A Multi-Modal PPP for Freight Rail, Passenger Rail and Highways

A Project of National and Regional Significance

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Presentation Outline

• Chicago – Program Setting
• Program Benefits
• Funding
• Project Management Processes
• Status
Chicago Rail Infrastructure

- 16,000 Acres
- 78 Yards, Including 21 Intermodal (rail-truck)
- 2800 Route-miles of Track
- 12 Commuter Rail Routes
- 1100 Viaducts and Bridges
- Intersects Roadways at Many Locations
Chicago Rail Operations

2008 Daily Activity

• 1300 Trains
  • 500 Freight
  • 800 Passenger

• 37,500 Rail Cars Processed

• 20,000 Trucks Through Intermodal Gates
Chicago
The Nation’s Transportation Hub

• World’s 3rd Busiest Intermodal Hub

• One Third of All Freight Rail Traffic Converges on Chicago daily

• Chicago’s Rail Network is a Key Part of National, Regional and Local Economy

• Over the Next 20 years, Freight Rail Volume in Chicago will Increase by 80%
Railroad Network in North America
Problems With The Hub

- Rail travel time – West Coast to Chicago – (2 -3 days)
- Rail travel time through Chicago – 2 days
- At-grade crossings blocked for one hour+ each day
- Lack of Capacity Now – Intolerable in Future
Developing The Solution

Chicago Transportation Coordination Office

CTCO

BNSF
CN
CSX

UNION PACIFIC

INDIANA HARBOR BELT

Metra

NS
CREATE Partnership

Illinois Department of Transportation

BNSF
Burlington Northern Santa Fe

CN

DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

CSX

UNION PACIFIC

AMTRAK

INDIANA HARBOUR BELT

Metra

THE BELT RAILWAY CO. OF CHICAGO
Objectives

• Improve the Efficiency and Reliability of Local and National Passenger and Freight Rail Service in and through the Chicago Region

• Reduce Motorist, Passenger Rail and Freight Rail Delays to Travel In and Through the Chicago Region

• Reduce Highway and Rail Traffic Congestion
Objectives

• Improve Rail-Highway Grade Crossing Safety in the Chicago Region

• Provide International, National, Regional and Local Economic Benefits

• Provide Environmental Benefits for the Chicago Region

• Provide National, Regional and Local Energy Benefits
Strategies

- Eliminate Conflict Points
  - Highway-Rail Grade Separations
  - Passenger-Freight Grade Separations
  - Increase Velocity and Flow
- Connect Existing Rail Corridors More Effectively
- Modernize and Increase Rail Capacity
- Remove Rail Operations from the Lakefront
CREATE Program

- 1 Passenger and 4 Freight Corridors
- 6 Passenger – Freight Grade Separations
- 25 Highway-Rail Grade Separations
- Grade Crossing Safety Enhancements
- Extensive track, signal and switch replacement
- 50 Miles of New Track
25 Road/ Rail Grade Separations

6 Chicago Emergency Crossings
Stronger Regional and National Economies

- $10 Billion Reduction in Highway Needs and User Costs Over 20 Years

- Public Benefits to the Chicago Region
  - $595 Million Related to Motorists, Rail Passengers and Safety
  - $1.1 Billion Related to Air Quality Improvements
  - $2.2 Billion Related to Construction
A Better Quality of Life For Northeastern Illinois

- Reduce Motorist Delay at Rail-Highway Crossings by 3,000 Hours Per Day
- Eliminate Crashes and Injuries at 25 Rail-Highway Crossings
- Police and Fire Emergency Response Time Improved
- Reduce Traffic Congestion on Highways
## Funding

- **Total Program** $2.6 Billion

<table>
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<tr>
<th>Source</th>
<th>Amount</th>
<th>Source Type</th>
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<tbody>
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<td>Federal</td>
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<td>Private sources</td>
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<td>Illinois</td>
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<td>Bonding Program</td>
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<td>Chicago</td>
<td>$30 Million</td>
<td>Existing Sources</td>
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</table>
Public Involvement

• CREATE Program Development
  • Federal, State and Local Elected Officials
  • Civic, Public Interest, Business Associations, and Engineering Societies

• CREATE Program Environmental Document
  • Elected Officials and Public Meetings

• CREATE Project Environmental Documents
  • Elected Officials and Public Meetings
Environmental Processing Innovations

- Non-EIS Tiered Environmental Process (SPEED)
- Noise and Vibration Procedures for Freight Rail
- Special Waste Investigations on Rail Property
- CREATE Processes and Procedures (on-going)
Project Management Process

PHASE I
Environmental
(contract "P" costs)

Part A
ECAD
EA
EIS
PESA
PSI or [PSI waiver]

PHASE II
Plans,
Specifications & Estimates (PS&E)
(contract "D" costs)
ROW
(contract "R" costs)

Part B
(30% engineering+/-)
Schematics,
Initial Geometrics,
ROW exhibits,
Preliminary TS&L, etc.

ROW Purchase
as it applies to
Phase III
segment

PHASE III
Procurement &
Construction
(contract "C" costs)

Signal Segment*
Bidding (if applicable)
& Construction

Track Segment*
Bidding (if applicable)
& Construction

Bridge Segment*
Bidding (if applicable)
& Construction

DBE Participation
Encouraged for
all contracted services

DBE Participation
Encouraged for all
bid packages

* Force Account Package/Biddable Package
including Engineers Estimate
Not mandatory to break into segments
<table>
<thead>
<tr>
<th>Project</th>
<th>Freight Railroad Projects</th>
<th>Passenger Projects</th>
<th>Highway Grade Separation Projects</th>
<th>Project Totals</th>
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<td>25</td>
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- **Additional Information:**

  - [http://www.createprogram.org](http://www.createprogram.org)