



2023 | EXECUTIVE SUMMARY

Illinois

STATE RAIL PLAN



Introduction

The 2023 Illinois State Rail Plan (Rail Plan) is an update of the prior Illinois State Rail Plan that was completed in 2017.

The Rail Plan describes

- the current condition of the Illinois rail network and performance of rail services in the state
- trends that will impact rail in the future
- the state's vision for the future Illinois rail network and services
- strategies and investments that will help the State of Illinois to realize that vision

The Rail Plan is consistent with the federal rail plan requirements from the 2008 Passenger Rail Investment and Improvement Act, the Federal Railroad Administration State Rail Plan Guidance of 2013

The Rail Plan has been coordinated with the:

- Illinois 2023 State Freight Plan
- Illinois 2021 Grade Crossing Safety and Trespass Prevention Action Plan
- Illinois Rail Needs Assessment

Modes Covered by the Rail Plan

The Rail Plan covers rail services provided on the U.S. national rail system, including freight rail, intercity passenger rail (provided by Amtrak in Illinois), and commuter rail (provided by Metra and NICTD in Illinois). Excluded are rail transit services that rely on their own separate rights-of-way.

Illinois Rail Needs Assessment

Illinois Rail Needs Assessment (ILRNA) was completed to provide input to the Rail Plan. To identify key issues impacting freight and passenger rail visions, the ILRNA conducted the following:



Stakeholder Outreach

Feedback from Stakeholders was solicited to identify needs and projects and policies to fulfill those needs by conducting meetings and other outreach with railroads, shippers, public agencies and the public.



Illinois Rail Network Overview and System Inventory

Using data from the Stakeholder Outreach effort and public sources, the existing conditions and overarching needs of the state rail network were identified and analyzed.



Featured Projects

To illustrate potential solutions to the diverse needs of the Illinois rail network 50 Featured Projects were selected from the list of proposed projects identified during the Stakeholder Outreach effort.



Revenue Sources and Funding Strategy

To guide future conversations on implementing proposed projects and to identify unfulfilled funding needs, existing local, state and federal programs for rail infrastructure that were identified.



Freight Rail

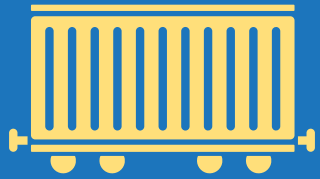


Intercity Passenger Rail



Commuter Rail





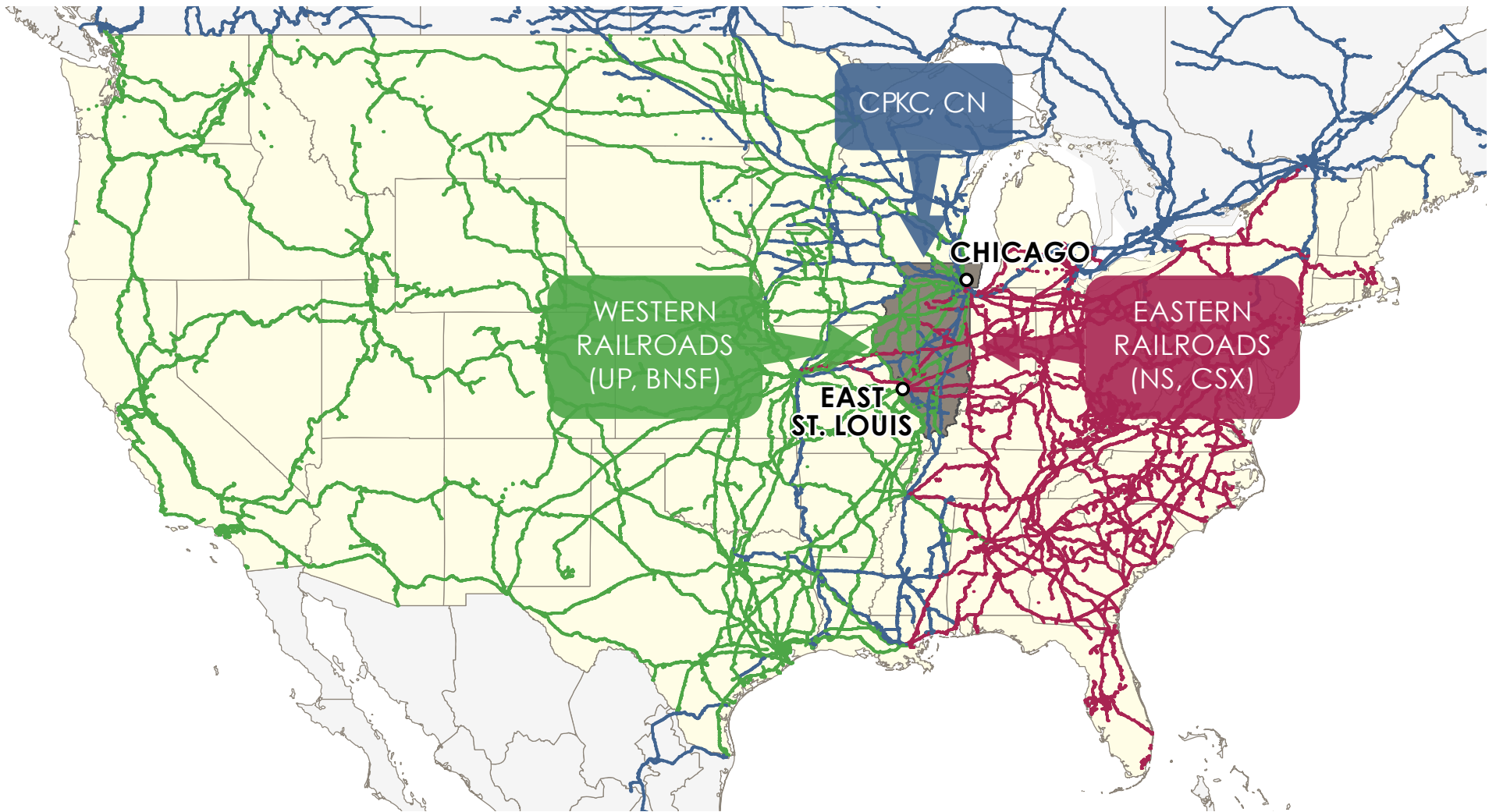
Freight Rail





Illinois Serves as a Hub to the U.S. Freight Rail Network

Chicago and East St. Louis are primary gateways for rail traffic to interchange between railroads from different parts of North America. Eastern railroads (NS and CSX) western U.S. (UP and BNSF), CN, CPKCS also converge with other Class I carriers in Illinois.





Illinois Freight Rail Lines

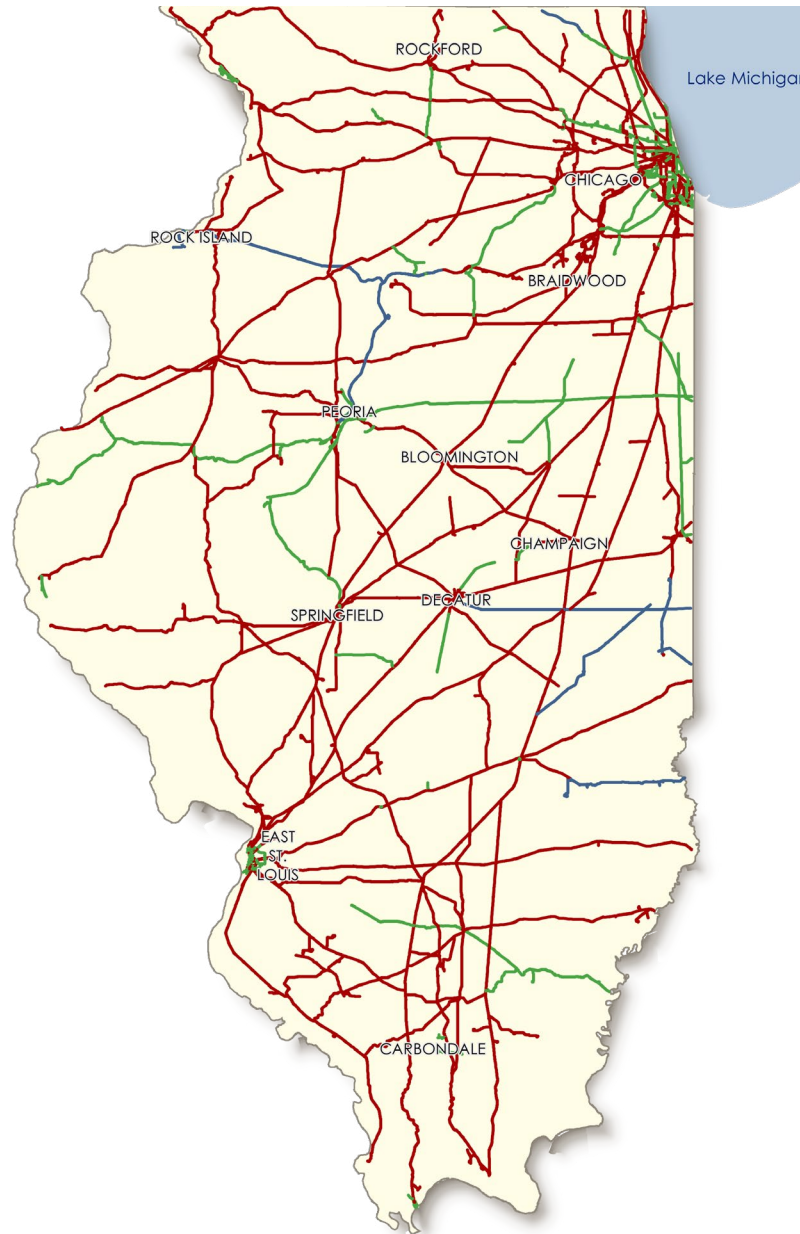
At **6,747 miles**, Illinois has the second largest rail network in the nation. Private freight railroads own and operate **all but 197 miles that are owned and operated by Chicago-area commuter rail agencies**. Some of the rail lines owned by freight railroads are also used by intercity passenger/commuter trains.

- **All North American Class I railroads operate in Illinois (6 total)**

Class I railroads, which have operating revenues **over \$505 million, focus on long-distance**, line-haul freight service, providing connections across the United States, Canada, and Mexico. **Class I railroads operate 79% of Illinois rail miles.**

Railroad Classification

- Class I
- Regional
- Short Line



- **Four Regional Railroads (Class II)**

These railroads earn annual revenues over \$40 million but under the Class I threshold. They connect regions within Illinois or connect Illinois to adjacent states. **Regional railroads operate 5% of Illinois rail mileage.**

- **45 Short Line Railroads (Class III)**

Short line railroads focus on “last-mile” service, providing a connection for Illinois businesses to the rail transportation network, often on rail lines with inadequate freight volume to support service by a Class I railroad. Class III railroads can also provide switching (movements of railcars) for other carriers. **Short line railroads operate 16% of the Illinois rail network.**



Illinois Rail Freight Lines

Within Illinois are multiple types of multimodal facilities

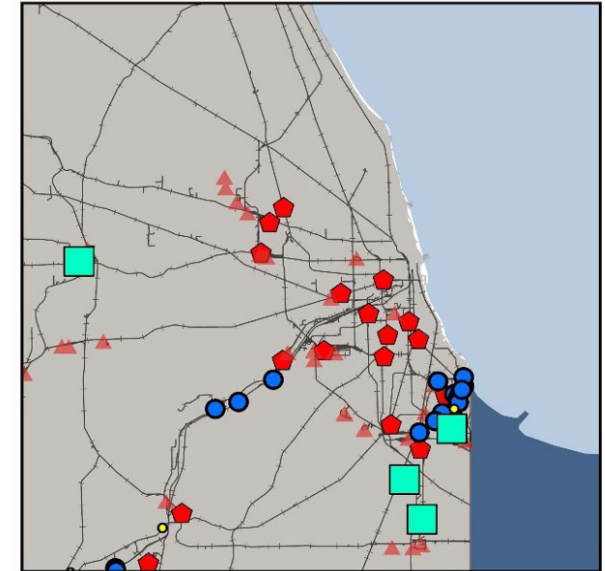
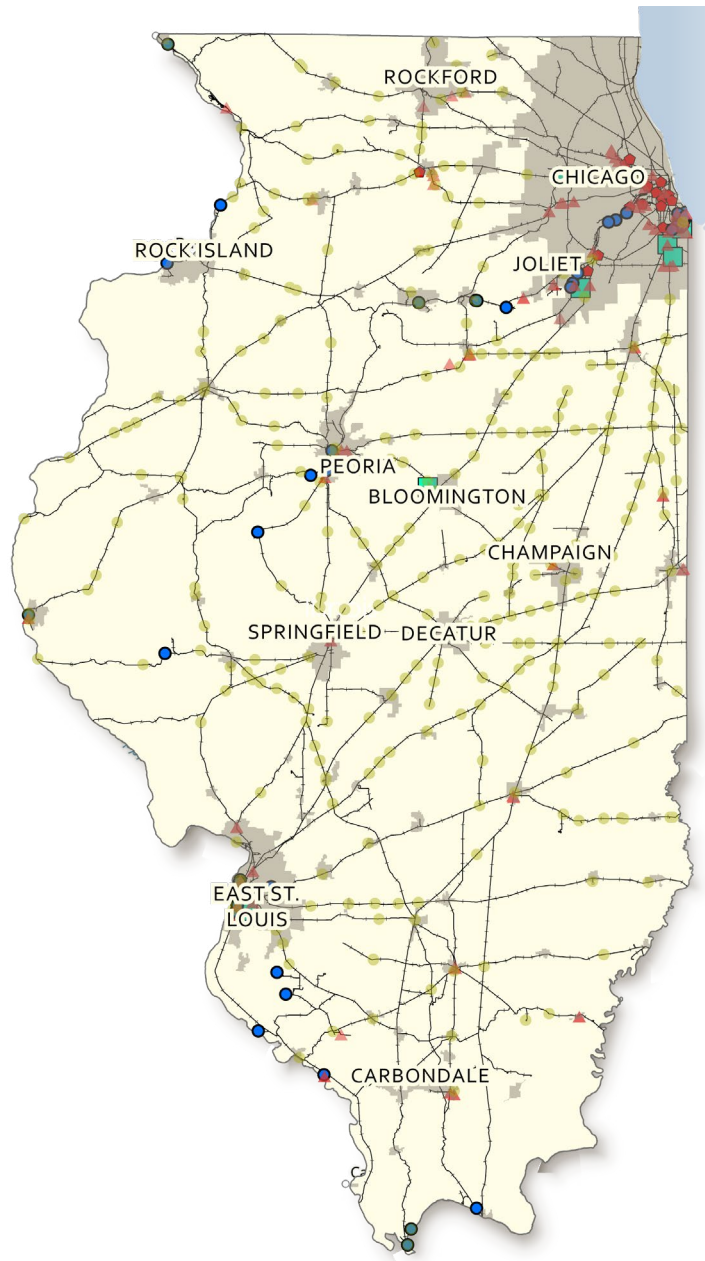
Intermodal terminals are locations where containers and trailers are lifted on and off railcars. Illinois is the nation's intermodal hub with **23 facilities operating in the state.**

Rail-served port terminals are marine facilities that are also served by rail.

Automotive ramps are either assembly plants where automobiles are loaded onto railcars or regional distribution centers where automobiles are transferred from train to truck for regional distribution.

Grain elevators are frequently rail served and can load grain into railcars.

Transload facilities enable the transfer of freight between truck and rail and do not fall within one of the other categories



Rail Served Terminals

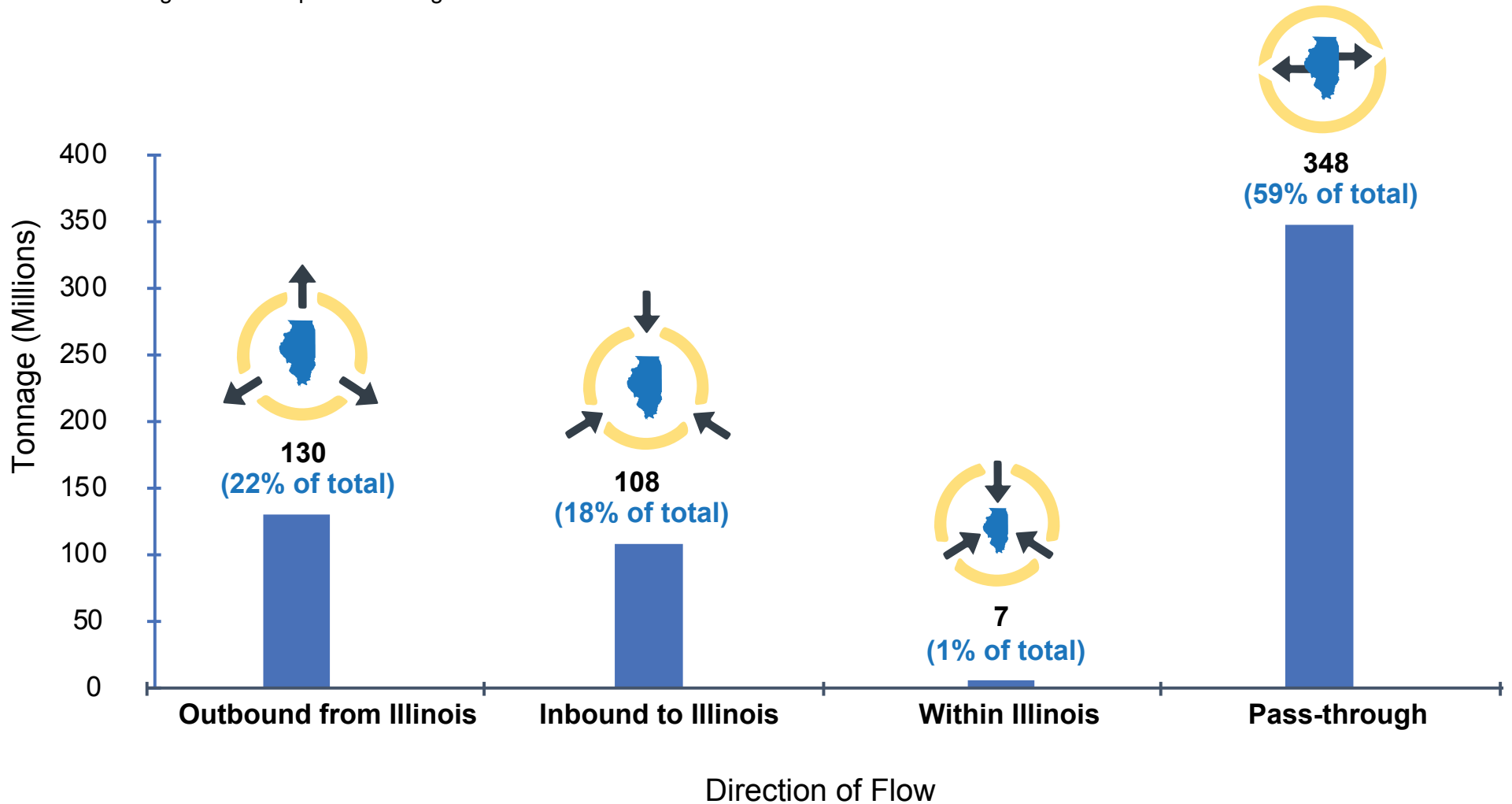
- Illinois Rail Network
- Port Terminal
- Automotive Facility
- ◆ Intermodal Terminal
- ▲ Transload Facility
- Grain Elevator



Freight Flows on Illinois Rail Network

Illinois Rail Traffic by Direction

Most freight rail traffic passes through Illinois between other states

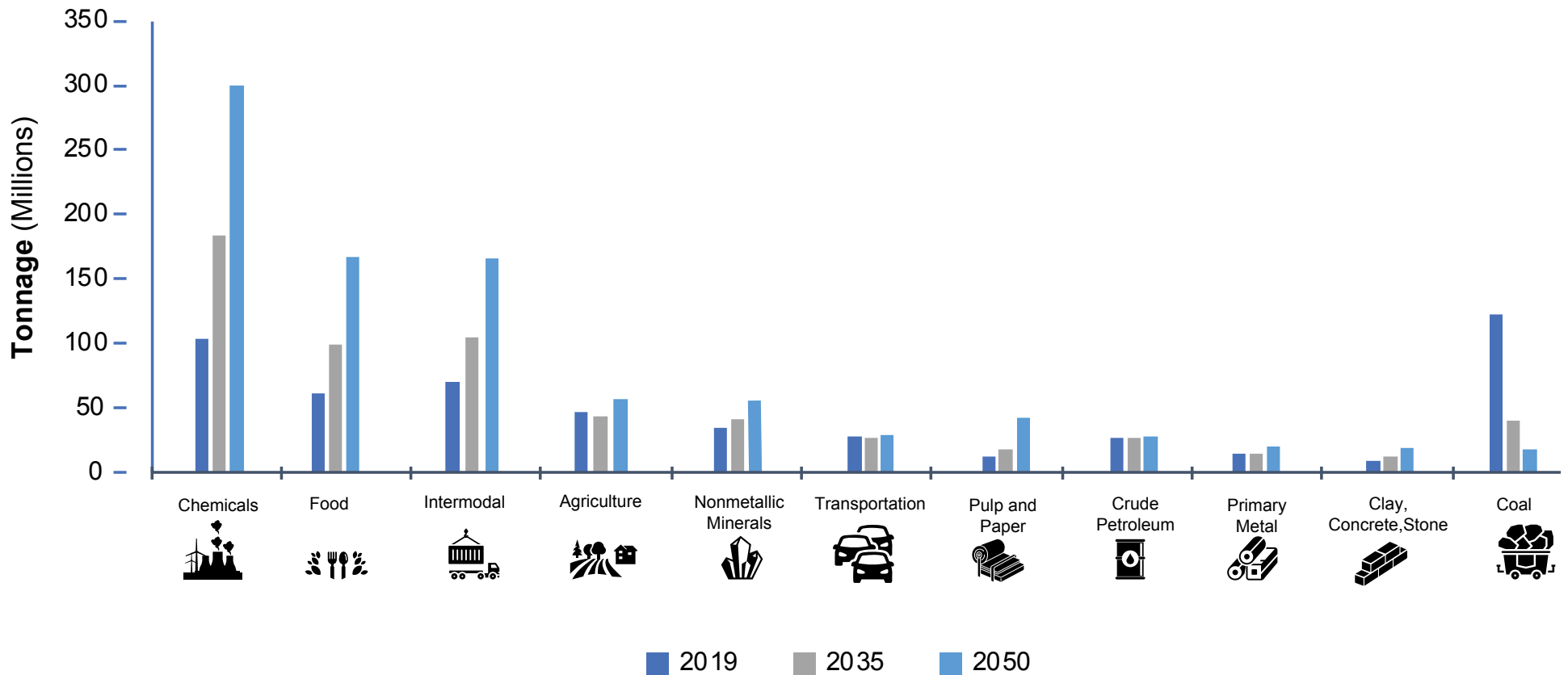




Freight Flows on Illinois Rail Network

Forecast Illinois Rail Traffic by Commodity

Freight rail volumes of chemicals, food, and intermodal are expected to grow significantly, while coal volumes are expected to decline in the future

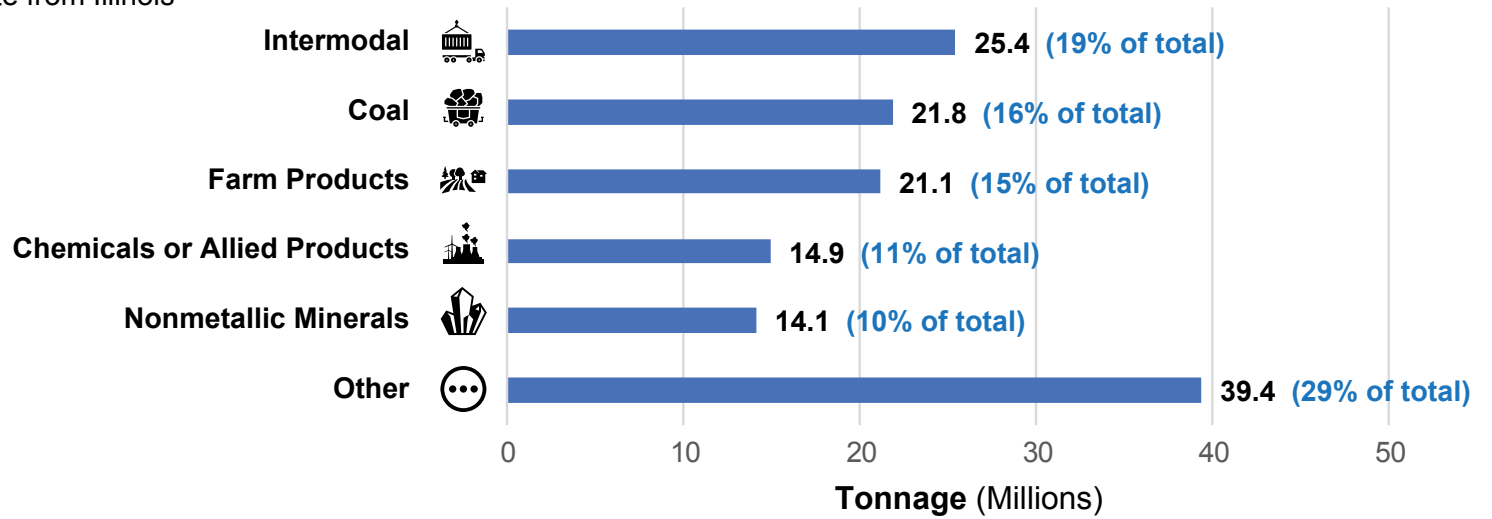
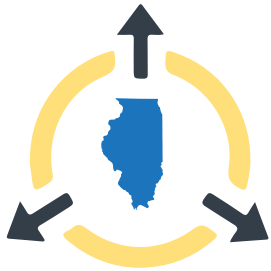




Freight Flows on Illinois Rail Network

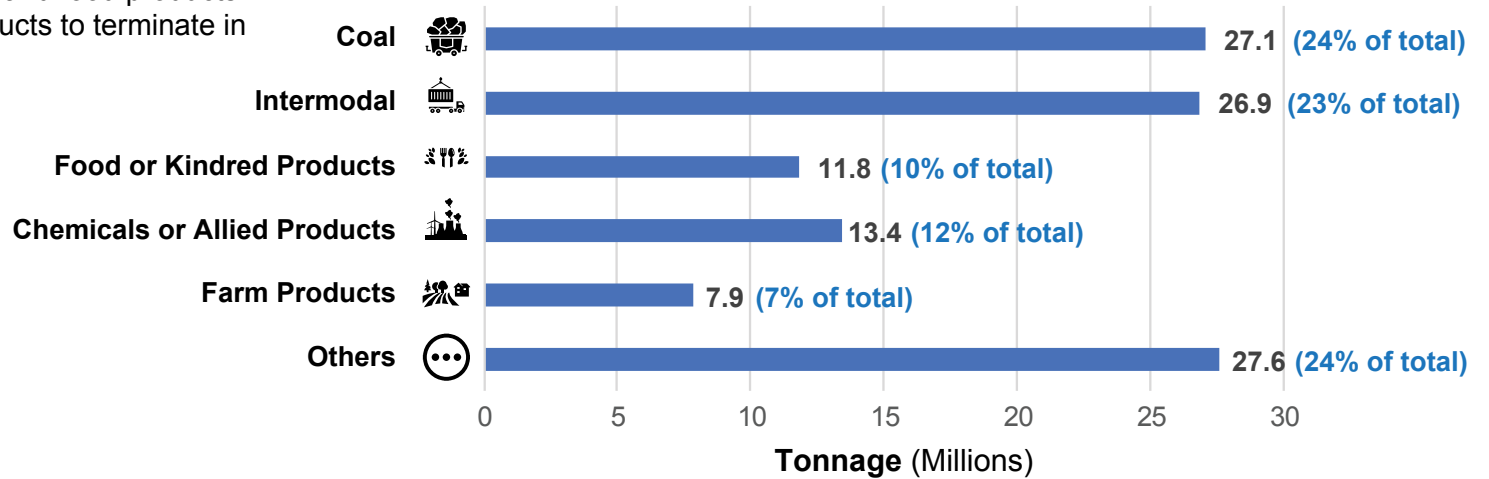
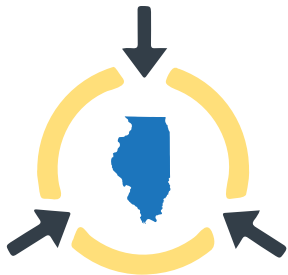
2019 Tons Originating from Illinois

Intermodal, coal, and farm products are the highest volume products to originate from Illinois



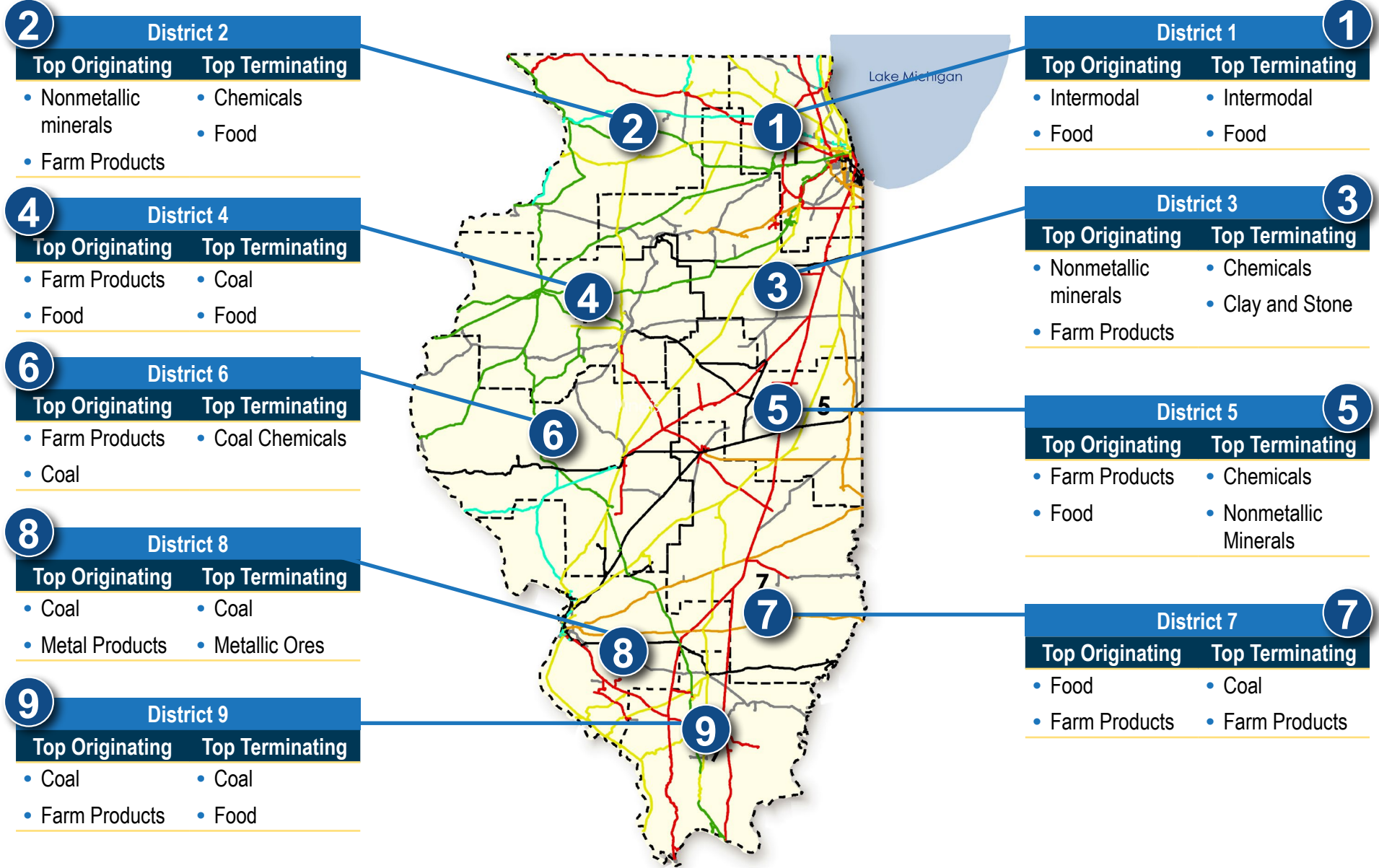
2019 Tons Terminating in Illinois

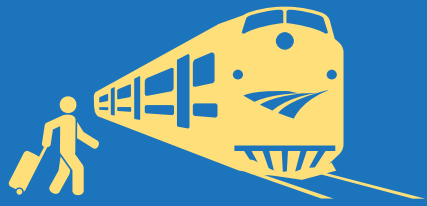
Coal, intermodal, chemicals and food products are the highest volume products to terminate in Illinois





Top Commodities Originating or Terminating by Rail Vary by Location in Illinois





Passenger Rail





Illinois Serves as a Hub to the U.S. Passenger Rail Network

Illinois similarly provides a hub role for the U.S. intercity passenger rail network so that Amtrak routes within or that pass through the Midwest, originate, terminate, or pass through Chicago.



Amtrak Routes that Begin, End, or Pass Through Chicago



Illinois Intercity Passenger Rail Network

Illinois State-Supported

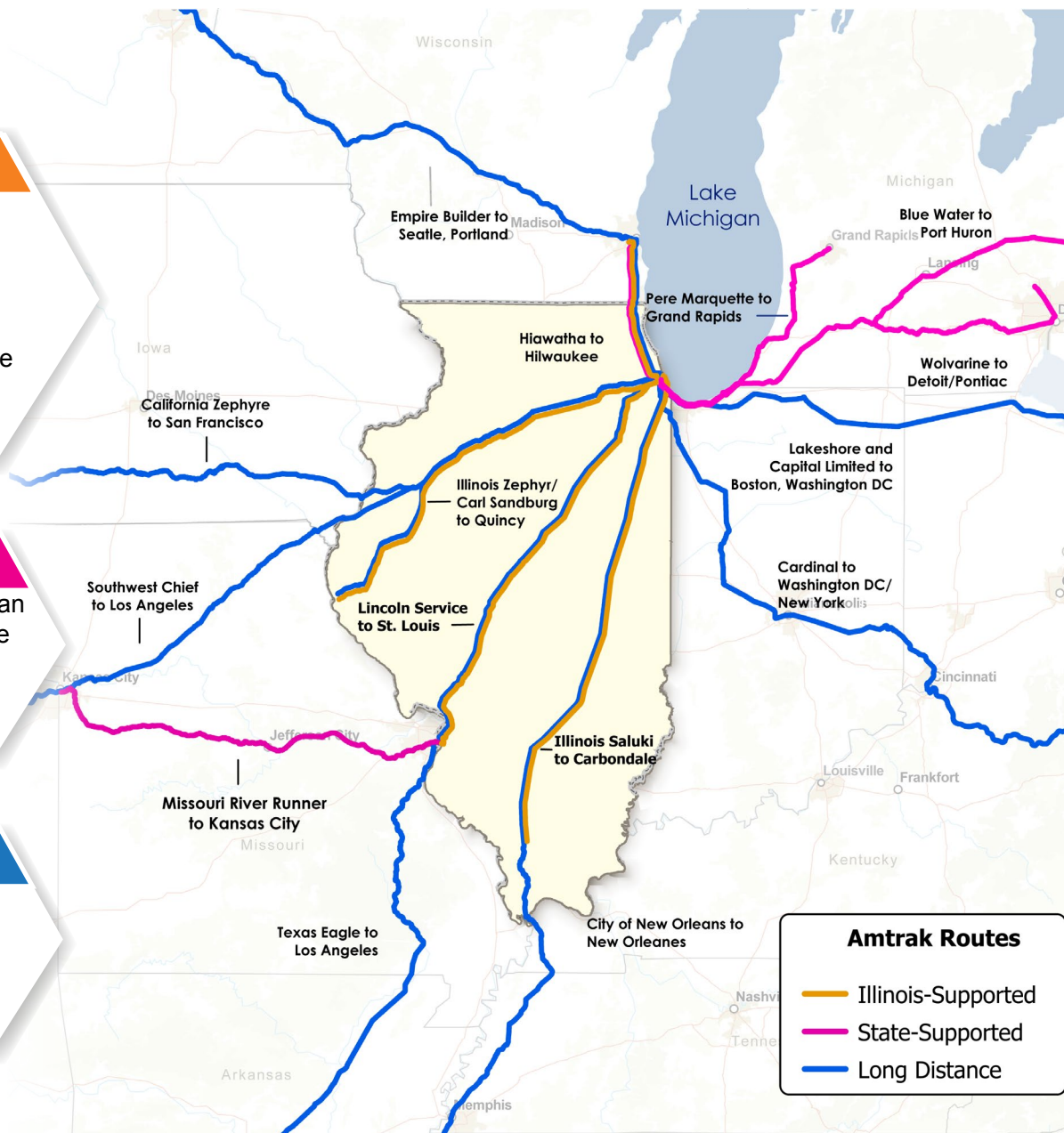
Illinois pays capital and operating subsidies to provide service for the Lincoln (Chicago – St. Louis), Illinois Zephyr/Carl Sandburg (Chicago – Quincy), Illini/Saluki (Chicago to Carbondale). In addition, Wisconsin and Illinois support the Hiawatha service (Chicago – Milwaukee). Lincoln service is 4 round trips daily, and the Hiawatha is 7 round trips daily. The remaining services are 1 round trip daily.

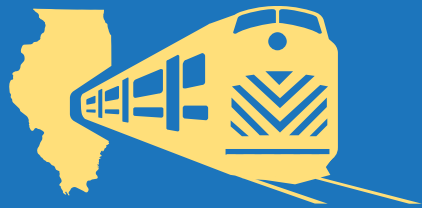
Other State-Supported

Missouri supports the River Runner service, and Michigan supports the Pere Marquette, Blue Water, and Wolverine services. The Wolverine is 3 daily round trips, while the other services are daily round trips.

Long Distance Routes

Long-distance routes are over 750 miles, and their operating subsidies are covered by the federal government. These services have daily round trips, except for the Cardinal, which is 3 days per week.



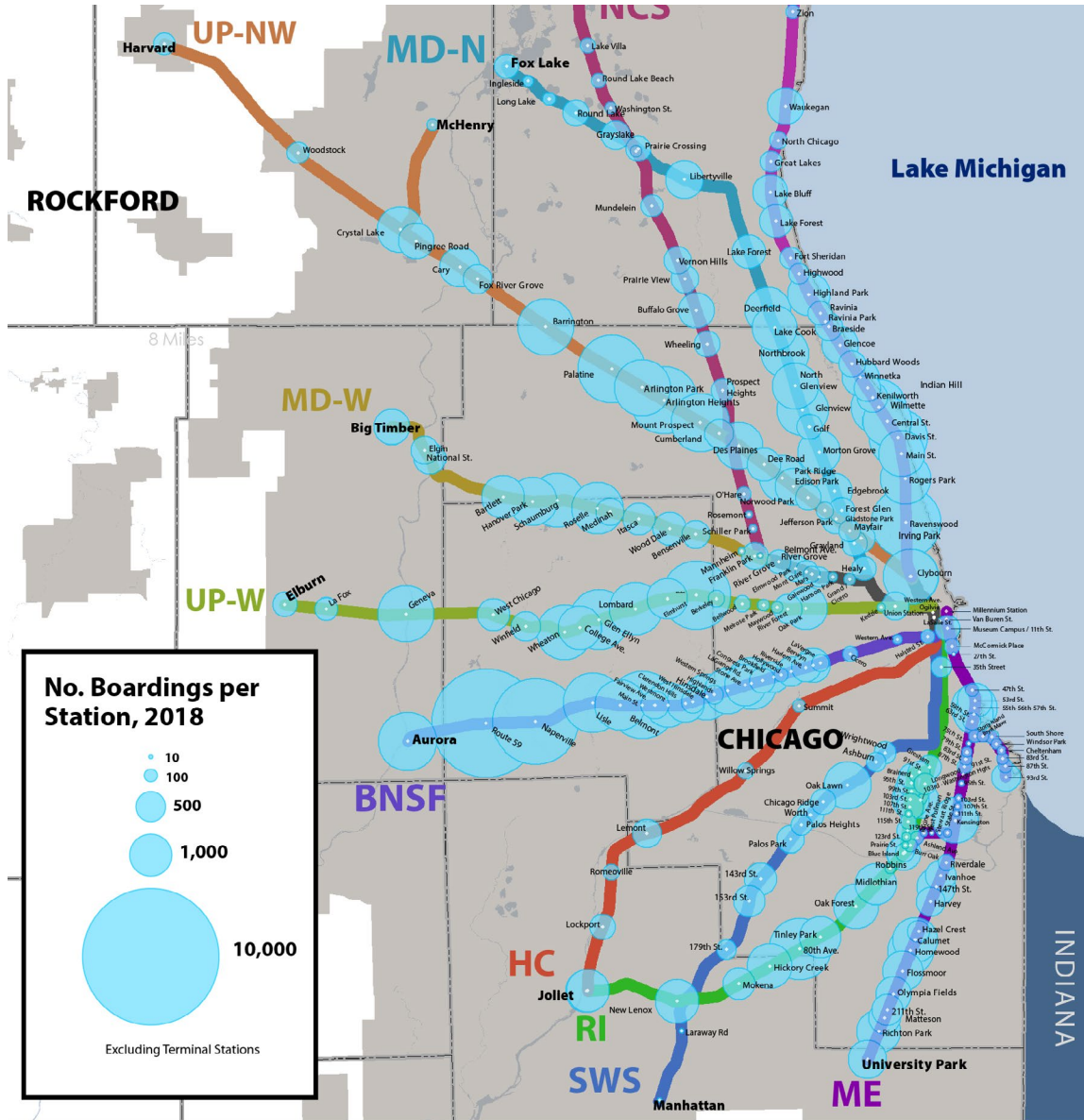


Commuter Rail





Metra and the NICTD provide commuter rail service within Illinois



- Metra manages commuter rail operations to stations in Illinois with the exception of Hegewisch Station, which NICTD manages.
- The Metra system consists of

11 Commuter lines radiating from Chicago

488 Route Miles

242 Stations

- As of 2024 Metra operates each line on its system except for 1 which is operated by BNSF





Summary of Commuter Rail Lines in Illinois

Line Operator/Line Name	Terminals	Route Length (mi)	No. of Stations	Weekday Trains (2019/2021)	Annual Passenger Trips, in millions (2019/2021)	Operating, Ownership, Dispatching Arrangements
Union Pacific – North Line (UP-N)	Chicago – Kenosha, WI	51.6	26	70/74	8.55/2.0	UP owned, dispatched, Metra operated
Milwaukee District – North (MD-N)	Chicago – Fox Lake	49.5	22	63/38	6.55/1.1	Metra owned/leased, operated – dispatched by CPKC
North Central Service (NCS)	Chicago – Antioch	52.8	18	20/12	1.58/0.1	Metra owned/leased, operated – dispatched by CN
Union Pacific – Northwest Line (UP-NW)	Chicago – Harvard	Main: 63.1; McHenry: 7.4	23	65/45	10.38/2.0	UP owned, dispatched, Metra operated
Milwaukee District – West (MD-W)	Chicago – Elgin	39.8	22	58/40	5.90/1.1	Metra owned/leased, operated – dispatched by CPKC
Union Pacific – West (UP-W)	Chicago – Elburn	43.6	18	59/40	7.88/1.5	UP owned, dispatched, Metra operated
BNSF	Chicago – Aurora	37.5	26	97/86	15.50/2.5	Operated by BNSF (purchase-of-service agreement)
Heritage Corridor (HC)	Chicago – Joliet	37.2	7	7/6	0.73/0.1	Metra owned/leased, operated – dispatched by CN
Southwest Service (SWS)	Chicago – Manhattan	40.8	12	30/12	2.36/0.3	Metra owned/leased, operated – dispatched by NS
Rock Island (RI)	Chicago – Joliet	Main: 40.0; Beverly: 6.6	26	68/80	7.34/1.7	Metra owned/leased, operated, and dispatched
Metra Electric (ME)	Chicago – University Park	ML: 31.5; SC: 4.7; BI: 4.4; Total: 40.6	47	153/125	7.20/1.8	Metra owned/leased, operated, and dispatched
South Shore (SS)	Chicago – South Bend, IN	89.9	19	43/43	3.28/0.1	NICTD operated over Metra and NICTD owned tracks

Identification of Illinois Rail Needs



Stakeholder Outreach

Stakeholder outreach to support this Rail Plan was conducted as part of the Illinois Rail Needs Assessment included the following:



Interviewed:

- 7**
Class I railroads
- 3**
passenger railroads
- 4**
regional railroads
- 31**
short line railroads



Virtual public meetings

- Online**
presentations
- Survey**
and comment areas
- 4,120**
visitors
- 996**
comments



Agency and Shipper Outreach

- 5 virtual**
listening sessions
- 8 one-on-one**
meetings
- MetroQuest**
Survey



Organizations included:






- State and local**
agencies and municipalities
- Metropolitan and regional**
planning organizations
- Economic development**
groups
- Shippers, trucking companies,**
and logistics providers



Stakeholder outreach was the primary means to identify issues, opportunities, and potential rail improvements

Illinois Rail Needs Assessment Project Categories

The Illinois Rail Needs Assessment Identified 234 Projects from Stakeholders and Evaluated these by Category to Select 50 “Presented Projects”

Project Category	Project in this Category	Typical Scope
 Freight Transload/Shipper Access	Expand or improve shipper access to the freight rail network.	<ul style="list-style-type: none"> • New or expanded rail-truck transload yards • Expanded railcar loading and unloading facilities • Competitive rail access spurs • Direct Industrial spurs to a shippers’ property
 Rail Capacity	Increase capacity, reduce train delays, and/or improve the operation fluidity of the rail network.	<ul style="list-style-type: none"> • New or expanded sidings • Rail-rail flyovers • Modernized signal and interlocking systems • Additional mainline tracks
 State of Good Repair	Ensure the long-term reliability, maintainability, safety, and viability of the rail network.	<ul style="list-style-type: none"> • Bridge rehabilitations and replacements • Mainline, siding, or yard track renewal • Flood mitigation • Station or locomotive rehabilitation
 Passenger Improvement	Expand or improve the commuter or intercity passenger rail network.	<ul style="list-style-type: none"> • Service extensions to new communities • Rolling stock or locomotive purchases • Capacity project primarily improving passenger train frequency, reliability, and/or travel times
 Safety/Grade Crossings	Address safety and operational issues at highway-rail grade crossings.	<ul style="list-style-type: none"> • Highway-rail grade separation • Warning device upgrades • Crossing closures

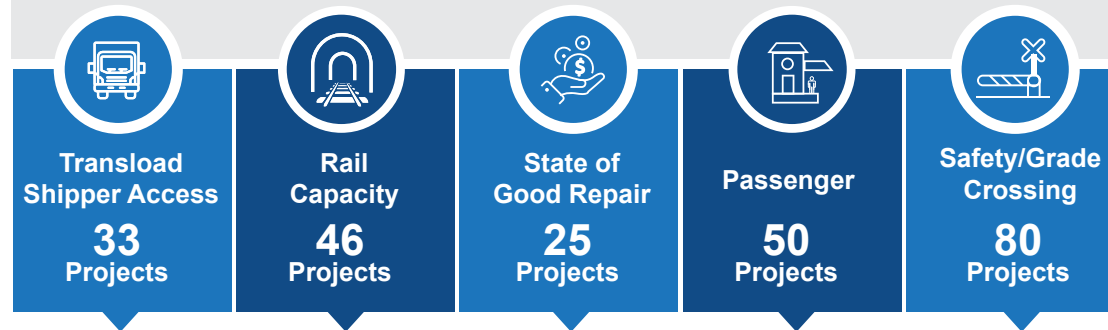
Projects were scored by a series of criteria that considered

- **Passenger and freight volumes**
- **Economic development, user benefits**
- **Rail corridor preservation impacts**
- **Safety**
- **Environmental impacts**
- **Environmental justice, project readiness**

Illinois Rail Needs Assessment Scoring Process

A tiered approach was used for project scoring so that successive rounds of project evaluation were used to narrow the list of presented projects to 50

234 Proposed Projects from Outreach Phase



TIER 1 SCORING

Economics, travel time, resiliency, environmental, project support



TIER 2 SCORING

Environmental justice (non-grade crossing projects) and ICC-identified criteria (grade crossing projects)




TIER 3 SCORING

IDOT and ICC reviews for consistency with existing state policies plans, programs, & priorities



50 Presented Projects


The CREATE Program is a public-private partnership between the U.S. DOT, IDOT, the City of Chicago, Cook County, all Class I railroads, Metra, and Amtrak. The program focuses on improving four primary corridors to better handle both passenger and freight traffic while reducing adverse community impacts. The following project types are included in the CREATE Program:



25 new roadway overpasses or underpasses at locations where traffic (auto, pedestrian, bicycle, bus) currently crosses railroad tracks at grade level




6 new rail overpasses or underpasses to separate train tracks




36 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 (integration of information from dispatch systems of all major railroads in the region into a single display)

70
CREATE
Program
projects

31 are complete 

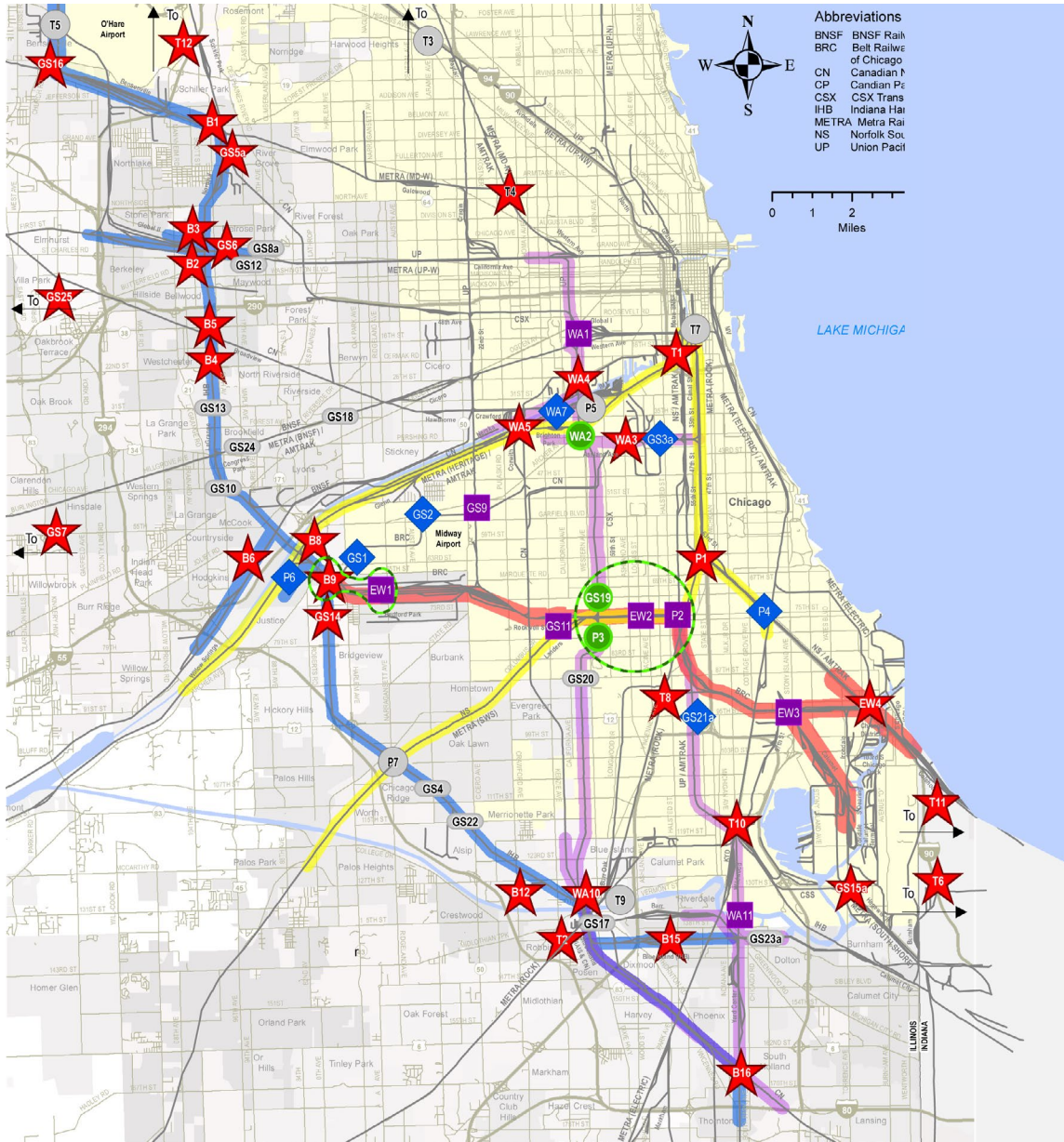
20 are in progress 

19 still require action 

Improved passenger rail access in Chicago was identified as a major priority for Amtrak (including new connection over the St. Charles Airline Bridge (pictured))



By J. Crocker, Attribution, <https://commons.wikimedia.org/w/index.php?curid=33031593>



25% of all freight trains in the U.S. pass through Chicago

500 freight trains pass through Chicago every day

+ plus a larger number of commuter and passenger trains

<https://www.createprogram.org/about-create/>

Project Status	CREATE Designated Corridors
Completed	P Passenger Corridors
IDOT Phase III - Construction	EW East-West Corrido
IDOT Phase II - Final Design	B Beltway Corridor
IDOT Phase I - Environmental + PE	WA Western Ave. Corridor
Future Rail Projects	Environmentally Linked Projects
Future Grade Separation Projects	Note: The first letter of a project indicates its Corridor. "T" projects are rail operations Towers. "GS" projects are highway-rail Grade Separations.



Freight Transload/Shipper Access Projects

Stakeholders identified **33 projects** that would improve freight shipper access to the railroad network, of which **10 were selected** as presented.

Montgomery Shipper Rail Access

Construction of new yard and spur tracks to expand rail access to new and existing industrial businesses in Montgomery.

Rochelle Agricultural Transload Facility Conversion

Conversion of an old frac sand transload facility to handle grain.

Rochelle Rail Access Expansion

Track extensions to serve a large new industrial development near Rochelle.

Rochelle Transload Center Expansion

Expansion of an existing rail-truck transload facility that handles intermodal containers and other commodities.

New Berlin Industrial Park

Construction of truck access infrastructure to facilitate development of a large industrial site served by two Class 1 railroads near Springfield.

I-57 Logistics Center Track Connection

Construction of a track connecting the Crab Orchard & Egyptian Railway to a new food distribution facility near Marion.



Greenleaf Transload Yard

Construction of a new rail-truck transload facility providing rail access to businesses near Chicago O'Hare airport.

O'Hare Industrial Parks Rail Access Reinstatement

Reconstruction of direct rail connections to industrial businesses near Chicago O'Hare airport.

Acme Site Redevelopment

Environmental remediation and industrial redevelopment of the Acme Coke Plant site in the Calumet area.

Dwight Industrial Mega-Site

Construction of truck access infrastructure to facilitate development of a large industrial site served by two Class 1 railroads.



Rail Capacity Projects

Stakeholders identified **46 rail capacity improvement projects**, of which **13 were selected** as presented projects. Generally, capacity projects increase the volume of freight and/or passenger rail traffic that can pass over the rail network. They also improve the reliability of the rail network, reducing instances of delay.

West Chicago Flyover

Construction of a rail-rail flyover eliminating train conflicts between two busy freight and passenger rail corridors in West Chicago.

A-2 Flyover

Construction of a rail-rail flyover eliminating train delays at the busiest junction on the Metra system.

Springfield Flyover

Construction of a rail-rail flyover eliminating train conflicts between freight trains and Chicago-St. Louis Amtrak trains south of Springfield.

Springfield Rail Improvements Projects

Consolidation of rail traffic through downtown Springfield to an improved 10th St corridor to improve safety, reliability, and capacity for both road users and trains.

Wood River Interlocking Reconstruction

Modernization of the existing rail interlocking to reduce delays for freight and Chicago-St. Louis Amtrak trains in Wood River.

(following on the right side of the map)

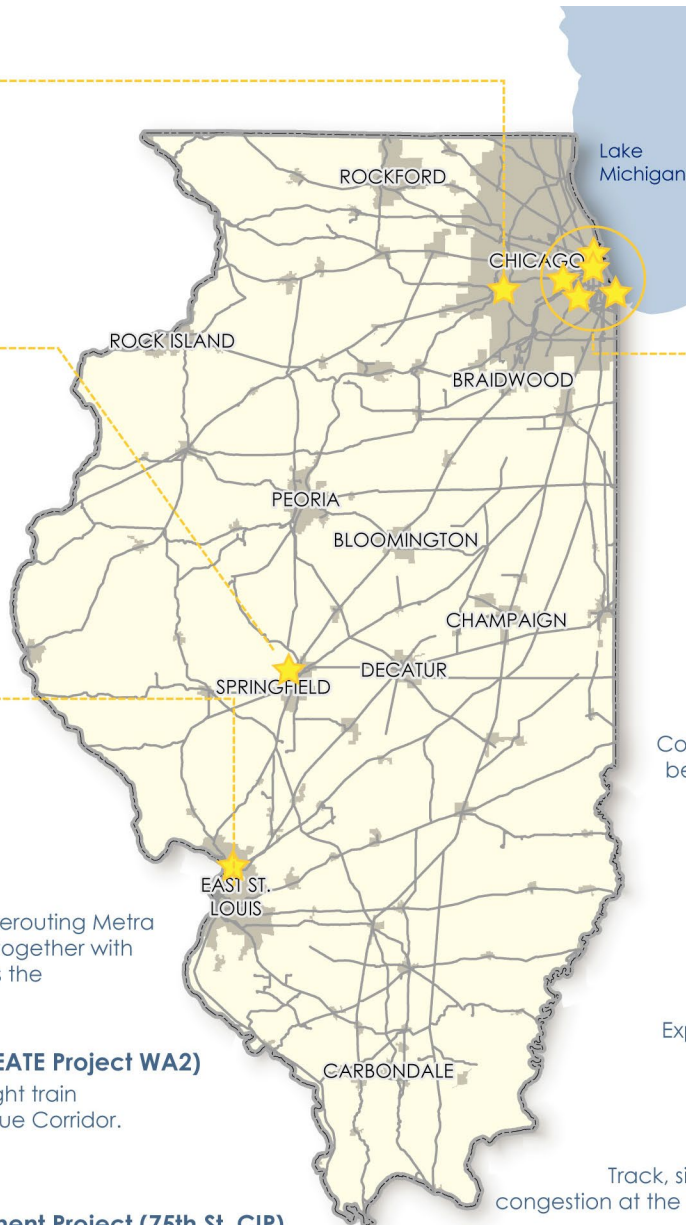
Road Island Connection (CREATE Project P2)*

Construction of a grade-separated track connection rerouting Metra SouthWest Service trains to LaSalle Street Station that, together with CREATE Project EW2, will eliminate train conflicts across the east end of the 75th St Corridor.

Signalization - Ogden Junction to 75th Street (CREATE Project WA2)

Track, signal, and switch improvements to reduce freight train congestion in the middle of the CREATE Western Avenue Corridor.

*Component of the 75th Street Corridor Improvement Project (75th St. CIP)



Belt and 80th St Junction Realignments (CREATE Project EW2)*

Track realignments that, together with CREATE Project P2, will eliminate train conflicts across the east end of the 75th St Corridor.

Brighton Park Flyover (CREATE Project P5)

Construction of a rail-rail flyover eliminating train conflicts between two busy freight and passenger rail corridors in Chicago.

Chicago Ridge Flyover (CREATE Project P7)

Construction of a rail-rail flyover eliminating train conflicts between two busy freight and passenger rail corridors in Chicago Ridge.

CP Canal Flyover (CREATE Project P6)

Construction of a rail-rail flyover eliminating train conflicts between two busy freight and passenger rail corridors in Summit.

New Calumet River Lift Span

Expansion of the crossing carrying freight and passenger trains over the Calumet River in South Chicago to eliminate a major capacity bottleneck.

Ogden Junction (CREATE Project WA1)

Track, signal, and switch improvements to reduce freight train congestion at the northern end of the CREATE Western Avenue Corridor. (continue with R and S on the left side of the map)



State of Good Repair Projects



Stakeholders identified **25 projects** that would bring rail infrastructure or rolling stock that is currently or soon to be in poor condition to a state of good repair.

Of these, **5 were selected** as presented projects. By improving the condition of railroad infrastructure and equipment, these projects enhance the reliability of service and ensure that service will not deteriorate in the future.

Mailine Rehabilitation

Upgrade of the Keokuk Junction Railway mainline between Keokuk, IA and Mapleton, IL to FRA Track Class 1.

Mississippi River Bridge Rehabilitation

Rehabilitation of the railroad bridge carrying the Keokuk Junction Railway over the Mississippi River between Keokuk, IA and Hamilton, IL.

Bridge and Track Rehabilitation

10 bridge replacements and tie renewal throughout the mainline of the Crab Orchard & Egyptian Railway.

Metra Station Improvements

Systemwide station rehabilitations to make Metra fully accessible and improve the passenger experience.

Metra Fleet Modernization Plan

Renewal of Metra's passenger railcar and locomotive fleets to improve the passenger experience, lower emissions, and reduce maintenance costs.



Presented Passenger Rail Improvements

Stakeholders recommended **50 projects** that would expand or improve the commuter or intercity passenger rail network.

Of these, **12 were selected** as featured projects.

Metra UP North Improvements

Bridge and other infrastructure improvements to increase capacity and reliability for passenger trains along the UP-N line.

Hiawatha Service Expansion

Infrastructure upgrades to increase the frequency of Amtrak Hiawatha trains between Chicago and Milwaukee from 7 to 10 daily roundtrips.

Mainline Rehabilitation

Infrastructure improvements to increase capacity and reliability for passenger and freight trains along the MD-W line.

Metra UP West Improvements

Infrastructure improvements to increase capacity and reliability for passenger and freight trains along the UP-W line.

Metra BNSF Improvements

Infrastructure improvements to expand service and alleviate crowding on the BNSF line, Metra's highest ridership line.

Chicago-St.Louis HSR Full Build Improvements

Double-tracking of the full Chicago-St. Louis HSR corridor to increase passenger train frequencies and improve reliability.

***Component of the Chicago Hub Improvement Program (CHIP)**



Chicago Union Station Improvements*

Rehabilitation and expansion of Chicago Union Station to improve the passenger experience, increase train capacity, and accommodate service growth.

Chicago-Detroit HSR Improvements*

Upgrade of the "South of the Lake" corridor to reduce passenger rail travel times between Chicago, northwest Indiana, and Michigan.

Kensington Interlocking Improvements

Track improvements to reduce congestion at the junction where NICTD trains cross CN freight tracks to join the Metra Electric District.

Millennium Station to 11th Place Improvements

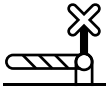
Expansion and reconfiguration of throat tracks and construction of new platforms at Van Buren Street and Millennium Stations to accommodate NICTD and Metra service increases.

St. Charles Air Line Connection*

Construction of a direct track connection between the St. Charles Air Line Bridge and the south throat tracks of Chicago Union Station to reduce travel time for Amtrak trains from Carbondale.

Metra Rock Island Improvements

Infrastructure improvements to increase capacity and reliability for passenger trains along the Rock Island line and accommodate rerouting of SouthWest Service trains to LaSalle Street Station.



Safety/Grade Crossing

Stakeholders recommended **80 projects to improve safety**, most of which would improve the safety at highway-rail grade crossings by grade separating road and rail right-of-ways.

Of the 80, **10 projects were selected** as “featured projects”.

Canal St Safety Improvements

Implementation of safety improvements at the at-grade Canal St road-rail crossing, which could include closure and construction of a grade-separated pedestrian crossing.

Devon/Caldwell/ Central Ave

Grade separation of the adjacent, at-grade Devon, Caldwell, and Central Ave road-rail crossings to eliminate conflicts between road and rail users.

Harlem Ave (CREATE Project GS18)

Grade separation of the at-grade Harlem Ave road-rail crossing to eliminate conflicts between road and rail users.

Laraway Rd

Grade separation of the at-grade Laraway Rd road-rail crossing to eliminate conflicts between road and rail users on a major truck route.

La Grange Rd

Grade separation of the at-grade La Grange Rd road-rail crossing to eliminate conflicts between road and rail users.

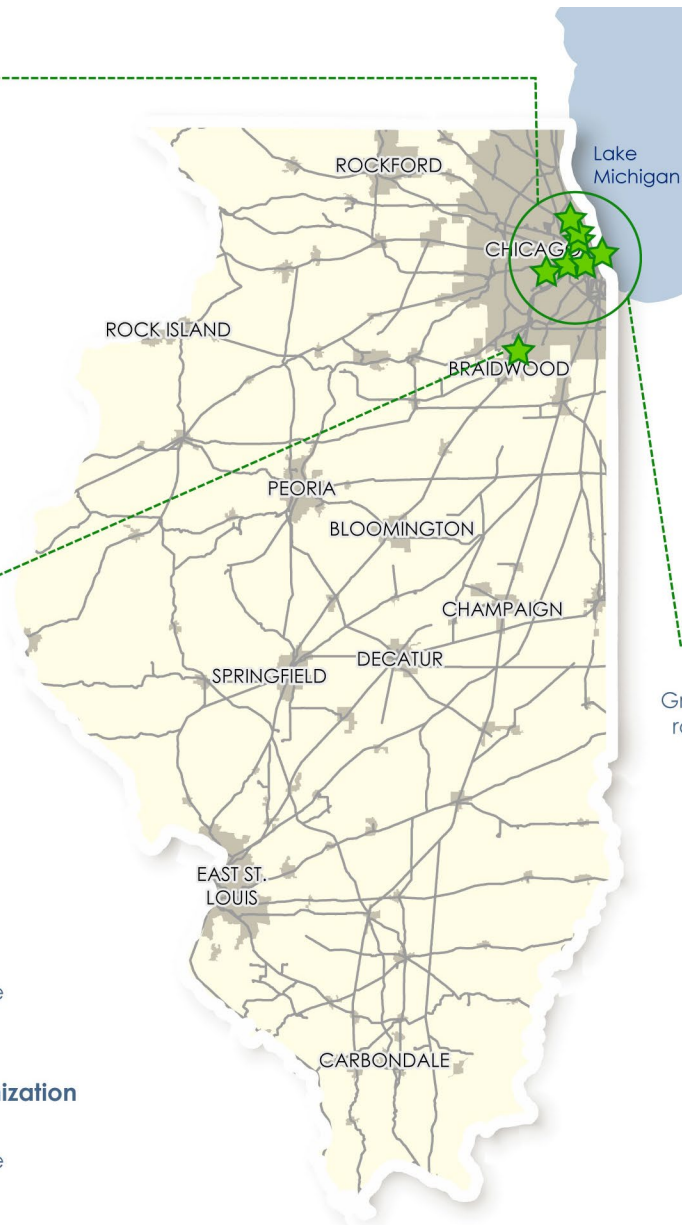
STATEWIDE PROJECTS:

Grade Crossing Inventory Update

Update of the data in the Illinois Commerce Commission's statewide inventory of public crossings and grade separation structures.

Railroad Information and Location System Modernization

Update of the data in the Illinois Commerce Commission's statewide inventory of public crossings and grade separation structures.



Grand Ave
Grade separation of the skewed, at-grade Grand Ave road-rail crossing to eliminate conflicts between road and rail users.

Lincoln Ave
Grade separation of the at-grade Lincoln Ave road-rail crossing to eliminate conflicts between road and rail users.

Maple Ave and Fairview Ave
Grade separation of the adjacent, at-grade Maple Ave and Fairview Ave road-rail crossings to eliminate conflicts between road and rail users.

\$ Projects to Consider for a Federal Grant Application

To account for federal funding priorities, the Rail Plan provides an overlay onto the Illinois Rail Needs Assessment scoring methodology, which provided additional points for adhering to priorities found in federal discretionary grant program criteria.

Under the new scoring system, the same original 50 projects were identified as “presented” as in the Illinois Rail Needs Assessment, but an additional six were elevated in addition to the top 50 presented projects.

1st Ave (CREATE Project GS12) Grade Separation

Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 173996K)

BJRY/BNSF Quincy Bridge and Grade Crossing Upgrades

Rehabilitation of a bridge and improvement of grade crossings in and near Quincy.

Granite City Harbor-Madison Harbor Track Connection

Construction of a track connection between the Granite City and Madison Harbors to increase operational efficiency and provide competitive rail access to shippers.

Red Dock Rail Expansion

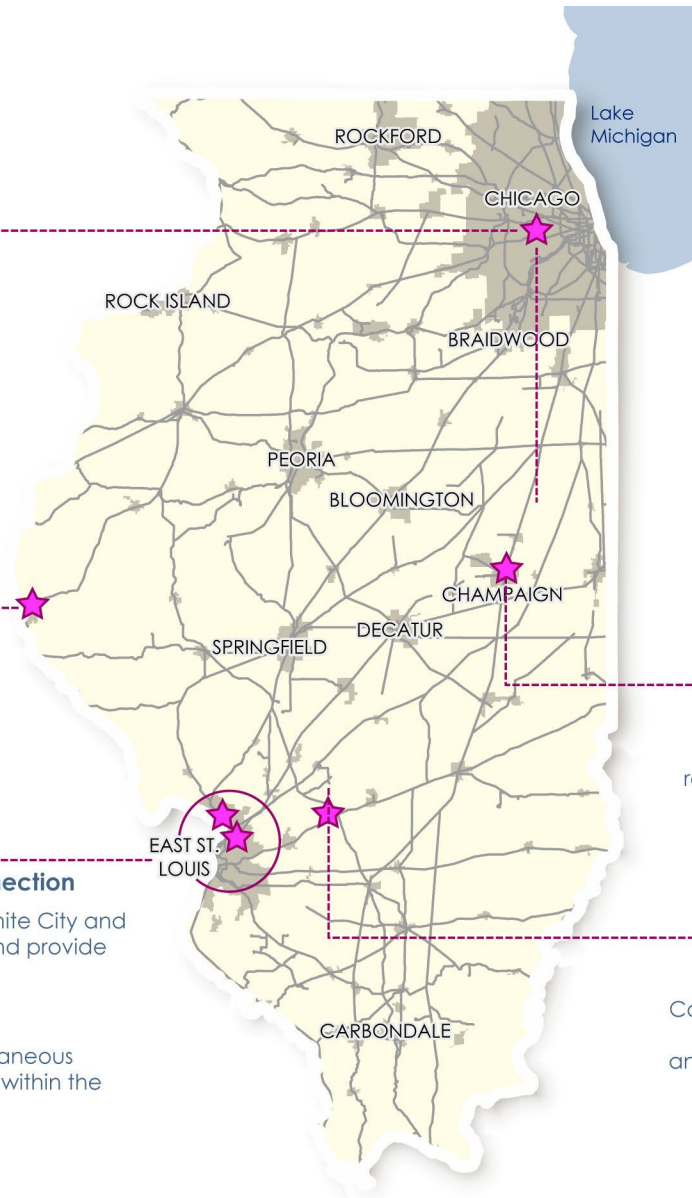
Construction of a third transload track enabling simultaneous processing of a full unit train at the Red Dock terminal within the Granite City Harbor.

Bradley Ave Safety Improvements

Installation of safety improvements at the at-grade road-rail crossing to mitigate conflicts between road and rail users. (DOT# 289067H)

Greenville to Smithboro Industrial Track

Construction of spur and interchange tracks between an under-development industrial park in Greenville and the BNSF line in Smithboro to provide competitive rail access to shippers.



Additional points were awarded based on project support for the following:

- Resiliency
- Sustainability
- Equity
- Innovation
- Rural benefits

The FRA Corridor Identification and Development Program



Is anticipated to be the primary framework by which needs are identified on new and existing intercity passenger rail corridors.

IDOT submitted applications for development funding for the following corridors in 2023

- **Chicago to Carbondale**
– Intercity Passenger Rail Improvements
- **Chicago to Quad Cities**
– Intercity Passenger Rail Expansion
- **Chicago to Rockford**
– Intercity Passenger Rail Expansion
- **Chicago to St. Louis**
– Intercity Passenger High-Speed Rail Improvements

Other sponsors may submit applications for additional corridors that impact Illinois, and IDOT may submit applications for additional corridors in the future.

Legend

- Existing Illinois Passenger Rail Corridors
- Existing Passenger Corridors with Primary Sponsorship by Other States
- New Proposed Illinois Passenger Rail Corridors
- Proposed Service Reintroduction or Service Extension

Improvements to the Rail Network Benefit the Illinois Economy & Communities



Recent Funding Increases Create Opportunities for Rail Projects in Illinois

Federal Bipartisan Infrastructure Law Funding Program

Program	FY22 – 26 Pre-Appropriated (\$B)	FY22 – 26 Subject to Congressional Appropriations (\$B)
Funding to Amtrak	22	19
Consolidated Rail Infrastructure and Safety	5	5
Railroad Crossing Elimination	3	2.5
Fed-State Partnership for Intercity Pass. Rail	36	7.5
Restoration & Enhancement (for restoring/initiating intercity passenger rail service)	0.25	0.25
RAISE (Multimodal program that can fund rail projects)	7.5	7.5
MPDG (Multimodal programs that can fund rail projects)	15	16

Rebuild Illinois was passed by the Illinois legislature in 2019 and includes:

\$491M

CREATE projects

\$275M

New intercity passenger rail corridor between Chicago - Rockford

\$225M

New intercity passenger rail corridor between Chicago - Quad Cities

\$122M

Springfield Rail Improvement Program

\$100M

Intercity passenger rail improvements to the Chicago – Carbondale route

\$98M

Chicago Belt Railway Yard noise abatement

\$43M

Track maintenance, locomotive overhauls, rolling stock: \$43M

Improvements to the Rail Network Benefit the Illinois Economy & Communities

Rail has a major economic impact on Illinois



Illinois has the **second highest freight rail employment** of any state in the nation behind Texas

Including purchases from other industries and employee purchases, nearly **65,000 Illinois jobs are attributable to freight, commuter, and intercity passenger rail** and **\$2.8 billion in gross domestic product (GDP)**

- Key Illinois industries rely on rail. For example,



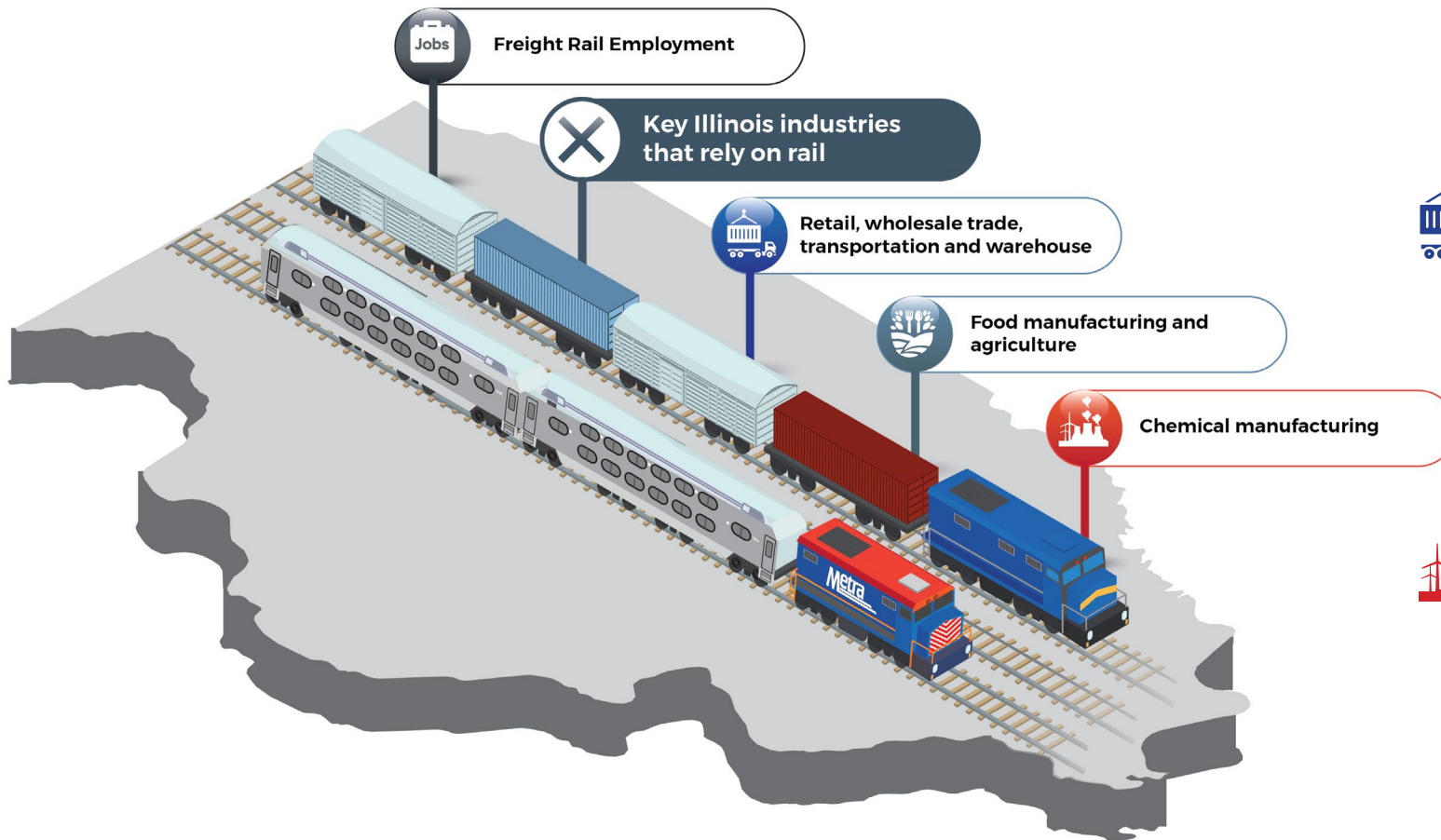
Retail, wholesale trade, transportation and warehouse are collectively 16% of the Illinois economy by GDP and rely not only on rail intermodal, but other rail services as well



Food manufacturing and agriculture are 3% of the Illinois economy by GDP and rely on rail not only for outputs like export grain, milled food products, and oils, but also inputs like fertilizer or animal feed



Chemical manufacturing is nearly 3% of the Illinois economy, and over half of chemicals shipped to or from Illinois are shipped by rail



Improvements to the Rail Network Benefit the Illinois Economy & Communities

Rail is a relatively safe and efficient mode of transportation

Freight railroad transportation consumes

31% of the fuel required by truck transportation to ship one ton of freight one mile (ton-mile)

Intercity passenger rail consumes

54% of the energy required by automobiles to carry one passenger one mile

Intercity commuter rail consumes

57% of the energy required by automobiles to carry one passenger one mile

The frequency of rail fatalities per billion ton-miles

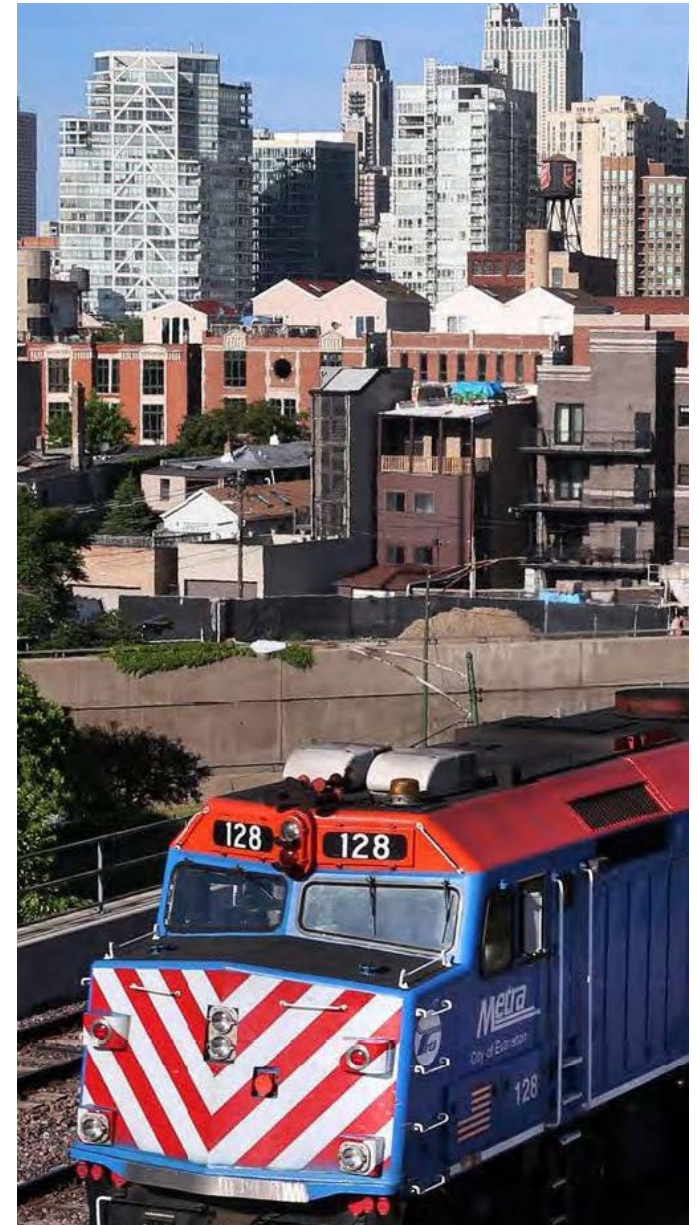
33% compared to the frequency of fatalities for truck transportation

The frequency of rail injuries per billion ton-miles

20% compared to the frequency of **injuries** for truck transportation

Rail can decrease roadway congestion

6 days Metra saves a commuter on average six days of travel time per year. (Metra 2019 Fact Book)





2023 | EXECUTIVE SUMMARY

Illinois

STATE RAIL PLAN

Illinois Department of Transportation
Office of Planning and Programming
2300 S. Dirksen Parkway
Springfield, IL 62764

For more information, visit
<https://idot.illinois.gov/transportation-system/transportation-management/planning/rail.html>