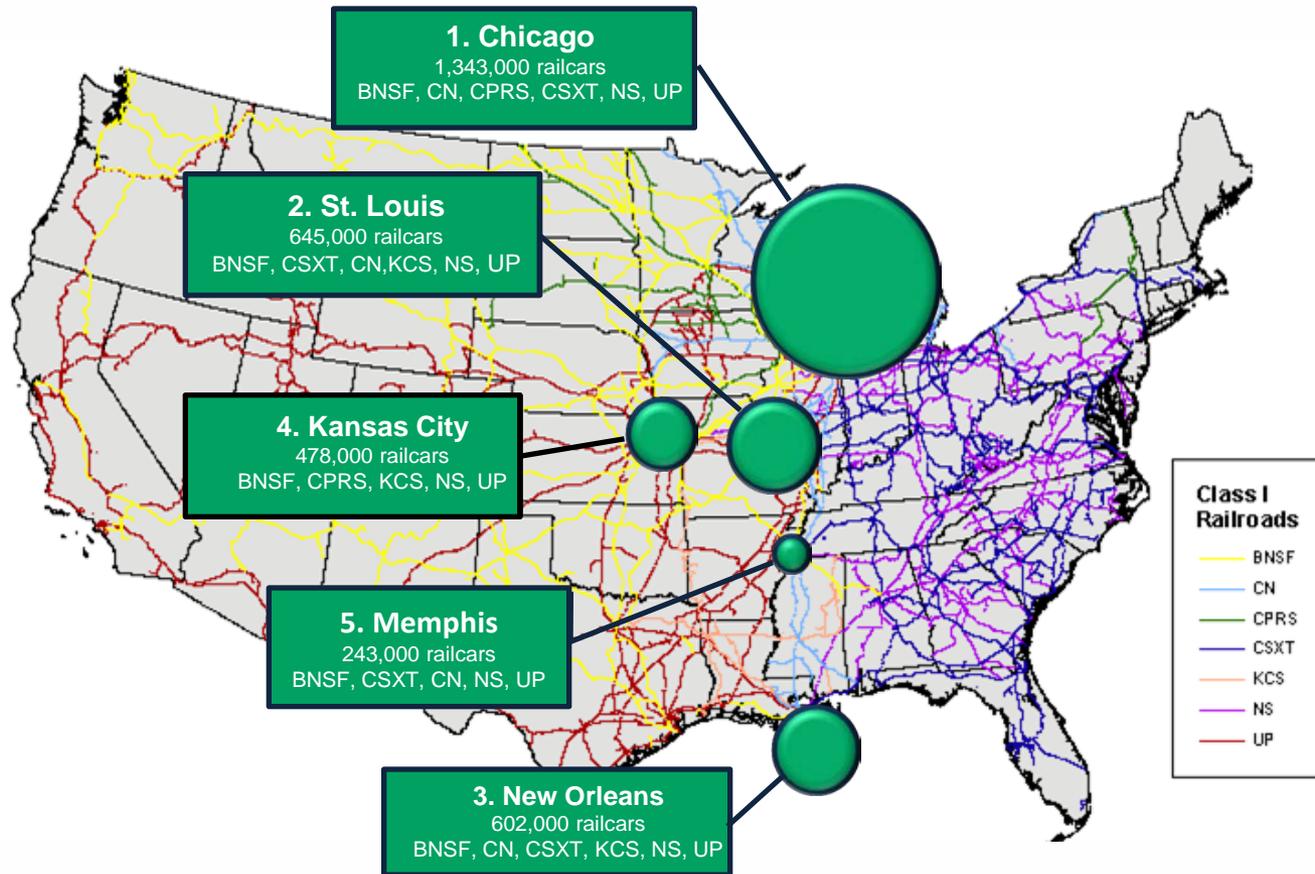
Top U.S. Container Ports, 2014



Source: Chicago – Chicago Metropolitan Agency for Planning Freight Snapshot; American Association of Port Authorities, 2014

East-West Freight Rail Gateways

Ranked by Loaded Railcars per year



Source – U.S. DOT Freight Analysis Framework 3, 2010; includes freight originating and terminating at gateways – does not include through-freight

What is CREATE?

A \$4.4 billion PPP program designed to improve transportation flow through Chicago focusing on:

- Increased capacity, speed, reliability for freight train traffic
- Separation of freight & commuter trains at 6 key junctions
- Elimination of 25 road/rail grade crossings (grade separations)

CREATE is a cooperative project involving:

- US Department of Transportation (FHWA & FRA)
- Illinois Department of Transportation (IDOT)
- Chicago Department of Transportation (CDOT)
- 6 major North American freight rail carriers and 2 switching RR
- 2 passenger carriers (Amtrak and Metra)

CREATE Partners



Illinois Department of Transportation



BUILDING AMERICA®



ASSOCIATION OF AMERICAN RAILROADS



CREATE Program – 70 Projects

- 25 road/rail grade separations
- 6 passenger/freight rail grade separations
- 36 railroad projects to improve rail infrastructure and upgrade technologies
- Viaduct improvement program
- Grade crossing safety enhancements
- Rail operations and visibility improvements



Englewood P1 Grade Separation of Metra, Amtrak & NS

CREATE Projects Map



Project Status

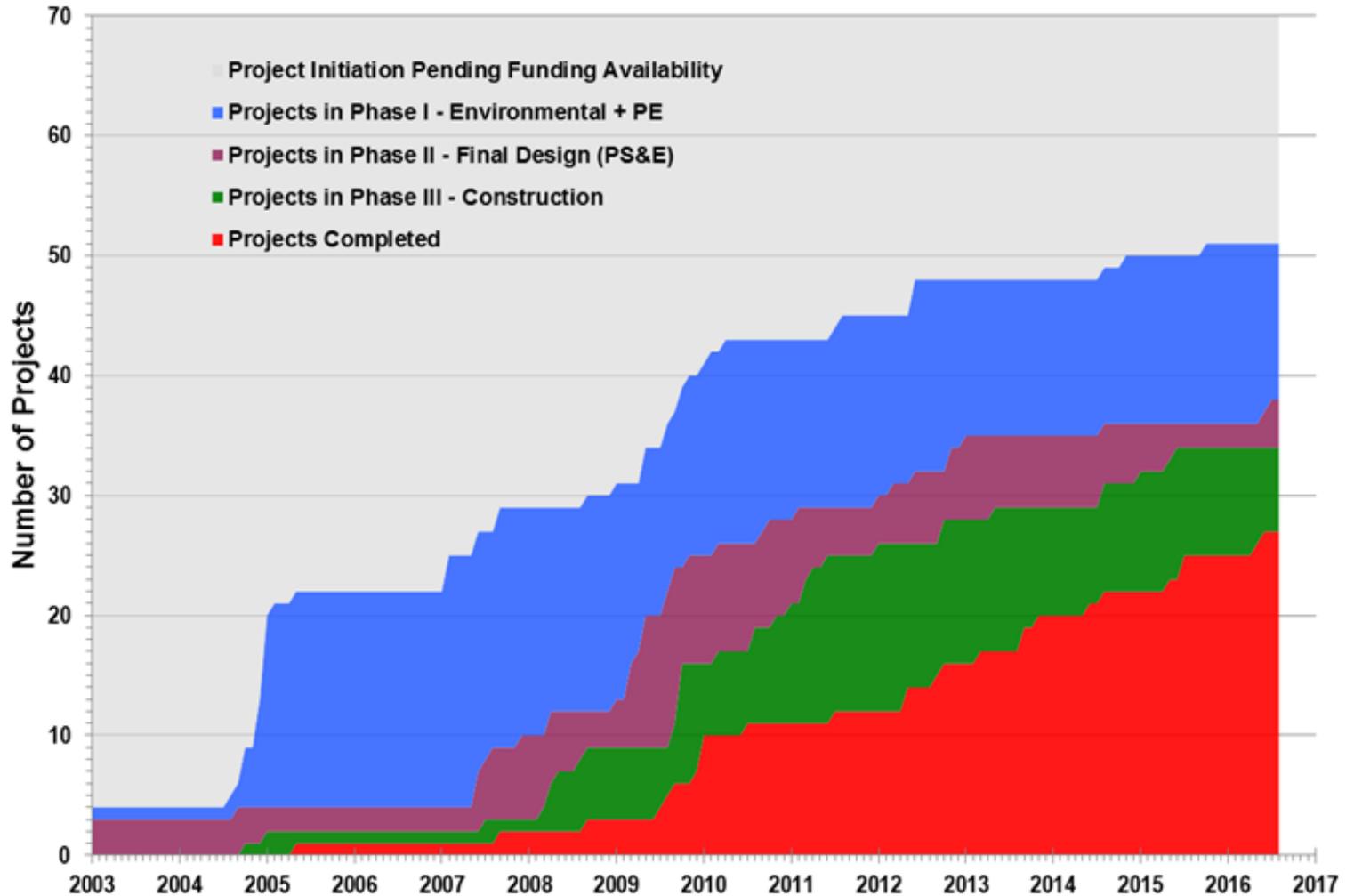
Completed Projects	27
Under Construction	7
Final Design	4
Environmental Review	13
Remaining Projects	19
TOTAL	70



Project Status Summary

CREATE Program, Overall Project Status Summary

Revised 19-Jul-16



70 CREATE Projects → 30-Year Benefits of **\$31.5 Billion**

Rail Benefits

Economic Growth

Chicago can accommodate growth in passenger and freight trains

Fewer Delays

Reduced delay to passenger and freight trains

Cost Savings

Reduced shipping costs may be passed on to consumers

Increased Safety

Elimination of rail – roadway conflicts at 25 grade crossing sites

Roadway Benefits

Fewer Delays

Reduced delay to vehicles from eliminating 25 grade crossings

Sustainability

Reduced fuel consumption and emissions

Reduced Congestion

Fewer trucks on the roadways

CREATE Economic Benefits

- Passenger train delay reduced by over 1.3 million passenger hours annually
- 92,000 hours of truck delay and 230,000 hours of motorist and bus passenger delay will be saved
- 200 vehicle crashes with trains will be avoided
- 2,800 metric tons/year avoided emissions from idling vehicles
- Enable extra 50,000 freight trains to travel through the greater Chicago rail network annually
- 122 million tons of freight per year would travel by rail, avoiding 18,500 truck trips per day on highways

Source: CREATE economic benefits study conducted by Cambridge Systematics, 2015

CREATE Funding Received To Date

Federal - \$452.1 Million

- TIGER I & TIGER IV Grants
- SAFETEA-LU PNRS Grant
- ARRA High Speed Rail Grant
- Railroad Relocation Grant
- FRA STEP

State - \$497.5 Million

- Illinois DOT (Illinois Jobs Now!, ICC, PNRS/TIGER match, grade separations)

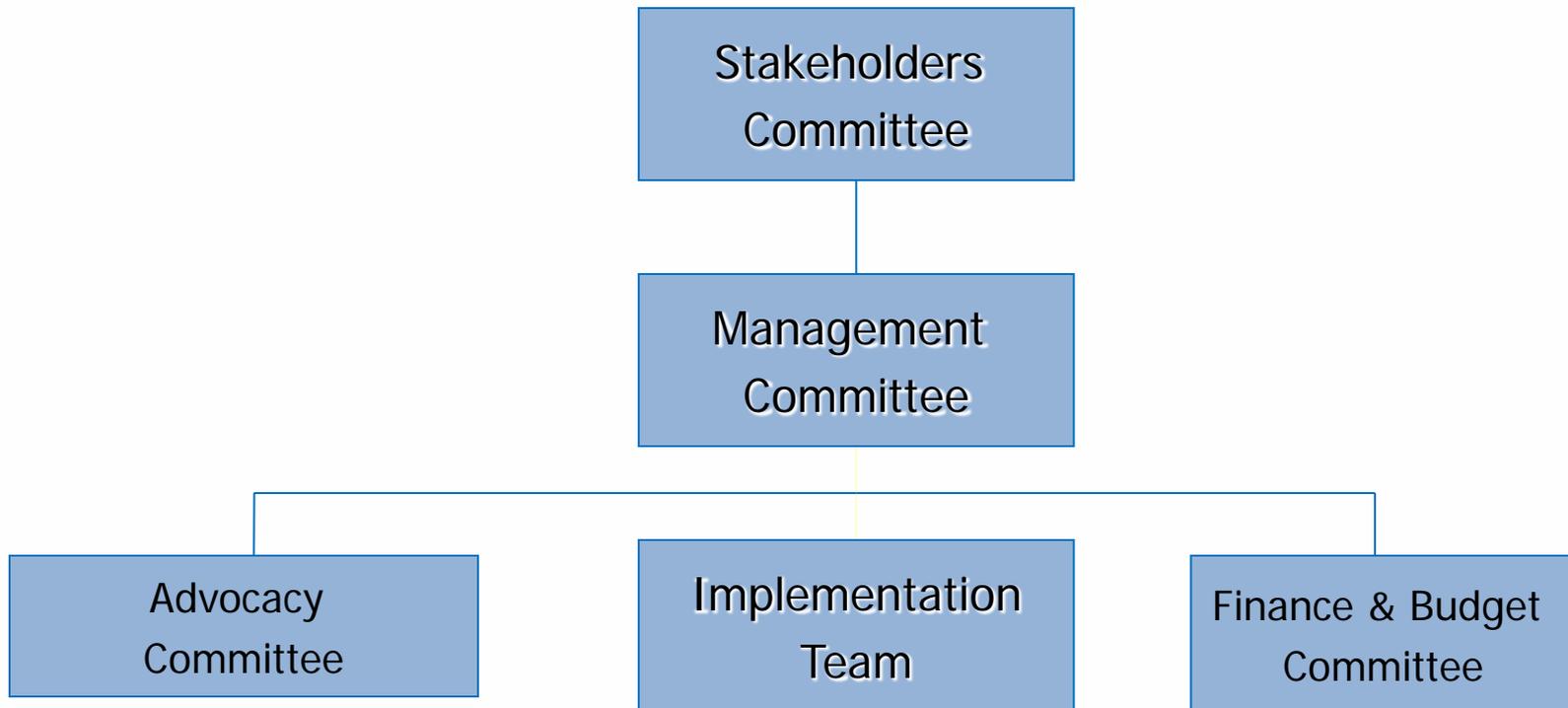
Railroad - \$289 Million

- Railroad partners (railroad infrastructure, grade separations)

Local Governments - \$67.8 million

- Chicago DOT & other local governments (viaduct improvements, grade separations, land acquisition)

CREATE Organization



CREATE Stakeholders Committee

Composition

- Railroad – AAR represents all Class I railroads, Metra, Amtrak
- Illinois DOT – Secretary of Transportation
- Chicago DOT – Commissioner of Transportation
- USDOT (non-voting)

Responsibilities

- Set policy for CREATE Program
- Resolve all Program issues
- Represent the CREATE partnership
- Seek resources to build the CREATE Program



Illinois Department of Transportation

CREATE Management Committee

Composition

- IDOT, CDOT , FHWA (non-voting)
- BNSF, CN, CP, CSX, NS UP, Metra, CTCO, AAR
- Amtrak, BRC, IHB (all non-voting)
- Co-Chairs – Railroad Chicago Planning Group Co-Chairs

Responsibilities

- Review and approve project designs
- Review and approve project cost estimates
- Address program management issues
- Review and recommend program modifications

CREATE Implementation Team

Composition

- IDOT, CDOT, FHWA
- BNSF, CN, CP, CSX, NS, UP, Metra, Amtrak, BRC, IHB, CTCO, AAR
- Co-Chairs – Railroad (1) and Public (1)

Roles and Responsibilities

- Review engineering plans
- Recommend scope, schedule, budget changes to the Management Committee
- Provide engineering input to project engineers
- Establish project standards and policies



CREATE Advocacy Committee

Composition

- IDOT, CDOT
- BNSF, CN, CP, CSX, NS, UP, Metra, Amtrak, BRC, IHB, CTCO, AAR
- Co-Chairs – Railroad (1) and Public (2)

Responsibilities

- Identify and address community concerns
- Oversight of public outreach
- Develop and execute advocacy plan



75 for 75th

The 75th Street Corridor Improvement Project (75th St. CIP) is an extremely critical project for the Chicago Region Environmental and Transportation Efficiency (CREATE) Program – a public-private partnership forged to untangle and improve the efficiency of the region's rail infrastructure in order to ensure Chicago's preeminence in the nation's rail system.

The 75th St. CIP is the single largest project to be undertaken through CREATE, encompassing roadways and train tracks in the Ashburn, Englewood, Auburn Gresham and West Chatham neighborhoods which today intertwine and intersect creating passenger rail, freight rail and road traffic delays. The goal of the project is the separation of the rail lines from each other and from the roadways they intersect.

Funding Needed

The immediate funding need is for the \$75 million design phase. It is imperative to start the design in order to remain on budget. If construction does **not** start by 2017 costs are expected to increase by \$2.5 Million per month.

Partners

The 75th St. CIP Project Team includes the Illinois Department of Transportation (IDOT), the Federal Highway Administration (FHWA), the Chicago Department of Transportation (CDOT) and the Association of American Railroads (AAR) with Amtrak and Metra.

Project Benefits

- Decreased train idling and improved air quality in the surrounding neighborhoods
- Replacement or rehabilitation of 36 viaducts serving nearby neighborhoods, improving mobility, safety, and security
- Increased capacity at Union Station by shifting some Metra commuter rail service to another downtown terminal
- Elimination of a rail/roadway grade crossing, reducing congestion and improving safety for motorists and pedestrians
- Removal of conflicts between freight and commuter trains, eliminating 18,500 annual passenger hours of delay and increasing train reliability, speed, and capacity



CREATE Finance Committee

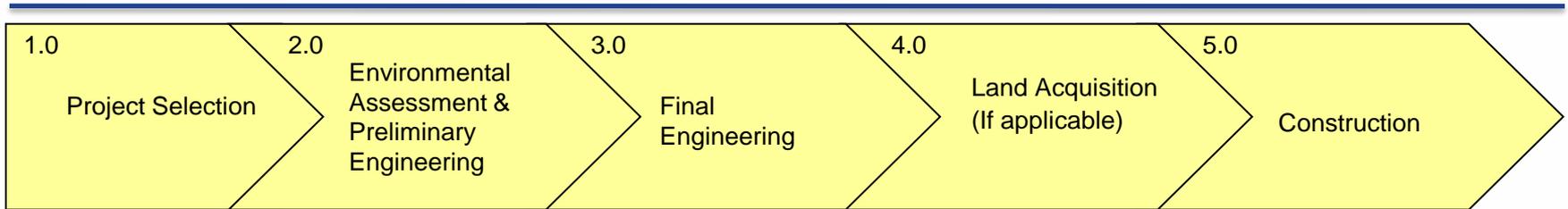
Composition

- IDOT, CDOT
- BNSF, CN, CP, CSX, NS UP, Metra, Amtrak, BRC, IHB, CTCO, AAR
- Co-Chairs – Railroad (1) and Public (1)

Roles and Responsibilities

- Investigate and seek funding opportunities
- Monitor project cost estimates versus actual expenditures
- Track funding sources for each project

Project Stages



6.0 Program Management

Environmental

- ECAD or EIS (SPEED Process)
 - ESR Limits
 - Special Waste, Noise & Vibration, Other
- Environmental Commitment
- Environmental Approval

Preliminary Engr. (~30%)

- Scope Review
- Preliminary Design of Track, Signal, Civil & Structures Initial Geometrics
- Schematics & Initial Geometrics
- Right of Way & Utility
- Schedule & Budget/Estimate
- Design Approval

Final Engr. (Remaining 70%)

- Scope Review
- State Rail Agreement for Design & Fund Obligation
- RFP & Award Option
- Environmental
 - PS&E & PSI
- Schedule & Budget / Estimate
- Final Geometric
 - Final Design of Track, Signal, Civil & Structures
 - Detail Construction Plans & Specifications
- Soil Analysis
- Segment, Staging, Sequencing and Track Outage Windows
- Rail Agreement for Design & Fund Obligation

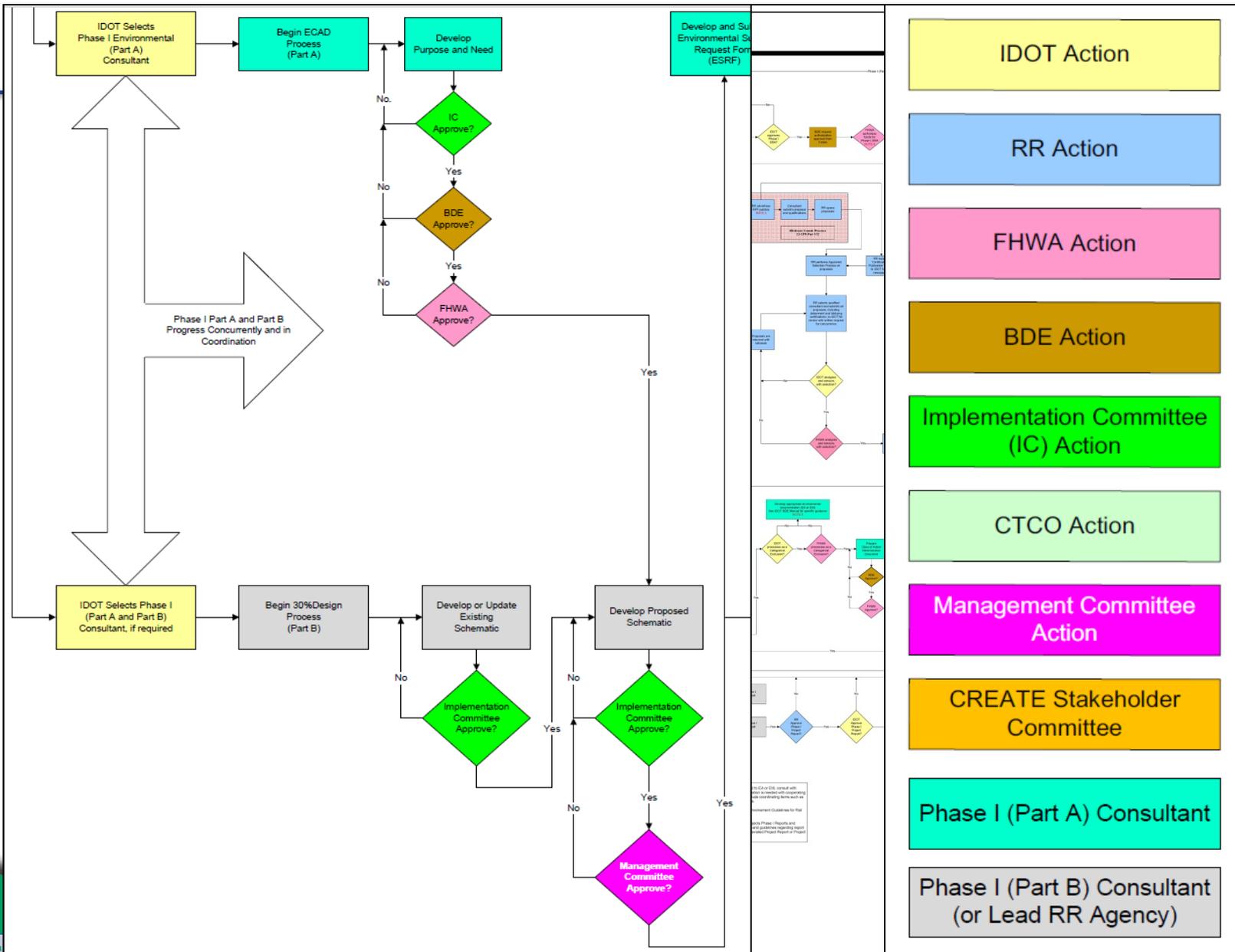
Land Acquisition

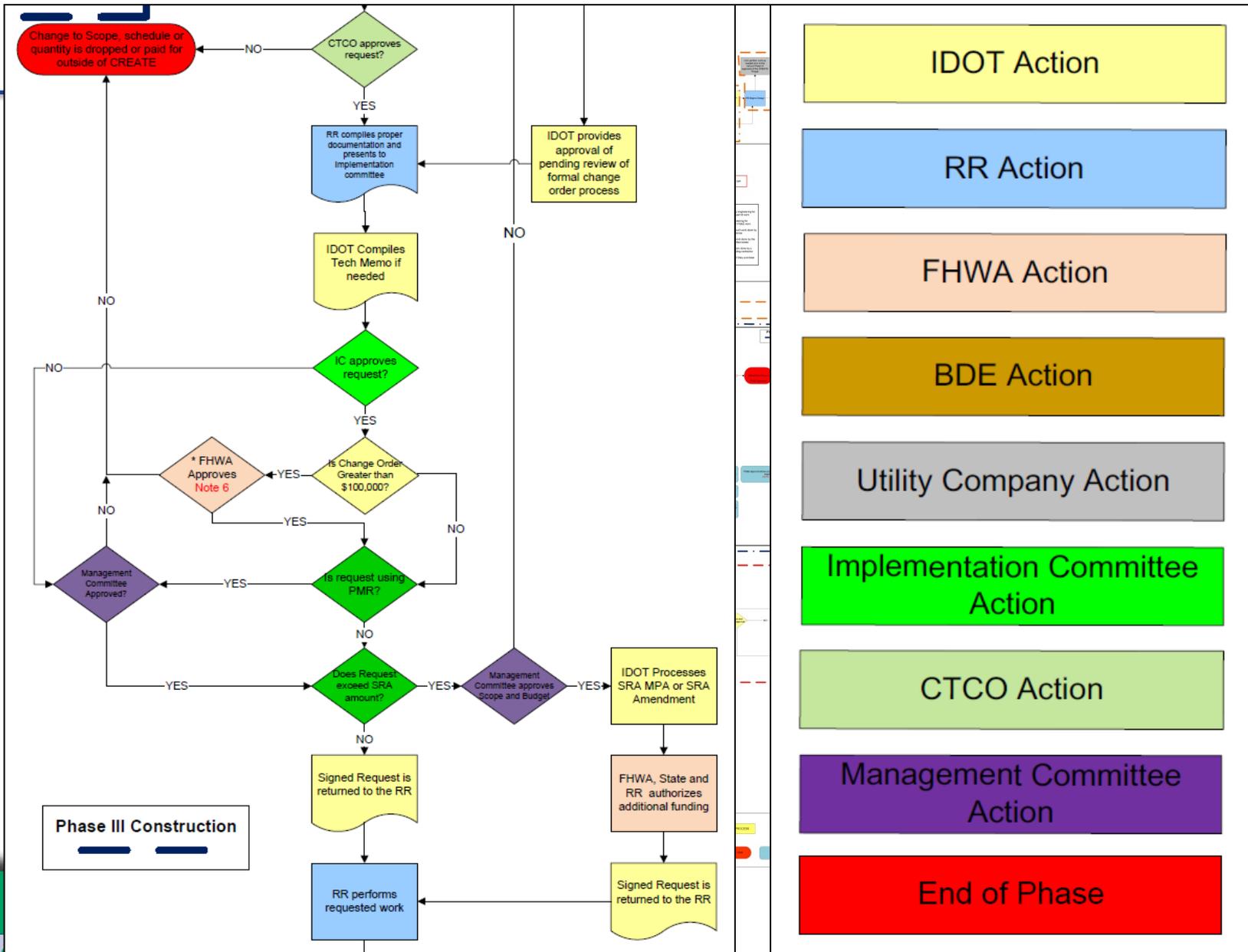
- State Rail Agreement for Land Acquisition & Fund Obligation
- Uniform Act
- Schedule & Budget / Estimate
- Relocation
- Acquisition

Construction

- State Rail Agreement for Construction & Obligation
- Bids and Award
- Contracts
- Force Account
- Procurement
- Public Information, Permits
- Operations Coordination (CTCO)
- Construction Management
- Civil, Structures, Track and Signal Construction
- Invoicing & De-obligation
- State and Federal Audit
- Construction Audit

7.0 Advocacy Management





MAJOR PROJECTS

Englewood Flyover (P1)

Before 2011



After October 2014





P1

Completion of first flyover structure

130th & Torrence & Norfolk Southern Grade Separation (GS15a)



Union Pacific Third Mainline (B2)

- Location: Melrose Park, IL
- 60 freight trains & 59 Union Pacific Metra trains affected
- Actions
 - Constructed 3.5-mile third main track on UP Geneva Subdivision
 - Constructed railroad bridge over Addison Creek
 - Constructed flyover connection from the Indiana Harbor Belt to the UP
 - Control points reconfigured
 - Track between the UP and IHB upgraded
 - The Metra Berkeley and Bellwood passenger stations improved; pedestrian underpasses constructed



Before



After

Union Pacific Third Mainline (B2)

- **Benefits**
 - Freight trains have additional track during Metra rush hour to avoid standing delays of 3 to 4 hours
 - Metra trains can operate unimpeded on two main tracks
 - Pedestrian underpasses at the Bellwood and Berkeley Metra stations facilitate safe and efficient movement of commuters
- **Status: Completed Sept 2013**



New UP 3rd Mainline connection to IHB

WA3, WA2, WA7 & WA4 Ash St. signals near 31st St.



WA4 BNSF Connection – Western Avenue to Ash Street



Ship Canal South Approach spans



Ship Canal South Approach finished

75th Street CIP

Improve mobility for:

Rail passengers



Freight traffic

Motorists



75th Street Benefits

- Decrease train idling & improve air quality
- Replace/Rehab 36 viaducts
 - Improves mobility, safety & security
- Increase capacity at Union Station
 - Shift to another downtown terminal
- Eliminate rail/roadway grade crossing
 - Reducing congestion
 - Improving safety
- Remove freight/commuter train conflicts
 - Eliminating 18,500 annual passenger hours of delay
 - Increasing freight and passenger train reliability, speed & capacity



Forest Hill diamonds of CSX, BRC, NS & Metra

75th St. CIP – Existing Conditions

Existing Conditions

Forest Hill Junction & 71st Street Grade Crossing

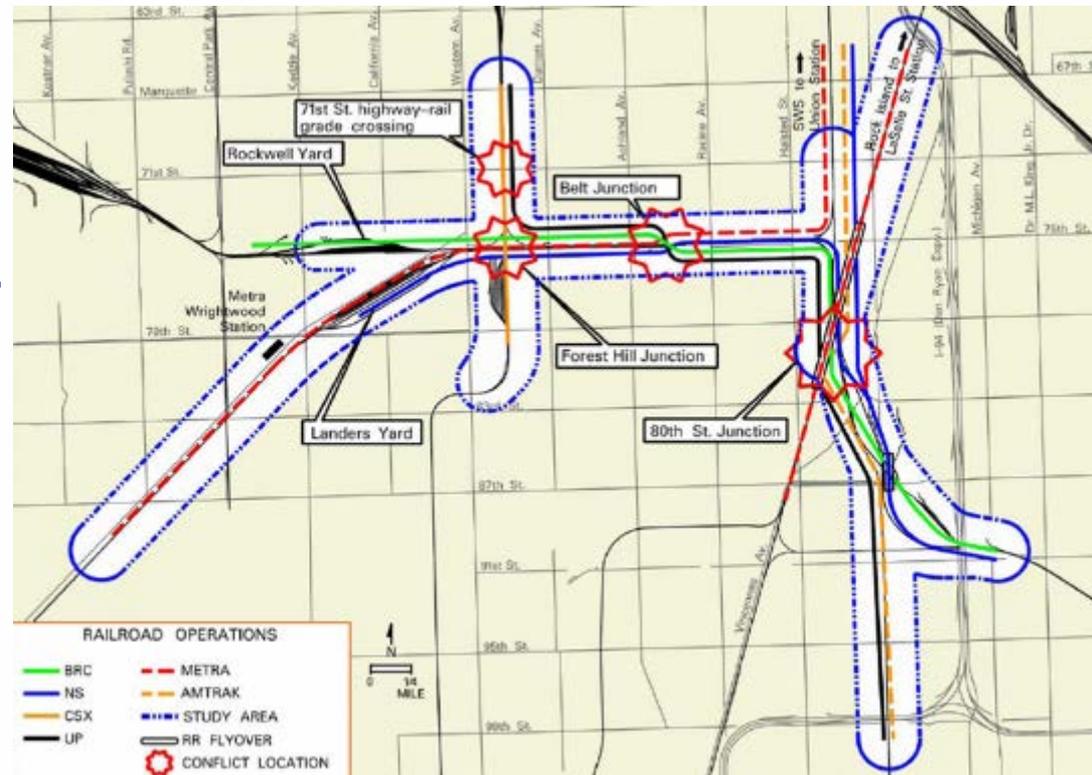
- North-south CSX tracks cross east-west tracks of three other railroads and one city street

Belt Junction

- Five tracks cross paths and converge into two tracks
- Multiple freight & passenger routes cross paths

80th Street Junction

- Six tracks cross paths and converge into two tracks



Next Steps

- Secure funding for 75th St. CIP
- Complete remaining Rail Corridor Projects
- Complete remaining Passenger-Freight Rail Flyover Projects
- Complete remaining Grade Separation Projects
- Continue cooperation and integration with Midwest High Speed Rail initiatives

Contact Us



info@createprogram.org

www.createprogram.org

