



ILLINOIS RAIL NEEDS ASSESSMENT

Illinois Rail Needs Assessment Final Report

JULY 2022



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ILLINOIS RAIL NEEDS ASSESSMENT

CHAPTER 1

Introduction



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The goal of the Illinois Rail Needs Assessment (ILRNA) is to assess the current conditions of the Illinois rail network and identify issues that may impact the quality of rail services now and in the future.

Introduction

Illinois is the single largest hub of the North American rail system, and rail transportation plays a critical role in supporting the state economy. The state rail network is large, complex, and comprised of numerous stakeholders with a wide variety of needs. The goal of the Illinois Rail Needs Assessment (ILRNA) study is to assess the current conditions of the Illinois rail network and identify issues that may impact the quality of rail services now and in the future. To accomplish this goal, the study aggregates data and feedback from railroads, shippers, state and local agencies, the public, and existing long-range transportation plans in order to provide a clear understanding of the capabilities of the rail system, the limitations that are present, and improvements that can be considered for future implementation.

The ILRNA is a component of the Illinois Department of Transportation (IDOT) long-range transportation planning process and forms the basis for the next update to the Illinois State Rail Plan in 2022. It enables IDOT to develop and implement the targeted long-range policies, goals, strategies, and investments needed to meet the state's Passenger Rail and Freight Rail visions articulated in the 2012 Illinois State Rail Plan and reaffirmed in 2017¹:

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

To identify the key issues hindering full implementation of the passenger rail and freight rail visions, the ILRNA included several initiatives corresponding to sections in this report:



Stakeholder Outreach

Feedback from stakeholders was solicited to identify needs and potential 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.



Presented Projects

From the 234 proposed projects identified during stakeholder outreach, 50 projects are presented in this Final Report that illustrate the potential solutions to the diverse needs of the Illinois rail network.



Potential Funding and Financing Opportunities

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

Now is an opportune time to take an inventory of these needs due to the recent passage of the Infrastructure Investment and Jobs Act (IIJA), a federal infrastructure program that will make billions of dollars available to fund important railroad improvement projects, such as those identified in this report.

¹2012 Illinois State Rail Plan, Illinois Department of Transportation. Re-affirmed in 2017 Illinois State Rail Plan Update

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ILLINOIS RAIL NEEDS ASSESSMENT

CHAPTER 2

Stakeholder Outreach



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Railroad Outreach

To capture the needs of railroads in Illinois, a list of contacts for active common carrier railroads in Illinois was created. Small switching railroads that existed solely to serve a single shipper were not included in the railroad outreach. The needs of these railroads were captured in the shipper outreach effort.

The ILRNA team made several attempts to contact each railroad via email and phone. If at any point in the process a railroad responded and expressed interest in participating, a meeting was scheduled. Each meeting consisted of a mix of open-ended and guided discussion items and questions designed to fully capture the existing state of the railroad, infrastructure and policy needs, and proposed projects and policies to address those needs.

Meetings were conducted between May and September 2021. In total, the ILRNA team conducted interviews with six of the seven Class 1 railroads, all three passenger railroads, all four regional railroads, and 31 of the short line, terminal, and switching railroads in Illinois. After each meeting, minutes and follow-up questions were sent to the railroad for additional comment.

The full methodology for conducting railroad outreach and a preliminary list of potential Study stakeholders is included in the **Stakeholder Outreach Summary Report (Appendix A)**.



Agency and Shipper Outreach

To gain a complete perspective on the needs of the Illinois rail network, outreach for the ILRNA was conducted not only to railroads, but to other stakeholders including:



State and local agencies and municipalities



Metropolitan and regional planning organizations



Economic development groups



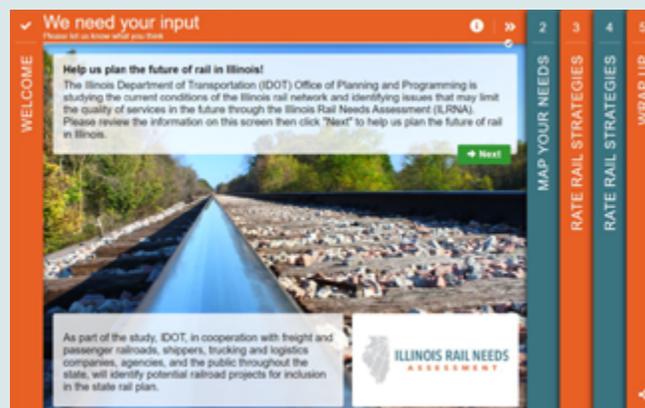
Shippers, trucking companies, and logistics providers

A detailed discussion of agency and shipper outreach methodology and results is in the **Agency and Shipper Outreach Summary Report (Appendix C)**. A list of stakeholder contacts was developed using information from IDOT and other public sources and is included in the **Stakeholder Outreach Summary Report (Appendix A)**. Stakeholder contacts were invited to participate in the ILRNA in an introductory email sent by IDOT. Additional communication was sent via organizations representing agencies and shippers in Illinois.

Stakeholders interested in the ILRNA could participate in one of several ways:

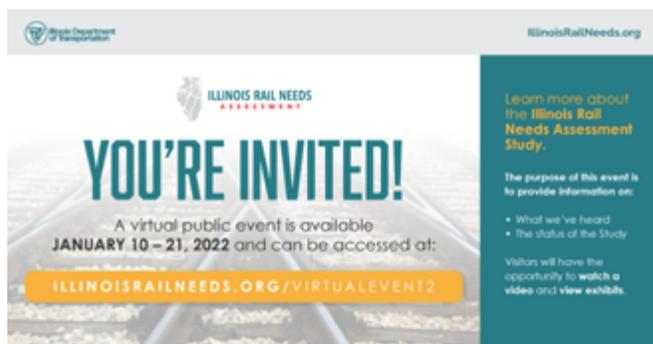
- > **Listening Sessions** – Five virtual listening sessions were held targeting agencies and shippers in each of the geographic IDOT Regions. The content of each included a presentation describing the ILRNA, real-time polling to identify needs and issues, and open discussion. Attendance at each session ranged from 11 to 19 participants representing cities, counties, planning agencies, IDOT districts, shippers, railroads, and other interested groups.
- > **One-on-one meetings** – When there was stakeholder interest, the ILRNA team conducted individual virtual meetings to gain more detailed feedback on specific rail needs. A total of eight meetings were held with cities, state agencies, shippers, and planning agencies.
- > **A public online survey** – MetroQuest, a commercial online survey tool, was used to solicit input on rail needs (*Figure 1*). The survey allowed participants to place comments on an interactive map and rate various strategies for improving the Illinois rail system. This survey was also advertised to and open to the public. In total, 230 surveys were completed through the MetroQuest website.

FIGURE 1 - MetroQuest Survey Welcome Screen



Virtual Public Outreach Events

Two virtual public events were held for the ILRNA. The first was held from June 1-14, 2021. The purpose of this event was to gather the public’s input on rail needs throughout the state. The second was held from January 10-21, 2022. During this event, information was provided on what the ILRNA Team heard from all outreach activities and an update was given on the final report. Both events were held using a web-based platform at www.IllinoisRailNeeds.org. Notification of the events was through ads placed in 13 newspapers throughout the state, third party advertising, eblast invitations, and a press release. Third party advertising was a key to notification. A request was made to 267 organizations to share information and materials regarding the events. E-blast invitations were sent to those on the stakeholder list including 3,462 persons for the first event and 4,166 persons for the second event. A press release was issued for each event and reported on by numerous news outlets. A two-page newsletter highlighting the final report was produced. The newsletter was distributed through e-blast to the entire stakeholder list. The newsletter and other public outreach information are included in the *Public Outreach Summary Report (Appendix D)*.



Illinois Department of Transportation

The Illinois Department of Transportation (IDOT) invites you to learn more about and comment on the Illinois Rail Needs Assessment Study. IDOT is sharing details about this Study and encourages public participation through June 14, 2021 through an interactive website.

The virtual public event is available now through June 14, 2021 and can be accessed at:

IllinoisRailNeeds.org

The purpose of this event is to:

- Explain the Study
- Obtain public input on rail needs throughout the state

Visitors will have the opportunity to watch a video, view exhibits, complete a survey and provide comments. All comments received will be considered for the final report.

Individuals without internet access may contact DeAnna Smith, Project Manager at 217-785-8498 for more information about the Study.

Written correspondence regarding this Study should be sent to:

**Illinois Department of Transportation
Hanley Building
Att. DeAnna Smith
2300 South Dirksen Parkway, Room 311
Springfield, IL 62764**

Email: IllinoisRailNeeds@gmail.com

The conducted outreach will be accessible to people with disabilities. Anyone needing special assistance including Spanish interpretation should contact the Project Manager as noted above.



For the two virtual events, a total of 4,120 unique visitors viewed the site a total of 5,163 times. Visitors had a second opportunity to provide their contact information when they filled out a comment form on the virtual event platform. Overall, both events added a total of 1,541 new stakeholders to the list. A total of 996 comments were submitted.

The online platform was designed in the format of a traditional public meeting. When participants entered the site, they were first asked to register, and then they were provided information on the event and instructions on how to proceed. For the June 2021 event, the first section provided a 10-minute recorded presentation with an overview of the study. After watching the video, 17 displays were available to view that included:

- > Map of all rail lines in the state
- > Study purpose
- > Study goals
- > Study schedule
- > Types of improvements to be identified
- > Statistics on existing rail service and Illinois ranking among all states
- > Multimodal and intermodal information
- > Chicago Region Environmental and Transportation Efficiency (CREATE) program highlights
- > Requirements for federal funding
- > Ways to participate

The next section gave participants an opportunity to provide their comments and a link to take a MetroQuest survey.

For the January 2022 event, the first section provided an eight-minute recorded presentation with an overview of the study and what IDOT learned through stakeholder outreach. After watching the video, 17 displays were available to view that included:

- > Map of active rail lines
- > Study purpose
- > Study goals
- > Identified high-importance rail needs
- > Railroad outreach meeting highlights
- > Statistics from public meeting #1
- > MetroQuest survey results
- > Listening sessions participants
- > Proposed projects by type
- > Number of proposed projects by IDOT region
- > Number of proposed projects by source
- > Project identification process and criteria
- > Project schedule
- > State Rail Plan components
- > What's next including information on the Final Report release

At the conclusion of both events, participants were thanked for participating. The presentations and displays were also available for download and printing.

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ILLINOIS RAIL NEEDS ASSESSMENT

CHAPTER 3

Illinois Rail Network Overview



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Description of Illinois Rail System

This section summarizes the attributes of the Illinois rail network. More details and larger maps can be found in **Rail System Inventory Report (Appendix B)**. Geographically and operationally, Illinois is at the center of the North American freight rail network. Illinois is the only state with service from all seven of the largest freight rail carriers in North America, known as Class 1 railroads. The principal rail hub in Illinois by far is Chicago, followed by the St. Louis/East St. Louis area. Both have service from six of the seven Class 1 railroads and serve as key nodes for transcontinental rail traffic connecting between railroads. Four terminal railroads provide critical connecting services shuttling and sorting railcars between the various railroad facilities in both hubs. Illinois is also home to four regional railroads, 33 short line railroads, and numerous small switching railroads that serve to connect regions and shippers to the transcontinental Class 1 rail network. **Table 1** lists key statistics of the Illinois freight rail network for 2019.

Measured in both tonnage and carloads, Illinois' railroads transport a very high volume of freight traffic, comprising nearly every type of commodity that can be transported by rail. Touching all but four (Brown, Gallatin, Hardin, and Mercer) of the 102 counties in Illinois, freight rail transportation supports a wide swath of the state economy. **Figure 2** depicts the Illinois rail network according to line ownership.

Illinois also has an extensive existing network of intercity and commuter passenger rail lines focused on downtown Chicago. The services are operated by three passenger railroads:

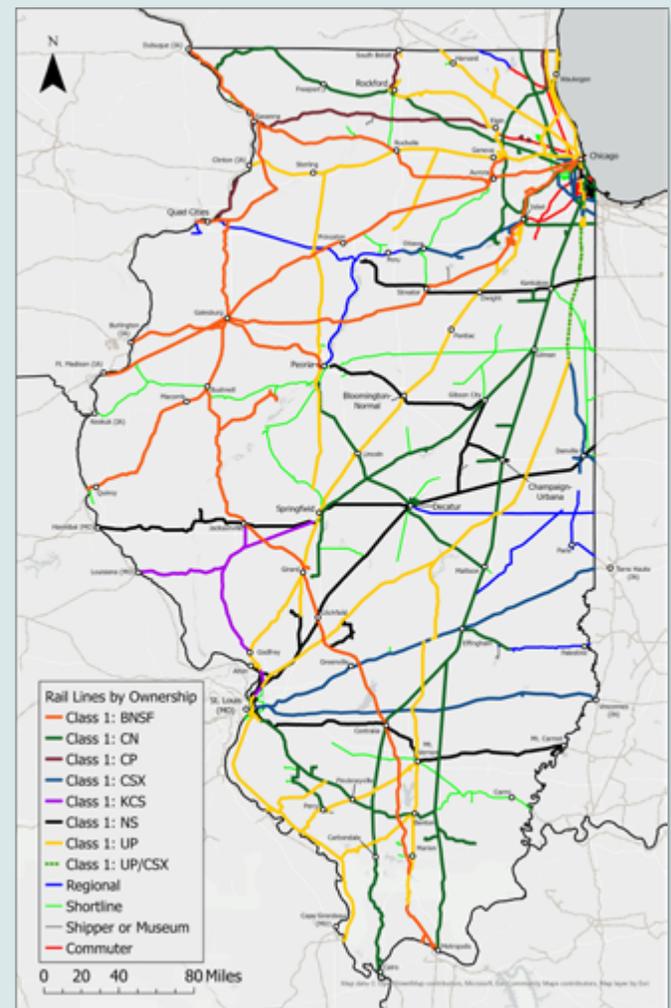
- **Amtrak:** 7 state-supported corridor and 8 long-distance routes connecting communities in Illinois to each other, adjacent states, and other parts of the country.
- **Metra:** 11 lines serving Chicago, Cook County, and adjacent counties
- **NICTD:** 1 line connecting Chicago to northwest Indiana

Illinois' rail network interfaces with its road network at 11,654 at-grade rail crossings (**Table 2**).

TABLE 1 - Illinois Freight Rail Statistics (2019)¹²

Measure	Quantity	State Ranking
Freight Rail Network Size	6,883 Route-Miles	2 (After Texas)
Originated Rail Tons	125.9 million	2 (After Wyoming)
Terminated Rail Tons	107.4 million	2 (After Texas)
Originated Rail Carloads	3,796,332	1
Terminated Rail Carloads	3,637,446	1
Freight Rail Employment	11,772	2 (After Texas)

FIGURE 2 - Active Rail Lines in Illinois by Ownership



¹ 2019 Illinois State Fact Sheet. Association of American Railroads. <https://www.aar.org/data-center/railroads-states/>

² 2019 Illinois State Rankings. Association of American Railroads. <https://www.aar.org/data-center/railroads-states/>

TABLE 2 - Summary of At-Grade Rail Crossings in Illinois (as of February 1, 2021)³

Crossing Type	Crossings
Public State Road	749
Public Local Road	6,808
Pedestrian Pathway	332
Private Road	3,765
Total	11,654

While rail traffic receives priority over road traffic at highway-rail grade crossings, grade crossings can still impact rail operations. For example, grade crossings can impose speed restrictions, limit the time and duration of switching activities, constrain available locations to meet and hold trains, and prevent expansion of siding, storage, and yard tracks. From the public perspective, grade crossings blocked for extended periods of time due to trains are a source of significant traffic, safety, and air quality impacts to pedestrians, residents, drivers, transit lines, and emergency services.

Rail Network Conditions

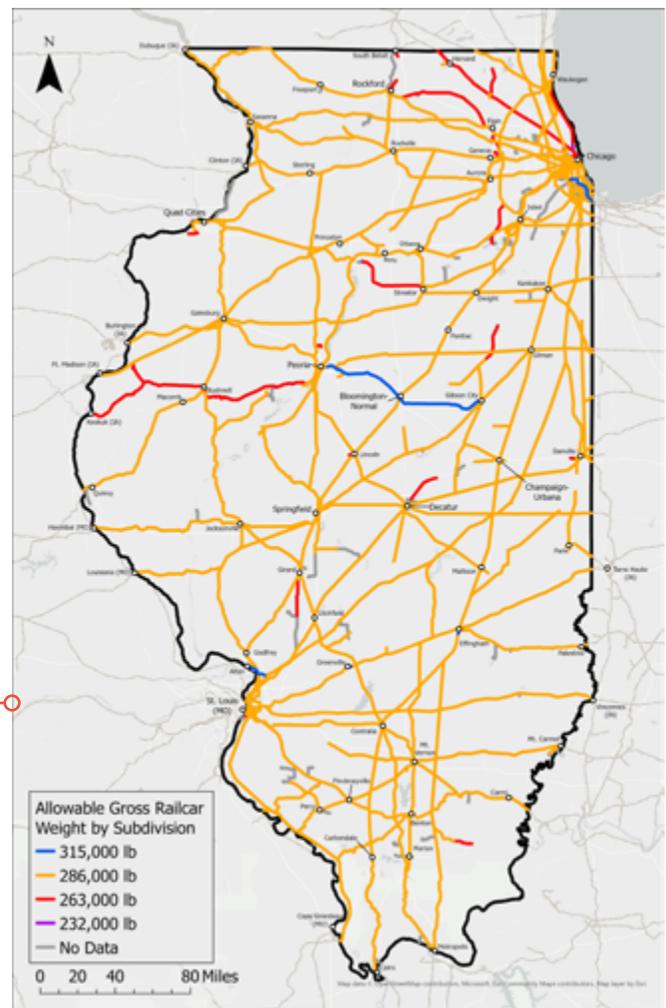
Using information collected during the outreach phase and from publicly available sources, the project team evaluated the general condition of the Illinois rail network. A full description of the condition inventory, the data collection methodology, and additional network maps are in **Appendix B**.

Allowable Gross Railcar Weight

To facilitate interchange of railcars between railroads, rail infrastructure like track and bridges is designed to support a standard maximum allowable gross railcar weight. The current industry standard Allowable Gross railcar Weight (AGW) for four-axle railcars is 286,000 lb (“286k”), which includes both the weight of the lading and the weight of the railcar itself.

Figure 3 depicts the AGW of most of the Illinois rail network at a subdivision level of accuracy. As shown on the map, most rail lines in Illinois can already handle 286k traffic. This indicates that the network is robust, with few weight-related routing constraints and multiple redundant routes available for most freight rail traffic. Remaining lines that do not meet this standard are either Class I railroad lines with very low to no freight traffic volumes (e.g., the UP lines carrying the Metra UP-N and UP-NW services) or short line railroads. Increasing the weight limit of a line generally requires substantial investments into track and bridge strengthening.

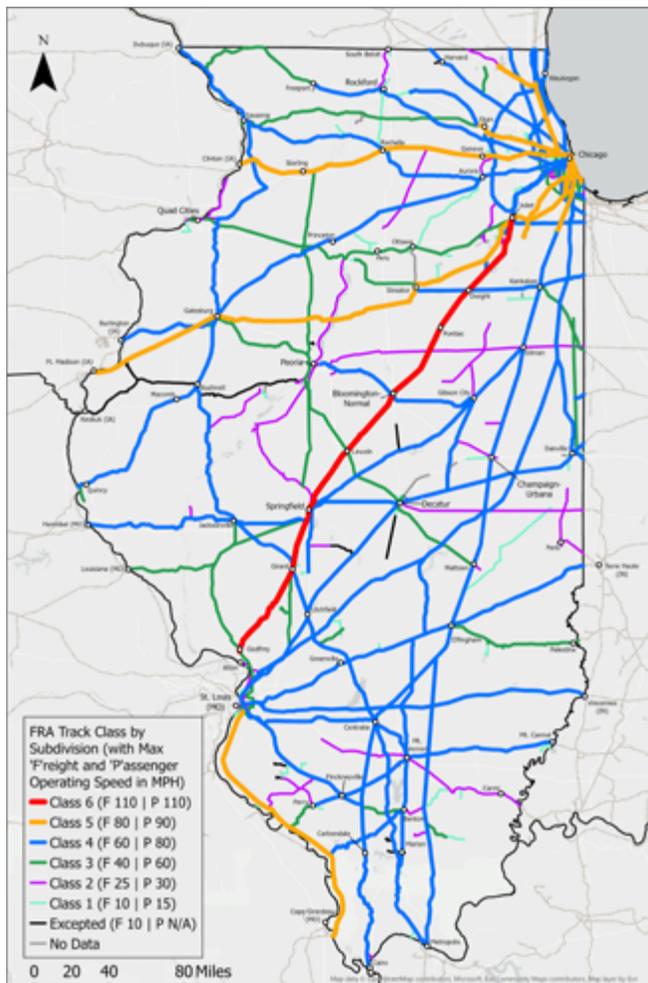
FIGURE 3 - Allowable Gross Railcar Weight by Subdivision



DISCLAIMER: This map is for informational purposes only. Prior to shipment, all traffic must be approved by the appropriate carrier railroad weight and clearance departments.

³ “Table 2: Summary of Rail Crossings in Illinois”. Crossing Safety Improvement Program FY 2022-2026 Plan. Illinois Commerce Commission. April 2021.

FIGURE 4 - FRA Track Class by Subdivision



FRA Track Class

To guide its oversight efforts, Federal Railroad Administration (FRA) defines 10 Track Classes according to minimum geometric and inspection parameters.^{4,5} Track geometry, condition, and maximum allowable operating speed for freight and passenger trains improve incrementally with each increase in Track Class. Note that the maximum regulatory speeds are upper limits, meaning that other constraints like track curvature or a desire to prolong the life of track components may result in lower speed limits in practice. Excepted track is considered very weak track with a high risk of track defects. Low-density freight lines are usually Track Class 1 or 2. Track Classes 3, 4, and 5 are typical for mainlines. Track Classes 6 to 9 are considered high-speed rail lines.

Figure 4 depicts Track Class of railroad subdivisions in Illinois. Generally, the Illinois rail network is maintained in excellent condition. While Excepted track can be acceptable on lightly utilized branch lines used primarily for railcar storage, some short line railroads continue to have Excepted track on their mainlines. These railroads may lack the resources needed to upgrade all their mainline track to a minimum of Track Class 1.

Freight Rail Access Points

There are several ways for shippers to access the freight rail network and take advantage of its high-efficiency transportation services. Some shippers maintain direct track spurs or loop tracks to their grain elevators, manufacturing plants, warehouses, quarries, and other facilities. Shippers without direct rail access can connect to the rail network through other modes such as truck, barge, or pipeline and transfer them to the rail network at access points such as rail-truck transload facilities. Transload facilities are transfer terminals for non-containerized freight available for public use that may handle few or a wide range of commodities depending on the available material handling equipment, storage space, and other physical limitations.

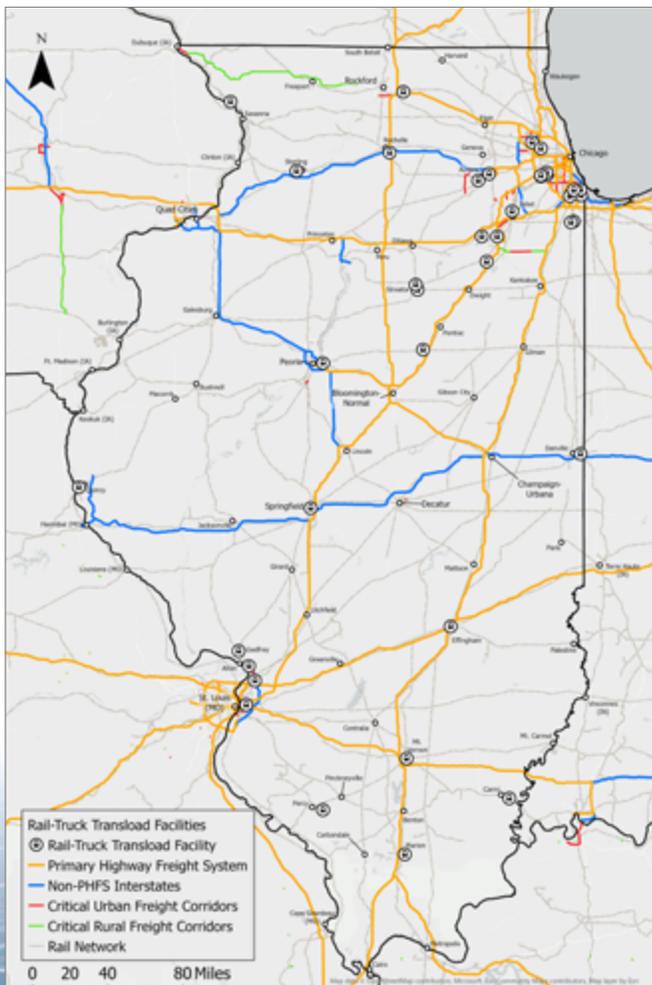
Figure 5 shows active transload facilities in Illinois as well as key truck corridors in the state as designated by the National Highway Freight Network.⁶ Shippers across the entire state can access a transload facility within a day's truck drive. Figure 5 does not show every facility in Illinois with public rail-truck transload capabilities. For example, there are numerous third-party logistics providers operating rail-connected warehouses open to any interested shipper.

⁴ 49 CFR § 213.9 – Classes of track: operating speed limits.

⁵ 49 CFR § 213.307 – Classes of track: operating speed limits.

⁶ National Highway Freight Network GIS Dataset. Federal Highway Administration. February 2020. <https://ops.fhwa.dot.gov/freight/infrastructure/nfn/index.htm>

FIGURE 5 - Rail-Truck Transload Facilities in Illinois



Distinct from transload facilities, Illinois is home to 22 active intermodal terminals where standardized containers and trailers move to and from the rail system. Intermodal terminals in Illinois are mainly concentrated near Chicago providing direct access to the national networks of six of the seven Class 1 railroads. Intermodal containers carry a wide variety of goods from loose grain to clothes to consumer electronics and form the backbone of global commerce. Some intermodal terminals, such as those near Joliet, anchor larger logistics parks supporting a wide variety of manufacturing and distribution businesses. Illinois also benefits from a network of navigable waterways, with over 400 public and private port terminals, many of them rail-served, providing access to the marine transportation system from other modes.⁷ Overall, rail access points like transload, intermodal, and port facilities greatly expand shipper access to the freight rail network far beyond physical rail lines and play a critical role in supply chains.

⁷ *Illinois Marine Transportation System Plan. Illinois Department of Transportation. March 2021*



Rail Trends in Illinois

During the ILRNA, the team identified a series of rail trends occurring in Illinois, the nation, and internationally. Some of these have been occurring for some time, while others began during the ILRNA. These trends, and how they affect Illinois, are described below. Several of the proposed projects identified in the ILRNA study are directly related to these trends.

Proposed CP-KCS Merger

The merger of the Canadian Pacific Railway (CP) and the Kansas City Southern Railway (KCS), if approved, would likely result in track and signal upgrading, and increases in rail freight traffic flow on some CP and KCS lines through Illinois. If the merger is approved, traffic increases are anticipated for movements to the south and Mexico via Chicago, to the south from Savannah, IL via CP's Minneapolis-Kansas City route, and to the south through KCS's Springfield, IL and St. Louis, MO connections.

Global Shipping Delays

Triggered by the COVID-19 pandemic which began in 2020, major disruptions of the global supply chain became evident in July 2021. Shortages of local and long-haul truck drivers, port and warehouse workers, and workers in many industries and trades began interrupting production and the flow of goods, clogged rail yards with shipping containers not picked up for delivery and caused massive delays to ocean shipping. In October 2021, over 100 container ships were anchored off the Ports of Long Beach and Los Angeles, each delayed about 10 days, awaiting unloading and reloading. Other ports around the world were also affected. Shortages of all types of merchandise and supplies are occurring with rapid price increases and inflation resulting. In October 2021, the inability to deliver containers to and from the railroads resulted in a sharp drop in intermodal loadings on the railroads across the nation and in Illinois despite many initiatives by the ports and railroads to expedite container traffic. Two other events worsened this trend. In mid-November 2021, after the railroads had repaired most of the damage from the fires in the West, disastrous floods hit British Columbia doing severe damage to both CP and Canadian National Railway (CN) mainlines and severing port traffic between the Canadian West Coast, Illinois and the rest of the CP and CN systems. At about the same time, the US railroads began experiencing worsening crew shortages related to COVID-19, and the inability to operate the needed number of trains. These factors both worsened global shipping delays.

Southeast USA Ports Expansion

Major expansions of port, dock, and rail yard facilities, implementation of new container crane technology, and increases in channel depths at Norfolk, Charleston, Savannah, Jacksonville, Mobile, and New Orleans are resulting in the diversion of container ships from northern East Coast ports and the US West Coast via the recently expanded Panama Canal. New expedited container train services between these ports and the Midwest are resulting in containers arriving in Illinois rail yards via different routes, with faster transit times and lower overall shipping costs.

In October 2021, the inability to deliver containers to and from the railroads resulted in a sharp drop in intermodal loadings on the railroads across the nation and in Illinois.

Canadian Port Expansion

Major port, dock, rail yard and warehouse expansions in Vancouver and Prince Rupert, Canada, along with expedited container train service on CP and CN, are diverting container traffic away from the delays and higher costs associated with US West Coast ports. Fast container trains from Canada's West Coast are arriving in Chicago rail yards daily, providing shippers with additional options for reducing both transit times and shipping costs. This service was severed in mid-November 2021 due to historic flooding in fire-damaged areas. Both CP and CN faced major right of way repair, mudslide removal and structures replacements.

Tightened Control of International Shipping Containers

International ship lines have tightened control of their 20' and 40' shipping containers, in many cases, requiring them to be unloaded near the ports and returned promptly to the ship lines for reloading or forwarding. This has resulted in the development and construction of large industrial parks and warehouses near ports and inland ports (such as near Joliet and Elwood in Illinois) where the cargoes are unloaded, warehoused and reloaded to US destinations in domestic 53' containers. It has also resulted in the inability of some Illinois and Midwest shippers, primarily those away from major rail intermodal terminals, to obtain empty 20' and 40' containers for their export shipments. The large increase in truck traffic around these ports and new inland ports has also resulted in congestion, accidents, highway deterioration, and many demands for capital improvements.

Containers and the Shift Away from TOFC

The advantages of using the various sizes of shipping containers (20', 40', 45', 48', and 53') and trucking them to and from nearby railroad intermodal facilities on chassis has resulted in a trend away from manufacturing plants locating along rail lines and having dedicated rail spurs to load/unload boxcars. In the 1980s, as containerization took hold, railroad boxcar traffic was diverted to Trailer-on-Flat-Car (TOFC) services where highway trailers were driven to the rail yards and loaded on TOFC flat cars for long haul movements. Since the container has come into use, the trend has been away from TOFC shipments in favor of using containers on chassis. Union Pacific (UP) and Norfolk Southern Railroad (NS) jointly operate a pool of over 40,000 53' domestic containers (and chassis) available to shippers that have replaced many boxcar shipments. Freight consolidators also own large fleets of 53' containers. The major exception to the reduced use of TOFC has been the continued use of TOFC by parcel carriers such as UPS and by less-than-truckload (LTL) freight consolidators, who have integrated containers, TOFC, and trucking into their line-haul and distribution patterns. During the COVID-19 pandemic, with the continuing nationwide shortage of truck drivers, several long-haul motor carriers have switched some of their traditional long-distance truck shipments in their own TOFC trailers to high-speed railroad service lanes. In those lanes, the high-priority intermodal trains carrying both containers and TOFC trailers provide a critical service alternative in a wide variety of markets.

Fast container trains from Canada's West Coast are arriving in Chicago rail yards daily, providing shippers with additional options for reducing both transit times and shipping costs.



Precision Scheduled Railroading (PSR)-Longer Trains, Blocked Crossings

PSR has been adopted by most of the Class I railroads as a method to reduce operating costs while improving service to customers. While several railroads have substantially reduced their operating costs using PSR, many rail customers have reported a deterioration of service with increases in both transit times and costs. The railroads have reduced employment, closed some rail yards, and stored large numbers of locomotives and rail cars in their efforts to cut costs. The railroads are also experiencing mainline and yard congestion because of operating longer trains over systems that were designed for much shorter trains. The average train length for most railroads has increased, with some trains currently reaching 16,000 feet long. Communities and the public are reporting additional long delays from blocked grade crossings, both in rural and metropolitan areas, and first responders are also expressing concerns about the related delays in providing emergency services in affected sections of their communities. The longer trains appear to be part of the future of railroad operations in Illinois and the nation and demands for grade separations and other major capital improvements are appearing as a result.

The Shift Away from Local Grain Elevators

Many of the old, smaller grain elevators along Illinois rail lines that have not modernized and expanded their businesses into larger operations have failed and are continuing to disappear, resulting in a loss of some freight revenue to the railroads affected. The Class I railroads saw this trend years ago and as rail lines failed to produce adequate revenues, some rail lines were abandoned or spun off to short lines who are now struggling to keep them in service. However, on railroads where investment and service have been continued and increased, 286k rail car gross weights are now standard. Marketing efforts have resulted in the construction of large unit grain train facilities and shipments of 100-150 car trains of grain are the new norm. The lower unit grain train rates from the railroads enable the larger elevators to pay the farmers a few cents more per bushel for the grain, and those increased margins more than offset the cost of trucking the grain to the larger unit train facilities. New ethanol plants, which have been constructed to handle unit train quantities, have also resulted in a major new market for Illinois and Midwest corn, further decreasing the amount of grain available for the local elevators.

Many of the old, smaller grain elevators along Illinois rail lines that have not modernized and expanded their businesses into larger operations have failed and are continuing to disappear, resulting in a loss of freight revenue to the railroads affected.



Coal Mines, Power Plants, Remediation & Recovery

As the world reduces the use of coal to produce energy, many coal-fired electric power generating stations are being converted to natural gas or are being closed and dismantled. Coal mines in Illinois and other states are continuing to close or curtail production, and as a result, the railroads continue to experience reduced coal revenues. Fields of large windmill generators now dot the Illinois landscape and provide energy. Many of the components for these windmills are being shipped into Illinois on multi-car rail shipments for assembly near the installation sites. Some coal mine areas are being remediated and redeveloped for new uses.

Freight Car Storage

Two types of rail freight car storage occur in Illinois where excess trackage is available.

- > The owners of rail car fleets often have the need to store thousands of surplus empty railcars due to seasonal fluctuations in demand, changes in production, or economic trends. These railcars, including tank cars, covered hoppers for sand, fertilizer or grain, gondolas for metal products or scrap, or flatcars, are stored until demand returns or the cars are rebuilt or retired. Class I railroads are less willing to use their tracks for storage and charge high storage rates if they do accept the cars. In contrast, short lines with unused track are typically eager to accept railcars for storage as an additional source of revenue.
- > Large manufacturing and bulk processing facilities often need capacity to store both empty and loaded rail cars to support their operations. Plant production, operating continuously, often goes directly into empty rail cars, so an adequate supply of empty cars must always be available. The loaded rail cars may also need to be stored temporarily until the product in the cars is sold to a customer, then shipped to its destination. Some plants have their own yards, but also need additional capacity in nearby rail yards. Recently, some shippers have reported increased rates and reluctance from some railroads that have embraced PSR regarding the use of tracks for shipper railcar storage. In contrast, some short lines have welcomed the additional empty car storage and storage-in-transit as a needed source of revenue.

Reduced Carbon Emissions

Railroads and their suppliers are collaborating to develop new, clean-fuel, more efficient locomotives to reduce the railroad industry's carbon footprint. Older locomotives, many now surplus, are being re-manufactured with the latest engine and computer technologies available as the railroads search for zero-emissions operations in the future. The cost savings for remanufacturing a locomotive may be more than \$1 million dollars per locomotive compared to the cost of purchasing a new traditional diesel-electric locomotive (\$5-9 million). Some Illinois firms are directly involved in remanufacturing locomotives or producing components to support production.

Increased Federal Support for Passenger Rail

Increased Federal government support for intercity passenger and commuter rail programs and improving the on-time performance (OTP) of existing Amtrak intercity and state-supported passenger train service, is causing conflicts with the freight railroads over operating rights, freight railroad capacity and the priorities of trains. A combination of new Federal passenger train OTP standards and enforcement, an increase in the number of high-priority intermodal trains, and proposed passenger and commuter rail service expansions are putting increased pressure on the existing rail network. In some rail corridors, these new demands may exceed the ability to economically expand capacity through capital improvements. Where available and appropriate, consideration of the acquisition and banking of railroad rights-of-way in certain corridors may provide a strategic initiative to help Illinois meet future rail capacity needs. In addition, federal financial support in the form of the IJA will provide \$66 billion to Amtrak to improve and expand service nationwide. Since Chicago is Amtrak's major hub in the Midwest, significant investments in Illinois railroad infrastructure are expected to accommodate the projected increase in passenger service.

Railroad Needs

To facilitate an open dialogue with the railroads, the complete details of topics discussed in each railroad meeting are not published in full to protect confidential details on private business operations. This section thematically summarizes the needs identified by the railroads. More details on high-level programmatic and policy needs can be found in **Appendix B**. A full list of specific proposed infrastructure projects to address railroads needs is in the **Proposed Stakeholder Project List (Appendix G)**. Different types of railroads have very different needs depending on the markets served, cost structure, revenue sources, and size. Major needs identified by the railroads are discussed below.

Short Line and Regional Railroads

- > Providing public financial support targeted at smaller railroads that do not have the resources of Class 1 railroads
- > Creating a single point of contact for railroads and ports needing state support
- > Ensuring Class 1 railroads provide reliable, high-quality service to connecting railroads
- > Diversifying the industrial customer base to provide sustainable sources of revenue



Class 1 Railroads

- > Evaluating the rail network's ability to handle modern freight operations with longer train lengths
- > Increasing regulatory flexibility to adopt new technologies

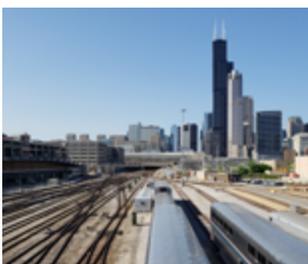
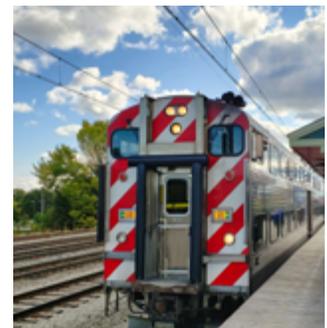


All Freight Railroads (Short Line, Regional, and Class 1 Railroads)

- > Providing public funding to leverage private investment in infrastructure and industrial development
- > Attracting industrial businesses to Illinois by making the state more business-friendly
- > Improving road access to existing and planned industrial parks and other rail-served facilities
- > Streamlining the state and federal grant application and administration process
- > Making progress on environmental remediation of contaminated development sites to put the land to productive use

Passenger Railroads

- > Increasing funding to sustain and expand passenger rail operations to attract riders and fully utilize capital investments
- > Explicitly encouraging public transit use over less efficient modes like driving alone
- > Completing existing passenger rail expansion and improvement projects
- > Expanding and renovating downtown Chicago passenger rail stations
- > Ensuring on-time performance of passenger trains on host railroads



Common Railroad Needs

- > Rehabilitating Chicago-area rail structures reaching the end of their useful lives
- > Completing CREATE and developing "CREATE 2.0" projects to address Chicago-area rail congestion
- > Prioritizing highway-rail grade separations and grade crossing closures over more incremental safety improvements to eliminate conflicts between rail and highway traffic
- > Continuing grade crossing safety awareness programs like Operation Lifesaver
- > Addressing trespassing and encampments on railroad right-of-way

Agency and Shipper Needs

A full list of needs and issues expressed by agency and shipper stakeholders during outreach efforts is in **Appendix C**. Considering the very large number of public agencies and rail-served shippers in Illinois, the outreach effort ultimately reached a relatively small proportion. Since it is difficult to extrapolate specific trends from a small sample size, the section below provides a high-level, partial list of the rail-related needs of agencies and shippers in Illinois.

Freight Rail Issues and Needs

General issues and needs discussed in the outreach regarding the Illinois rail network included:

- > Blocked grade crossings impacting emergency services and the effect of increased train lengths
- > Grade crossing safety and the need for grade separations
- > Reliability of rail service provided to shippers and the impacts of Precision Scheduled Railroading on customers
- > Lack of storage tracks and access to rail yards for shippers
- > Freight rail congestion, especially around Chicago
- > Intermodal terminal congestion, labor shortages, and expansion of transloading capabilities between rail and road or water modes.
- > Funding for capital projects such as replacement of rail on short lines
- > Technology and competition from other modes
- > Rail noise
- > Safe transportation of hazardous materials
- > Clearances around rail structures

During each agency and shipper listening session, polls were also taken asking participants to rank a list of potential freight rail issues.

Overall, the top three issues and needs were:

1. Grade crossing safety
2. Intermodal and transload facility capabilities
3. Rail noise reduction



Passenger Rail Issues and Needs

General issues and needs discussed in the outreach regarding the Illinois freight rail network included:

- > Passenger train schedules and frequency
- > Passenger train reliability and on-time performance
- > New passenger rail service and extensions
- > Multimodal connections to passenger rail service
- > Blocked grade crossing impacting emergency services and the effect of increased train lengths
- > Grade crossing safety and the need for grade separations
- > Funding for capital projects

During each agency and shipper listening session, polls were also taken asking participants to rank a list of potential passenger rail issues.

Overall, the top three issues and needs were:

1. Passenger train speed and reliability
2. Inconvenient passenger train schedules and frequencies
3. Connectivity between the passenger rail network and other modes

Projects included in Metropolitan Planning Organizations's Long Range Transportation Plans were added to the list of proposed stakeholder projects in **Appendix G**.

Rail Needs Identified by the Public

A complete list of public comments gathered through the outreach discussed in Chapter 2 is in **Appendix D**. From the virtual events and online survey, the public identified issues and needs regarding the Illinois rail network. Overarching needs included:

- > Highway-rail grade crossing safety improvements and new grade separation structures
- > Metra service expansions and frequency increases
- > Additional Amtrak routes and service improvements
- > Upgrading/modernizing passenger stations
- > Separating passenger and freight train operations to improve on-time performance
- > Regulating the movement of hazardous material through populated areas
- > Reducing negative impacts to the environment

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ILLINOIS RAIL NEEDS ASSESSMENT

CHAPTER 4

Presented Projects



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Presented Projects

The purpose of the ILRNA Study is to assess the current conditions of the Illinois rail network and identify issues that may limit the quality of services today and in the future. The recommendation of projects for IDOT’s Short- and Long-Range Rail Investment Programs will occur during preparation of the State Rail Plan, scheduled to be complete in late 2022. Issues identified and solutions proposed during the outreach phase of the ILRNA Study are referred to as “projects” to aid in the presentation of the railroad needs. Projects can be capital investments, service enhancements, and service introductions with a defined scope.

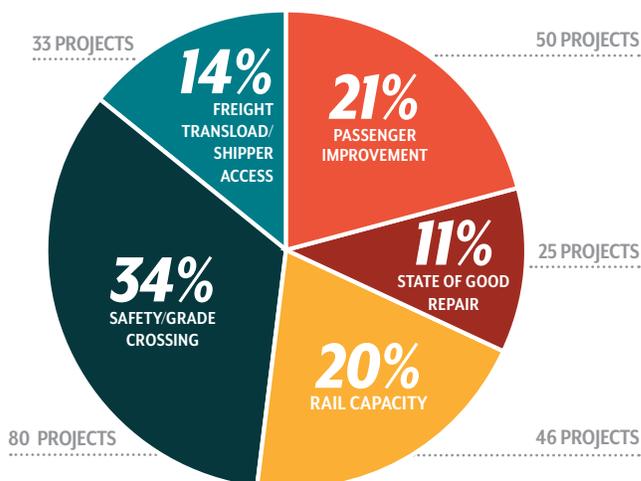
During the outreach phase of the ILRNA Study, a total of 234 projects were proposed by stakeholders and submitted to the ILRNA Team through public comments, surveys, listening sessions, and meetings. After the conclusion of stakeholder outreach, each proposed project was categorized according to its general scope (**Table 4** and **Figure 6**).

TABLE 4 - Proposed Project Categories

Project Category	Projects 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 shipper’s property
 Rail Capacity	Increase capacity, reduce train delays, and/or improve the operational 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 projects primarily improving passenger train frequency, reliability, and/or travel time
 Safety/Grade Crossings	Address safety and operational issues at highway-rail grade crossings.	<ul style="list-style-type: none"> • Highway-rail grade separations • Warning device upgrades • Crossing closures

Fifty of the proposed projects are presented below that illustrate the wide variety of needs of the Illinois rail network and potential solutions to decision-makers, railroads, state and federal agencies, the public, and other stakeholders. Project sheets detailing the characteristics of each presented project are in **Presented Project Sheets (Appendix F)** and a full list of proposed projects is in **Appendix G**.

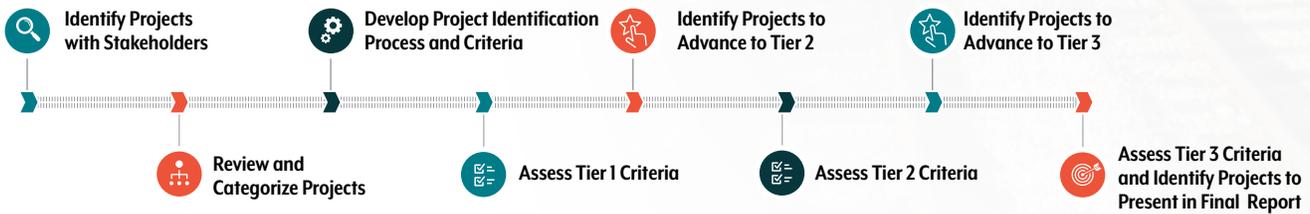
FIGURE 6 - Proposed Project by Category



Project Identification Methodology

Figure 7 outlines the steps used to identify the 50 projects presented in the Final Report. More details of the assessment process are in Appendix E.

FIGURE 7 – Project Assessment Process



An independent identification process was developed for each of the five project categories to ensure that the list of 50 presented projects included projects from each category and that the diverse needs of the Illinois rail network were effectively represented. Within each category, a three-tiered methodology and criteria were developed to assess the proposed projects. The criteria considered the amount and type of information that was available for all projects from the outreach phase and public sources and were consistent with Federal, State, and local policies (Table 5 and Figure 6).

TABLE 5 - Tier 1 Criteria for Each Project Category

		PROJECT CATEGORY				
		Freight Transload/ Shipper Access	Rail Capacity	State of Good Repair	Passenger Improvement	Safety/Grade Crossings
TIER 1 CRITERIA	• New railroad connections	<ul style="list-style-type: none"> • Freight rail volume • Improves passenger rail service • Number of railroads benefited • Regional or national significance • Air quality benefit • Project readiness 	<ul style="list-style-type: none"> • Freight rail volume • Improves passenger rail service • Number of railroads benefited • Resiliency • Urgency • Project readiness 	<ul style="list-style-type: none"> • Passenger rail volume • Improves freight rail service • Travel time improvement • Frequency increase • Air quality benefit • Project readiness • Introduces rail service to new community • Community support 	<ul style="list-style-type: none"> • Freight rail volume • Passenger rail use • AADT • Truck traffic • Pedestrian use • Recent accident history 	
	• Existing multimodal connections					
	• Truck traffic reduction					
	• Job creation					
	• Job retention					
• Project readiness						
• Supports key industry						
• Community or shipper support						

TABLE 6 - Tier 2 Criteria for Each Project Category

		PROJECT CATEGORY			
		Non-Grade Crossing Projects	Safety/Grade Crossing Projects		
TIER 2 CRITERIA	• Effect on Low-Income Community	<ul style="list-style-type: none"> • Safety • Mobility • Pedestrian Safety • Passenger Rail Safety 	<ul style="list-style-type: none"> • Emergency Response & Communication • Number of Railroads Benefitting • Railroad Support 	<ul style="list-style-type: none"> • Local Community Support • Project Readiness • Projects of Regional or National Significance 	
	• Effect on Community with High Proportion of People of Color				

Following each tiered assessment, a subset of proposed projects was identified to advance to the next tier until 50 projects were identified for the final report that were representative of the range of stakeholder needs. The third tier consisted of reviews by staff from ICC (for Safety/Grade Crossing projects) and IDOT (for all other projects) to finalize the list and ensure that it was consistent with existing state policies, plans, programs, and priorities. **Figure 8** overviews the three-tiered project assessment process.

FIGURE 8 - Project Assessment Process



The 50 projects are presented on maps by project category on the following pages. The map callouts display the identification letter of each project, the name of the project, and a brief description. See **Appendix F** for more details on the projects.

Presented Projects by Category

The resulting Presented Projects include:

- 10** Freight Transload/Shipper Access Projects
- 13** Rail Capacity Projects
- 5** State of Good Repair Projects
- 12** Passenger Improvement Projects
- 10** Safety/Grade Crossing Projects



Freight Transload/Shipper Access Projects

Projects in this category are railroad infrastructure projects that expand or improve access to the freight rail network. These projects help the local and state economies by providing rail transportation options to a wide variety of businesses and they enhance the free flow of products and materials to new and expanded markets. Ten (10) Freight Transload/Shipper Access projects are presented including:

- > New or expanded rail-truck transload facilities
- > Direct industrial spurs to a shipper's property
- > Industrial development on rail-served greenfield and brownfield sites



E. Montgomery Shipper Rail Access

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

H. Rochelle Agricultural Transload Facility Conversion

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

I. Rochelle Rail Access Expansion

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

J. Rochelle Transload Center Expansion

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

F. 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.

D. I-57 Logistics Center Track Connection

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

C. Greenleaf Transload Yard

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

G. O'Hare Industrial Parks Rail Access Reinstatement

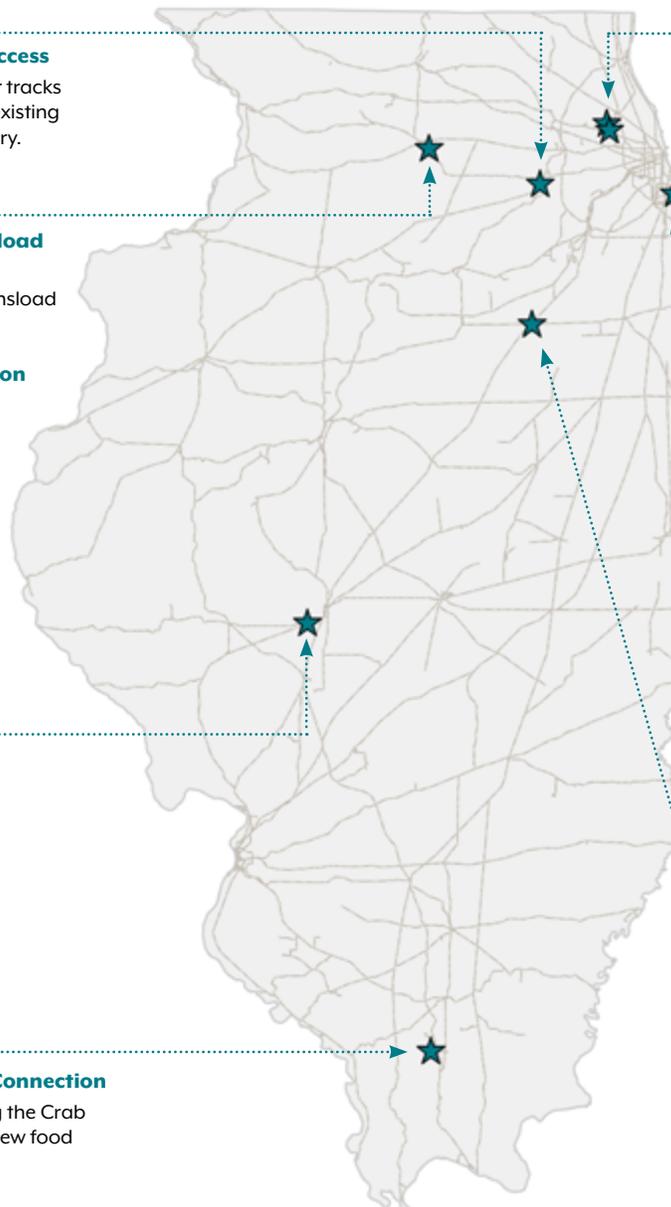
Reconstruction of direct rail connections to industrial businesses near Chicago O'Hare airport.

A. Acme Site Redevelopment

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

B. 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

Projects in this category are railroad infrastructure projects that add additional railroad traffic volume or weight capacity to a rail line. These projects generally reduce train delays and improve the operational fluidity of the rail network. Thirteen (13) Rail Capacity projects are presented including:

- > Rail-rail flyovers
- > Reconfigured rail junctions
- > Modernized signal and interlocking systems
- > Additional mainline tracks and bridges

V. West Chicago Flyover

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

T. Springfield Flyover

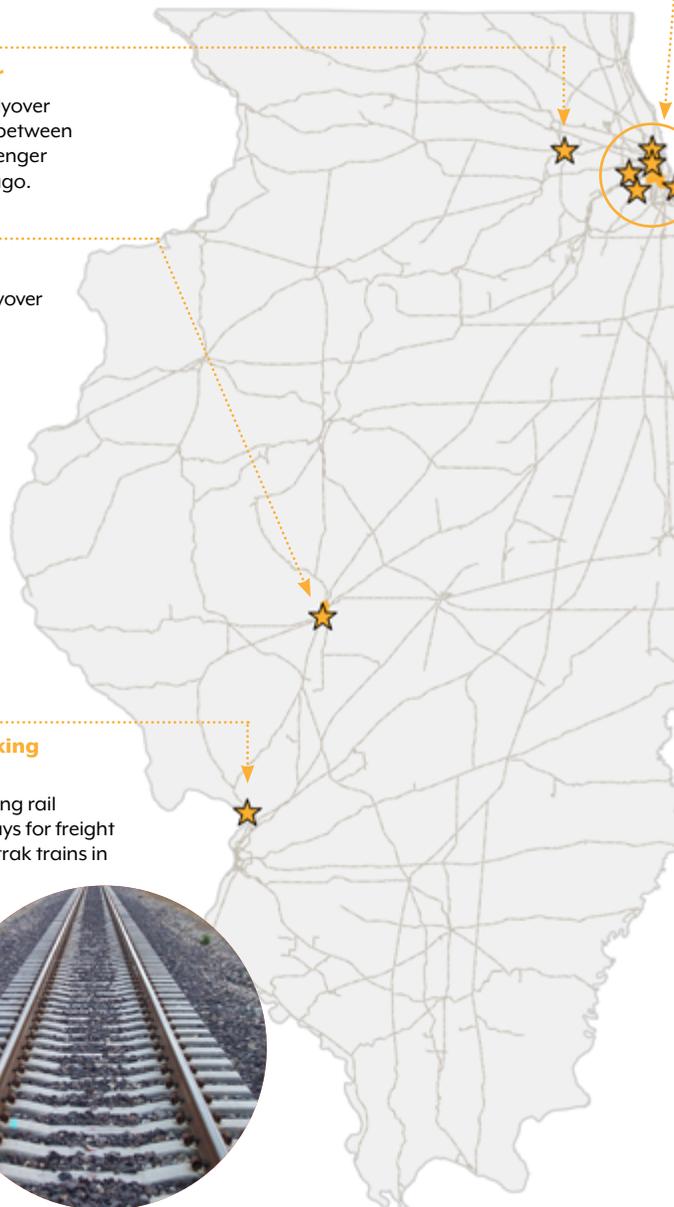
Construction of a rail-rail flyover eliminating train conflicts between freight trains and Chicago-St. Louis Amtrak trains south of Springfield.

U. 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.

W. Wood River Interlocking Reconstruction

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



K. A-2 Flyover

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

L. 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.

M. 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.

N. 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.

O. 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.

P. 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.

Q. 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.

R. Rock 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.

S. 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.



State of Good Repair Projects

State of Good Repair projects are projects that improve existing railroad infrastructure or renew rolling stock fleets. These projects ensure the long-term reliability, maintainability, safety, and viability of the rail network. Five (5) State of Good Repair projects are presented including:

- > Bridge rehabilitations and replacements
- > Track renewal
- > Station or rolling stock modernization



Y. Mainline Rehabilitation

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

BB. Mississippi River Bridge Rehabilitation

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

X. Bridge and Track Rehabilitation

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



AA. Metra Station Improvements

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

Z. Metra Fleet Modernization Plan

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



Passenger Improvement Projects

Projects in this category are railroad infrastructure projects that expand or improve the commuter or intercity passenger rail network. Twelve (12) Passenger Improvement projects are presented including:

- > Passenger rail service extensions to new communities
- > Track, signal, structures, and interlocking improvements
- > Construction of new stations and rehabilitation or expansion of existing stations



KK. Metra UP North Improvements

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

FF. Hiawatha Service Expansion

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

II. Metra Milwaukee District West Improvements

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

LL. Metra UP West Improvements

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

HH. Metra BNSF Improvements

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

EE. 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.

CC. Chicago Union Station Improvements

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

DD. Chicago-Detroit HSR Improvements

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

GG. Kensington Interlocking Improvements

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

MM. Millennium Station to 11th Place Improvements

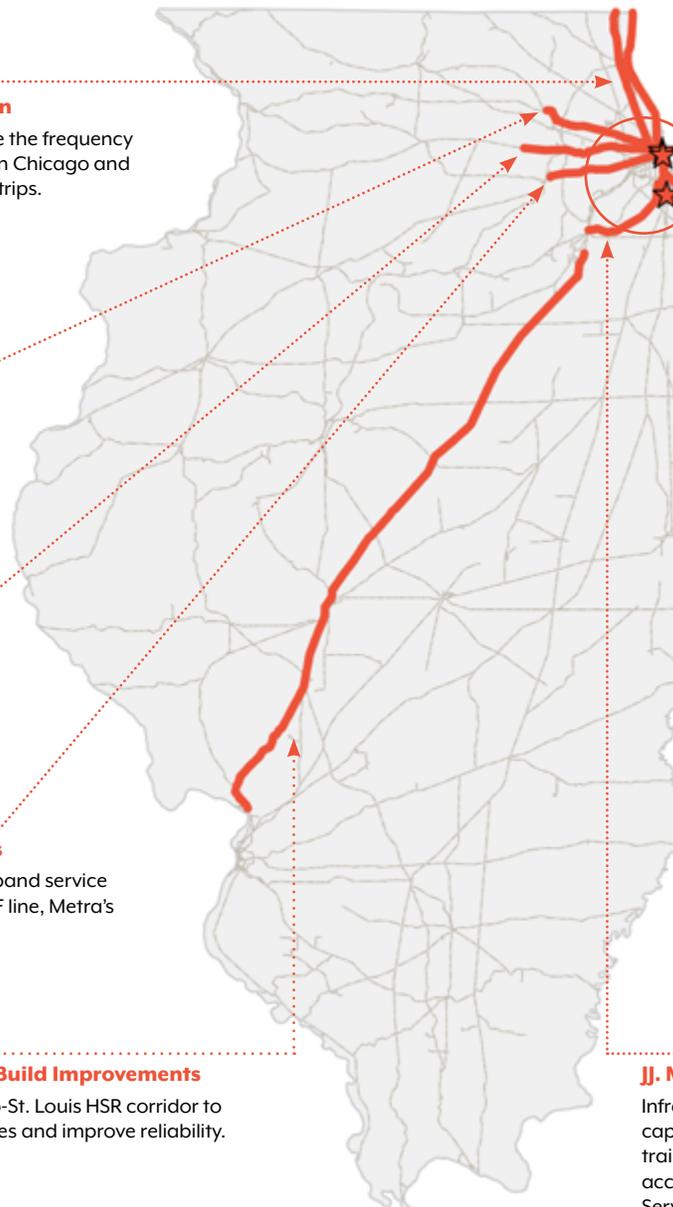
Expansion and reconfiguration of throat tracks and construction of new platforms at Van Buren Street and Millennium Stations to accommodate NICTD and Metra service increases.

NN. 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.

Jj. 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 Projects

Projects in this category are safety improvement projects that mitigate or eliminate conflicts between rail and road users. Ten (10) Safety/Grade Crossing projects are presented including:

- > Highway-rail grade separations
- > Crossing warning device upgrades
- > Crossing closures
- > State agency crossing management system modernizations



VV. 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.



STATEWIDE PROJECTS:

OO. Grade Crossing Inventory Update

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

PP. Railroad Information and Location System Modernization

Update of the Illinois Commerce Commission's RAIL system with modern technology.



QQ. Canal St

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.

RR. 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.

SS. Grand Ave

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

TT. Harlem Ave (CREATE Project GS18)

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

UU. La Grange Rd

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

WW. Lincoln Ave

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

XX. 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.



ILLINOIS RAIL NEEDS ASSESSMENT

CHAPTER 5

Potential Funding and Financing Opportunities



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Potential Funding and Financing Opportunities

The **Potential Funding and Financing Opportunities Matrix (Appendix H)** summarizes potential federal, state, and local funding and financing opportunities for future rail-related projects in Illinois. Funding opportunities are provided through competitive discretionary grant programs. Projects are selected based on program eligibility, evaluation criteria, and program priorities. Financing programs leverage Federal funds to attract private and other non-Federal co-investment for transportation projects. These options have the potential to help meet the State's unfunded capital needs. The ILRNA Team reviewed funding opportunities and financing programs available through USDOT, FTA, FHWA, and FRA as well as state and state-administered federal programs, as well as Cook County's Invest in Cook program. This review does not include other local funding sources such as Tax Increment Financing revenues or Enterprise Zone tax credits. Upon further development of a project's scope and budget, these sources could be considered to fund a portion of a project's local share.

The evaluated programs are summarized in **Appendix H**, which presents the following information:

- > Program name
- > Agency responsible for administering the program
- > Whether the program is discretionary, formula-based, or a financing tool
- > Annual funding availability for the entire program
- > Minimum, average, and maximum award sizes (if known)
- > Minimum local match requirements
- > Eligible projects and applicants

To evaluate the applicability of these discretionary programs to meet the State's capital needs, the ILRNA Team reviewed published program requirements to confirm eligibility. Next, the ILRNA Team identified potential grant opportunities for each of the 50 projects presented in **Chapter 4** of this report.



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ILLINOIS RAIL NEEDS ASSESSMENT

CHAPTER 6

Conclusion



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Conclusion

The Illinois Rail Needs Assessment sought to assess the current conditions of the Illinois rail network and identify issues that may impact the quality of rail services now and in the future. To accomplish this goal, IDOT and the ILRNA Team engaged a wide variety of stakeholders including:

- > Class I, regional, short line, and passenger railroads
- > State agencies
- > Rail shippers and ports
- > Regional planning organizations
- > Local governments
- > Community groups
- > Members of the public

Each engaged stakeholder contributed a unique perspective that together painted an image of a state rail network that is extensive, busy, and faces several significant challenges. Stakeholders also identified opportunities to address the issues facing both the freight and passenger rail systems including proposed projects to:

- > Expand shipper access to low-cost, low-emission transportation services via the rail network;
- > Build rail infrastructure that reduces congestion to keep trains moving, particularly in the heavily traveled Chicago region;
- > Ensure the long-term viability and sustainability of the entire Illinois rail network so that it can continue to perform its critical role supporting the state economy;
- > Improve the commuter and intercity passenger rail network to be a competitive transportation option accessible to people throughout the state; and,
- > Mitigate the negative safety, congestion, and quality of life impacts associated with conflicts between road and rail users at grade crossings.

Stakeholders also identified a need for Illinois to implement policies supportive of both public and private investment in rail infrastructure, industrial business, and urban development. Such efforts would build on a successful record of rail-focused programs in Illinois, such as the CREATE program in Chicago and grade crossing improvement funding opportunities. Many common challenges affecting stakeholders, such as terminal congestion and the condition of rail viaducts around Chicago, may be best addressed by a collaborative effort between public and private entities. This thorough analysis of statewide rail needs is more important than ever due to the recently passed IIJA. This new federal infrastructure program provides the largest increase in funding for rail in more than six decades. The IIJA offers a generational opportunity to repair and modernize the state of Illinois' rail transportation system, while simultaneously delivering tangible economic benefits for years to come.

IDOT greatly appreciates the participation of stakeholders from across Illinois in the Illinois Rail Needs Assessment. In the near term, the next update to the Illinois State Rail Plan in 2022 will build directly off the results of this outreach effort. In the longer term, rail needs and potential solutions identified by stakeholders in this study will be important considerations in the State's efforts to develop plans, policies, and programs that provide the people of Illinois with a world class freight and passenger rail network.

Each engaged stakeholder contributed a unique perspective that together painted an image of a state rail network that is extensive, busy, and faces several significant challenges.

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ILLINOIS RAIL NEEDS ASSESSMENT

List of Acronyms



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Acronym List

AADT	Average Annual Daily Traffic
ACS	American Community Survey
AGW	Allowable Gross railcar Weight
ALS	Alton & Southern Railway
ARPA	American Rescue Plan Act of 2021
BJRY	Burlington Junction Railway
BLOL	Bloomer Line
BNSF	BNSF Railway
BRC	Belt Railway Company of Chicago
BSPE	IDOT's Bureau of Safety Programs and Engineering
CCUO	Chicago-Chemung Railroad
CEDS	Comprehensive Economic Development Strategy
CERR	Cicero Central Railroad
CFE	Chicago, Ft. Wayne & Eastern Railroad
CIG	Capital Investment Grants
CIR	City of Rochelle Railroad
CJR	Chicago Junction Railway
CMAQ	Congestion Mitigation and Air Quality Improvement
CN	Canadian National Railway
COER	Crab Orchard & Egyptian Railroad
COFC	Containers-on-Flat-Cars
CP	Canadian Pacific Railway
CREATE	Chicago Region Environmental and Transportation Efficiency Program
CRISI	Consolidated Rail Infrastructure and Safety Improvements discretionary grant program
CRL	Chicago Rail Link
CSS	Chicago, South Shore and South Bend Railroad
CSP	Chicago, St. Paul & Pacific Railroad
CSX	CSX Transportation
CTA	Chicago Transit Authority
CUS	Chicago Union Station
DCEO	Illinois Department of Commerce and Economic Opportunity
DoD	U.S. Department of Defense
DREI	Decatur & Eastern Illinois Railroad
DT	Decatur Junction Railway
EAA	Economic Adjustment Assistance

EDA	U.S. Economic Development Administration
EDP	Economic Development Program
EFRR	Effingham Railroad
EJ	Environmental Justice
EJSR	Elwood, Joliet & Southern Railroad
EVWR	Evansville Western Railway
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GCPF	Grade Crossing Protection Fund
GIS	Geographic Information System
HR	Herrin Railroad
IAIS	Iowa Interstate Railroad
ICC	Illinois Commerce Commission
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
IHB	Indiana Harbor Belt Railway
IIC	Invest in Cook grant program
IJA	Infrastructure Investment and Jobs Act
ILRNA	Illinois Rail Needs Assessment
ILW	Illinois Western Railroad
IMRR	Illinois and Midland Railroad
INFRA	Infrastructure for Rebuilding America
INRD	Indiana Rail Road
IR	Illinois Railway
ITB	Illinois Terminal Belt Railroad
ITEP	Illinois Transportation Enhancement Program
JIT	Just-in-Time logistics
KBSR	Kankakee, Beaverville & Southern Railroad
KCS	Kansas City Southern Railway
KJRY	Keokuk Junction Railway
KRPD	Kaskaskia Regional Port District
LTL	Less-Than-Truckload
MGT	Million Gross Tons
MJ	Manufacturers' Junction Railway

MPO	Metropolitan Planning Organization
NARN	North American Rail Network
NICTD	Northern Indiana Commuter Transportation District
NIRC	Northeast Illinois Regional Commuter Railroad Corporation
NOFO	Notice of Funding Opportunity
NS	Norfolk Southern Railway
OP&P	IDOT's Office of Planning and Programming
OTC	Ogilvie Transportation Center
OTP	On-Time Performance
PHRR	Port Harbor Railroad
PIR	Peru Industrial Railroad
PPHW	Peoria, Peoria Heights, & Western Railway
PPP	Public-Private Partnership
PSR	Precision Scheduled Railroading
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RND	Railroads for National Defense Program
RREG	Railroad Restoration and Enhancement Grants
RRIF	Railroad Rehabilitation and Improvement Financing
RVPR	Riverport Railroad
SCIH	South Chicago and Indiana Harbor Railway
SDDCTEA	Surface Deployment and Distribution Command Transportation Engineering Agency
STB	Surface Transportation Board
STBG	Surface Transportation Block Grant
STRACNET	Strategic Rail Corridor Network
TIFIA	Transportation Infrastructure Finance and Innovation Act Loans
TOFC	Trailer-on-Flat-Car
TPW	Toledo, Peoria & Western Railway
TRRA	Terminal Railroad Association of St. Louis
TZPR	Tazewell & Peoria Railroad
UP	Union Pacific Railroad
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
VRRR	Vandalia Railroad
VVRR	Vermilion Valley Railroad
WSOR	Wisconsin & Southern Railroad
3PL	Third-Party Logistics

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ILLINOIS RAIL NEEDS ASSESSMENT

Illinois Rail Needs Assessment Appendices

JULY 2022



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ILLINOIS RAIL NEEDS ASSESSMENT

APPENDIX A

Stakeholder Outreach Summary Report



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Introduction

This Stakeholder Outreach Summary Report (Report) documents the tasks related to project outreach that were undertaken by the ILRNA Team, in coordination with the IDOT Office of Planning and Programming, during the ILRNA (Study). As part of the Study, IDOT, in cooperation with freight and passenger railroads, shippers, trucking and logistics companies, agencies, and the public throughout the state, identified and evaluated potential railroad projects.

Purpose

This Report identifies key contacts within Illinois' railroads, shippers, agencies, other organizations, and the public that were invited to participate and provide input in the Study through various engagement activities and opportunities. The Stakeholder Outreach Plan is intended to be flexible, recognizing that different approaches and/or processes are needed to effectively engage stakeholders. Modifications were made to the Stakeholder Outreach Plan to address new or emerging issues, concerns, or interests.

Stakeholder Outreach Goals

The goals of the Stakeholder Outreach Plan are to:

- > Identify and engage stakeholders in the Study.
- > Build a framework for conducting outreach that:
 - meets FRA State Rail Plan guidance,
 - facilitates the identification of needs and solutions to mitigate those needs, and
 - enables positive working relationships with stakeholders to further strategic objectives.
- > Provide early, open, and continuous engagement to stakeholders and the general public throughout the project.
- > Ensure all interested stakeholders have opportunity to participate through ongoing public involvement activities.

Stakeholder Identification

One of the initial and ongoing tasks during the Study was to identify stakeholders. Working with IDOT, a preliminary list of potential stakeholders was developed (see **Attachment I**). The list was built on stakeholder spreadsheets provided by IDOT from previous studies as well as contacts culled from information available to the ILRNA Team and through publicly available sources. Throughout the development of the Study, stakeholders were added, subtracted, and/or modified.

Engagement opportunities discussed in this Report are divided into the following groups:

- > Railroads
- > Shippers, Agencies, and Other Organizations
 - State Agencies
 - MPOs
 - Economic Development Groups
 - Local Agencies
 - Shippers/Shipper organizations
- > Public

Figure 1 depicts the categories of stakeholders that were invited to participate in the Study.

Outreach Activities

Outreach strategies and materials were developed specifically for engagement with railroads; shippers, agencies, and other organizations; and the public. Although the strategies differ across stakeholder category, the messaging is consistent and was developed in consultation with IDOT.

Railroad Outreach

The strategy for railroad outreach considered that railroads, in general, are protective of their business strategies and would be hesitant to identify their needs in group meetings with their competitors. To ensure confidentiality and to achieve maximum participation and sharing, individual meetings were held with each railroad or railroad holding company. The railroad engagement was conducted as follows:

1. IDOT contacted each railroad via email. This communication introduced the Study and the ILRNA Team, explained the purpose of the Study, and requested the railroad's participation. IDOT copied the ILRNA Team on the email message to ensure that the consultant team promptly followed up with the railroad.
2. The ILRNA Team typically contacted the railroads within two days of receiving IDOT's email. The ILRNA Team followed up with an email containing:
 - a. Description of the Study and its goals.
 - b. List of information requested.
 - c. A request for the railroad's preferred meeting method (phone or video conference).
 - d. A request for the railroad's available dates and times within a two-week window for a meeting.

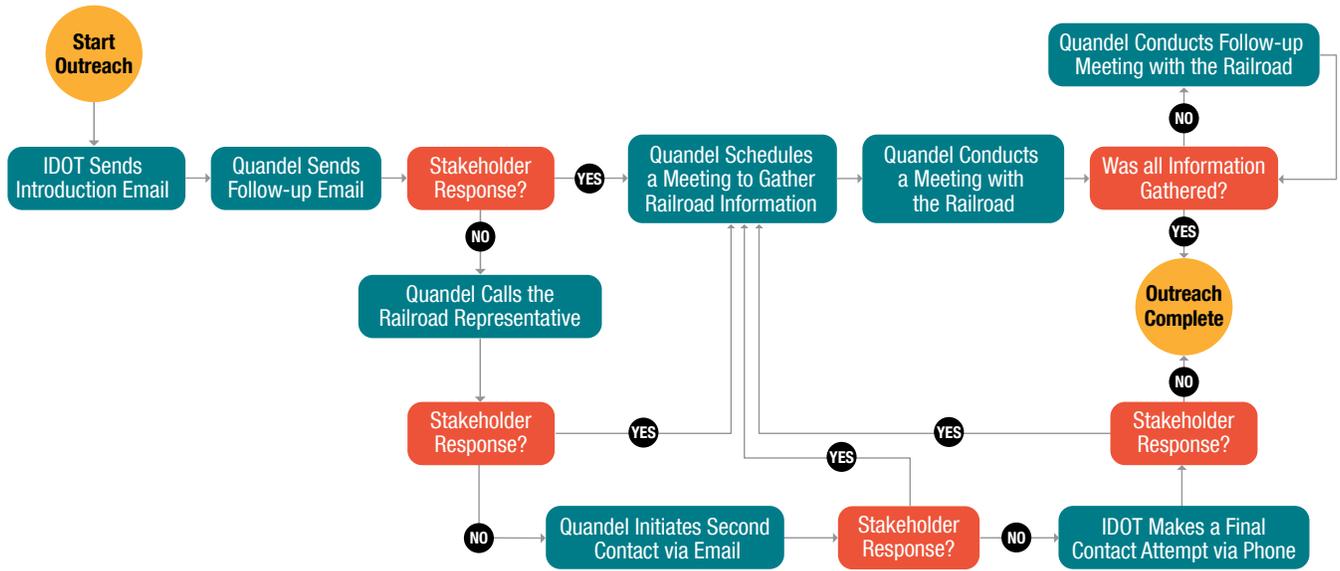
The flowchart in **Figure 2** displays the process IDOT and the ILRNA Team used to engage each railroad. Following the process ensured the railroads were provided ample opportunity to participate in the Study. Outreach with each railroad was considered complete once meetings were held and all requested information provided or if the railroad failed to respond to the outreach attempts. The ILRNA Team contacted railroads between May and September 2021.

A summary of railroad-identified needs is included in **Chapter 3**.

FIGURE 1 - Stakeholder Categories



FIGURE 2 - Railroad Outreach Flowchart



Agencies, Shippers, and Other Stakeholders Outreach

The ILRNA Team used a process like the one outlined in **Figure 2** to engage with agencies, shippers, and other non-railroad stakeholders. Stakeholders in this category included:

- > Federal Railroad Administration
- > Illinois Department of Transportation
- > Illinois Department of Commerce & Economic Opportunity
- > Illinois Freight Advisory Council
- > Metropolitan and Regional Planning Organizations
- > County Engineers
- > City of Chicago Department of Transportation

Because most of the above stakeholders are public entities, individual interviews were not scheduled at the outset. Instead, the ILRNA Team used a combination of virtual stakeholder listening sessions, an interactive survey, and, if warranted, one-on-one meetings to solicit feedback on the rail needs throughout the State.

Introductory emails were sent by IDOT to the agency, shipper, and other non-railroad stakeholders providing information about the Study and requested the stakeholders’ participation. Several organizations in Illinois represent the interests of groups that were identified as potential ILRNA stakeholders. The ILRNA Team contacted those organizations directly and requested that the IDOT introductory email, virtual stakeholder listening session invitation, and interactive survey link be sent by the organization to its members. These organizations included:

- > Midwest Association of Rail Shippers
- > Illinois Municipal League
- > Illinois Association of County Engineers
- > Illinois Association of Regional Councils

Outreach Methods

Virtual Stakeholder Listening Sessions

The ILRNA Team held five virtual stakeholder listening sessions to give Illinois' rail stakeholders an opportunity to participate in the Study. Each listening session focused on a specific region of the state, designated by the IDOT regions.

Each listening session began with a presentation sharing the purpose and scope of the ILRNA, data on the importance of rail to Illinois, and opportunities to provide input to the Study. The presentation was followed by an interactive session where the ILRNA Team used online polling to gather high-level issues or needs from the participants. The issues were then discussed as a larger group. Interested stakeholders were invited to future one-on-one meetings with the ILRNA Team to provide more detailed feedback on their specific rail needs.

A summary of the virtual stakeholder listening sessions is included in the **Agency and Shipper Outreach Summary Report (Appendix C)**.

MetroQuest

A second tool used to engage stakeholders was a rail survey created through the interactive, online MetroQuest platform. MetroQuest engagement activities included ranking priorities, pinpointing potential project locations on a map, and rating improvement strategies. At the end of the survey, participants were asked to leave information on their affiliations to allow the ILRNA Team to track who the survey was reaching.

A summary of the MetroQuest survey results is included in **Appendix C**.

One-on-One Meetings

Agency and shipper stakeholders were invited to one-on-one meetings with the ILRNA Team during the listening sessions and through follow-up emails sent to the stakeholder contact list. Depending on stakeholder preference, these meetings were conducted through video conferencing or over the phone. Each meeting allowed the stakeholder to provide more detailed feedback on their specific rail issues and needs. A summary of the one-on-one meetings is included in **Appendix C**.

Public Outreach

Several public participation techniques were used to reach as many people as possible during the Study including branding, data and comment management, virtual public events, and a newsletter.

Branding

To distinguish the Study, a brand was developed that included a color theme and logo. The branding was used consistently throughout the ILRNA documents, presentations, and graphics to provide a professional, cohesive look.

Data and Comment Management

At the onset of the Study, a digital comment management platform was developed to continuously accept feedback. All comments received through this platform were logged and categorized. Responses were developed for each category and distributed upon IDOT approval. Any respondent accessing the comment platform was added to the Study's stakeholder list. All public comments can be found in **Public Outreach Summary Report (Appendix D)**.

Virtual Public Events

Two virtual public events were conducted to allow for maximum public participation. The first event was held near the beginning of the Study to introduce the ILRNA and to share opportunities for providing feedback. The second event was held near the end of the Study and summarized the rail needs and potential solutions heard during the public, railroad, and agency and shipper outreach efforts. Both events were advertised through newspapers and other third-party outlets, and an IDOT press release was issued announcing the events. Throughout the project, media platforms were monitored for stories or comments on this Study.

Summaries of each virtual public event are included in **Appendix D**.

Newsletter

A two-page newsletter highlighting the final report was produced. The newsletter was distributed through e-blast to the entire stakeholder list (**Appendix D**).

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ATTACHMENT 1
Preliminary Stakeholder List

Introduction

The preliminary list of potential ILRNA project stakeholders is presented in **Table 1**. Throughout the development of the Study, stakeholders were added, subtracted, and/or modified as needed.

TABLE 1 - Preliminary ILRNA Stakeholder List

First	Last	Title	Company
Melissa	Hatcher	Midwest Regional Manager, Office of Railroad Policy and Development	Federal Railroad Administration
Jeff	Sriver	Director of Transportation Planning and Programming	City of Chicago Department of Transportation
Joe	Alonzo	Transportation Planner	City of Chicago Department of Transportation
Jennifer "Sis"	Killen	Superintendent	Cook County Department of Transportation and Highways
Brian	Otten	County Engineer	Illinois Association of County Engineers
Kelly	Murray	Executive Director	Illinois Association of Regional Councils
Ivan	Solis	Chairman	Illinois International Port District
Brad	Cole	Executive Director	Illinois Municipal League
Jennifer	Bertino-Tarrant	County Executive	Will County, Illinois
Denise	Bulat	Director	Bi-State Regional Commission (BSRC)
Gena	McCullough	Assistant Executive Director/ Planning Director	Bi-State Regional Commission (BSRC)
Rita	Morocoima-Black	Planning & Development Director	Champaign County Regional Planning Commission
Erin	Aleman	Executive Director	Chicago Metropolitan Agency for Planning (CMAP)
Sam	Cole	DATS Director	Danville Area Transportation Study (DATS)
Joselyn	Stewart	Director	Decatur Urbanized Area Transportation Study (DUATS)
Nathan	Schwartz	Director	DeKalb/Sycamore Area Transportation Study (DSATS)
Kelley	Hutton-Deutmeyer	Director	Dubuque (East Central Intergovernmental Association (ECIA)
Jim	Wild	Director	East-West Gateway Council of Governments (St. Louis) (EWCOG)
Joe	Jdankiewicz	Director, Transportation Planning	Greater Egypt Regional Planning Development Commission (GERPDC)
Delbert	Skimerhorn	Executive Director	Kankakee Area Transportation Study (KATS)
Raymond	Lai	Executive Director	McLean County Regional Planning Commission (MCRPC)
Michael	Dunn Jr.	Executive Director	Region 1 Planning Commission (RIPC)
Alex	McElroy	Executive Director	Southeast Metropolitan Planning Organization (SEMPO)
Molly	Berns	Executive Director	Springfield-Sangamon County Regional Planning Commission (SSCRPC)
T.J.	Nee	Director	State Line Area Transportation Study (Beloit) (SLATS)
Eric	Miller	Executive Director	Tri-County Regional Planning Commission (TCRPC)
Carmine	Bottigliero	Vice President	CenterPoint Properties
Kevin	McKenna	President, Construction Group & Shareholder	Clayco, Inc.

First	Last	Title	Company
Benjamin	Brockschmidt	Major Account Manager	Illinois American Water
Clark	Kaericher	Executive Director, Technology Council & Infrastructure Council	Illinois Chamber of Commerce
Rodney	Knittel	Assistant Director of Transportation and Infrastructure	Illinois Farm Bureau
Michelle	Kelm	Executive Director	Illinois Railroad Association
Matthew	Hartwig	Executive Director	Illinois Trucking Association
Mara	Roche	Executive Director	Jo-Carroll Local Redevelopment Authority (Manager of Savanna Industrial Park)
Robert	Nathan	CEO	Load Delivered Logistics, LLC
Don	Schaefer	Executive Vice President	Midwest Truckers Association
Mary	Lamie	Executive Director	St. Louis Regional Freightway
Gary	Kearby	VP Leasing	Wells Fargo Rail
John	Grueling	President & CEO	Will Co. Center for Economic Development
Douglas	Garton	General Manager	Alton and Southern Rwy. Co.
Joe	Shacter	Senior Manager, State Corridors	Amtrak
Derrick	James	Director, Government Affairs	Amtrak
Todd	Bjornstad	President	Anacostia (Chicago South Shore and South Bend Railroad)
J.B.	Daughenbaugh	General Manager	Bloomer Shippers Connecting Railroad
Peter	Skosey	Executive Dir., State Gov't Affairs	BNSF Railway Company
Paul	Cristina	Director, Public Projects & Systems Design	BNSF Railway Company
Robert	Wingate	General Manager	Burlington Junction Railway
Stacey	Lyons	US Manager of Government and Public Affairs	Canadian National Railway
Arielle	Giodano	Director, Federal & State Government Affairs	Canadian Pacific Railway Company
Jason	Anderson	Economic Development Director	City of Rochelle Railroad (RRCO, Owned by City of Rochelle-Operated by the Burlington Junction Railway Company)
Tom	Livingston	Head of State Gov't. Relations and Community Affairs	CSX Transportation
Charles	Barenfanger, Jr.	CEO	Effingham Railroad Company (Affiliated with Agracel, Inc. and Illinois Western Railroad)
Jeff	Witherspoon	General Manager	Evansville Western Railway, Inc.
Jerry	Vest	Senior Vice President, Government & Industry Affairs Genesee & Wyoming, Inc.	Genesee & Wyoming (Illinois & Midland Railroad, Tazewell & Peoria Railroad, Toledo, Peoria & Western Railway, Chicago, Fort Wayne & Eastern Railroad Company)
Steve	Frattini	Mayor, City of Herrin	Herrin Railroad
Jerry	Respondek	CEO	Illinois Terminal Belt (Motive Rail, Inc.)

First	Last	Title	Company
John	Wright	General Manager	Indiana Harbor Belt Rwy. Co.
Chad	Lambi	Chief Engineer	Iowa Interstate Railroad
Tyler	Stroo	President	Kankakee, Beaverville and Southern Railroad
Kevin	McIntosh	AVP Facilities Administration and Government Affairs	Kansas City Southern Railway
Ed	Weilbacher	General Manager	Kaskaskia Regional Port District
James	Derwinski	CEO	Metra
Herbert	Smith	Regional Vice President Government Relations	Norfolk Southern Railroad
Mike	Noland	President	Northern Indiana Commuter Transportation District
David	Arganbright	Vice President Government Affairs	OmniTRAX (Chicago Rail Link, LLC, Illinois Railway LLC, Peru Industrial Railroad, LLC, Manufactures' Junction Railway LLC)
Cesar	Suarez	Senior Development Specialist	Peoria, Peoria Heights, and Western Railroad (Owned by City of Peoria, operated by Pioneer Lines)
Jamie	Caton	Vice President, Government Relations	Pioneer Lines-BRX Trans. Holdings (Decatur Junction Railway, Keokuk Junction Railway/ Shawnee Terminal Railway Company, Inc, Vandalia Railroad Company)
Carl	Yount	Vice President Customer Solutions	Port Harbor Railroad, LLC
Jordan	Buck	Director of Marketing	Progressive Rail (Crab Orchard & Egyptian Railway, Chicago Junction Railway, Chicago, St. Paul & Pacific Railroad)
Layne	Leitner	Chief Operating Officer	Progressive Rail (Crab Orchard & Egyptian Railway, Chicago Junction Railway, Chicago, St. Paul & Pacific Railroad)
Amiee	Martelle	CEO, COO, and CFO	Riverport Railroad, LLC
Patrick	Bloom	Vice President, Government Relations	South Chicago & Indiana Harbor Railway (Cleveland-Cliffs Inc.)
Ron	Tindall	President	Terminal Railroad Association of St. Louis
Michael	Grace	President	The Belt Railway of Chicago
Brian	Kierna	Facility Manager	The Delong Co., Inc. (Chicago-Chemung Railroad Corporation)
Peter	Ray	VP of Engineering	The Indiana Railroad Co.
Liisa	Stark	Assistant Vice President	Union Pacific Railroad
Ken	Lucht	Director, Government Relations	Watco Companies (Decatur and Eastern Illinois Railroad, Elwood, Joliet & Southern Railroad, Cicero Central Railroad, Wisconsin & Southern Railroad)
Brendan	Keener	Manager - Business Development & Government Affairs	Midwest & Bluegrass Rail (Vermilion Valley Railroad)
Steve	Finn	Vice President, ADM Trucking	Archer Daniels Midland Co.
Jordan	Goerger	Manager of Rail Transportation	Ardent Mills
Wendi	Gentry	Director, Integrated Logistics	Catepillar, Inc.
Steve	Kubsch	Director, Transportation Operations	Growmark, Inc.
Thomas	Surma	Senior Manager- Vendor Management	Ingredion
Michael	Jones	Vice President	North Dakota Mill

First	Last	Title	Company
Steve	Kirk	National Sales	Oakley Transport
Kristen	Wright	North America Rail Business Manager	Sherwin-Williams
Robert	Stock	President	Stock Transport, Inc.
Raymond	Drake	Vice President, State Government Affairs	United Parcel Service
Michael	Richardson	Manager Central Fleet Boxcar & Rail	US Foods
Dennis	Wilmsmeyer	Executive Director	America's Central Port District
Jason	Horwitz	Deputy Director, Policy Planning & Research	Department of Commerce and Economic Opportunity
Michael	Vanderhoof	Bureau Chief of Planning	IDOT Bureau of Planning Central Office (Springfield)
DeAnna	Smith	Rail Planning Manager	IDOT Bureau of Planning Central Office (Springfield)
William	Pearsall	Highway-Railway Safety Engineer	IDOT Bureau of Safety Programs and Engineering – Central Office (Springfield)
John	Oimoen	Deputy Director of Rail and Acting Deputy Director of Transit	IDOT Office of Intermodal Project Implementation (Chicago)
Samuel	Tuck	Bureau Chief, Freight Rail Management	IDOT Office of Intermodal Project Implementation (Chicago)
Ronald	Kaye	Rail Project Engineer	IDOT Office of Intermodal Project Implementation (Chicago)
Todd	Popish	Section Chief, Rail Program Planning	IDOT Office of Intermodal Project Implementation (Chicago)
Elliot	Ramos	Bureau Chief of Passenger Rail Corridor Management	IDOT Office of Intermodal Project Implementation (Chicago)
Holly	Bieneman	Director	IDOT Office of Planning and Programming
Jose	Rios	District Engineer	IDOT Region 1, District 1
Masood	Ahmad	District Engineer	IDOT Region 2, District 2
Masood	Ahmad	District Engineer	IDOT Region 2, District 3
Kensil	Garnett	District Engineer	IDOT Region 3, District 4
Kensil	Garnett	District Engineer	IDOT Region 3, District 5
Jeffrey	Myers	District Engineer	IDOT Region 4, District 6
Jeffrey	Myers	District Engineer	IDOT Region 4, District 7
Keith	Roberts	District Engineer (Acting)	IDOT Region 5, District 8
Keith	Roberts	District Engineer (Acting)	IDOT Region 5, District 9
Brian	Vercruysee	Railroad Safety Program Administrator	Illinois Commerce Commission
Alyson	Grady	Central Region Manager, Regional Economic Development	Illinois Department of Commerce & Economic Opportunity
Omer	Osman	Secretary of Transportation	Illinois Department of Transportation
Joselyn	Alvarez	Executive Director	Illinois State Toll Highway Authority
Yanfeng	Ouyang	Professor	University of Illinois (Champaign/Urbana)

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ILLINOIS RAIL NEEDS ASSESSMENT

APPENDIX B

Rail System Inventory Report



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Introduction

The purpose of this report is to outline information gathered from outreach to railroads, government agencies, and shippers within Illinois as well as from public data sources. This data collection and outreach effort is meant to depict the current state of the Illinois passenger and freight rail network, highlighting the capacity and operational constraints and structural issues that may limit the quality of services both currently and in the future. This information will be used to identify potential rail projects that could be good candidates for public funding and ultimately will form the basis for the Illinois State Rail Plan, due to be updated in 2022.

Passenger Rail Overview

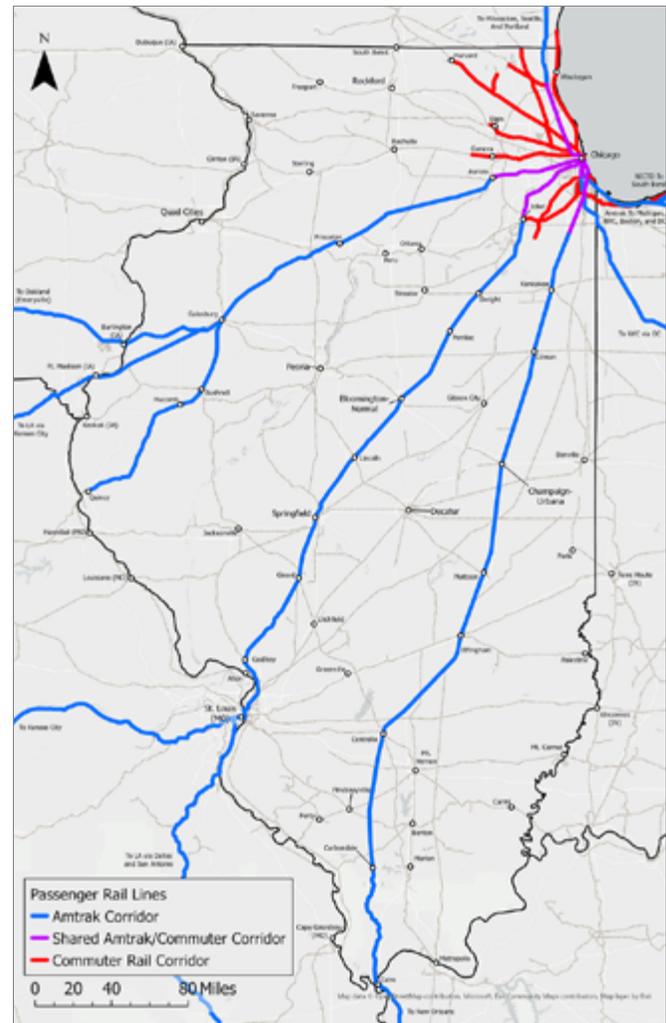
Illinois has an extensive existing network of passenger rail lines. As shown in **Figure 1**, the network consists of Amtrak state-supported and long-distance intercity passenger routes connecting various cities across the state as well as Metra and NICTD commuter lines connecting communities within the Chicago region.

Intercity Passenger Rail

Illinois is the center of Amtrak's national intercity passenger rail system, with up to 56 numbered trains operating each day on a network of 7 state-supported corridor routes and 8 long-distance routes radiating out from Chicago Union Station (**Table 1** and **Figure 2**)¹. Chicago Union Station (CUS) is the busiest Amtrak station outside the Northeast Corridor.

Travel restrictions due to the Covid-19 pandemic starting in March 2020 led to a significant drop in ridership on all routes between 2019 and 2020. However, with the lifting of restrictions and a wider economic recovery, intercity passenger rail demand is expected to rebound in the coming years and continue its pre-Covid growth. This expected growth necessitates continued long-term investment in the passenger rail network.

FIGURE 1 - Illinois Passenger Rail Network



¹"Illinois Amtrak Routes". IDOT. 2021. https://illinoisrail.org/amtrak_illinois/

TABLE 1 - Amtrak Routes In Illinois

Name	Route	# of Round Trips	FY2019 Ridership ²	FY2020 Ridership ²	2020 Customer OTP ^{*3}
Illinois-Supported Routes					
Hiawatha**	Chicago-Milwaukee, WI	7 per Day (Mon-Sat) 6 per Day (Sun)	873,537	403,112	94%
Lincoln Service	Chicago-Springfield-St. Louis, MO	4 per Day	607,212	334,540	85%
Illini/Saluki	Chicago-Galesburg-Quincy	2 per Day	257,890	159,981	72%
Carl Sandburg/ Illinois Zephyr	Chicago-Galesburg-Quincy	2 per Day	187,231	100,286	91%
Michigan-Supported Routes					
Wolverine	Chicago-Detroit/Pontiac, MI	3 per Day	486,190	244,500	56%
Blue Water	Chicago-Port Huron, MI	1 per Day	175,930	98,173	77%
Pere Marquette	Chicago-Grand Rapids, MI	1 per Day	94,797	47,236	76%
Long-Distance Routes					
Empire Builder	Chicago-Milwaukee, WI-St. Paul, MN-Seattle, WA or Portland, OR	1 per Day	420,855	253,486	66%
California Zephyr	Chicago-Galesburg-Denver, CO-Oakland (Emeryville), CA	1 per Day	397,793	247,535	60%
Lake Shore Limited	Chicago-Cleveland, OH- Boston, MA or New York City, NY	1 per Day	346,993	220,227	71%
Southwest Chief	Chicago-Kansas City, MO-Albuquerque, NM-Los Angeles, CA	1 per Day	327,276	186,470	64%
Texas Eagle	Chicago-St. Louis, MO-Dallas, TX-San Antonio, TX-Los Angeles, CA	1 per Day (San Antonio) 3 per Week (Cont. to Los Angeles)	311,367	196,078	48%
City of New Orleans	Chicago-Champaign- Memphis, TN-New Orleans, LA	1 per Day	228,831	132,656	88%
Capitol Limited	Chicago-Cleveland, OH-Washington, DC	1 per Day	203,829	126,997	52%
Cardinal	Chicago-Indianapolis, IN-Cincinnati, OH-Washington, DC -New York City, NY	3 per Week	105,364	63,223	65%

* Customer OTP is defined as customers arriving at their ticketed destination within 15 minutes of schedule

**Wisconsin also financially supports the Hiawatha route.

² Amtrak Route Ridership: FY20 vs. FY19 (<http://media.amtrak.com/wp-content/uploads/2020/12/FY20-Year-End-Ridership.pdf>)

³ Amtrak Host Railroad Report Card 2020 <https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/HostRailroadReports/Amtrak-2020-Host-Railroad-Report-Card-FAQs.pdf>

FIGURE 2 - Illinois Amtrak Routes



Current Intercity Passenger Rail Investments

Illinois is currently investing \$1.4 billion dollars into its rail network through the Rebuild Illinois Capital Plan passed by the Illinois General Assembly and signed by Governor Pritzker in 2019. This infusion of resources builds on billions of dollars of previous federal, state, and local investments improving rail connections throughout the state.

Table 2 lists intercity passenger rail improvement projects that are currently under construction or fully funded in Illinois.

TABLE 2 - Current Intercity Passenger Rail Improvement Projects in Illinois

Project	Description	Status
Chicago to St. Louis High Speed Rail	Increases speeds of existing Amtrak trains between Chicago and St. Louis to 110 mph.	Under testing
Springfield Rail Improvements	Consolidates rail traffic through downtown Springfield onto the NS 10th St Corridor by constructing additional tracks, road-rail grade separations, other grade crossing improvements, track connections to the north and south, and a new multimodal transportation center.	Under construction
New Amtrak Midwest Passenger Coaches	Purchases 88 Siemens Venture railcars to replace leased Amtrak equipment on Amtrak Midwest routes and improve the passenger experience.	Order in progress
Chicago to Quad Cities Passenger Rail	Reintroduces twice-daily round-trip intercity passenger service between Chicago and Moline in the Quad Cities.	In planning
Chicago to Rockford Passenger Rail	Implements intercity passenger rail service between Chicago and Rockford.	In planning
Chicago to Carbondale Passenger Rail Improvements	Increases capacity on the CN mainline between Chicago and Carbondale to improve reliability of the 6 daily Amtrak trains operating over this route.	In planning
Underpass at Uptown Station	Builds a second Amtrak platform and pedestrian underpass at Uptown Station in Normal.	Under construction
Southern Illinois Multimodal Station	Replaces existing Amtrak station with a new multimodal transportation center in downtown Carbondale.	Under construction

Additionally, several Midwest states are also making investments in the Amtrak Midwest network that will strengthen rail connections to and from Illinois:

- > Wisconsin is leading efforts to increase the frequency of Amtrak Hiawatha Service between Chicago and Milwaukee from 7 to 10 daily round trips. Capacity improvements are under construction on the Wisconsin segment of the corridor while planning studies are underway on the Illinois side.
- > Michigan is working to increase passenger rail speeds on the state-owned Michigan Line between Kalamazoo and Dearborn to 110 mph to reduce travel times on the Blue Water and Wolverine routes.
- > Wisconsin and Minnesota are jointly funding capacity improvements to extend one of the existing Hiawatha trains from Milwaukee to Minneapolis/St. Paul (the Twin Cities), providing a second daily round trip connecting the Twin Cities to Milwaukee and Chicago.

Illinois High Speed Rail Commission / Midwest Regional Rail Plan

In August 2021, Governor Pritzker signed a bill to create the Illinois High-Speed Railway Commission.⁴ This commission would be tasked with developing a statewide plan for a high-speed rail line and feeder network connecting St. Louis, Missouri and Chicago, Illinois, that includes current and existing Amtrak and Metra services, connects the cities of Rockford, Moline, Peoria, and Decatur, and uses intercity bus service to coordinate with the new trunk rail line. This line would form one of four “pillar corridors” in the Midwest passenger network envisioned by the Midwest Regional Rail Plan published by the Federal Railroad Administration (FRA) in October 2021.⁵ These corridors radiate out from Chicago to St. Louis, Minneapolis/St. Paul, Indianapolis, and Detroit and would be the target of considerable investment to significantly increase frequencies and decrease travel time. Currently, the statewide high-speed rail line and feeder network and enhanced Midwest passenger rail services are at a conceptual stage of planning.

⁴ “Illinois HSR Commission Formed”. *Railway Age*. August 9, 2021. <https://www.railwayage.com/passenger/high-performance/illinois-hsr-commission-formed/>

⁵ *Midwest Regional Rail Plan Final Report*. Federal Railroad Administration. October 2021. <https://railroads.dot.gov/library/midwest-regional-rail-plan-final-report>

Commuter Rail

Metra, the operating name of the Northeast Illinois Regional Commuter Railroad Corporation (NIRC), is a commuter rail system serving the City of Chicago, Cook County, and the surrounding five collar counties (Will, DuPage, Kane, McHenry, Lake). The busiest commuter rail system outside of the New York City metropolitan area, Metra operates 11 lines serving 242 stations over 488 route miles (Figure 3). Metra's network follows a hub and spoke model with all lines terminating or serving one of five stations in the Chicago Loop central business district: Ogilvie Transportation Center (OTC), Chicago Union Station (CUS), LaSalle Street Station, Van Buren Street Station, and Millennium Station.

In addition to Metra's system, the Northern Indiana Commuter Transportation District (NICTD) operates the South Shore Line, a 90-mile electrified commuter rail line connecting Millennium Station in the Chicago Loop to South Bend, IN (Figure 4).

Table 3 summarizes Metra and NICTD commuter rail services.

FIGURE 3 - Metra System Map

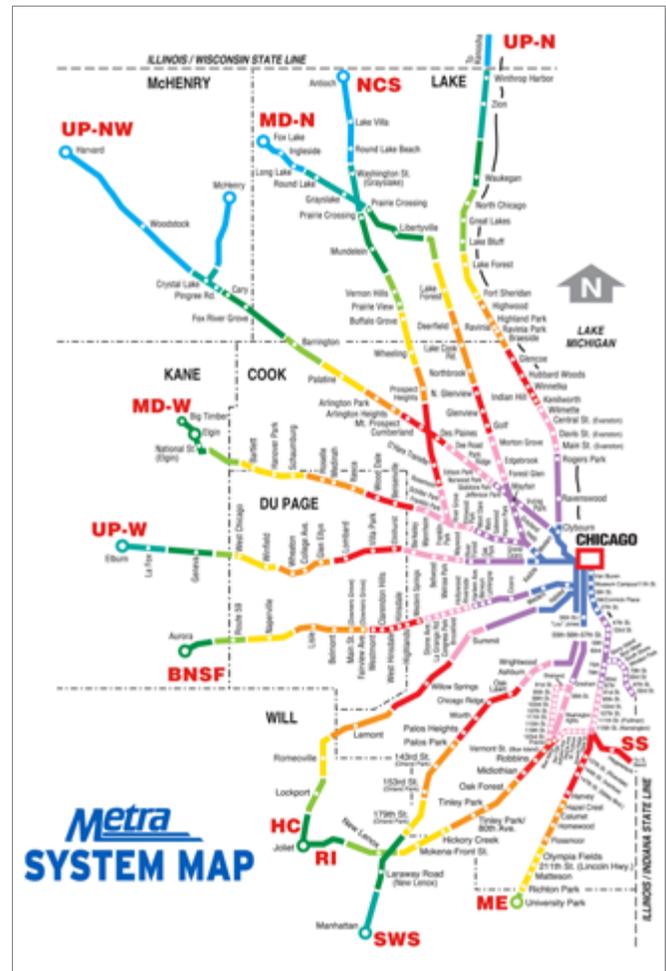


FIGURE 4 - South Shore Line (NICTD) Map



TABLE 3 - Metra and NICTD Commuter Rail Services⁶

Line	Terminals	Route Length (mi)	Weekday Trains (Dec 2019)	Annual Ridership (2019)	Operating, Ownership, and Dispatching Arrangement
Union Pacific North	OTC-Kenosha, WI	51.6	70	8.55 million	Operated by UP (purchase of service agreement)
Milwaukee District North	CUS-Fox Lake	49.5	63	6.55 million	Metra owned/leased and operated; Dispatched by CP
North Central Service	CUS-Antioch	52.8	20	1.58 million	Metra-operated under trackage rights from CN
Union Pacific Northwest	OTC-Harvard or McHenry	63.1 (Mainline)	65	10.38 million	Operated by UP (purchase of service agreement)
Milwaukee District West	CUS-Big Timber	39.8	58	5.90 million	Metra owned/leased and operated; Dispatched by CP
Union Pacific West	OTC-Elburn	43.6	59	7.88 million	Operated by UP (purchase of service agreement)
BNSF	CUS-Aurora	37.5	97	15.50 million	Operated by BNSF (purchase of service agreement)
Heritage Corridor	CUS-Joliet	37.2	7	0.73 million	Metra-operated under trackage rights from CN
SouthWest Service	CUS-Manhattan	40.8	30	2.36 million	Metra owned/leased and operated; Dispatched by NS
Rock Island	LaSalle Street-Joliet	40.0 (Mainline)	68	7.34 million	Metra owned/leased, operated, and dispatched
Metra Electric	Millennium-South Chicago, University Park, or Blue Island	20.1 (Mainline)	153 (All Branches)	7.20 million	Metra owned/leased, operated, and dispatched
South Shore Line	Millennium-South Bend, IN	89.9	43	3.28 million	NICTD-operated over Metra and NICTD-owned tracks

Current Commuter Rail Investments

Metra and NICTD have large existing capital plans and projects primarily funded by public grant and formula funding to improve and expand their respective systems.

Table 4 lists commuter rail capital projects affecting Illinois that are currently in progress, based on information from railroad meetings, planning documents, and published capital plans.

⁶ Metra 2020 State of the System Report, November 2020.

TABLE 4 - Current Metra and NICTD Capital Projects in or Affecting Illinois

Project	Description	Status
Metra		
Systemwide Bridge Replacements	Partly addresses the backlog of over 400 bridges on the Metra system, many of which are over 100 years old, in need of significant rehabilitation or replacement.	Ongoing
Locomotive and Coach Rehabilitations	Rebuilds locomotives and passenger coaches to extend their lives and maintain a state of good repair.	Ongoing
Expanded Locomotive Fleet	Replaces the oldest locomotives in the Metra fleet with newer and/or remanufactured locomotives.	Ongoing
New Passenger Coaches	Purchases at least 200 and up to 500 new double-decker passenger railcars from Alstom to replace the most marginal rail cars in the Metra fleet.	Initial order placed
Station Rehabilitations	Rehabilitates stations across the system to meet ADA accessibility requirements, bring them into a state-of-good repair, and improve the passenger experience.	Ongoing
Yard and Shop Modernizations	Upgrades track, worker access and crew facilities, switches, buildings, and workshop equipment across the Metra system to improve the efficiency of maintenance and rehabilitation operations.	Ongoing
Signal, Electrical, and Communications Upgrades	Modernizes interlocking, signal, and communications systems across the system. Rehabilitates the power system on the Metra Electric District.	Ongoing
New Stations	Builds two new Chicago infill stations in Auburn Park on the Rock Island line and in Edgewater on the UP North line.	Under construction
Kendall County Extension	Extends the BNSF line from its current terminus in Aurora to communities in Kendall County.	In planning
NICTD		
West Lake Corridor	Builds an 8-mile branch of the South Shore Line between Hammond and Dyer, IN to improve access to Chicago.	Under construction
Double Track Northwest Indiana	Builds 16.4 miles of second track to fully double track the line between Gary and Michigan City, IN to improve capacity, reliability, and frequency.	In pre-construction
Millennium Station Throat Track Expansion	Adds a 4th throat track into Millennium Station as well as new platforms at both Millennium and Van Buren Street Stations to eliminate an existing capacity bottleneck.	Under construction

Rail Transit

Illinois has two rail-based transit systems: the Chicago Transit Authority's (CTA) 'L' network and Bi-State Development Agency's MetroLink in the St. Louis area. Since these systems operate independently of the national mainline rail network and fall under the jurisdiction of the Federal Transit Administration (FTA) rather than FRA, they are outside the scope of the Illinois Rail Needs] Assessment. Rail-only statistics for both systems are summarized in **Table 5** for informational purposes only.

TABLE 5 - Rail Transit Systems in Illinois

Metric	CTA 'L' ⁷	MetroLink ⁸
Operator	Chicago Transit Authority	Bi-State Development Agency
Service Area	Chicago and adjacent cities	St. Louis, MO metro area
Number of Rail Lines	8	2
Number of Stations	145	IL: 11 MO: 27
Rail Route-Miles	102.8	46.0
FY2019 Rail Ridership (Annual Unlinked Trips) ⁹	218,467,141	13,150,909
FY2019 Rail Passenger Miles ⁹	1,378,128,437	89,068,641

⁷ CTA Facts at a Glance. Accessed October 26, 2021. <https://www.transitchicago.com/facts/>

⁸ Metro System Profile. Accessed October 26, 2021. <https://www.metrostlouis.org/metro-transit-system-profile/>

⁹ FTA National Transit Database. Accessed October 26, 2021. <https://www.transit.dot.gov/ntd>

Freight Rail Overview

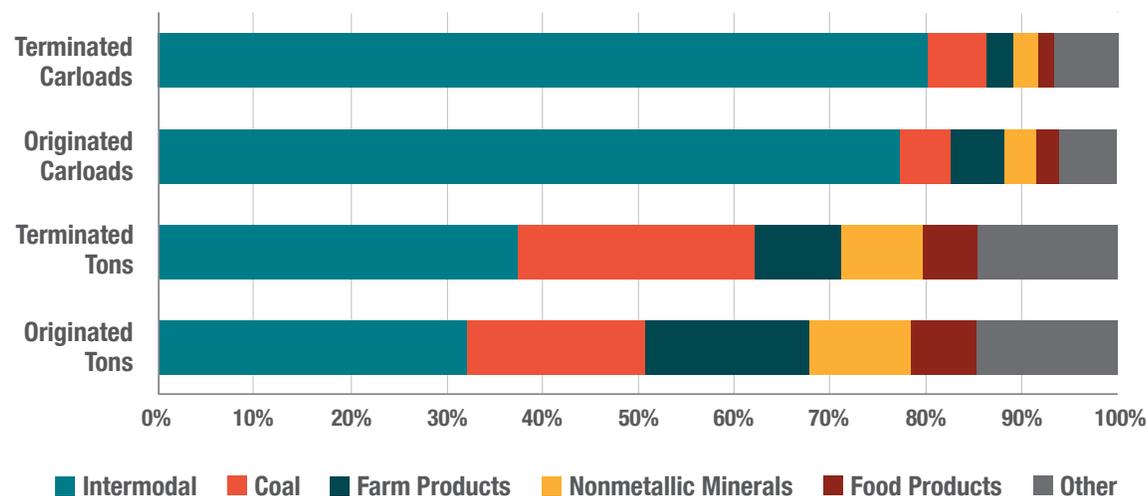
Illinois is at the center of the North American freight rail network, and freight rail transportation supports a wide swath of the state economy. **Table 6** lists key statistics of the Illinois freight rail network for 2019. Measured in both tonnage and carloads, Illinois' railroads transport a very high volume of freight traffic, comprising nearly every type of commodity that can be transported by rail. **Figure 5** presents the originated and terminated tonnage and carloads by commodity.

When looking at the carloads breakdown, it's important to note that an intermodal carload is equivalent to a single container. Since many intermodal containers travel in double-stacked units, the actual number of railcars carrying intermodal traffic that enter and leave Illinois is likely significantly lower than shown. Even after accounting for this, however, intermodal is by far the largest single commodity transported over the Illinois rail network when measured by both carloads and tonnage. This proportion is expected to grow in coming years given continuing growth in intermodal container traffic nationwide and declines in coal traffic due to expected closures of coal mines in southern Illinois as well as most of the remaining coal-fired power plants in the state.^{10,11} Farm products, notably grains, are the third largest commodity segment transported by freight rail, reflecting the size of Illinois' agricultural sector.

TABLE 6 - Illinois Freight Rail Statistics (2019)^{12,13}

Measure	Quantity	State Ranking
Freight Rail Network Size	6,883 Route-Miles	2 (After Texas)
Originated Rail Tons	125.9 million	2 (After Wyoming)
Terminated Rail Tons	107.4 million	2 (After Texas)
Originated Rail Carloads	3,796,332	1
Terminated Rail Carloads	3,637,446	1
Freight Rail Employment	11,772	2 (After Texas)

FIGURE 5 - 2019 - Illinois Freight Traffic by Commodity¹²



¹⁰ "Energy regulation overhaul bill heads to IL Gov. Pritzker, who says he will sign it". Belleville News-Democrat. October 22, 2021. <https://www.bnd.com/news/politics-government/article254214488.html>

¹¹ "Dim future for Illinois Basin coal". Institute for Energy Economics and Financial Analysis. December 2019. <https://ieefa.org/ieefa-report-dim-future-for-illinois-basin-coal/>

¹² 2019 Illinois State Fact Sheet. Association of American Railroads. <https://www.aar.org/data-center/railroads-states/>

¹³ 2019 Illinois State Rankings. Association of American Railroads. <https://www.aar.org/data-center/railroads-states/>

Illinois Freight Railroads

The Surface Transportation Board (STB) is an independent federal agency whose mandate includes economic regulation of freight rail carriers. STB assigns railroad common carriers one of three classes based on annual revenue. Specific regulations and reporting requirements vary for each railroad class. Class 1 carriers are the largest freight railroads with annual revenue exceeding \$900,000,000.¹⁴ Class 2 railroads are regional railroads with revenue exceeding \$40,400,000 but below the Class 1 threshold. Class 3 covers all other railroads, including short line, switching, and terminal railroads. Freight railroads in Illinois are listed in **Table 7** by railroad type.

Illinois is the only state with service from all seven Class 1 railroads, whose networks form the backbone of the freight rail network and account for the vast majority of the state's route-miles (5,611 out of 6,883 route-miles).¹² The largest rail hub in Illinois by far is Chicago, followed by the St. Louis/East St. Louis area. Both have service from six of the seven Class 1 railroads and serve as key nodes for transcontinental rail traffic connecting between railroads. The four Class 3 terminal railroads provide critical connecting services shuttling and sorting railcars between the various railroad facilities in both hubs. The high number of carloads originating and terminating in Illinois (**Table 6**) attests to the importance of these hubs to the North American freight network.

The four Class 2 regional railroads connect regions of Illinois to adjacent states as well as other parts of Illinois. The remaining 33 Class 3 short line railroads primarily connect local shippers on lower density lines to the Class 1 rail network. There are also numerous small switching railroads that exist solely to serve a single shipper.

The total number of railroads in Illinois frequently changes due to mergers, ownership changes, closures, and new startups particularly among smaller Class 3 railroads. For example, closures of coal power plants also cause the closure of switching railroads solely serving the plant. Regardless of changes year-to-year, Illinois's numerous freight railroads serve many roles in safely, efficiently, and profitably moving vast quantities of goods across the state every day of the year.

Publicly Funded Freight Rail Projects

Freight railroads are private businesses that typically self-fund the maintenance and improvement of their own infrastructure. This is particularly true for the Class 1 railroads that spend billions of dollars every year on their own capital projects to expand capacity, improve efficiency, and renew their rolling stock and physical plant. However, public funding is still critical for Class 2 and 3 railroads that may not have the resources to self-fund large-scale infrastructure projects or for projects with high public benefits (**Figure 6**).

Federal, state, and many local governments provide some funding for freight rail projects with high public benefits in the form of public-private partnerships (PPP) with the freight railroad. One of the largest PPPs of any kind in the country is the Chicago Region Environmental and Transportation Efficiency (CREATE) Program, a multi-billion-dollar program that is implementing 70 railroad projects designed to reduce rail and road congestion and improve safety, capacity, and reliability for the over 1,200 daily passenger and freight trains operating across the hub of the North American rail network.¹⁵ Projects are generally grouped according to category (grade separations-GS or towers-T) or the geographic corridor they are on (Western Avenue – WA, Beltway–B, East West–EW, Passenger–P). As of December 8, 2020, 31 of the 70 projects have been completed since 2003.¹⁶ Per IDOT information, 33 projects are partially or completely unfunded and in varying stages of project development. The remaining six projects have been fully funded and are either in final design or construction. **Table 8** lists funded but incomplete PPP projects in Illinois, excluding grade separation projects.

¹⁴ Railroad Classification Thresholds. Surface Transportation Board. June 4, 2021. <https://www.stb.gov/reports-data/economic-data/>

¹⁵ CREATE Program. Accessed August 2021. <https://www.createprogram.org/>

¹⁶ CREATE Program – Overall Project Status Summary. December 8, 2020. <https://www.createprogram.org/resources/>

TABLE 7 - Common Carrier Freight Railroads in Illinois

Railroad Type	Railroad	Abbreviation
Class 1	BNSF Railway	BNSF
	Canadian National Railway	CN
	Canadian Pacific Railway	CP
	CSX Transportation	CSX
	Kansas City Southern Railway	KCS
	Norfolk Southern Railway	NS
	Union Pacific Railroad	UP
Class 2 (Regional)	Decatur & Eastern Illinois Railroad	DREI
	Indiana Rail Road	INRD
	Iowa Interstate Railroad	IAIS
	Wisconsin & Southern Railroad	WSOR
Class 3 (Terminal)	Alton & Southern Railway	ALS
	Belt Railway Company of Chicago	BRC
	Indiana Harbor Belt Railway	IHB
	Terminal Railroad Association of St. Louis	TRRA
Class 3 (Short Line)	Bloomer Line	BLOL
	Burlington Junction Railway	BJRY
	Chicago-Chemung Railroad	CCUO
	Chicago, Ft. Wayne & Eastern Railroad	CFE
	Chicago Junction Railway	CJR
	Chicago Rail Link	CRL
	Chicago, South Shore and South Bend Railroad	CSS
	Chicago, St. Paul & Pacific Railroad	CSP
	Cicero Central Railroad	CERR
	City of Rochelle Railroad	CIR
	Crab Orchard & Egyptian Railroad	COER
	Decatur Junction Railway	DT
	Effingham Railroad	EFRR
	Elwood, Joliet & Southern Railroad	EJSR
	Evansville Western Railway	EVWR
	Herrin Railroad	HR
	Illinois and Midland Railroad	IMRR
	Illinois Railway	IR
	Illinois Terminal Belt Railroad	ITB
	Illinois Western Railroad	ILW
	Kankakee, Beaverville & Southern Railroad	KBSR
	Kaskaskia Regional Port District	KRPD
	Keokuk Junction Railway	KJRY
	Manufacturers' Junction Railway	MJ
	Peru Industrial Railroad	PIR
	Peoria, Peoria Heights, & Western Railway	PPHW
	Port Harbor Railroad	PHRR
	Riverport Railroad	RVPR
	South Chicago and Indiana Harbor Railway	SCIH
	Tazewell & Peoria Railroad	TZPR
	Toledo, Peoria & Western Railway	TPW
	Vandalia Railroad	VVRC
	Vermilion Valley Railroad	VVRR

FIGURE 6 - 2019 - Role of Public Investment in Funding Freight Rail Projects¹⁷

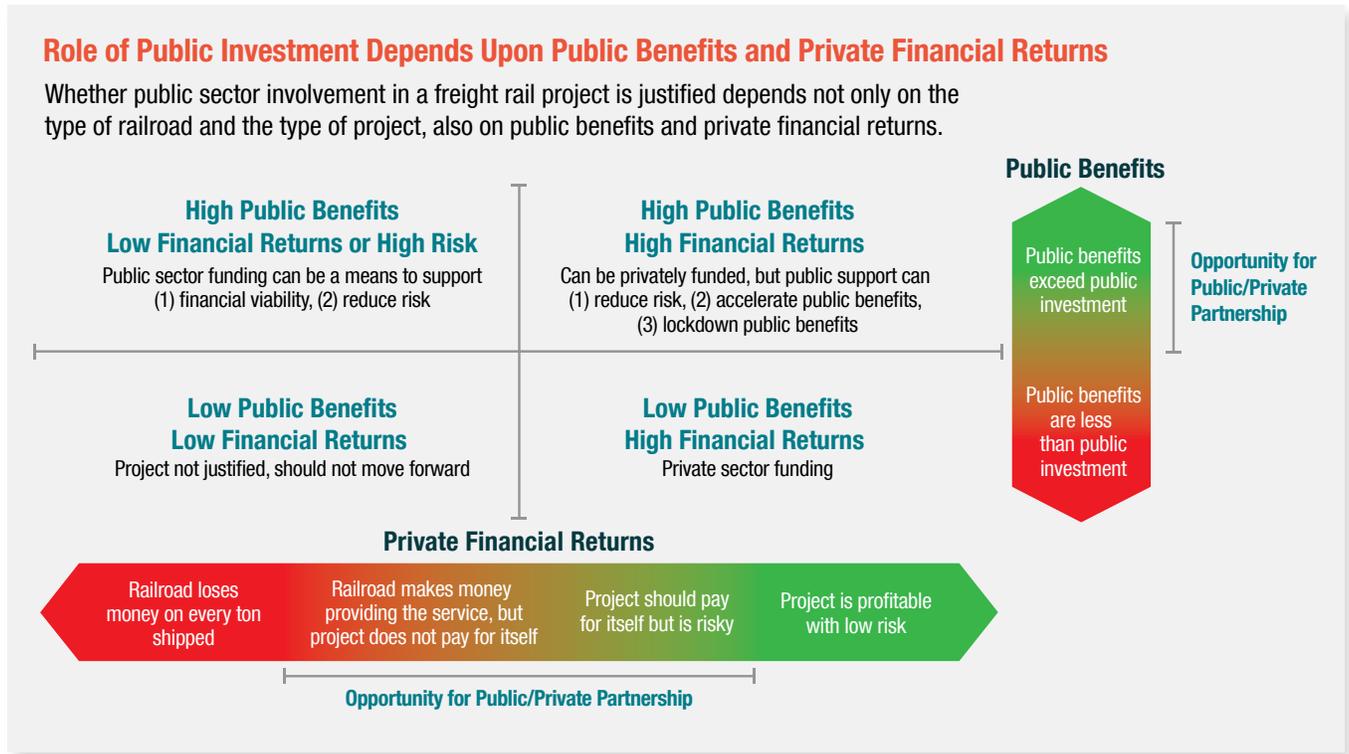


TABLE 8 - Fully Funded Public-Private Freight Rail Projects in Illinois

Project Name	Description
CREATE Projects	
B9 - Argo Connections	Constructs a new double track connection and crossovers between the Beltway and East-West Corridors and increases speeds on existing tracks in Summit, IL.
WA11 - Dolton Interlocking	Increases freight train speeds for multiple routes across Dolton Interlocking to increase capacity and reduce delays.
P3 - Forest Hill Flyover	Part of the 75th St Corridor Improvement Project, eliminates one of the most congested rail junctions in Chicago by building a bridge carrying CSX trains on the Western Ave Corridor over NS, Metra, and BRC trains on the East-West Corridor.
Other Freight Rail Projects with Public Funding	
Crawford County Rural Railroad Bridge Project	Replaces nine timber railroad bridges on the Indiana Rail Road in Crawford County with concrete spans. Partly funded by federal CRISI grant funding.
Merchants Bridge Replacement	Replaces the TRRA's 130-year-old Merchants Bridge over the Mississippi River between St. Louis, MO and Venice, IL to increase speeds and enable simultaneous bidirectional train movements. Partly funded by federal CRISI grant funding.
St. Louis Bi-State Regional Ports Improvement Project	Constructs various track, transload, and road improvements in Granite City Harbor and Madison Harbor on the Mississippi River near St. Louis, MO. Partly funded by federal BUILD grant funding.

¹⁷2018 Freight Rail Bottom Line Report Infographic. AASHTO Council on Rail Transportation

Railroad Outreach Summary

Railroad Outreach Plan

The methodology for conducting railroad outreach and a preliminary list of potential Study stakeholders is included in the **Stakeholder Outreach Plan Summary Report (Appendix A)**. To capture the needs of railroads in Illinois, a list of every active common carrier railroad in Illinois was created (**Table 7**). Small switching railroads that existed solely to serve a single shipper were not included in the railroad outreach. The needs of these railroads were captured in the shipper outreach effort. Contact information for personnel at the railroad or railroad holding company who could adequately speak to the needs and operations of each railroad was gathered based on stakeholder spreadsheets provided by IDOT from previous studies as well as contacts culled from information available to the ILRNA Team and through publicly available sources. In some cases, the railroad was contacted directly and asked to identify an appropriate person to contact for the ILRNA. The railroads' contacts typically ended up being government affairs staff, chief engineers, network planners, or general managers.

The process of inviting each railroad contact to participate in the ILRNA was as follows:

1. IDOT made the initial contact via email. This communication introduced the project and the ILRNA Team, explained the purpose of the study and requested the railroad's participation.
2. The ILRNA Team sent a follow-up email with similar information and requested the railroads' available dates for interviews.
3. The ILRNA Team sent follow-up emails and made phone calls as needed to schedule interviews and request follow-up information until the outreach phase of the ILRNA was completed.

If at any point in the process a railroad responded and expressed interest in participating, a ILRNA Team member asked for the railroad's preferred virtual meeting method and scheduled an interview.

Meeting Structure

At least two ILRNA Team members attended each scheduled railroad meeting to take minutes and ask questions. Each meeting was conducted using the outline on the following page to facilitate the discussion and gather the necessary information. Meetings were conducted between May and September 2021 with each of the railroads listed in **Table 9**. Following each meeting, an ILRNA Team member sent meeting minutes to the railroad for its approval and additional comments. The ILRNA Team also made efforts to follow-up on outstanding questions, information needs, or details of projects that were not completely addressed in the meeting. However, response rates to this follow-up varied.

In total, the ILRNA team conducted interviews with six of the seven Class 1 railroads, all three passenger railroads, all four regional railroads, and 31 of the short line, terminal, and switching railroads in Illinois. The following railroads either declined to participate in an interview or stated that the railroad had no needs to report to the state:

- > Alton & Southern Railway
- > Chicago South Shore and South Bend Railroad

Attempts to schedule interviews with the remaining railroads were unsuccessful. These included:

- > Belt Railway Company of Chicago
- > Canadian National Railway
- > Evansville Western Railway
- > Kankakee, Beaverville & Southern Railroad
- > South Chicago and Indiana Harbor Railway

1. Railroad Background

- a. The interviewers asked the railroads to provide background on details of the characteristics of their railroad such as location, markets served, customers, commodities hauled, and history of the line. This information helped the team capture the full picture of the railroads and allowed for a more informed conversation during the remainder of the meeting.

2. Major Needs

- a. Before going through the set questions, the interviewers asked the railroad to detail the most urgent needs of its business. This was an open-ended question and responses included infrastructure projects, policy issues, or any other concern the railroad had.

3. Questions for Railroad

- a. Who owns the railroad lines you operate over?
 - i. Railroad ownership and trackage rights vary considerably from line to line. This question was asked to understand the full extent of where each railroad operates.
- b. Are all your lines active?
 - i. Railroads may not actively use all the track they own. This question was asked to determine where the railroad is actively running trains. If there were tracks currently out of service, the interviewers asked if there were plans for those out-of-service lines to be put back in service in the future, to be sold, or to remain out-of-service.
- c. What is the nominal FRA track class for each line or subdivision?
 - i. This question was asked to understand the general condition and operating speeds of the railroad.
- d. Are there any bridges that need to be replaced?
 - i. Replacing or maintaining bridges and structures may be cost prohibitive for a railroad to fund on its own. This question was asked to understand the condition of railroad bridges throughout the state.
- e. Are there threats to the livelihood of your line(s) (e.g., business conditions, track conditions)?
 - i. This question was asked to understand how exposed the railroad was to changes in business conditions, environmental challenges, poor infrastructure conditions, and other risks that could impact the viability of a rail line.

- f. Are there lines or portions of lines that are in poor condition and have derailment potential?
 - i. This question was asked to identify any areas along the railroad's lines that may be increasing maintenance costs or creating safety issues.
- g. Are there rail capacity constraints that are affecting your efficiency?
 - i. This question was asked to determine existing capacity constraints, the cause(s) of those constraints, and potential solutions.
- h. Are there any road/rail conflicts?
 - i. This question was asked to get the railroad's perspective on problematic grade crossings that may have safety issues, are causing friction with the local community, or negatively impact railroad operations.
- i. Are there any industries you serve that are growing and/or need additional capacity on your line?
 - i. This question was asked to understand what the railroad's growth areas were and if the railroad could accommodate customer needs. If not, the interviewers asked what is needed to meet the growing demand.
- j. Are you interested in applying for federal or state grants in the future?
 - i. This question was asked to gauge whether the railroad would be interested in applying for grant funding in the future and if the railroad was willing to provide matching funds for projects. Additionally, the interviewers asked for comments on federal or state public grant application and administration processes.
- k. Are there any condition or capacity-related speed restrictions?
 - i. This question was asked to identify if there were any track conditions or capacity restrictions that prevented the railroad from moving trains at optimal speeds across its network.

4. Potential Projects

- a. During the meetings and subsequent follow-up, the railroads identified potential projects for evaluation in the ILRNA.

5. Policy Needs

- a. In addition to identifying potential projects, the interviewers also asked the railroads for comments on government policies affecting railroads such as funding, taxation, and regulations.

TABLE 9 - List of ILRNA Railroad Interviews

Railroad	Meeting Date (All in 2021)
Pioneer Lines (Decatur Junction Railway; Keokuk Junction Railway; Vandalia Railroad)	May 11
Genesee & Wyoming (Illinois and Midland Railroad; Tazewell & Peoria Railroad; Toledo, Peoria & Western Railway; Chicago, Ft. Wayne & Eastern Railroad)	May 13
Metra	May 17
Union Pacific Railroad	May 18
BNSF Railway	May 19
Illinois Western Railroad and Effingham Railroad	May 19
Riverport Railroad	May 19
Watco Companies (Decatur and Eastern Illinois Railroad; Elwood, Joliet & Southern Railroad; Cicero Central Railroad; Wisconsin & Southern Railroad)	May 19 (WSOR) June 30 (Others)
Indiana Harbor Belt Railroad	May 20
Northern Indiana Commuter Transportation District (NICTD/South Shore Line)	May 20
Amtrak	May 21
Progressive Rail (Crab Orchard & Egyptian Railroad; Chicago Junction Railway; Chicago, St. Paul & Pacific Railroad)	May 21
Indiana Rail Road	May 24
City of Rochelle (City of Rochelle Railroad - Operated by the Burlington Junction Railway)	May 25
Terminal Railroad Association of St. Louis	May 27
Iowa Interstate Railroad	June 1
Bloomer Shippers Connecting Railroad (Bloomer Line)	June 2
CSX Transportation	June 8
Motive Rail (Illinois Terminal Belt Railroad)	June 9
Kaskaskia Regional Port District	June 9
Norfolk Southern Railway	June 18
The DeLong Company (Chicago-Chemung Railroad)	June 23
America's Central Port (Port Harbor Railroad)	June 24
Burlington Junction Railway	June 25
City of Peoria (Peoria, Peoria Heights, & Western Railway)	June 29
Kansas City Southern Railway	July 20
Canadian Pacific Railway	July 21
Midwest & Bluegrass Rail (Vermilion Valley Railroad)	August 24
City of Herrin (Herrin Railroad)	September 9
OmniTRAX (Chicago Rail Link, Illinois Railway, Peru Industrial Railroad, Manufacturers' Junction Railway)	September 9

Railroad Needs

To facilitate an open dialogue with the railroads, the complete details of topics discussed in each railroad meeting will not be published in full to protect confidential details on private business operations. This section summarizes the high-level programmatic and policy needs identified by the railroads. A summary of the project selection process and a full list of specific proposed infrastructure projects is included in the **Proposed Project Presentation Report (Appendix E)**.

During the outreach phase, it became clear that different types of railroads had very different needs. Class 1 railroads tended to have fewer rail infrastructure project needs and instead identified public projects that complemented the railroad's own rail investments (such as road access projects) as well as state policy needs. Smaller railroads needed more direct infrastructure assistance but also had their own unique set of policy needs. Freight railroads and passenger railroads also had very different perspectives on the Illinois rail network. Railroad needs are discussed by railroad type in the following sections.

DISCLAIMER: This section is a good-faith summary of needs identified directly by the railroads. Inclusion of certain information and needs in the "Railroad Needs" section does not constitute an endorsement by IDOT or the State of Illinois.

Short Line and Regional Railroads

- > **Providing state financial support targeted at Class 2 and 3 railroads** — The condition of infrastructure on short line and regional railroads varies significantly depending on business conditions. Class 2 and 3 railroads do not have the resources of Class 1 railroads and may need significant financial assistance to fully address maintenance and capital needs. Illinois is one of the state leaders in funding railroad infrastructure projects. Short line and regional railroads requested that the state expand the effort with new grant or loan programs targeted at the needs of smaller railroads. Investments in rail infrastructure provide great return on investment by supporting job creation, reducing the state's carbon footprint, and removing trucks from the highway system. Investments in smaller railroads in particular can improve the resiliency and economic viability of rail lines that provide critical first/last mile service to shippers and support jobs and communities throughout the state.
- > **Creating a single point of contact for railroads and ports needing state support** — It can be difficult for smaller railroads to make their specific needs known to policy and decisionmakers when competing for attention with larger railroads and other transportation stakeholders. Additionally, programs and staff supporting and regulating railroads and ports can be spread across multiple agencies and government bodies at state and local levels. It can be unclear to smaller railroads, ports, and other rail-related businesses who to contact when seeking support or information. The smaller railroads identified a need to streamline the process of working with both local and state bodies.
- > **Ensuring Class 1 railroads provide reliable, high-quality service to connecting railroads** — Short line railroads and shippers heavily depend on Class 1 railroads to connect them to the national freight network. Most of the Class 1 railroads have aligned business practices with Precision Scheduled Railroading (PSR) principles. In practice, this has reduced service levels for shippers and affected existing agreements between railroads reached prior to the implementation of PSR. PSR practices have reduced the attractiveness of shipping by rail, especially for smaller shippers who tend to be served by short line railroads.

- > **Diversifying the industrial customer base** — Business conditions vary significantly across short line railroads. Some railroads are highly dependent on traffic from a single large shipper or industry. If traffic from that shipper or industry takes a downturn, there's a high risk that operating an entire rail line could become economically unviable. Helping a smaller railroad to develop industrial sites and diversify its customer base could make the business more resilient to changes in market conditions.

Class 1 Railroads

- > **Evaluating the ability of the rail network to handle modern freight train operations** — With the widespread adoption of PSR operating principles, freight train lengths have been increasing. Longer trains provide substantial operating and cost efficiencies and are expected to be an important operating practice for Class 1 railroads well into the future. However, much of the rail infrastructure in Illinois was built for shorter train lengths. For example, freight trains 16,000 feet in length are operating over track that once carried trains half that length. These longer trains impact the effectiveness of infrastructure including mainline sidings, yard tracks, loading tracks at industrial facilities, grade crossing spacings, rail-rail interlockings, and signal block lengths. Several Class 1 railroads identified a need to evaluate the impacts that longer train lengths have on mainline and yard capacity, passenger train performance, shippers, and communities and identify the capital investments required to address those impacts.
- > **Increasing regulatory flexibility to adopt new technologies** — Inflexible state regulations can delay the implementation of new technological solutions to improve the efficiency and safety of the rail network, including at grade crossings. Several Class 1 railroads identified a need for state regulatory agencies to provide an evidence-based method for railroads to gain approval to use new technologies.

Freight Railroads (Short Line, Regional, and Class I Railroads)

- > **Providing public funding to leverage private investment**—IDOT had a dedicated rail assistance program that was exhausted in the late 2000s. Public funding that leverages private investment can help implement development and infrastructure projects that would not be economically viable using private funds alone. For example, the last grant from IDOT's previous rail assistance program was awarded to the Chicago Rail Link (CRL) to build a serving yard for a new asphalt plant in south Chicago that needed rail access to be viable. This plant is still a major employer in the area and one of CRL's biggest customers. There is a particular need for the state to provide funding assistance for the design and construction of rail spurs to industrial sites and shippers. Michigan's Freight Economic Development Program is an example of a successful loan-to-grant program addressing this need. In the Michigan program, funding is initially provided as a loan and converted into a grant if the shipper meets certain rail traffic thresholds. Providing similar financial assistance in Illinois would help industrial customers offset rail infrastructure costs and promote economic development throughout the state.
- > **Attracting industrial businesses to Illinois**—Railroads have numerous industrial development sites throughout Illinois that, if developed, would drive rail traffic and revenue while providing jobs in those communities. However, there is a lack of interest from new industrial customers due to the perceived difficulty of doing business in Illinois. Railroads identified factors that drive up the cost of doing business, including tort liability and worker's compensation laws, risks from unfunded public pension liabilities, corporate income tax structures, permitting requirements, sales taxes on railroad intermodal equipment, and the availability of skilled labor. Enacting business-friendly policies through grant programs, economic development support, workforce training programs, tax incentives, and reducing bureaucratic red tape could attract additional rail-served industrial businesses to Illinois.
- > **Improving road access to industrial parks and other rail-served facilities**—There are several large industrial development sites located in strategic locations on the state rail network that require new road connections to nearby interstate highways before they can be economically developed. In other locations, roads serving rail facilities are in poor quality or over capacity, decreasing the attractiveness to shippers of transporting loads by rail. New, improved, or expanded road connections are needed between rail-served industrial parks and other facilities like intermodal or rail-truck transload yards. Improving road access can increase rail access, reroute trucks away from populated urban areas, and facilitate economic development.
- > **Streamlining the grant application and administration process**—The state and federal grant application and administration processes are complex and time-consuming. Some railroads spend a significant amount of money up front to hire a specialized consultant to prepare a funding application just for a chance at receiving funding. After grants are awarded, it can take up to a year for the state to process the grant and administer the funds, which can disincentivize businesses looking to invest now. This can create a mismatch between slow-moving state programs and business conditions. A larger railroad may avoid applying for grants because of the upfront expense and funding obligations, lengthiness of the process, and uncertainty, instead allocating its own limited resources to cover needed infrastructure needs. Railroads identified a need to make it easier to access public funding through actions such as streamlining grant requirements, decreasing grant processing times, providing support filling out applications, and increasing the total available funding to improve the chances of a successful application.

Passenger Railroads

- > **Increasing funding to sustain and expand passenger rail operations**—It is critical to support a level of passenger service that drives ridership and fully utilizes infrastructure expansions. Commuter railroads identified a need to update existing funding formulas to account for changes in operating costs over time while also increasing the total amount of funding available to sustain and grow passenger rail operations (such as increasing frequencies). The operation and development of several Amtrak routes in Illinois are also dependent on state financial support. This is especially important as passenger railroads recover from the effects of the Covid-19 pandemic that drastically decreased ridership. There is a need to match service plans to changing travel demand to attract riders back to the train.
- > **Encouraging public transit use over less efficient modes**—Passenger rail is far more efficient than highway modes from a cost, energy, space, and throughput perspective. Despite this, the use of private automobiles continues to be promoted on equal footing to passenger rail through public funding of freeway and local road maintenance and improvements. The state should consider giving public transportation clear preference over less efficient modes by investing in expansions and improvements and explicitly discouraging driving alone.
- > **Completing existing passenger rail projects**—There is support for completing funded extensions of intercity passenger rail service to Rockford and the Quad Cities as well as active improvement projects on the Chicago to St. Louis, Chicago to Carbondale, and Chicago to Milwaukee lines.
- > **Expanding and renovating downtown Chicago passenger stations**—The station experience is both the first and last impression riders have of the passenger rail system. Crowded, cramped, and non-modernized facilities can deter potential riders and prevent growth. The five downtown Chicago passenger rail stations are by far the busiest in the state and need investment to provide a seamless, comfortable riding experience. Van Buren Street and Millennium Stations need renovation and expansion while Chicago Union Station operates close to capacity during peak hours and cannot accommodate significantly more new service.
- > **Ensuring on-time performance of passenger trains on host railroads**—There is a need for passenger railroads to work proactively with host railroads to improve customer on-time performance. There is a related need to enforce existing federal laws requiring host freight railroads to prioritize passenger trains over freight trains.

Common Railroad Needs

- > **Rehabilitating Chicago-area rail structures**—There are hundreds of railroad bridges in the Chicago area that were built around the same time in the early 20th century, primarily due to a mandate from the City of Chicago requiring railroads to grade separate their lines in the city. While railroads inspect the structures regularly and maintain them in a safe condition, many of these bridges are over a hundred years old and at or near the end of their useful lives. The scale of the need as well as the fact that many of the bridges carry trains from multiple railroads indicates a need for a large-scale public-private partnership similar to CREATE to address the issue. Without action, railroads may have to abandon rail lines and elevated facilities to focus resources on the remaining infrastructure.
- > **Completing CREATE and developing “CREATE 2.0” projects to address Chicago-area congestion**—Congestion in the Chicago terminal area affects the entire North American rail network, including railroads and shippers throughout Illinois. Completing the capacity-related projects in the existing CREATE program, such as the 75th Street Corridor Improvement Project, should be a priority. Furthermore, many railroads identified a need to develop a “CREATE 2.0” list of projects addressing major rail bottlenecks and changes in traffic patterns that have appeared in the nearly 20 years since the CREATE program was announced.

- > **Prioritizing highway-rail grade separations and grade crossing closures** — Railroads support reducing the number of highway-rail grade crossings to improve safety, decrease maintenance costs, and reduce the impact that rail operations have on communities. From a rail operations perspective, grade crossings can constrain the ability of railroads to expand yard and siding tracks, restrict operating speeds, and limit the locations where railroads can hold trains. Full grade separations provide substantial public benefits but are very expensive, limiting the number that can be funded by the public in a reasonable timeframe. Therefore, railroads identified a need for the state to increase its existing incentives for and willingness to close low-density crossings. To fund these types of projects, railroads suggested that Illinois provide greater flexibility in directing grade crossing improvement funds to projects with the greatest need. Suggestions included uncapping the amount of money that the Illinois Commerce Commission (ICC) can contribute to pedestrian grade separations or increasing limits on matching funds provided to railroads for crossing closures. In all cases, investment decisions should be based on data and quantifiable benefits. The collaborative process that developed CMAP's list of Northeast Illinois Priority Grade Crossings was identified as a good model for prioritizing grade crossing investments across the state.
- > **Continuing grade crossing safety awareness programs** — Freight railroads make money by running trains. However, running more trains inherently increases the risk of conflicts between the public and moving trains at highway-rail grade crossings. Programs to raise community awareness of grade crossing safety (such as Operation Lifesaver) and enforcing compliance with grade crossing warning devices through citations from local and railroad law enforcement have been successful at reducing grade crossing incidents. These efforts should be continued and strengthened to improve public safety around the State of Illinois.
- > **Addressing trespassing and encampments on railroad right-of-way** — Trespassing and homeless encampments are a persistent issue in urban areas. Encampments represent a safety issue and tend to generate debris and trash on the railroad right-of-way that causes complaints from the surrounding community. Clearing these encampments is only a short-term solution since they can easily reappear in the same location. Finding a long-term solution to this social issue is beyond the ability of a railroad to address and requires public intervention.

Rail Network Conditions

Methodology

FRA regularly updates the North American Rail Network (NARN) GIS dataset, part of the Bureau of Transportation Statistics' National Transportation Atlas Database. The NARN dataset is a comprehensive GIS file with information on essentially every segment of active mainline rail in the United States, including:

- > Segment Length
- > State
- > County
- > FRA Region
- > Railroad Owner(s)
- > Railroad(s) with Trackage Rights
- > STRACNET Lines
- > Railroad Subdivision
- > Mainline vs. Industry Trackage
- > Presence of regular passenger service (Amtrak, Commuter, or Tourist)

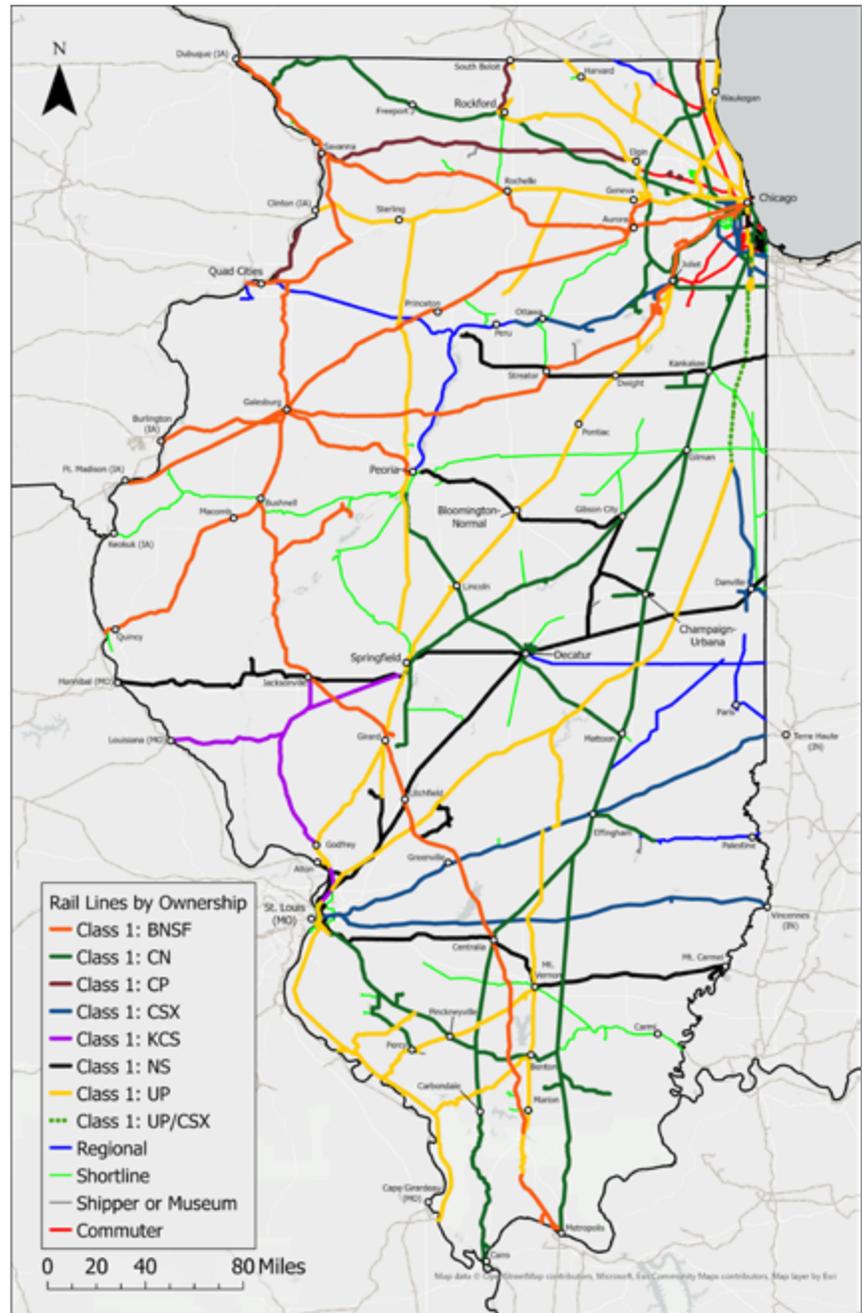
NARN data for Illinois was downloaded from the FRA website¹⁸ on July 28, 2021. The dataset was subsequently updated according to information collected from railroad interviews, railroad websites, satellite imagery, and internal IDOT documents and datasets. Modifications included adding missing segments, removing abandoned or out of service rail lines, and updating rail ownership and subdivision information where necessary. Additional attribute fields were also added to each rail segment to store condition data.

Figure 7 shows the resulting map of the Illinois rail network according to line ownership. The rail network blankets Illinois, providing direct freight rail services to all but four (Brown, Gallatin, Hardin, and Mercer) of the 102 counties in the state.

Allowable Gross Railcar Weight

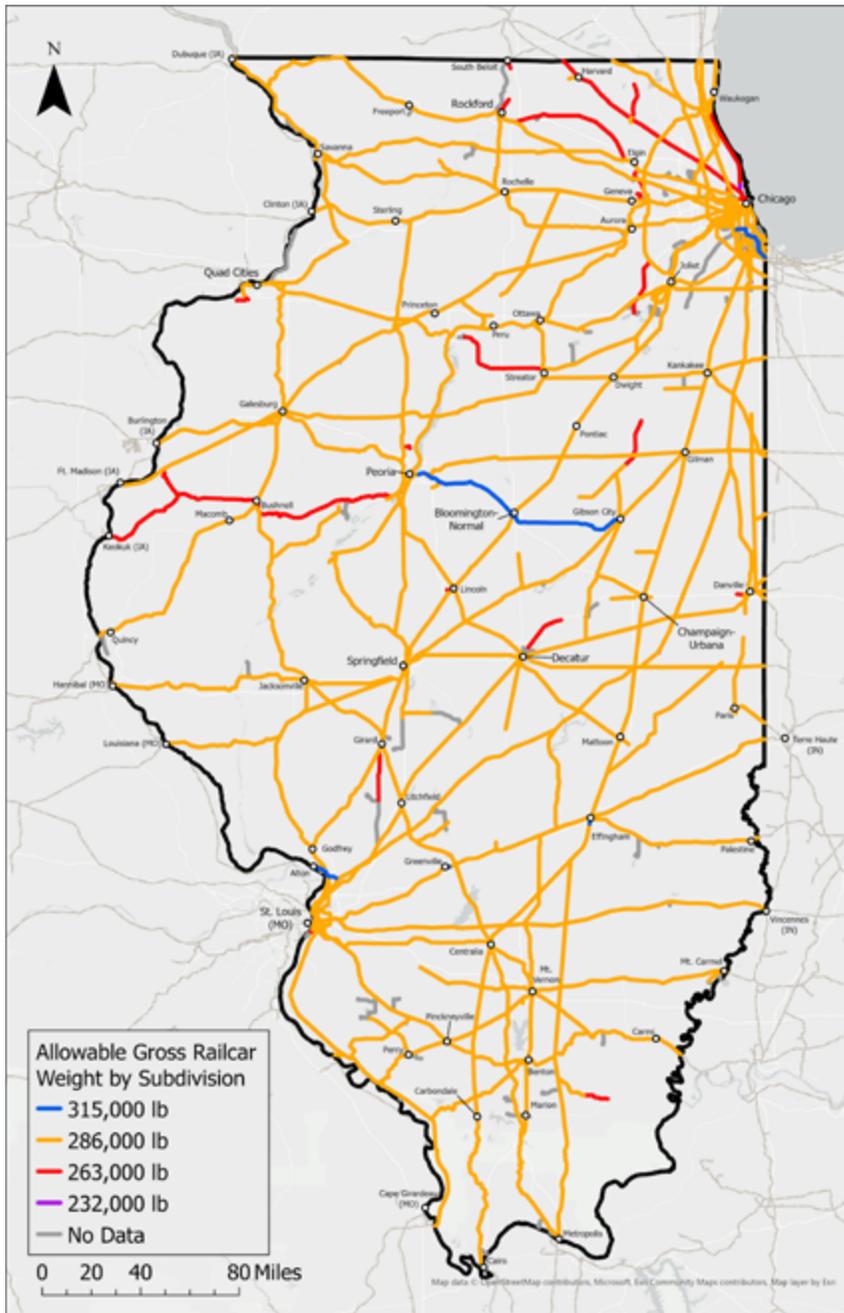
The interchange of railcars between railroads necessitated the establishment of allowable gross railcar weight (AGW) standards to allow railroads to build and maintain their lines to an acceptable standard. The previous industry standard AGW for four axle railcars was 263,000 lb. (“263k”). Over the years, railroads increased railcar weights to reduce costs through efficiencies of scale, leading to the current industry standard of 286,000 lb. (“286k”). Some railroads have taken this a step further and have created corridors capable of handling 315,000 lb. (“315k”) railcars. Increasing the railcar weight standard generally requires a substantial private investment in track and bridge strengthening and stronger railcars.

FIGURE 7 - Illinois Rail Network Map by Line Ownership



¹⁸ FRA Safety Map. <https://fragis.fra.dot.gov/GISFRASafety/>

FIGURE 8 - Allowable Gross Railcar Weight by Subdivision



Information on the AGW of the Illinois rail network was collected from a combination of the railroad interviews, publicly available clearance maps posted on railroad websites, and internal IDOT project information. For some short line and regional railroads, AGW information was only available in a general sense for the entire railroad. In these cases, it was assumed that the posted AGW applied to the entire mainline of that railroad. In other instances, the only information provided was whether the line could handle 286k traffic. Where available, information on lines that can support 315k traffic was plotted but was not collected in a comprehensive manner. A map of the AGW of the Illinois rail network was then developed to a subdivision level of accuracy (Figure 8).

As shown in the map, most rail lines in Illinois can already handle 286k traffic. This indicates that the network is robust, with few weight-related routing constraints and multiple redundant routes available for most freight rail traffic. Remaining lines that do not meet this standard are either Class I railroad lines with very low to no freight traffic volumes (e.g., the UP lines carrying the Metra UP-N and UP-NW services) or short line railroads. It is important to note that within each subdivision, individual segments of track may have higher AGW limits. However, one constraint, such as old, lightweight rail or a single key under-strength bridge structure, may prevent an entire line from accepting 286k traffic.

FRA Track Class

FRA defines 10 distinct Track Classes that together cover every segment of track in the national rail network. To be assigned a certain Track Class, the track must meet a set of minimum geometric, inspection frequency, and inspection methodology parameters. Generally, it is up to each railroad to inspect and maintain its track to the intended Track Class requirements with FRA inspectors providing oversight at regular intervals. If a segment of track does not meet all the requirements of its intended Track Class, it is reclassified to the next lowest Track Class for which it does meet all the requirements.

FRA regulations further define a maximum allowable operating speed for freight and passenger trains traveling on each Track Class. Higher Track Classes have stricter requirements and permit higher speeds, with allowable passenger speeds always being equal to or greater than freight speeds (**Table 10**).

Maximum allowable operating speeds are upper speed limits, meaning that other constraints like civil speed restrictions may result in lower operating speeds listed in the railroad timetable for the applicable track segment. In fact, some railroads maintain their track to a certain standard (e.g., Track Class 5), but operate it at a lower class (e.g., Track Class 4), a practice known as “hardening” that improves the life of the track components and ride quality. Track Classes 6 to 9 are considered high-speed rail and have additional safety, inspection, and maintenance requirements that must be met. From a regulatory standpoint, freight trains are allowed to operate at passenger train speeds at Track Class 6 and above if they meet certain vehicle dynamics and loading requirements.²⁰ However, in practice, no freight railroad operates at speeds above those allowed for Track Class 5 (80 mph).

Because Track Classes are condition-based, they can be used to indicate the physical condition of the Illinois rail network. Excepted track is usually considered very weak track with a high risk of derailment due to track defects. Transportation of hazardous materials or passengers is generally prohibited on excepted track. Track strength and condition improves incrementally with each increase in Track Class, with Track Class 5 and higher denoting track maintained to a very high standard of quality.

Track Class for individual subdivisions was collected during railroad interviews. Where railroads were unable or unwilling to provide this information, the Track Class for the subdivision was estimated by looking at the maximum timetable freight train speeds listed for grade crossings on that subdivision. Speed information was gathered using FRA’s publicly available Highway/Rail Crossing Inventory²¹ and was supplemented using data from the Illinois Commerce Commission’s Crossing Inventory.²² Both databases are regularly updated as grade crossings are inspected. However, data for some crossings has not been updated for many years. To account for this, speed data for crossings was only analyzed if it had been updated since 2010. **Figure 9** depicts the resulting map of Track Class for the railroad subdivisions comprising the Illinois rail network.

TABLE 10 - FRA Track Classes^{19,20}

FRA Track Class	Maximum Allowable Operating Speed (mph)	
	Freight	Passenger
Excepted	10	Not Allowed
1	10	15
2	25	30
3	40	60
4	60	80
5	80	90
6	110	110
7	125	125
8	160	160
9	220	220

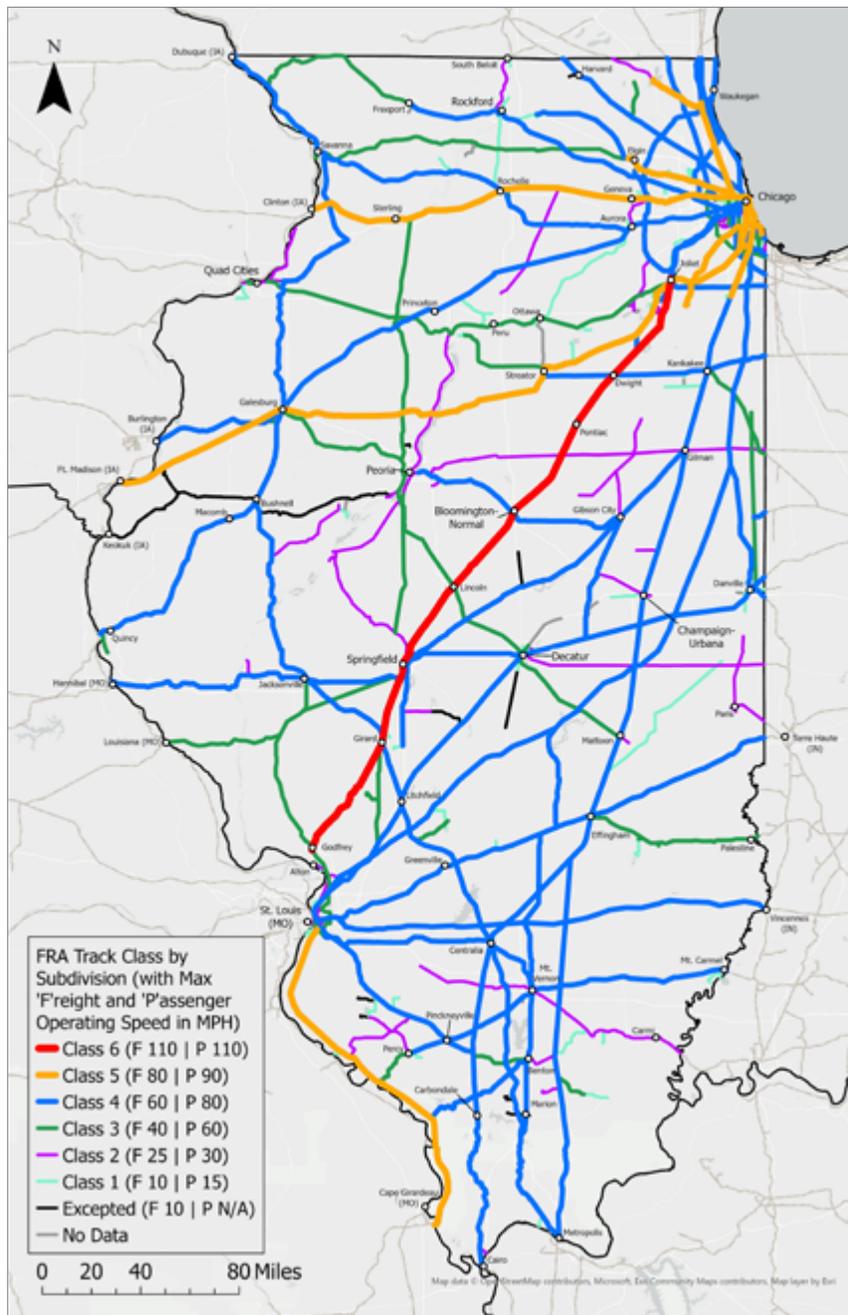
¹⁹ 49 CFR § 213.9 – Classes of track: operating speed limits.

²⁰ 49 CFR § 213.307 – Classes of track: operating speed limits.

²¹ FRA Highway/Rail Crossing Inventory, Accessed August 2021. <https://railroads.dot.gov/crossing-and-inventory-data/grade-crossing-inventory/highwayrail-crossing-database-files>

²² Illinois Commerce Commission Crossing Inventory, Accessed August 2021. <https://icc.illinois.gov/rail-safety/grade-crossing-map>

FIGURE 9 - FRA Track Class by Subdivision



Generally, each Class 1 railroad maintains its mainlines to Track Class 3 or 4 standards. The busiest Class 1 railroad mainlines are maintained to Track Class 5. In Illinois, the UP Chester and Geneva Subdivisions and the BNSF Chillicothe Subdivision (located on BNSF’s extremely busy Southern Transcon route to southern California) are the only freight rail lines maintained to Track Class 5. The overall prevalence of Track Class 4 and 5 on private railroads in Illinois attests to the volume of freight traffic moving through the state and the importance of Illinois to the national freight network. Outside of the private freight railroads, Metra also maintains all its lines to Track Class 5 standards. The only Track Class 6 line in Illinois is located on the UP Joliet and Springfield Subdivisions along the Chicago to St. Louis High Speed Rail Amtrak corridor. The Class 1 and passenger railroads generally do not have any excepted mainline track but do maintain some low-density lines to Track Class 1 or 2.

Short lines and regional railroads are a mix of excepted track and Track Classes 1, 2, and 3. Where it is present on quiet branch lines used primarily for storage, excepted track can be acceptable to the railroad. However, some short lines in the state continue to have excepted track on their mainlines. While the railroads usually recognize the value of upgrading track to a minimum of Track Class 1, the railroads often lack the resources to do so.

STRACNET

Rail transportation is often the only viable overland mode for transporting many heavy, oversized military loads like M1 Abrams tanks. The U.S. Department of Defense’s (DoD) Railroads for National Defense Program (RND) “ensures the readiness capability of the national railroad network to support defense deployment and peacetime needs”²³. As part of the RND, DoD’s Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) and FRA jointly review the national civil

²³ Strategic Rail Corridor Network (STRACNET) and Defense Connector Lines. Military Surface Deployment and Distribution Command Transportation Engineering Agency, October 2018. <https://www.sddc.army.mil/sites/TEA/Functions/SpecialAssistant/Pages/RailroadsNationalDefense.aspx>

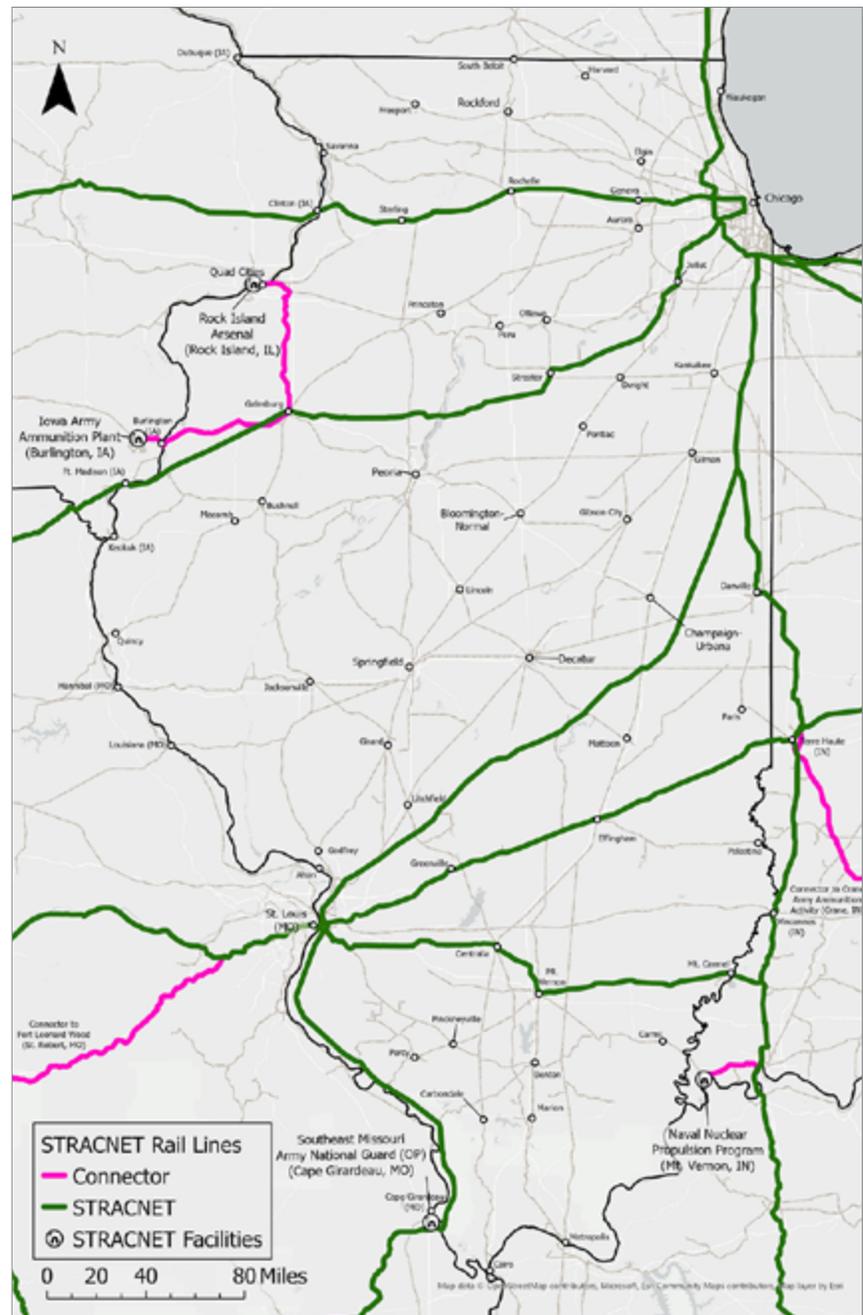
railroad network every five years to designate the Strategic Rail Corridor Network (STRACNET) and connector lines. By providing critical transportation connections to military facilities around the country, these rail lines are the most important to national defense. To be designated as part of the STRACNET, a line must provide connections to a military installation or activity requiring rail service (as determined by the DoD) and meet minimum standards for maintenance condition, clearance for oversize shipments, and weight-bearing capacity (**Table 11**)

As part of its overall oversight program, FRA aims to inspect every STRACNET and connector line at least once every three years. This ensures that the nation's rail network infrastructure is robust and capable of moving a large force in a rapid fashion for contingency deployments. The designation also helps minimize the effects of civil rail line abandonments on national defense.

As of the last update in 2018, the STRACNET totaled 33,000 miles supplemented by 4,700 miles of connector lines in the U.S. As the hub of the U.S. freight rail network, Illinois is a key node in STRACNET. **Figure 10** shows the STRACNET and connector lines in Illinois as well as STRACNET facilities.

There is only one STRACNET facility in Illinois itself: the Rock Island Arsenal in the Quad Cities area. Given Illinois' central position in the national freight network, there are several STRACNET corridors traversing the state. It is important to note that STRACNET is a planning designation only and it is often possible and even preferable to route military traffic over rail lines that are not part of STRACNET. Comparing the track class and AGW maps to the STRACNET requirements in **Table 11** shows that most of the Illinois rail network may be capable of handling military traffic, with the key constraint being the ability of the line to handle the DoD clearance profile.

FIGURE 10 - STRACNET Rail Lines in Illinois



Each individual railroad's clearance department has the ultimate authority on approving over-weight or oversize shipments on their lines.

TABLE 11 - Minimum STRACNET and Connector Line Requirements²³

Measure	STRACNET		Connector Lines	
	Acceptable	Desirable	Acceptable	Desirable
FRA Track Class	2	≥ 3	1	≥ 2
Max Freight Train Speed	25 mph	≥ 40 mph	10 mph	≥ 25 mph
Gross Railcar Weight	263,000 lb over 4 axles or 394,500 lb over 6 axles (Sufficient to support two 70-ton tanks on heavy-duty 6-axle flatcars)			
Clearance Profile	Accommodates oversize equipment conforming to DoD clearance profile Max Height Above Top of Rail: 16' 11" Max Width: 12' 0"			
Passenger Stations	Stations with high-level platforms must be compatible with DoD profile (Ex: providing a through track or gauntlet track away from the platform)			

Freight Rail Access Points

There are many ways for shippers to access the freight rail network and take advantage of its high-efficiency transportation services. Some shippers have their own direct track spurs or loop tracks to their grain elevators, manufacturing plants, warehouses, quarries, and other facilities. Shippers without direct rail access can move loads to and from their facilities via other modes such as truck, barge, pipeline, or airplane and transfer them to the rail network at access points like intermodal terminals, rail-served ports, or rail-truck transload facilities. Illinois also has a large network of third-party logistics (3PL) providers and warehouses that further extend the reach of the freight rail system.

Intermodal Container Terminals

Intermodal containers carry a wide variety of goods from loose grain to clothes to consumer electronics. Moving by rail, truck, and ship, they form the backbone of global commerce. Illinois is one of the largest hubs in this worldwide network, with the Chicago area terminals processing 7.65 million containers in 2020.²⁴ Intermodal traffic primarily arrives in and departs Illinois by rail, either as trailers on flat cars (TOFC) or containers on flat cars (COFC). Intermodal traffic is the largest single business segment for railroads in Illinois, accounting for 32% of originated and 37% of terminated rail traffic tonnage in 2019.¹² There are 22 active intermodal terminals in Illinois providing direct access to the national networks of six of the seven Class 1 railroads (**Table 12** and **Figure 11**). Additionally, the City of Rochelle is currently developing a small intermodal facility with access to UP and BNSF at the site of the existing Rochelle Transload Center to replace the logistics capability that local shippers lost when UP closed the nearby Global 3 terminal in 2019.

FIGURE 11 - Intermodal Terminals in Illinois

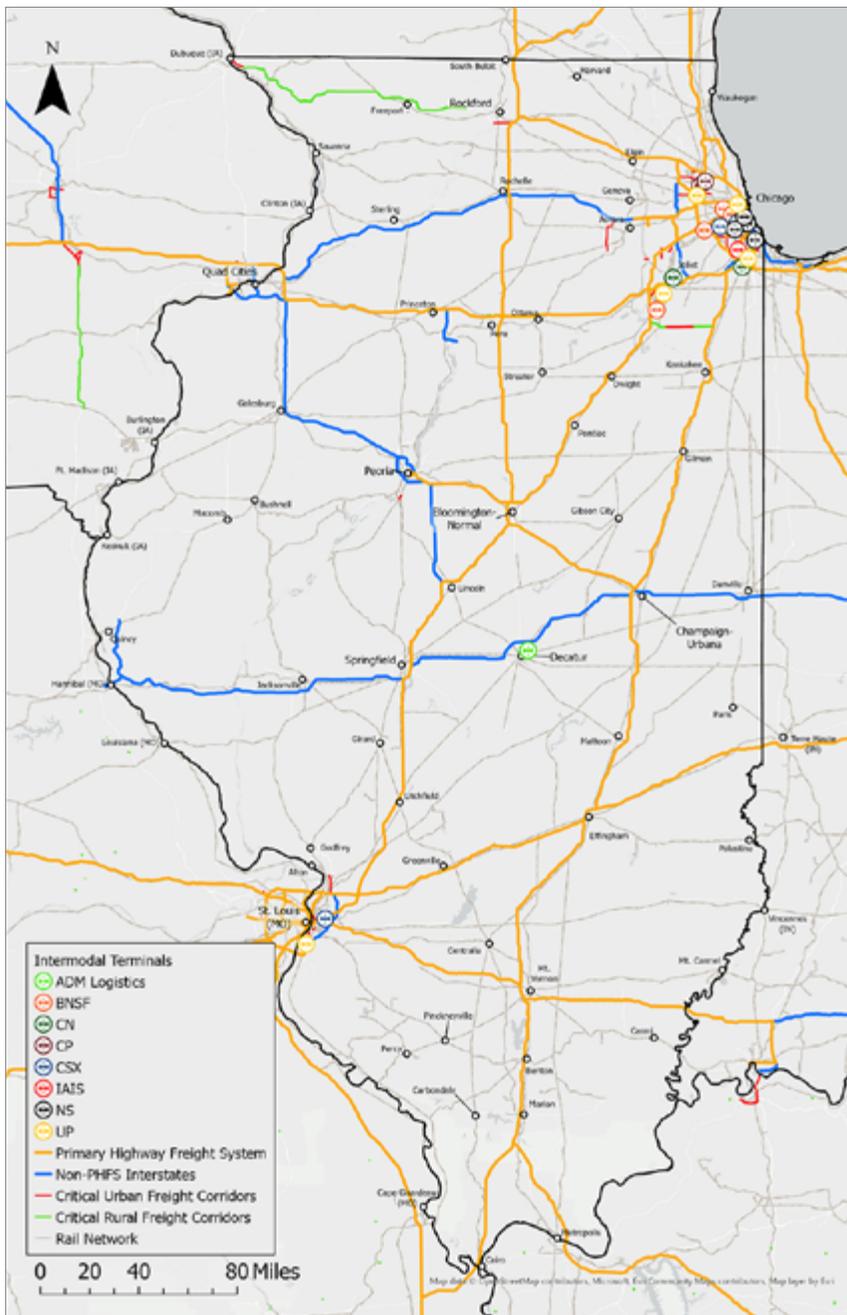


TABLE 12 - Intermodal Container Terminals in Illinois²⁴

Measure	Annual Number of Container Lifts				
	2016	2017	2018	2019	2020
Chicago-Area Terminals					
BNSF Cicero	400,911	432,760	457,026	439,709	457,878
BNSF Corwith	797,916	811,974	850,686	802,978	860,785
BNSF Logistics Park Chicago	964,492	957,407	936,592	924,489	789,919
BNSF Willow Springs	584,544	622,419	668,225	566,559	592,701
CN Gateway	560,000	629,000	630,000	610,000	620,000
CN Joliet	41,000	33,000	30,000	30,000	60,000
CP Bensenville	221,405	244,679	244,233	249,042	183,806
CP Schiller Park*	-	-	-	-	65,097
CSX 59th Street	318,646	329,338	310,165	300,141	276,204
CSX Bedford Park	930,720	902,572	895,983	836,516	886,662
IAIS Blue Island	44,374	15,066	15,494	14,378	14,378
NS 47th Street	610,481	609,011	630,513	568,855	585,691
NS 63rd Street	306,765	332,447	359,491	339,726	342,091
NS Calumet	203,330	222,016	237,969	197,609	220,516
NS Landers	424,017	427,761	444,352	416,252	374,996
UP Global 1	313,773	319,763	336,729	266,315	228,500
UP Global 2	273,139	267,010	288,532	282,099	340,573
UP Global 3**	111,464	116,854	119,195	27,889	4,066
UP Global 4 (JIT)	499,306	524,547	578,740	562,137	624,769
UP Yard Center	203,014	187,443	173,200	147,483	124,424
Chicago Total	7,809,297	7,985,067	8,207,125	7,582,177	7,653,056
Downstate Terminals					
ADM Intermodal Ramp Decatur (access to NS, CN, and DREI)	N/A				
CSX East St. Louis					
UP Dupo					

*CP reopened its Schiller Park terminal to intermodal traffic in 2020.

** UP Global 3 was closed to public shipper access in 2019

²⁴ Intermodal (Rail-Truck) Freight Terminals in Illinois GIS Dataset. CMAP, July 2021. <https://datahub.cmap.illinois.gov/dataset/intermodal-rail-truck-freight-terminals-in-illinois>

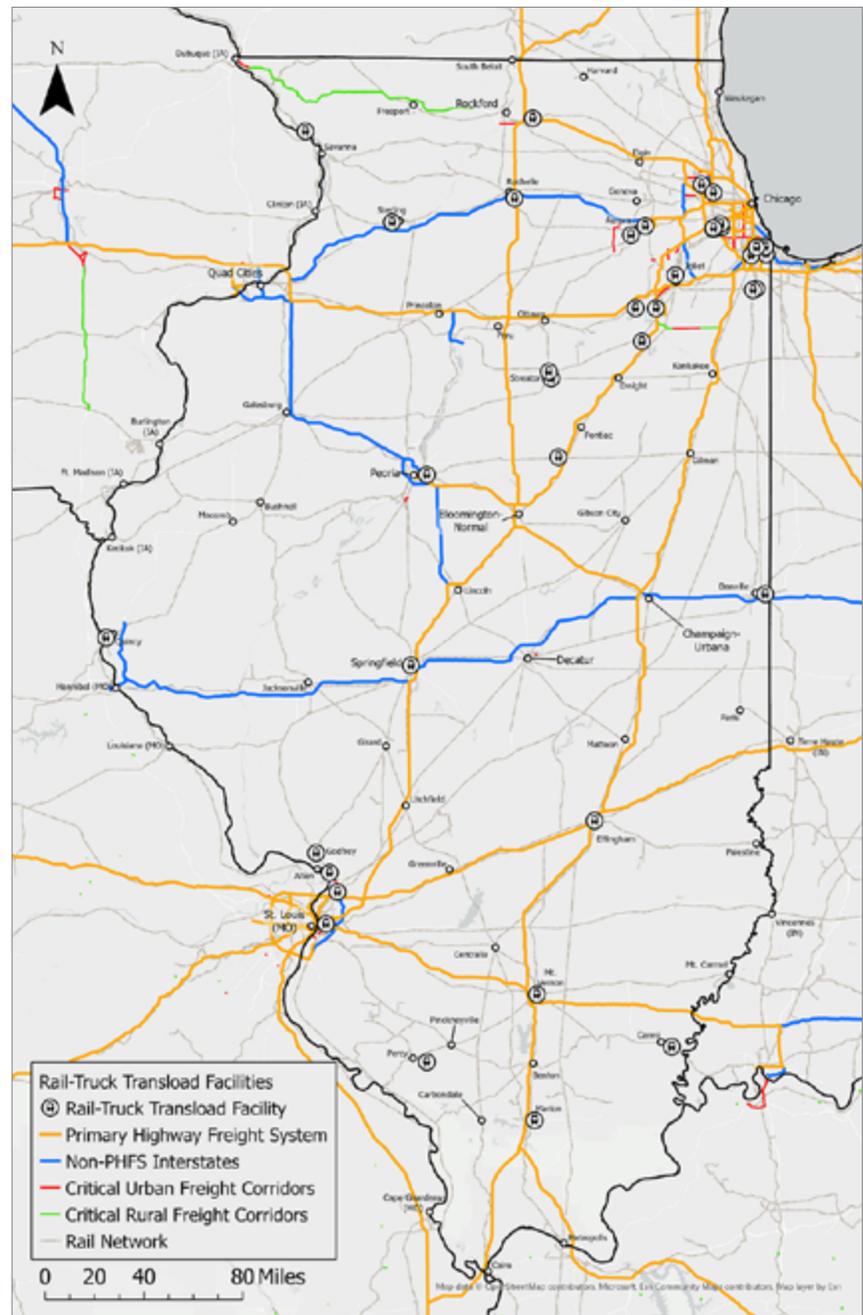
Rail-Truck Transload Facilities

A rail-truck transload facility is a facility available for public use in which commodities may be transferred between rail and truck or vice versa. The transload facility may handle a wide variety of commodities or only certain commodities depending on the available material handling equipment, storage space, and other physical limitations. These facilities serve a public rail access function in the freight transportation network that is distinct from other rail facilities where cargo may move from other modes to rail and vice versa. Therefore, intermodal container terminals, automobile loading and unloading terminals, port facilities, pipeline terminals, or facilities exclusively serving a single customer (e.g., grain elevators, factory spur tracks, coal blending plants, etc.) were not considered rail-truck transload facilities.

Information on transload facilities in Illinois was collected from railroad interviews, railroad and logistics provider websites, satellite imagery, and Commtrex, an online transload marketplace connecting shippers to transload facilities.²⁵ **Figure 12** shows the 38 active transload facilities in Illinois identified through this effort as well as roads on the National Highway Freight Network to indicate key truck corridors in the state.²⁶ A full list of these facilities is available in **Attachment 1**.

Dedicated transload facilities are spread throughout the state, with notable concentrations in Chicago, Joliet, and East St. Louis corresponding to areas of high shipper activity. Shippers across the entire state can access a transload facility within a day's truck drive. While there are no dedicated transload facilities shown in some metropolitan areas like Decatur, Champaign-Urbana, and the Quad Cities, there are almost certainly additional facilities with public transload services in addition to other capabilities that were not fully captured in the data collection effort. These include third-party logistics (3PL) providers operating warehouses with storage, packaging, and blending capabilities as well as some form of rail connection. The rail connection can either be a rail spur allowing goods to be directly transferred to and from railcars or an intermodal container that is loaded and trucked to a nearby rail intermodal terminal. 3PL warehouses particularly benefit shippers who ship less-than-carload quantities regularly. Overall, transload facilities greatly expand shipper access to the freight rail network far beyond the physical network of rail lines and play a critical role in supply chains.

FIGURE 12 - Rail-Truck Transload Facilities in Illinois



²⁵ <https://www.commtrex.com/transloading.html>

²⁶ National Highway Freight Network GIS Dataset. Federal Highway Administration. February 2020. <https://ops.fhwa.dot.gov/freight/infrastructure/nfn/index.htm>

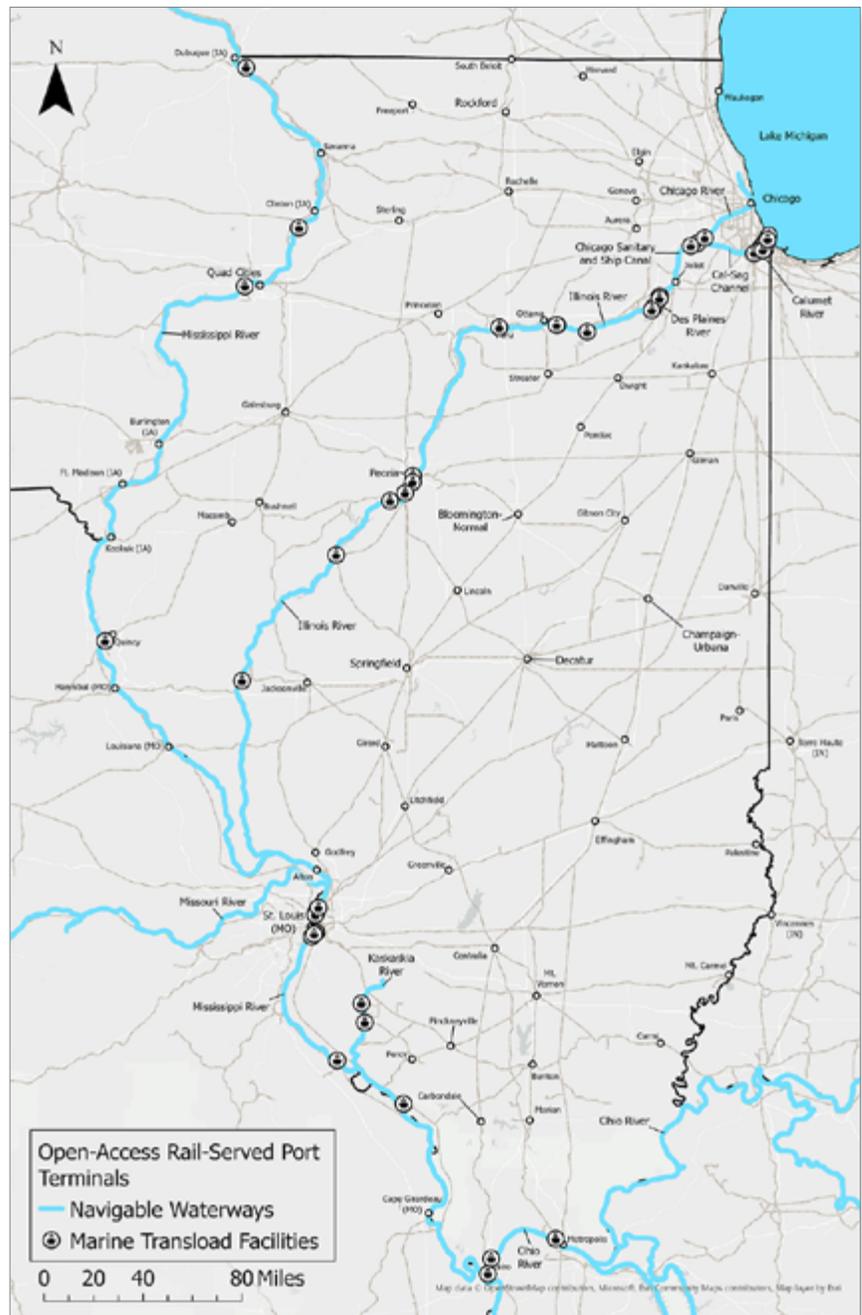
Rail-Served Port Terminals

Many supply chains, particularly those transporting large quantities of low-value commodities like grain, coal, and chemicals, rely on both rail and water-based modes. There are approximately 1,118 miles of commercially navigable waterways in Illinois with shipping channels maintained by the U.S. Army Corps of Engineers^{27,28}:

- > Mississippi River
- > Illinois River
- > Chicago-Area Waterways
 - Des Plaines River
 - Chicago River
 - Chicago Sanitary and Ship Canal
 - Calumet Saganashkee (“Sag”) Channel
 - Calumet River
- > Lake Michigan
- > Kaskaskia River
- > Ohio River

Over 400 public and private port terminals provide access to the marine transportation system from other modes. Most are in one of 19 public port districts spread throughout Illinois. Data from the 2021 Illinois Marine Transportation System Plan and the Bureau of Transportation Statistics’ Ports GIS dataset was used to create a list of all port terminals in Illinois.^{28,29} Information from railroad interviews, port, railroad, and shipper websites, Google Earth aerial imagery, and the Ports dataset was used to determine if each terminal on the initial list were served by an active rail line and facilitated transloads between barge and rail modes. Terminals that only served a single shipper or were used to originate or terminate commodities (e.g., a manufacturing plant, refinery, or power plant) were filtered out. The remaining 49 terminals formed a list of rail-served port terminals with open shipper access in Illinois (**Figure 13**). A full list of active, open-access, rail-served port terminals in Illinois is in **Attachment 2**.

FIGURE 13 - Rail-Served Port Terminals in Illinois

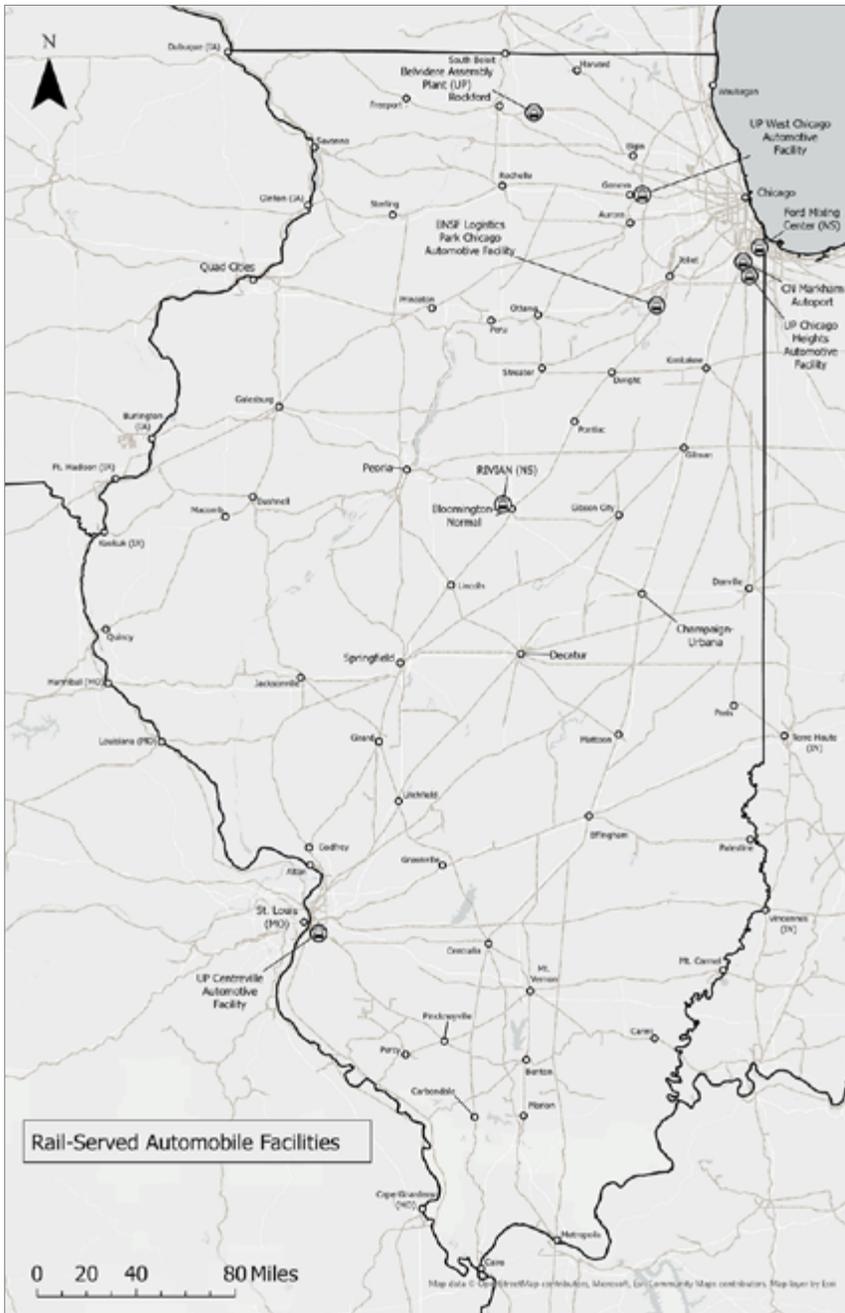


²⁷ Navigable Waterway Lines GIS Dataset. US Army Corp of Engineers. July 2019. <https://data-usdot.opendata.arcgis.com/datasets/usdot::navigable-waterway-lines/about>

²⁸ Illinois Marine Transportation System Plan. Illinois Department of Transportation. March 2021.

²⁹ Ports GIS Dataset, National Transportation Atlas Database. USDOT Bureau of Transportation Statistics. July 2021. <https://data-usdot.opendata.arcgis.com/datasets/usdot::ports/about>

FIGURE 14 - Rail-Served Automotive Facilities in Illinois



Open-access rail-served port terminals are located on navigable waterways throughout Illinois. Notable concentrations are on the Calumet River near Lake Michigan, around Joliet and Peoria on the Illinois River, and across from St. Louis on the Mississippi River. Generally, the state's marine and rail transportation system are well connected.

Automotive Facilities

The automobile and truck industry is a significant manufacturing industry in Illinois that relies heavily on the freight rail network to transport parts and finished vehicles. Illinois has several rail-served auto and truck assembly plants as well as large scale railroad-operated auto distribution centers (Table 13 and Figure 14). In May 2021, Lion Electric Company announced plans to develop a new electric bus and truck manufacturing plant in Joliet nearby existing BNSF and UP intermodal terminals.³⁰

TABLE 13 - Rail-Served Automotive Facilities in Illinois

Measure	Facility	Type
BNSF	Logistics Park Chicago Automotive Facility	Distribution
CN	Markham Autoport	Distribution
NS	Ford Mixing Center	Assembly Plant (Ford)
NS	RIVIAN – Normal Assembly Plant	Assembly Plant (RIVIAN)
UP	Belvidere Assembly Plant	Assembly Plant (Chrysler/Stellantis)
UP	Centreville Automotive Facility	Distribution
UP	Chicago Heights Automotive Facility	Distribution
UP	West Chicago Automotive Facility	Distribution

³⁰Lion Electric Company has selected Joliet for the company's first American-based Electric Vehicle Production Facility". City of Joliet Press Release. May 7, 2021. <https://www.joliet.gov/Home/Components/News/News/3504/41>

Highway-Rail Grade Crossings

Nationally, Illinois has the second most highway-rail crossings after Texas, with a total of 11,654 at-grade rail crossings (**Table 14**).

TABLE 14 - Summary of Rail Crossings in Illinois (as of February 1, 2021)³¹

Crossing Type	Crossing Position	Crossings
Public Roadway	At-Grade	7,557
	RR Over	1,731
	RR Under	968
Pedestrian Pathway	At-Grade	332
	RR Over	81
	RR Under	41
Private Roadway	At-Grade	3,765
	RR Over	121
	RR Under	19
Total		14,615

Of the 7,557 public highway-rail grade crossings, 749 are on state roads while 6,808 are on local roads. While rail traffic receives priority over road traffic at grade crossings, grade crossings can still impact rail operations. For example, grade crossings can impose speed restrictions, limit the time and duration of switching activities, constrain available locations to meet and hold trains, and prevent expansion of siding, storage, and yard tracks. From the public perspective, highway-rail grade crossings blocked for extended periods of time due to trains are a source of significant traffic, safety, and air quality impacts to pedestrians, residents, drivers, transit lines, and emergency services.

ICC programs safety improvements at public highway-rail crossings on the local road system, primarily using resources from the Illinois Grade Crossing Protection Fund. IDOT funds most of the cost of improvements for

crossings on state roads, primarily through the State Road Fund which allocates federal Section 130 money. After upgrades are made, the railroad is typically responsible for maintaining the crossing. Improvements are generally safety-focused and can include active and passive warning device upgrades, panel reconstruction, remote monitoring devices, highway approach improvements, interconnection between warning devices and adjacent traffic signals, and grade separations. Both ICC and IDOT fund improvements to hundreds of grade crossings around Illinois on a yearly basis. For larger-scale grade separation projects that eliminate highway-rail conflicts, additional funding may be required. **Table 15** contains a partial list of fully funded highway-rail grade separations in Illinois that are currently in design or under construction:

TABLE 15 - Partial List of Fully Funded Highway-Rail Grade Separations in Illinois

City	Road(s)	DOT Crossing Number(s)	Railroad(s)	Note
Chicago	63RD Street / 65th Street / Harlem Avenue	86922IF, 869223U	BRC	CREATE GS1
Chicago	Archer Avenue	843806F	BRC	CREATE GS9
Chicago	Columbus Avenue / Maplewood Avenue	843823W	BRC	CREATE GS11
Chicago	71st Street / Bell Avenue	163446G	CSX	CREATE GS19
Decatur	Brush College Road / East Faries Parkway	328516E	NS	
Springfield	Madison Street	479327Y	NS, UP	Part of Springfield Rail Improvements Project
Springfield	Jefferson Street	479328F	NS, UP	

³¹ "Table A: Summary of Rail Crossings in Illinois". Crossing Safety Improvement Program FY 2022-2026 Plan. Illinois Commerce Commission. April 2021.

Summary

Illinois' freight rail network is the largest, busiest node in the North American freight rail network served by all seven Class 1 railroads as well as many regional, terminal, short line, and switching railroads with major hubs around Chicago and St. Louis/East St. Louis. The freight railroads have diverse infrastructure and policy needs. Larger railroads like Class 1's have substantial resources to maintain their networks in excellent condition, develop business opportunities, and self-fund capacity improvements. However, even the largest Class 1 railroads do not have the ability to independently address larger issues like significant existing rail congestion in the Chicago terminal area. The condition of smaller railroads varies significantly, with some railroads thriving with a strong and growing customer base while others struggle to self-fund improvements to bring their lines into a state of good repair. There are many opportunities for public-private partnerships to directly fund rail improvements of all sizes ranging from assisting businesses to construct rail spurs, to rehabilitating bridges, to building massive rail-rail flyovers such as those proposed in the CREATE program. There are also opportunities for Illinois to create policies that grow and strengthen the industrial customer base of railroads in the state and encourage private investment into the rail network.

On the passenger side, Illinois has an extensive network of intercity and commuter rail service focused on downtown Chicago. Amtrak's routes branch out in every direction from Chicago to connect to cities around Illinois and the country. However, there is a need to build on previous investments like the Chicago to St. Louis High Speed Rail program to both improve service on existing lines as well as serve communities that are currently disconnected from the network. In northeast Illinois, Metra has significant capital and operating funding needs to maintain its system in a state-of-good-repair and to grow service. NICTD is planning near-term service expansions enabled by major infrastructure projects in Indiana that increase the need for capacity improvements on the Metra Electric District line approaching downtown Chicago. Beyond passenger rail investments, there is also a need for the state to invest in projects that primarily benefit rail-adjacent users, such as highway-rail grade separations that reduce road congestion and improve safety.

The results of the railroad outreach and data collection effort show that the existing Illinois rail network is extensive, busy, and mostly in good condition. While specific needs vary significantly between railroads, there are also common challenges, such as terminal congestion and industrial development, that may be best addressed by a collaborative effort between public and private stakeholders. Overall, railroads identified many opportunities for the state of Illinois to create a world class rail network serving both passenger and freight needs.

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ATTACHMENT 1

List of Active Rail-Truck
Transload Facilities in Illinois

Introduction

Thirty-eight dedicated transload facilities are spread across Illinois, with concentrations in Chicago, Joliet, and East. St. Louis. Transload facilities greatly expand shipper access to the freight rail network far beyond the physical network of rail lines. **Table 1** lists the Illinois rail-truck transload facilities.

TABLE 1 - Rail-Truck Transload Facilities in Illinois

Name	Operator	Railroad(s)	Commodity Types*	Reference
IDOT Region 1				
American Transloading Services	American Transloading Services	IHB	Packaged Goods	https://americantransloading.com/
Bulkmatic - Chicago Heights	Bulkmatic	UP; CN	Dry Bulk, Liquid Bulk, Food Grade	https://www.bulkmatic.com/dry-bulk-transloading/ and https://www.louplogistics.com/sps/jas/unsecure/view?id=260&locale=en&commodity=Dry_Bulk
Bulkmatic - Hodgkins	Bulkmatic	BNSF	Dry Bulk, Liquid Bulk, Food Grade	BNSF website and https://www.bulkmatic.com/dry-bulk-transloading/#products
Carry Transit (Argo)	Carry Transit	IHB	Dry Bulk, Liquid Bulk, Food Grade	IHB website and https://carrytransit.com/services#transloading
Carry Transit (Bridgeview)	Carry Transit	IHB	Dry Bulk, Liquid Bulk, Food Grade	IHB website and https://carrytransit.com/services#transloading
Carry Transit (Franklin Park)	Carry Transit	IHB	Dry Bulk, Liquid Bulk, Food Grade	IHB website and https://carrytransit.com/services#transloading
Chicago Heights Transload Terminal	Watco	UP; CN; CP; CSX	Dry Bulk, Liquid Bulk, Oversized	https://www.watco.com/service/terminals/chicago-heights-il/ and https://www.louplogistics.com/sps/jas/unsecure/view?id=3506&locale=en&commodity=Dry_Bulk
CPT Chicago Transload	Savage	CP	Dry Bulk, Packaged Goods	https://www.savageservices.com/news/new-savage-transload-terminal-in-chicago-addresses-critical-building-materials-supply-chain-need/
Foodliner - Chicago Rail Transfer Facility	Foodliner / Questliner	CN	Dry Bulk, Liquid Bulk, Food Grade	Commtrex and https://foodliner.com/contact-us/foodliner-locations/
G&D/Hoffman - Channahon	G&D Trucking/Hoffman Transportation	BNSF	Dry Bulk, Liquid Bulk, Food Grade	Commtrex, BNSF website, and https://www.hoffmantransportation.com/channahon-il-facility
Great Lakes Reload	Great Lakes Reload	IHB; NS	Dry Bulk, Liquid Bulk	https://www.transloadgroup.com/
Irondale Multi Commodity Transload Terminal	Superior Bulk Logistics; Plastic Express	CRL; BRC	Dry Bulk, Liquid Bulk, Food Grade, Packaged Goods, Oversized	https://omnitrax.com/wp-content/uploads/2020/06/mm-spotlight_irondale.pdf , https://superiorbulklogistics.com/our-blog/new-chicago-transload-site , and http://www.plasticexpress.com/operations/bulk-terminals/#illinois
Montgomery Bulk Transload Facility	BJRY	BJRY; BNSF	Dry Bulk	http://www.bjryrail.com/TransloadLocations.html

Name	Operator	Railroad(s)	Commodity Types*	Reference
Partners Warehouse – Aurora	Partners Warehouse	BNSF	Dry Bulk, Oversized	BNSF website and http://www.partnerswarehouse.com/rail/rail-facilities/
Partners Warehouse – Hodgkins	Partners Warehouse	BNSF	Dry Bulk, Food Grade, Packaged Goods	BNSF website and http://www.partnerswarehouse.com/rail/rail-facilities/
Three Rivers Terminal	Seeler Industries	CN; UP; BNSF	Dry Bulk, Liquid Bulk	https://seeler.com/3-rivers-terminal/
IDOT Region 2				
A&R Logistics (Quantix)	A&R Logistics (Quantix)	CN; CSX	Dry Bulk, Liquid Bulk	http://www.argloballogistics.com/logistics/terminals-warehouses-and-rail-transfers#rail
G&D/Hoffman - Coal City	G&D Trucking/Hoffman Transportation	UP	Dry Bulk, Packaged Goods	https://www.hoffmantransportation.com/coal-city-il-facility
Intermodal Services - Belvidere	Intermodal Services, Inc	UP	Dry Bulk	https://www.intermodalsi.com/
Luckey Logistics (Quantix)	Luckey Logistics (Quantix)	BNSF; UP	Dry Bulk	https://www.luckeytanklines.com/ and https://www.louplogistics.com/sps/jas/unsecure/view?id=2282&locale=en&commodity=Dry-Bulk
Riverport Railroad - Savanna Army Depot	Riverport Railroad	RVPR; BNSF	Dry Bulk, Liquid Bulk, Food Grade, Packaged Goods, Oversized	RVPR Meeting, https://www.bnsf.com/ship-with-bnsf/maps-and-shipping-locations/transload/transload-network-map.html , and Commtrex
Rochelle Transload Center	CIR	CIR; UP; BNSF	Dry Bulk, Liquid Bulk, Food Grade, Packaged Goods, Oversized	City of Rochelle Meeting
Sterling Logistix	Sterling Logistix	UP	Dry Bulk, Liquid Bulk, Food Grade, Packaged Goods, Oversized	http://sterlinglogistix.com/
Thoroughbred Bulk Transfer Terminal - Streator	Prairie Transport	NS	Dry Bulk	http://nscorp.com/content/nscorp/en/shipping-options/transload-network/norfolk-southern-distribution-solution-locator.html and http://nscorp.com/content/dam/nscorp/ship/TBTInfoAndBaseCapabilities.pdf
IDOT Region 3				
Chenoa Wind Turbine Transload	N/A	TPW	Oversized	N/A
Scharf Carri Materials	Scharf Carri Materials	TPW	Dry Bulk	https://www.gwrr.com/transload/scharf-carri-materials-co/
Vermilion Valley Railroad	VVRR	VVRR; CSX; NS	Dry Bulk, Food Grade, Packaged Goods, Oversized	http://www.mbrail.com/vvrr/ and Commtrex
IDOT Region 4				
BJRY - Quincy	Burlington Junction Railway	BJRY; BNSF	Dry Bulk, Liquid Bulk, Food Grade, Packaged Goods, Oversized	http://www.bjryrail.com/Quincy.html

Name	Operator	Railroad(s)	Commodity Types*	Reference
Effingham Transload Facility	EFRR	EFRR; CN; CSX;	Dry Bulk, Liquid Bulk, Packaged Goods, Oversized	http://www.efrr.com/transload/
Specialized Rail Transport	Specialized Rail Transport	IMRR; BNSF; NS; UP; CN; KCS	Dry Bulk, Packaged Goods, Oversized	https://www.gwrr.com/transload/specialized-rail-transport/
IDOT Region 5				
Ee-Jay Motor Transports	Ee-Jay Motor Transports	TRRA	Dry Bulk, Liquid Bulk, Food Grade, Packaged Goods, Oversized	http://nscorp.com/content/nscorp/en/shipping-options/transload-network/norfolk-southern-distribution-solution-locator.html , BNSF website, https://ee-jay.com/ , and Commtrex
Illinois Transload	Illinois Transload	COER; UP; BNSF	Dry Bulk, Liquid Bulk, Packaged Goods, Oversized	Progressive Rail meeting and https://www.louplogistics.com/sps/jas/unsecure/view?id=1418&locale=en&commodity=Dry_Bulk
Lake Drive Logistics	Lake Drive Logistics	KCS; UP	Dry Bulk, Liquid Bulk, Packaged Goods	KCS website and https://lakedrive.logistics.com/
Midwest Transload	Southern Illinois Motor Xpress	CN; UP	Dry Bulk, Liquid Bulk, Packaged Goods, Oversized	http://simxtrucking.com/ and Commtrex
Milano Railway Logistics	Milano Railway Logistics	NS; UP; EVWR	Dry Bulk, Liquid Bulk, Oversized	https://milanorail.com/ , https://ewwr.com/warehousing-transloads/ , and https://www.louplogistics.com/sps/jas/unsecure/view?id=2820&locale=en&commodity=Dry_Bulk
Nutrien Ag - Carmi	Nutrien Ag Solutions	EVWR	Dry Bulk, Liquid Bulk, Food Grade, Packaged Goods	https://ewwr.com/warehousing-transloads/
Thoroughbred Bulk Transfer Terminal - St. Louis	Savage Services	NS	Dry Bulk, Liquid Bulk, Food Grade	http://nscorp.com/content/nscorp/en/shipping-options/transload-network/norfolk-southern-distribution-solution-locator.html and http://nscorp.com/content/dam/nscorp/ship/TBTInfoAndBaseCapabilities.pdf
Wood River Transload Terminal	Watco	KCS; UP; NS	Dry Bulk, Liquid Bulk, Packaged Goods	https://www.watco.com/service/terminals/wood-river-transload-terminal/

*Transload facilities may be able to handle a wider range of commodities than those listed in this table. Shippers should contact the relevant facility operator or railroad directly to most accurately determine if a certain load can be handled by transload facility.

ATTACHMENT 2

List of Active, Open-Access, Rail-Served Port Terminals in Illinois

Introduction

Forty-nine rail-served port terminals with open shipper access are located in Illinois. Open-access rail-served port terminals are located on navigable waterways throughout Illinois. Notable concentrations are on the Calumet River near Lake Michigan, around Joliet and Peoria on the Illinois River, and across from St. Louis on the Mississippi River. **Table 1** lists the Illinois rail-served port terminals.

TABLE 1 - Rail-Served Port Terminals in Illinois

Name	Operator	Railroad(s)	Commodity Types*	Reference
America's Central Port				
Madison Harbor	SCF	PHRR	Dry Bulk, Liquid Bulk, Food Grade, Packaged Goods, Oversized	IMTS Plan, March 2021, ACP/PHRR meeting, and https://scf.us/contact-us/terminal-locations
Mid Coast Terminal	SCF	NS	Dry Bulk, Liquid Bulk	IMTS Plan, March 2021, NS website, and https://scf.us/contact-us/terminal-locations
Petroleum Fuel & Terminal Co. - Granite City	Petroleum Fuel & Terminal Co. (Apex Oil)	NS	Liquid Bulk	IMTS Plan, March 2021 and https://apexoil.com/locations/
Red Dock & White Dock	SCF	NS	Dry Bulk, Food Grade	IMTS Plan, March 2021, ACP/PHRR meeting, and https://scf.us/contact-us/terminal-locations
Alexander-Cairo				
Bunge - Cairo	Bunge	CN	Dry Bulk, Liquid Bulk, Food Grade	IMTS Plan, March 2021 and https://www.bungenorthamerica.com/locations
Heart of Illinois				
ADM - Creve Coeur	ADM	BNSF; CN; TZPR	Dry Bulk, Food Grade, Packaged Goods	IMTS Plan, March 2021 and https://www.adm.com/products-services/adm-logistics/terminal-services/crevecoeur
Growmark - Mapleton	Growmark	TPW	Dry Bulk	https://www.growmark.com/terminal-finder
Mosaic - Pekin	The Mosaic Company	UP	Dry Bulk	IMTS Plan, March 2021 and https://www.mosaicco.com/
Peoria Barge Terminal	Peoria Barge	IAIS; TPW; UP	Dry Bulk, Liquid Bulk, Food Grade, Packaged Goods, Oversized	IMTS Plan, March 2021 and http://peoriabarge.com/about-us/
Havana Regional				
Havana Coal Transfer Plant	SCH Terminal Co.	IMRR	Dry Bulk	IMTS Plan, March 2021
Illinois International				
Asphalt Operating Services of Chicago	Asphalt Operating Services	CRL	Liquid Bulk	IMTS Plan, March 2021 and
Cargill - Chicago Salt Wharf	Cargill	CRL	Dry Bulk	IMTS Plan, March 2021
Chemtrade Logistics - Chicago	Chemtrade Logistics	NS	Liquid Bulk	https://www.chemtradelogistics.com/locations/
Chicago Ferro Terminal	Watco	IHB; NS	Dry Bulk	https://www.watco.com/service/terminals/chicagoferro-il/
Chicago Rail & Port	QSL	IHB; NS	Dry Bulk	https://qsl.com/our-network/chicago-port-and-rail/ and https://www.irpt.net/chicago-port-railroad-company/

Name	Operator	Railroad(s)	Commodity Types*	Reference
EmEsCo Marine Services Corporation	EmEsCo Marine Services Corporation	NS	Dry Bulk	http://nscorp.com/content/nscorp/en/shipping-options/trans-load-network/norfolk-southern-distribution-solution-locator.html
Iroquois Landing Terminal	NASCO (QSL)	CN; SCIH	Dry Bulk, Packaged Goods, Oversized	IMTS 2021 and https://qsl.com/our-network/chicago-iroquois-landing/
KCBX Terminal	KCBX	IHB; NS	Dry Bulk	https://kcbxchicago.com/
Kinder Morgan - Chicago Terminal	Kinder Morgan	NS	Liquid Bulk	https://www.kindermorgan.com/Operations/Terminals/Index-#tabs-liquids
Lake Calumet Terminal	QSL	CN; CRL; CSS	Dry Bulk, Food Grade, Packaged Goods, Oversized	http://nscorp.com/content/nscorp/en/shipping-options/trans-load-network/norfolk-southern-distribution-solution-locator.html and https://qsl.com/our-network/chicago-lake-calumet/
Reserve Marine Terminals	Reserve Marine Terminals	IHB; NS	Dry Bulk	http://nscorp.com/content/nscorp/en/shipping-options/trans-load-network/norfolk-southern-distribution-solution-locator.html ; http://reserve-group.com/locations/reserve-marine-terminals/
SH Bell	SH Bell	IHB; NS	Dry Bulk	https://www.shbellco.com/facilities/chicago-south-avenue-terminal/
Illinois Valley Regional				
ADM/Growmark - LaSalle	ADM/Growmark	IR	Dry Bulk, Liquid Bulk, Food Grade, Packaged Goods	IMTS Plan, March 2021 and https://www.adm.com/products-services/adm-logistics/terminal-services/lasalle
Joliet Regional				
Canal Terminal	Canal Terminal Company	CSXT	Liquid Bulk	IMTS Plan, March 2021 and https://canalbarge.com/terminal_services/distribution.php
IMTT - Joliet Terminal	IMTT	BNSF	Liquid Bulk	https://www.imtt.com/joliet-illinois/
Omega Partners - Joliet Terminal	Omega Partners	BNSF	Liquid Bulk	IMTS Plan, March 2021 and https://tankterminals.com/news/omega-to-buy-joliet-terminal-from-oiltanking-north-america/
RRR Tank Properties	RRR Tank Properties	CSXT	Dry Bulk, Liquid Bulk, Oversized	https://www.dconstruction.com/rrr-tank
Jackson-Union Counties				
Cora Marine Terminal	SCH Services	UP	Dry Bulk	https://www.watco.com/service/terminals/cora-il-3/
Kaskaskia Regional				
Kellogg Dock	KRPD	UP	Dry Bulk	KRPD meeting and https://www.up.com/customers/bulk/ports-docks/kellogg/index.htm
KRPD #1	KRPD	KRPD	Dry Bulk	KRPD meeting and http://kaskaskiaport.com/KRPD_1.html
KRPD #2	KRPD	KRPD	Dry Bulk, Packaged Goods, Oversized	KRPD meeting and http://kaskaskiaport.com/KRPD_2.html
Mid-America Intermodal Authority				
ADM Alliance Nutrition - Quincy	ADM Alliance	BJRY	Dry Bulk	IMTS Plan, March 2021
CTLIC - Naples	Consolidated Terminals and Logistics Co.	NS	Dry Bulk, Food Grade	https://www.ctlconline.com/Terminals/Network-Map

Name	Operator	Railroad(s)	Commodity Types*	Reference
Massac-Metropolis				
Cook Coal Terminal	American Electric Power	BNSF; CN; UP	Dry Bulk	https://www.up.com/customers/bulk/ports-docks/cook/index.htm
Ottawa				
ADM - Ottawa	ADM	CSXT	Dry Bulk, Food Grade	https://www.adm.com/products-services/adm-logistics/terminal-services/ottawa
Oakley Fertilizer - Ottawa	Oakley Fertilizer	CSXT	Dry Bulk	IMTS Plan, March 2021 and http://bruceoakley.com/divisions/fertilizer.html
Seneca Regional				
Growmark - Seneca	Growmark	CSXT	Dry Bulk	IMTS Plan, March 2021 and https://www.growmark.com/terminal-finder
Southwest Regional				
ADM - Sauget Grain and Bulk Terminal Dock	ADM	CN; KCS; UP	Dry Bulk, Food Grade	IMTS Plan, March 2021 and https://web.grainbridge.com/cash-bids
Cahokia Marine Terminal	Watco	KCS; UP	Dry Bulk, Liquid Bulk	KCS website, https://www.watco.com/service/terminals/cahokia-il/ , and IMTS 2021
CTLC - Cahokia	Consolidated Terminals and Logistics Co.	ALS	Dry Bulk, Food Grade	IMTS Plan, March 2021 and https://www.ctlconline.com/Terminals/Cahokia-IL
Gateway Terminal	Harvestone Group	CN; KCS; UP	Liquid Bulk	IMTS Plan, March 2021 and https://www.prnewswire.com/news-releases/harvestone-group-acquires-gateway-terminals-llc-301357392.html
Upper Mississippi River International				
Logistics Park Dubuque	Travero	BNSF; CN	Dry Bulk, Food Grade	IMTS Plan, March 2021 and https://www.travero.com/WarehousingAndTerminal/LogisticsPark-Dubuque
Other				
Alter River Terminal Rock Island	Alter Logistics	BNSF; CP; IAIS	Dry Bulk, Food Grade, Packaged Goods, Oversized	https://www.alterlogistics.com/services/
BWC Terminals	BWC Terminals	CSXT	Liquid Bulk, Food Grade	https://www.bwcterminals.com/bwc-terminals-locations/riverdale-il/
CF/Growmark - Albany Terminal	CF Industries/ Growmark	BNSF; CP;	Dry Bulk, Liquid Bulk	https://www.cfindustries.com/who-we-are/locations/albany-terminal ; https://www.growmark.com/terminal-finder
CTLC - Mound City	Consolidated Terminals and Logistics Co.	CN	Dry Bulk, Food Grade	https://www.ctlconline.com/Terminals/Mound-City-IL
IMTT - Lemont	IMTT	CN; KCS	Liquid Bulk	https://www.imtt.com/lemont-illinois/
Olin Chlor Alkali - Lemont	Olin Chlor Alkali	CN	Liquid Bulk	https://olinchloralkali.com/logistics/
Rowell Chemical	Rowell Chemical	CN	Liquid Bulk	https://rowellchemical.com/

* Terminal facilities may be able to handle a wider range of commodities than those listed in this table. Shippers should contact the relevant facility operator or railroad directly to most accurately determine if a certain load can be handled by terminal facility.



ILLINOIS RAIL NEEDS ASSESSMENT

APPENDIX C

Agency and Shipper Outreach Summary Report



Introduction

The purpose of this report is to outline outreach efforts aimed at gaining a deeper understanding of the rail needs of two categories of key stakeholders:

- > State, regional, and local agencies; and
- > Shippers, trucking companies, and logistics service providers

Contact with the agency and shipper stakeholders was made through an interactive online survey, virtual workshops (referred to as “Listening Sessions”), and one-on-one meetings.

Agency and Shipper Stakeholders

Engaged agency and shipper stakeholders included:

- > State agencies
- > Metropolitan and regional planning organizations
- > Economic development groups
- > Local agencies
- > Shippers, trucking companies, and logistics providers

A list of stakeholder contacts was developed based on stakeholder lists provided by the Illinois Department of Transportation (IDOT) from previous studies, contacts culled from information available to the Illinois Rail Needs Assessment (ILRNA) Team, and through publicly available sources. Throughout the development of the ILRNA, stakeholders were added, deleted, and/or modified. The preliminary list of potential stakeholders is included in the ***Stakeholder Outreach Plan Summary Report (Appendix A)***.

IDOT sent introductory emails to the stakeholders which provided information about the ILRNA and requested the stakeholders’ participation. Additionally, several organizations in Illinois represent the interests of groups that were identified as potential ILRNA stakeholders. These organizations included:

- > Midwest Association of Rail Shippers
- > Illinois Municipal League
- > Illinois Association of County Engineers
- > Illinois Association of Regional Councils

The ILRNA Team contacted these organizations directly and requested that the introductory email, virtual stakeholder listening session invitation, and interactive survey link be sent by the organization to its members.

Additionally, the ILRNA Team provided by email the survey link and an invitation for one-on-one meetings to agricultural cooperatives licensed through the Illinois Department of Agriculture.

Agency and Shipper Outreach

The ILRNA Team used a combination of virtual stakeholder listening sessions, an interactive survey, and, when warranted, one-on-one meetings to solicit feedback on the needs of the Illinois rail network.

MetroQuest Survey

MetroQuest is a commercially available, customizable, interactive, online survey tool suitable for the requirements of the ILRNA. MetroQuest was used to provide stakeholders with general information about the ILRNA and to identify stakeholder needs and priorities.

The MetroQuest survey consisted of five online screens which were used to inform survey participants and to solicit input for the ILRNA. Screen 1 introduced the ILRNA and the survey (**Figure 1**). Screen 2 provided participants the opportunity to geographically locate infrastructure, freight rail/service access, passenger rail service/access, crossings, and other rail concerns by placing virtual “pins” on an interactive map (**Figure 2**). Screen 3 (**Figure 3** and **Figure 4**) and Screen 4 (**Figure 5** and **Figure 6**) gave participants the opportunity to rate strategies for improving the existing Illinois rail system. Participants were asked to rate the importance of strategies in four categories: (1) Transportation Systems, (2) Strategic Rail Expansion, (3) Rail Transportation Mobility, and (4) Improving Rail Access and Resilience. Screen 5 asked for optional information about the participant and any additional input not covered by previous screens (**Figure 7**).

FIGURE 1 - MetroQuest Survey Welcome Screen

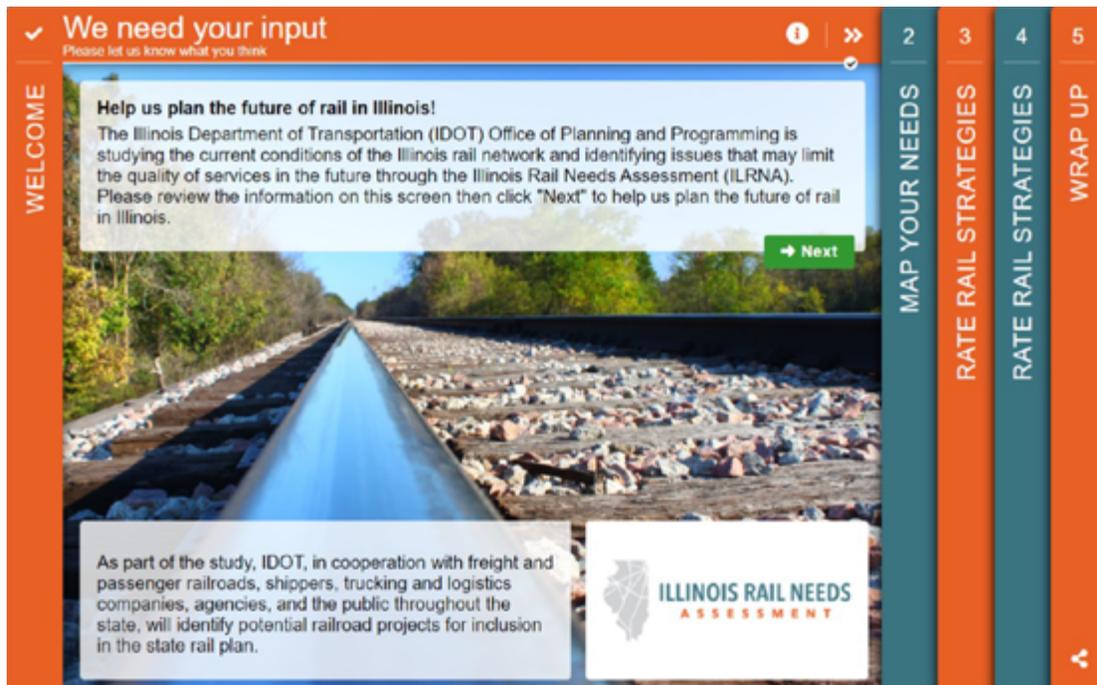


FIGURE 2 - MetroQuest Screen 2: Map Your Needs

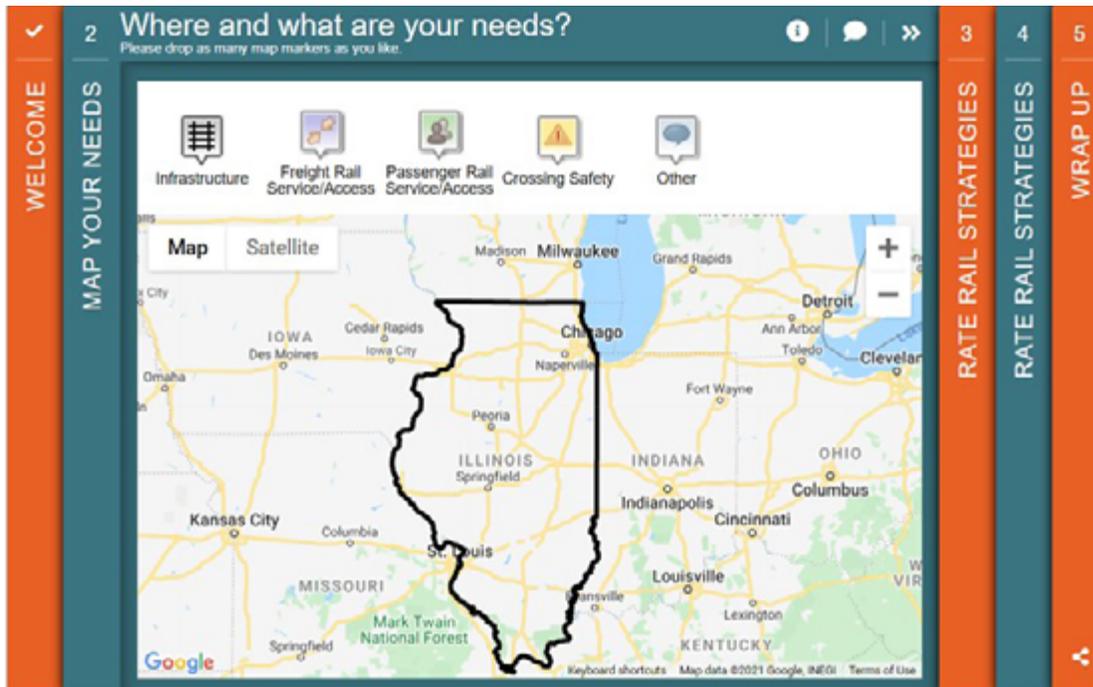


FIGURE 3 - MetroQuest Screen 3: Rate Rail Strategies Part 1a

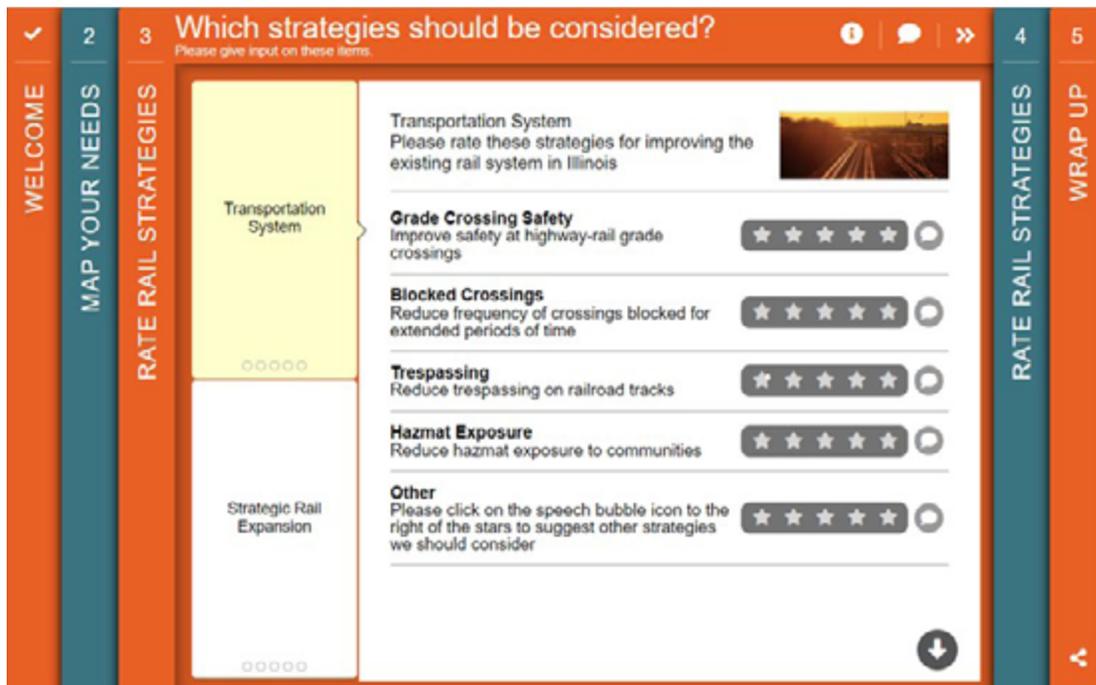


FIGURE 4 - MetroQuest Screen 3: Rate Rail Strategies Part 1b

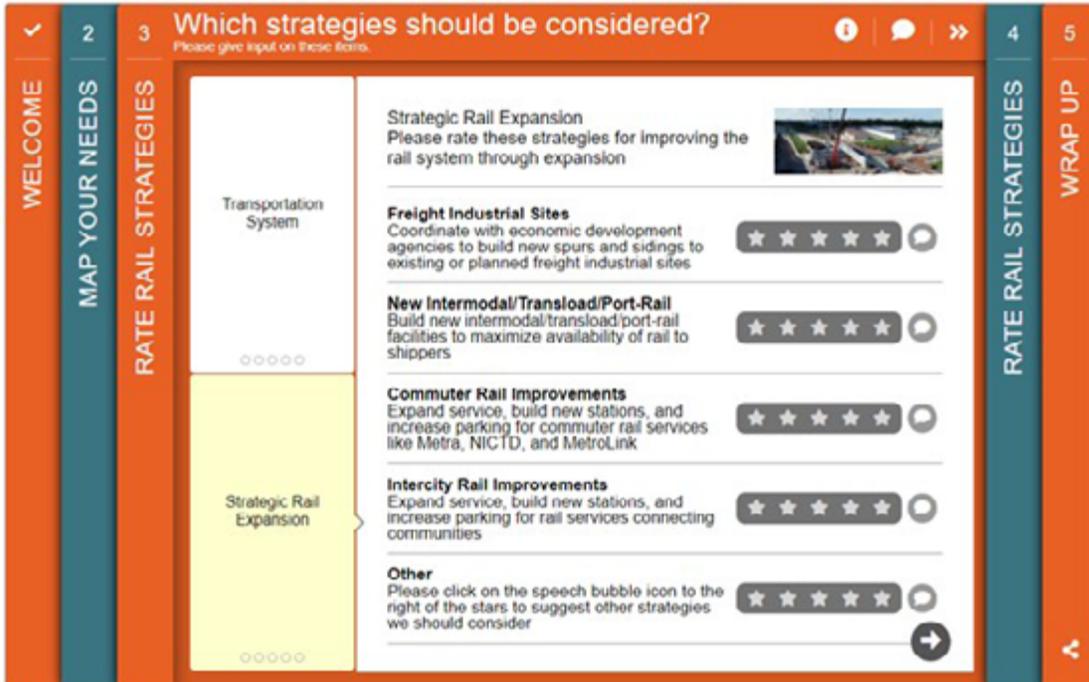


FIGURE 5 - MetroQuest Screen 4: Rate Rail Strategies Part 2a

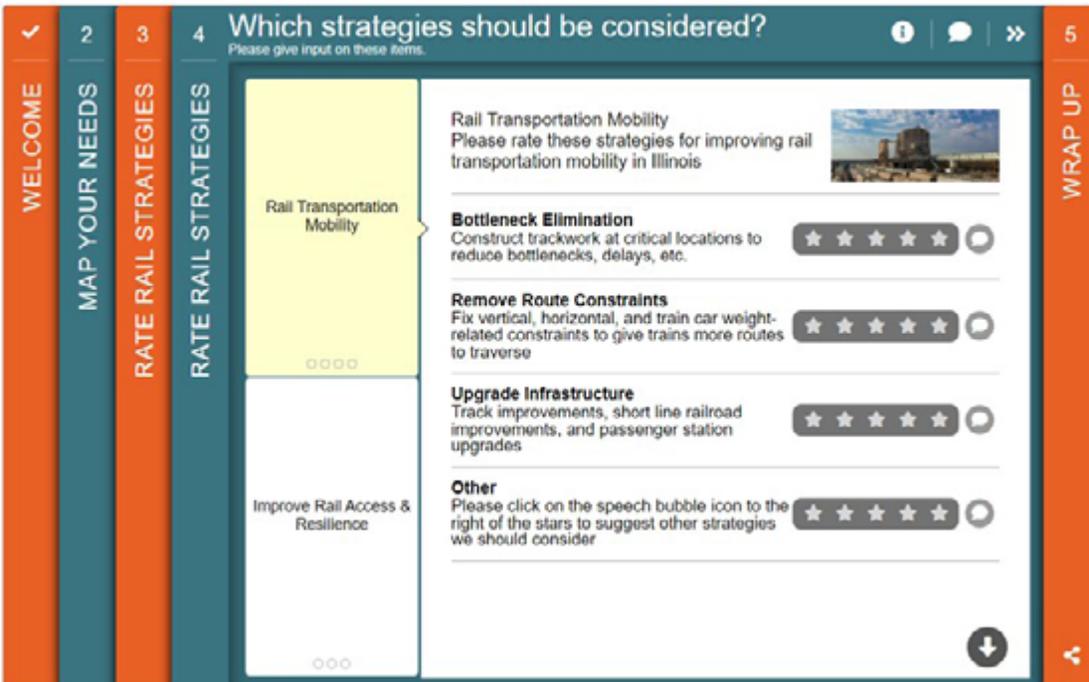


FIGURE 6 - MetroQuest Screen 4: Rate Rail Strategies Part 2b

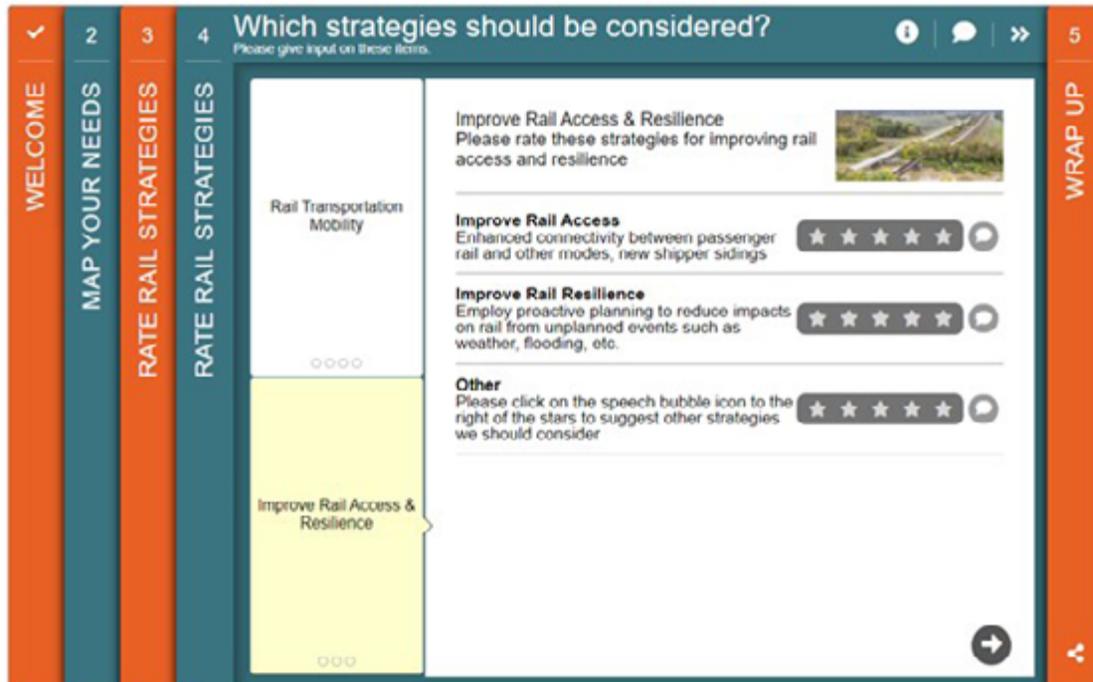


FIGURE 7 - MetroQuest Screen 5: Wrap Up

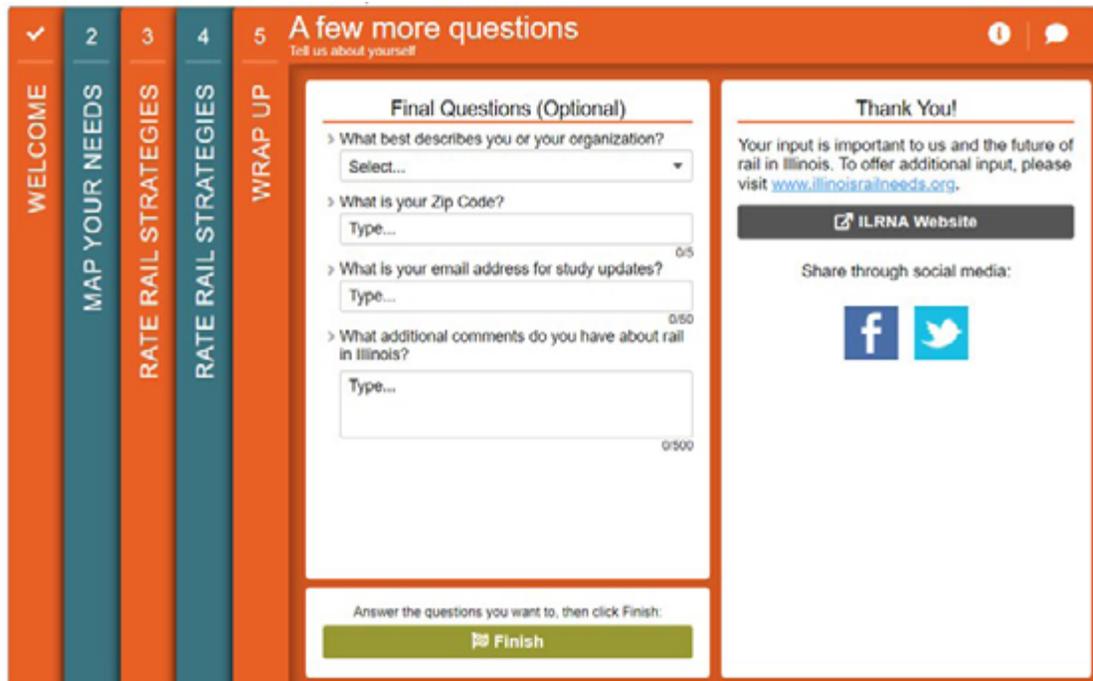
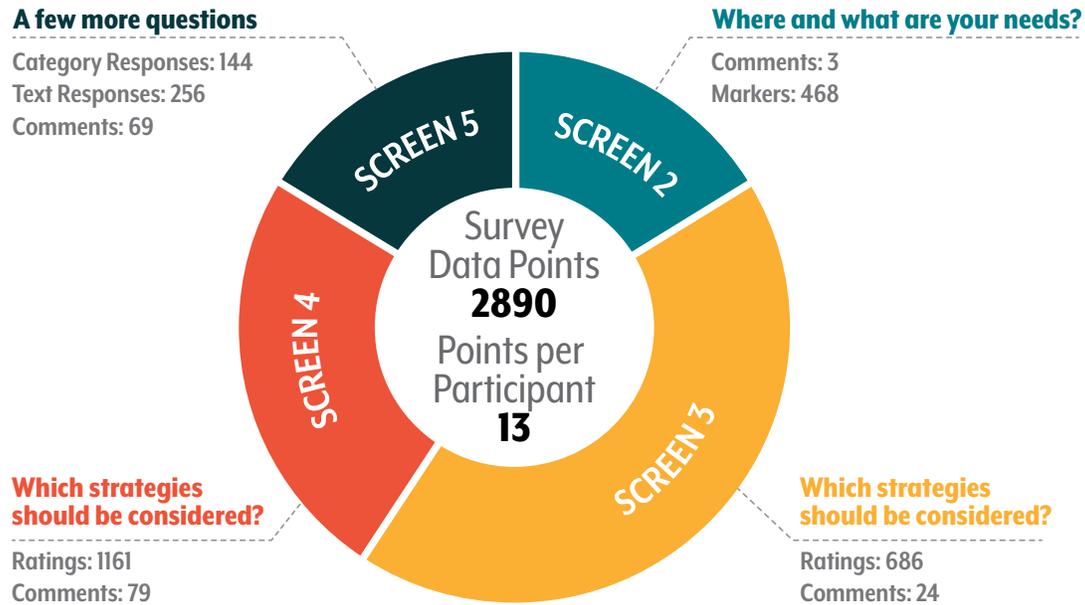


FIGURE 8 - MetroQuest Survey Data Points



The survey was open from May 26, 2021 to September 11, 2021. A proactive outreach campaign was conducted to direct stakeholders to the MetroQuest survey website. This effort included e-mail “blasts”, links in e-mails to stakeholders, promotion during the ILRNA virtual public meetings, and other communications. In total, 230 surveys were completed through the MetroQuest website. Of the 230 participants, survey responses produced 2,890 data points (**Figure 8**). A detailed list of the MetroQuest survey results is provided in **Attachment 1**.

Listening Sessions

Public agency and private sector stakeholders were invited to attend a series of five listening sessions. Each session targeted a geographic area representing one of the five IDOT Regions; however, each was open to all stakeholders regardless of their location. The sessions were conducted in the form of virtual meetings. The content of each included a presentation describing the ILRNA, real-time electronic polling to identify needs and issues, and opportunities for discussion to obtain input from participants.

The sessions were held on the following dates:

- > Listening Session 1 – June 22, 2021
- > Listening Session 2 – June 24, 2021
- > Listening Session 3 – June 28, 2021
- > Listening Session 4 – June 30, 2021
- > Listening Session 5 – July 1, 2021

The number of meeting attendees ranged between 11 and 19 participants per session, as shown in **Table 1**, and the stakeholders represented at each session are shown in **Table 2**.

TABLE 1 - Attendance at Listening Sessions

Stakeholder Type	Attendance at Listening Sessions				
	1	2	3	4	5
Public Agencies	9	7	10	9	11
Private Sector	7	8	1	9	8
Total	16	15	11	18	19

TABLE 2 - Listening Session Participants

Session 1	Session 2	Session 3	Session 4	Session 5
Belt Railway Company of Chicago	Amtrak	Champaign County Regional Planning Commission	IDOT District 6	America's Central Port
CDOT	Bi-State Regional Commission	Danville	IDOT District 7	Champaign County Regional Planning Commission
CMAP	Blackhawk Hills Regional Council	Iowa Interstate Railroad	IDOT Region 4	East-West Gateway Council of Governments
DeLong	Dekalb County	McLean County Regional Planning Commission	Indiana Rail Road Company	Great Lakes Basin Transportation
Ingredion	Henry County	Tri-County Regional Planning Commission	Genesee & Wyoming	IDOT District 8
Metra	Illinois Tollway		Great Lakes Basin Transportation	IDOT Region 5
NICTD	Ingredion		Pioneer Lines	IMPACT Center for Independent Living
Will County	Moline		Sangamon County	Johnson County
	Prairie Central Cooperative		South Central Illinois Regional Planning & Development Commission	Kaskaskia Regional Port District
	Riverport Railroad		Two Rivers Regional Council of Public Officials	Perry County
	Rochelle		Union Pacific	Progressive Rail
	Silvis			South Central Illinois Regional Planning & Development Commission

During each listening session, interactive polling was undertaken using commercially available software called Poll Everywhere. The polls were comprised of open-ended questions, rating questions, and ranking questions. Besides providing information on needs, the polls were also used to facilitate discussions with the participants.

Stakeholder comments received through the listening sessions are included in **Attachment 1**. Results of the interactive polling are discussed in the Agency and Shipper Needs section below.

Agency and Shipper Needs

A full list of needs and issues expressed by agency and shipper stakeholders during outreach efforts is in **Attachment 1**. Considering the very large number of public agencies and rail-served shippers in Illinois, the outreach effort ultimately reached a relatively small proportion. It is difficult to extrapolate specific trends from a small sample size. Therefore, the section below provides only a high-level, partial list of the rail-related needs of agencies and shippers in Illinois.

Freight Rail Issues and Needs

General issues and needs discussed in the outreach regarding the Illinois freight rail network included:

- > Blocked grade crossings impacting emergency services and the effect of increased train lengths
- > Grade crossing safety and the need for grade separations
- > Reliability of rail service provided to shippers and the impacts of Precision Scheduled Railroading on customers
- > Lack of storage tracks and access to rail yards for shippers
- > Freight rail congestion, especially around Chicago
- > Intermodal terminal congestion, labor shortages, and expansion of transloading capabilities between rail, road, and water modes
- > Funding for capital projects such as replacement of rail on short lines
- > Technology and competition from other modes
- > Rail noise
- > Transportation of hazardous materials
- > Clearances around rail structures

One component of the Poll Everywhere surveys conducted during the listening session was a question asking participants to rank a list of potential freight rail issues. **Table 3** is a tabulation of responses to the question: “Freight Rail Issues and Needs: Which three are the most important to you?” The highlighted boxes indicate the issue that ranked highest in each listening session. Overall, crossing safety ranked highest, followed by the need for intermodal or transload facilities and the need to reduce rail nuisances.

TABLE 3 - Listening Session Participants

Issues and Needs	Description	Listening Session					
		1	2	3	4	5	AVG
Grade Crossing Safety	There are 7,557 at-grade highway-rail crossings in Illinois. Illinois is second only to Texas in the total number of highway-rail crossings within the United States.	35%	14%	33%	19%	33%	28%
Intermodal/ Transloads	A total of 7.65 million containers were shipped through Illinois in 2020, with intermodal being the largest segment of rail traffic transported within the state.	6%	21%	22%	6%	21%	15%
Rail Noise Reduction	The State of Illinois currently has 79 active quiet zones. Rail noise is an important issue for many communities situated adjacent to railroad tracks.	18%	-	-	38%	13%	15%
Service Improvements	The assets to improve and increase service exist. However, communicating the needs to those outside of the freight rail industry can prove to be a barrier to matching resources.	12%	14%	22%	13%	4%	11%
Line Preservation	Unused rail is commonly repurposed or maintained for potential future use.	-	7%	-	13%	8%	
Clearances	Metra, for example, owns over 400 bridges that will need repair or replacement in the near future. Many of these bridges have not been updated for modern vehicular clearance, causing restrictions for larger vehicles.	12%	-	11%	-	8%	
Short Line Condition	There are 33 short line railroads currently operating in Illinois. Many short lines need repairs or upgrades, while the current conditions deter local economic development.	6%	-	11%	6%	4%	
286K Weight on Rail	The current industry standard for allowable gross railcar weight is 286,000 lbs. While main lines can carry this load, many short line tracks and bridges cannot, resulting in entire routes being unusable at the higher weight limits.	12%	7%	-	-	-	
Direct Shipper Access	Short line access to shippers is lacking. As a result, shippers either need to travel further to reach rail access or utilize other modes of transportation instead.	-	14%	-	-	4%	
Better Communications	Clear communication between Class 1 railroads and other stakeholders is crucial to ensure efficient rail operations in the state. Historically, competitive practices prevent open communication.	-	7%	-	-	4%	
Advanced Technology	Improved technology is a crucial factor in maintaining reliable and resilient rail operations in Illinois. State of the art technology is often out of reach for short line railroads that do not have the same resources as Class 1 railroads.	-	14%	-	-	-	
Freight Car Availability	Illinois has the 2nd largest freight rail network of any state. Availability of freight rail cars can greatly impact the speed and reliability in which goods can be transported.	-	-	-	6%	-	

Passenger Rail Issues and Needs

General issues and needs discussed in the outreach regarding the Illinois freight rail network included:

- > Passenger train schedules and frequency
- > Passenger train reliability and on-time performance
- > New passenger rail service and extensions
- > Multimodal connections to passenger rail service
- > Blocked grade crossing impacting emergency services and the effect of increased train lengths
- > Grade crossing safety and the need for grade separations
- > Funding for capital projects

The results for the “Passenger Rail Issues and Needs: Which three are the most important to you?” poll are summarized in **Table 4**. The highlighted boxes indicate the issue that ranked highest in each listening session. Overall, improvements to speed and reliability scored the highest, followed closely by the need for more convenient schedules and frequency. Enhanced intermodal connectivity scored highly in two regions.

TABLE 4 - Listening Session Participants

Issues and Needs	Description	Listening Session					
		1	2	3	4	5	AVG
Improved Speed/Reliability	Improved safety and reliability of passenger rail is crucial to maintaining high levels of ridership throughout Illinois.	29%	27%	30%	33%	50%	30%
Convenient Schedules/Frequencies	Commuter rail focuses efforts on peak hours, making the lines less convenient for travel at off times.	33%	33%	20%	33%	-	29%
Enhanced Intermodal Connectivity	Enhanced intermodal connectivity would ensure that riders can transition between the Illinois passenger rail system and additional transit modes safely and seamlessly.	14%	20%	30%	33%	25%	21%
New Services	New service lines for both passenger and freight rail can improve the accessibility of rail in Illinois. Both businesses and communities can benefit from an expansion of services, as well as encouraging tourism by rail.	10%	20%	10%	-	25%	13%
Additional Stations	In many areas, a lack of stations causes stress points and longer commutes which deters ridership.	10%	-	-	-	-	4%
More Station Amenities/Services	Deteriorating station amenities and services can result in reduced ridership.	5%	-	10%	-	-	4%

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ATTACHMENT 1
Agency and Shipper Outreach Results

Introduction

This attachment presents the results of the agency and shipper outreach results. Sources include the MetroQuest survey, Listening Sessions, and one-on-one meetings.

Agency Comments – Local and Regional

Altona – Knox County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Train Length	Village of Altona	Impacts to emergency services with increased train lengths	N/A

Barrington Hills – Cook, Kane, Lake, and McHenry Counties

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Crossing Safety, Intermodal Connectivity, Freight Congestion	Barrington Area Council of Governments	“It is imperative that rail planning and investments in coming years place a priority on grade crossing safety, enhancing intermodal connectivity, and minimizing impact of freight rail traffic on automobile/bike/pedestrian thoroughfares.”	N/A

Bloomington – McLean County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Passenger Rail	McLean County Regional Planning Commission	Support for high-speed rail service between Chicago and St. Louis	Existing IDOT project
Passenger Rail	McLean County Regional Planning Commission	Skipped stops on Chicago to St. Louis corridor for increased schedule reliability	Existing IDOT project
Passenger Rail	McLean County Regional Planning Commission	Federal policies to address passenger rail priority over freight	N/A
Passenger Rail	McLean County Regional Planning Commission	Support for passenger rail service in central Illinois, such as to Champaign, Decatur, and Peoria	N/A
Passenger Rail	McLean County Regional Planning Commission	Opportunity for increased bus connectivity for passenger rail at Uptown Station in Normal with bus transfer station in Bloomington	N/A
Passenger Rail	McLean County Regional Planning Commission	Expansion of Uptown Station in Normal to accommodate additional buses and parking	Normal master plan for Uptown area expected to be updated in 2022

Braceville – Will County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Blocked Crossing	Village of Braceville	Concern with blocked crossings and impacts to emergency services	N/A

Braidwood – Will County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Blocked Crossing	Village of Braidwood	Concern with blocked crossings and impacts to emergency services	N/A

Champaign – Champaign County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Passenger Rail	Champaign County	“We would like to see increased funding to Amtrak as part of our state’s infrastructure with a specific request for increased service on the Illinois I-57 corridor, and we encourage the examination of high-speed rail funding packages that our global competitors have put together and then modeling funding and the engagement of the private sector to invest in our future. A potential high speed rail network could connect Chicago to St. Louis through Champaign-Urbana, Springfield and more.”	N/A
Grade Crossing – Safety	Champaign County Regional Planning Commission	Crossings in Champaign-Urbana with history of accidents and fatalities	RPC noted INFRA grant applications have been submitted to address crossing safety issues but have not been successful.

Chicago – Cook County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Blocked Crossing	City of Chicago	Concern with blocked crossings and impacts to emergency services: “This is a critical crossing identified in coordination with the RR’s. The city of Chicago will be advised when are standing trains are anticipated to obstruct designated critical emergency routes in excess of 10 minutes.”	Locations include: 079477C, 163425N, 163437H, 283147F, 283154R, 372101M, 372121Y, 843807M, 867234A
Blocked Crossing	City of Chicago	In general, crossing needs fall into three categories for the City: 1. Crossing maintenance 2. Safety improvements, including improvements for Quiet Zones 3. Grade separated crossing projects	N/A
Infrastructure	City of Chicago	Railroad viaducts with repair needs identified: “The street underneath the RR viaduct/bridge is in disrepair. The general scope for improvement is pavement (typically will be replaced with concrete, but a few will be asphalt resurfacing), curb and gutter, sidewalk, lighting (when not already upgraded), and power wash and paint abutment walls.”	Locations include: 173931S, 173967A, 243162Y, 372064M, 522976N, 850129X, 867174T, 975234W

*Also see CMAP priority crossings list (2019)

Colona – Henry County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Quiet Zone	Henry County Economic Development	Interest in Quiet Zone for four crossings in City of Colona	N/A

Danville – Vermillion County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Freight – Infrastructure	City of Danville	Rail structure at Seminary Street is owned by CSX and NS and no longer used or maintained. City is concerned with safety for roadway use beneath bridge. Have had to temporarily close the roadway because of falling debris from bridge. Railroad did make repairs at that time to allow road to reopen.	Danville requested bridge inspection reports and noted FRA does not require inspection of the inactive structure.

DeKalb – DeKalb County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Freight	DeKalb County	Improve commercial access by reducing low-clearance railway bridges	N/A
Grade Crossing	DeKalb County	“The crossing in downtown DeKalb, IL is at the intersection of two state highways. The crossing has been closed multiple times in recent years for its reconstruction or other significant maintenance which causes multiple day closures. These extended closures negatively affect traffic throughout the entire community.”	DOT no. 175042V – 4th St and IL-38 in DeKalb, IL

Dubuque, Iowa

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Passenger Rail	East Central Intergovernmental Association	Support for high-speed rail service from Chicago to Dubuque	N/A

East Dubuque – Jo Daviess County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Blocked Crossing	City of East Dubuque	Blocked crossings impacting emergency services	N/A

Evergreen Park – Cook County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Blocked Crossing	Rep. Kelly Burke	“Crossings between 115th and 87th on both the CSX Elsdon and Blue Island subs are frequently blocked with trains or have gates down with no train due to signal malfunction. Delays often exceed 20 minutes.”	N/A
Freight Impacts to Community	Rep. Kelly Burke	“We understand rail is important and is better than having trucks on the road. But there has to be some oversight or regulation of the railroads when they negatively impact local communities.”	N/A

Geneseo – Henry County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Passenger Rail	City of Geneseo	Support for Geneseo station for Chicago to Quad Cities service.	N/A

Godley – Will County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Blocked Crossing	Village of Godley	Concern with blocked crossings and impacts to emergency services	N/A

Grayslake – Lake County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Commuter Rail	Lake County Board Member	Interest in express trains to O'Hare along the North Central/CN line	N/A
Grade Crossing	Lake County Board Member	Interest in grade crossing on Rt. 120 west of Rt. 83	N/A
Passenger Rail	Lake County Board Member	Interest in high-speed rail to St. Louis, Minneapolis, Milwaukee, Indianapolis, and Nashville	N/A
Freight Congestion	Lake County Board Member	Concern with freight congestion	N/A

New Lenox – Will County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Grade Separated Crossing	Will County Center for Economic Development	Grade separated crossing at Gougar Road crossing (DOT 260611F) south of Lincoln Way West High School	N/A
Commuter Rail	Will County Center for Economic Development	More frequent Metra service	N/A

Moline – Rock Island County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Passenger Rail	City of Moline	Support for Chicago to Quad Cities	N/A
Quiet Zone	City of Moline	Mayor noted need for help related to a Quiet Zone project in Moline as part of the Mississippi River trails	N/A

Oswego – Kendall County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Commuter Rail	Village of Oswego	Support for Metra service to Oswego and Kendall County	N/A
Commuter Rail	Village of Oswego	Support for Metra station in Oswego	N/A
Grade Crossing	Village of Oswego	Unprotected crossing noted at Jackson St (DOT no. 065004H)	Existing crossing condition include yield sign and cross-bucks

Ottawa – LaSalle County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Blocked Crossing	Ottawa Area Chamber of Commerce	Blocked crossing (DOT no. 065101S) impacting emergency response	N/A
Blocked Crossing	Ottawa Area Chamber of Commerce	Blocked crossing (DOT no. 603805M and 603806U) with concern for ped behavior, including school children	N/A
Blocked Crossing	City of Ottawa	Blocked crossings with increased rail traffic	N/A
Freight Impacts to Community	Ottawa Area Chamber of Commerce	“Railroads help build Illinois and they remove a lot of truck traffic off of our roads. We need to work together to sort out issues.”	N/A

Peoria – Peoria County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Passenger Rail	Tri-County Regional Planning Commission	Support for passenger rail service to Peoria	N/A

Rock Island – Rock Island County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
State Rail Plan	Bi-State Regional Commission	“A Mississippi River Rail Crossing Study was completed last year and should be part of the state rail plan. The plan is posted here: https://bistateonline.org/transportation/quad-cities-metro-planning.html ”	N/A

Rochelle – Ogle County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Transload	City of Rochelle	Rochelle Transload Center Container Yard – plan to build a Container Yard on approximately 7 acres (10-acre site in total with additional acres for storm water detention requirements) which will give the capacity to store/transload up to 800 containers in this yard located directly across the street from CHS	Goal is to begin operations in Q4 2021 with 1-2 container trains a month. The plan in 2022 is to increase the volume to 1 train per week (220 containers/train) and when fully operational to switch out 2+ trains per week (440 -550 containers per week).
Infrastructure	City of Rochelle	Rochelle Transload Center Switch – plan for a switch into the Transload Center to run a spur north through the Container Yard	N/A
Infrastructure, Grade Crossing, Transload	City of Rochelle	City of Rochelle Industrial Railroad (CIR) Expansion Plan: A) Address unprotected, and often blocked, crossings at Caron (926125K), Caron (926122P), and Steam Plant (926124D) B) New BNSF Interchange point with the CIR C) Expanded Transload and Railcar Storage yard (50-450 acres)	A new interchange between the BNSF and the City of Rochelle Railroad is needed to meet the growing number of trains that interchange between the railroads. It also will remove train traffic from crossing the three unprotected crossings. Benefits include safety, efficiency, and spurring economic development
Infrastructure	City of Rochelle	Rochelle has 1,000 acres under option to expand the Container Yard and rail infrastructure to support it.	N/A
Freight Congestion	City of Rochelle	“Rochelle’s unique location being just outside of the centers of transportation gridlock on the rail and highway system in and near Chicago, offers an opportunity to reduce crossing blockages in Chicago and provide a way for freight to move more efficiently and at a lower cost. With existing rail access from both the UP and BNSF and easy access to I-39 & I-88 we should be the distribution Hub that could relieve some of the most congested areas of Chicago.”	N/A
Grade Crossing	City of Rochelle	“Extending Dement Road from Creston Rd south to Wiscold Drive would allow trucks to travel north out of the industrial park and avoid all of the Class I at grade crossings. Truck traffic would be routed away from town, and it would greatly improve safety and efficiency of the whole rail operation.”	N/A
Grade Crossing	City of Rochelle	Infrastructure “Construction of a by-pass for vehicles to not have to go through the center of the Village of Steward, past a grade school, church, cemetery and downtown and cross two BNSF mainline grade crossings.”	N/A

Staunton – Macoupin County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Freight	City of Staunton	Concern with unused rail cars parked in residential areas. Noted this is a visual issue as well as safety concern with children playing in the area.	N/A

Streator – LaSalle and Livingston County

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Freight	City of Staunton	“Transnational rail freight traffic should bypass Chicago. There are underutilized existing rail lines between Rockford and Rochelle and from the Illinois Valley to Indiana. Rochelle has a moth-balled intermodal facility that could be re-purposed. There is old, abandoned rail ROW between Rochelle and the Illinois Valley (Ladd, LaSalle/Peru area) that could be re-acquired. Norfolk Southern has an existing line between Hennepin and Indiana. These assets could be expanded and improved to provide a freight bypass of Chicago. Care should be given to re-route lines around existing communities, such as Mendota and Streator, to limit crossings and negative impacts. Using existing rail ROW minimizes harm to farms and communities.”	N/A

Agency Comments – Local and Regional

Illinois Commerce Commission

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Statewide Inventory	Illinois Commerce Commission	Update of statewide inventory of public crossing and grade separation structures	5-year project at \$5 million encompassing about 11,000 locations with exact scope TBD
Information System	Illinois Commerce Commission	Update ICC Railroad Information and Location System	1-year project at \$1 million with exact scope TBD
Document Management System	Illinois Commerce Commission	Create digital document management system and migrate all paper docs into new digital platform	1-year project at \$500,000 with exact scope TBD

IDOT Office of Intermodal Project Implementation (OIPI)

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Passenger Rail – Equipment	IDOT OIPI	41 additional passenger cars	Estimated cost of \$208M
Passenger Rail – Equipment	IDOT OIPI	Additional locomotives	Quantity and cost TBD
Passenger Rail – Equipment	IDOT OIPI	Induction loop for 17 Type 3A cars	Estimated cost of \$3.3M
Passenger Rail – Equipment	IDOT OIPI	Shunt enhancement for 33 locomotives	Cost TBD
Passenger Rail – Equipment	IDOT OIPI	Overhaul for 33 locomotives	Estimated cost of \$42.2M
Passenger Rail – Equipment	IDOT OIPI	Locomotive restriping and graphics renewal	Cost TBD
Passenger Rail	IDOT OIPI	Chicago-Milwaukee Hiawatha Improvements	Estimated cost of \$150-200M
Passenger Rail	IDOT OIPI	Chicago-St. Louis HSR Full Build Improvements	Estimated cost of \$5-7B
Passenger Rail	IDOT OIPI	Chicago-St. Louis HSR: Wood River Diamond Replacement	Estimated cost of \$5M
Passenger Rail	IDOT OIPI	Chicago-St. Louis HSR Springfield Flyover	Estimated cost of \$100M
Passenger Rail	IDOT OIPI	Chicago-St. Louis HSR 220 MPH Improvements	Estimated cost of \$12-15B
Passenger Rail	IDOT OIPI	Chicago-Detroit HSR Improvements	Estimated cost of \$1B
Passenger Rail	IDOT OIPI	Chicago-Dubuque: Rockford to Dubuque Expansion	Cost TBD
Passenger Rail	IDOT OIPI	Chicago Union Station Improvements	Estimated cost of \$500M
Grade Crossing	IDOT OIPI	<p>Safety improvements at:</p> <ol style="list-style-type: none"> La Grange Road – 079508Y – BNSF Quincy Corridor – MP 13.73 Cass Avenue – 079530L – BNSF Quincy Corridor – MP 19.39 Harlem Avenue – 079493L – BNSF Quincy Corridor – MP 10.13 Caldwell Avenue – 386378A – CP Milwaukee Corridor – MP 11.55 Bradley Avenue – 289067H – CN Carbondale Corridor – MP 127.21 Oak Park Avenue – 079489W – BNSF Quincy Corridor – MP 9.59 Fairview Avenue – 079532A – BNSF Quincy Corridor – MP 20.39 East Avenue – 079488P – BNSF Quincy Corridor – MP 9.32 Lincoln Avenue – 386396X – CP Milwaukee Corridor – MP 14.50 	Estimated cost of \$81M (Assume \$1.5M each for at-grade improvements and \$15M each for grade separated crossings)

Illinois Commerce Commission (con't)

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Grade Crossing	IDOT OIPI	E 2000 N Road (DOT no. 290748G) in Pontiac Township, Livingston County, at MP 88.90 –crossing improvements to address short storage	Estimated cost of \$3.5M
Grade Crossing	IDOT OIPI	Grade crossing improvements between Alton and St. Louis on HSR corridor including: <ol style="list-style-type: none"> 1. 294454K MP264.31 Rand Ave 2. 294455S MP264.82 Hawthorne Ave 3. 294457F MP265.69 Robbins Rd 4. 294459U MP266.75 Canal Rd 5. 294465X MP270.80 Maryville Rd 6. 294467L MP274.26 25th St 7. 294471B MP274.74 22nd St 8. 294471B MP275.38 Niedringhaus Ave 9. 294473P MP277.12 Bissell St 	Estimated cost of \$10M

Note: Listed equipment upgrades are for the full Midwest state-owned rolling stock fleet.

Organization Comments**The Statewide Independent Living Council of Illinois**

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Passenger Rail - Accessibility	The Statewide Independent Living Council of Illinois	“We need all stations to be accessible for people with disabilities not just getting on and off the train but making sure that all elevators at each stop are working. We also need more trains traveling to more areas, such as Champaign, Peoria, Rockford, and Quad Cities.”	N/A

Impact Center for Independent Living – serving Madison, Macoupin, Jersey, Bond, Greene, and Calhoun Counties

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Passenger Rail and Grade Crossing - Accessibility	Impact Center for Independent Living	“Assure that all railroad crossing, and car improvements are accessible to individuals with disabilities.”	N/A

Shipper Comments**Agrisolutions Corp.**

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Passenger Rail	Natural Direct	Support for passenger rail service from Chicago to Quad Cities	N/A

America's Central Port

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Infrastructure	America's Central Port	Need for direct rail access between north property (Madison Harbor) and south property (Granite City Harbor).	America's Central Port is working on a master plan to identify track and facility improvements. Expect to complete plan in 2021.
Freight – PSR	America's Central Port	Precision Scheduled Railroading (PSR) has impacted reliability and affected existing agreements between railroads reached prior PSR.	N/A

Caterpillar

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Infrastructure	Caterpillar	Easier access into rail yards	N/A

Ingredion

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Infrastructure	Ingredion	Key locations with infrastructure needs are Argo yard, Indiana Harbor Belt (IHB) Blue Island Yard, CN Glenn Yard, Belt Railway of Chicago (BRC) Interchange in Bedford Park (includes a Metra component)	N/A
Infrastructure	Ingredion	Storage needs for both outbound loaded cars and inbound empties	N/A
Freight – PSR	Ingredion	Precision Scheduled Railroading (PSR) has reduced service level for shippers.	N/A
Commuter Rail	Ingredion	Support for transit and commuter rail service for employees at Ingredion facilities	N/A

Natural Direct

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Commuter Rail	Natural Direct	Support for commuter rail service from Chicago to Oswego	N/A

UPS

Concern or Need Category	Comment Source	Comment Summary	Additional Information
Freight	UPS	Support for completing CREATE projects	N/A

MetroQuest Survey Comments from Members of Public

Alton – Madison County

- > Accessibility for passenger rail trains and grade crossings

Aurora – DuPage, Kane, Kendall, and Will Counties

- > Metra connection to DeKalb
- > Improvements to stations, including:
 - Accessibility
 - Shelters
- > Improvements to commuter rail service, including:
 - Safety
 - Comfort
 - Rush hour service

Ballwin – Randolph County

- > Support for Chicago to St. Louis High-Speed Rail Program
- > Support for double track on Chicago to St. Louis corridor
- > Support for passenger rail service from Chicago to Dubuque
- > Passenger rail service and tourism for:
 - Galena
 - Peoria
 - Springfield
- > Safety improvements for grade crossings
- > Support for grade separated crossings

Belleville – St. Clair County

- > Support for modernizing rail system
- > Support for passenger rail service from Belleville to St. Louis

Braceville – Will County

- > Improvements to freight rail service to reduce blocked crossing

Carbondale – Jackson and Williamson Counties

- > Support for increased passenger rail service

Chicago – Cook County

- > Support for removing bottlenecks and congestion
- > Support for expanding passenger rail infrastructure
- > Support for standardized commuter rail service and schedules

Crystal Lake – McHenry County

- > Support for passenger service to Rockford

Deerfield – Lake County

- > Support for increased passenger rail service
- > Support for safety improvements along higher speed rail lines
- > Support for general rail system upgrades
- > Support for infrastructure upgrades, including:
 - Depot facility upgrades
 - Depot facility additions
 - Subsequent upgrade of passenger services

Des Plaines – Cook County

- > Improvements to freight rail service to reduce blocked crossings

Dubuque – Dubuque County

- > Support for passenger service from Dubuque to Rockford

Elmhurst – DuPage and Cook Counties

- > Safety upgrades surrounding track
- > Support for high-speed rail

Galena – Jo Daviess County

- > Support for passenger service from Galena to Chicago

Gurnee – Lake County

- > Support for commuter rail service to Gurnee

Joliet – Will and Kendall Counties

- > Support for passenger rail fleet maintenance to prevent aging fleet
- > Support for potential flag stop to railway museum

Lake Forest – Lake County

- > Support for Quiet Zones in residential areas
- > Support for freight rail improvements, including:
 - Reduce hazardous material travel through urban areas
 - Freight service upgrades to reduce traffic disruption
 - Reduced blocked crossings for emergency vehicle access
 - Support for improving track utilization

Lake Zurich – Lake County

- > Support for interconnected commuter rail loop around Chicago
- > Improvements to freight rail service to limit hazardous transport near schools
- > Support for grade separated crossings

Moline – Rock Island County

- > Support for passenger service between Chicago and Moline

Montgomery – Kane and Kendall Counties

- > Support for passenger service to west side suburbs from Chicago
- > Support for grade separated crossings

Oak Park – Cook County

- > Support for increased commuter service to Oak Park, including:
 - One to two additional trains daily
 - Non-rush hour and weekend frequency
- > Support for commuter rail service from Merrillville to Chicago
- > Safety improvements at grade crossings
- > Support for freight rail upgrades, including:
 - Increased service to reduce road traffic
 - Separation from passenger service
- > Support for increased interconnectivity between major Chicago area transit modes
- > Grade crossing upgrades to reduce blocked crossings
- > Support for passenger service, including:
 - Chicago to Quad Cities
 - Chicago to Dubuque
 - Chicago to Peoria
 - Chicago to Indianapolis
 - Chicago to Ft. Wayne
 - Chicago to Des Moines
 - Joliet to Princeton

Oswego – Kendall and Will Counties

- > Support for commuter service from Chicago to Oswego
- > Support for passenger service from Chicago to Quad Cities
- > Support for Quiet Zones
- > Support for grade crossing upgrades in residential areas
- > Grade crossing separations to reduce traffic and blocked crossings on emergency service routes
- > Support for infrastructure development
- > Support for reducing hazardous material transport through Chicagoland

Ottawa – LaSalle County

- > Grade crossing separation to reduce blocked crossings

Peoria – Peoria County

- > Support for passenger service to Peoria
- > Freight service upgrades to reduce blocked crossings

Plainfield – Will and Kendall Counties

- > Support for passenger service to Plainfield

Rock Island – Rock Island County

- > Support for passenger service from Chicago to Quad Cities

Springfield – Sangamon County

- > Support for passenger service to Springfield
- > Support for multimodal transit access
- > Support for grade separated crossings

Warrenville – DuPage County

- > Support for passenger service:
 - Chicago to Sterling
 - Chicago to Dixon
 - Chicago to Rochelle
 - Chicago to DeKalb
 - Chicago to Peoria
 - St. Louis to Carbondale
 - Extend Rockford line to Galena
- > Support for increased passenger service to Warrenville
- > Support for multimodal fare integration

West Frankfort – Franklin County

- > Support for passenger rail service

Waukegan – Lake County

- > Station improvements at Waukegan Metra stop
- > Support for a unified Waukegan station to host passenger and commuter rail

Winthrop Harbor – Lake County

- > Station and service upgrades at Winthrop Harbor Metra stop

Zion – Lake County

- > Support for commuter rail to beach park
- > Station and service upgrades at and around Zion stations
- > Freight/passenger rail upgrades to reduce conflicts

Listening Sessions – Overall Summaries

Attendees

Agencies – Local and Regional

- > Blackhawk Hills Regional Council
- > Bi-State Regional Commission
- > Champaign County Regional Planning Commission
- > Chicago
- > Chicago Metropolitan Agency for Planning
- > Danville
- > Dekalb County
- > East-West Gateway Council of Governments
- > Henry County
- > Johnson County
- > McLean County Regional Planning Commission
- > Moline
- > Perry County
- > Rochelle
- > Sangamon County
- > Silvis
- > South Central Illinois Regional Planning & Development Commission
- > Tri-County Regional Planning Commission
- > Two Rivers Regional Council of Public Officials
- > Will County

Agencies – State

- > IDOT District 6
- > IDOT District 7
- > IDOT District 8
- > IDOT Region 4
- > IDOT Region 5
- > Illinois Tollway

Shippers

- > America's Central Port
- > DeLong
- > Ingredion
- > Kaskaskia Regional Port District
- > Prairie Central Cooperative

Railroads – Commuter and Passenger Rail

- > Amtrak
- > Metra
- > Northern Indiana Commuter Transportation District

Railroads – Freight

- > Belt Railway Company of Chicago
- > Genesee & Wyoming
- > Indiana Rail Road Company
- > Iowa Interstate Railroad
- > Pioneer Lines
- > Riverport Railroad
- > Union Pacific

Other

- > IMPACT Center for Independent Living
- > Great Lakes Basin Transportation
- > Progressive Rail

Freight – Issues and Needs

- > Funding
- > Customer service
- > Labor shortages
- > Reliability
- > Grade crossings
 - Blocked crossings
 - Crossing safety
 - Crossing safety in rural areas – crossings without gates
 - Grade separated crossings
- > Freight congestion
 - Rail choke points
 - Bottlenecks in Chicago area
 - CREATE projects to separate passenger and freight rail
- > Clearance issues
 - Such as in Barrington
- > Intermodal or transload facilities
 - Such as in Bedford Park, Summit, Justice
- > Technology
 - Grade crossings
 - GPS
 - Blockchain
- > Rail stakeholder communication at the local level
- > Competition from other modes, specifically in the future with automated vehicles, platooning etc.
- > Intermodal and transload
 - Rochelle facility availability
 - Underutilized rail yards in Quad Cities and City of Silva
 - Coordination with transportation warehousing
 - Grain – such as in Danville and Decatur
 - Congested intermodal terminals
- > Precision Schedule Railroading
 - Longer train lengths
 - Impacts to customers
- > Shortline replacement of historic mainline rail
 - Potential for public-private projects to replace this rail with IDOT and the USDOT

Freight – Growth and Economic Development Opportunities

- > Continued growth in e-commerce
- > Shortline financial assistance
 - Transloads and logistics parks
- > Technology investments
- > Zero emission locomotive manufacturing
- > Better coordination with other transportation warehousing entities
- > Rail to water
 - Mississippi River ports of eastern Iowa and Western Illinois statistical
 - Barge facilitation of freight is one of the more economical areas of bulk transportation
 - River ports in St. Louis area
- > Ethanol rail service
 - Ethanol plant in Annawan is on the Iowa/Rock Island line in Chicago Quad Cities
 - Ethanol plants in Henry County
- > Electric vehicle manufacturing plant (Rivian in Normal)
- > Energy market growth

Passenger Rail – Issues and Needs

- > Schedules and frequency
- > Reliability
- > On-time performance
- > Multimodal connectivity
- > New passenger rail service
 - Decatur
 - Peoria
 - Carbondale to St. Louis
 - Champaign-Urbana to St. Louis
 - Decatur to St. Louis
- > Additional stations

Passenger Rail – Growth and Economic Development Opportunities

- > Transit orientated developments (TOD)
- > Park and ride lots
- > Employment mobility
- > Reverse commute
- > Tourism
- > Rail car storage
 - Larger yards with greater storage can result in larger fleets and more service
- > Connectivity
 - Better connectivity to other locations in the Midwest
 - Connection to intercity bus service



ILLINOIS RAIL NEEDS ASSESSMENT

APPENDIX D

Public Outreach Summary Report



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Introduction

Following the guidance of the **Stakeholder Outreach Summary Report (Appendix A)**, several public participation techniques were used to reach as many people as possible during the ILRNA Study. Outreach activities were devised to encourage the public to submit comments through an online platform and participate in two virtual public meetings. A stakeholder list was developed to include railroads; logistics, tracking and warehouse companies; government agencies; transportation related organizations; elected and appointed federal, state, and local officials; and members of the public. Following completion of the final report, a newsletter, found in **Attachment 8**, highlighting the study results was sent out to the stakeholder list via email.

Virtual Outreach Events

The first virtual meeting was held from June 1-14, 2021. The purpose of this event was to gather the public's input on rail needs throughout the state. The second was held from January 10-21, 2022. During this event, information was provided on what was heard during outreach activities and an update was given on the final report. Both events were held using a web-based platform at **www.IllinoisRailNeeds.org**. Notification of the events was through ads placed in 13 newspapers throughout the state, third party advertising, e-blast invitations, and press releases. A complete list of ads, run date, and a copy of the ads can be found in **Attachment 1**. Third party advertising was a key to notification. A request was made to 267 organizations to share information and materials regarding the events. Third party ads are posted in **Attachment 2** and examples of a third-party posts are included in **Attachment 3**. E-blast invitations were sent to those on the stakeholder list including 3,462 persons for the first event and 4,166 persons for the second event. The e-blasts can be found in **Attachment 4**. A press release was issued for each event and reported on by numerous news outlets. The press releases can be found in **Attachment 5**.

The online platform was designed in the format of a traditional public meeting. When participants entered the site, they were first asked to register, and then they were provided information on the event and instructions on how to proceed. For the June 2021 event, the first section provided a 10-minute recorded presentation with an overview of the study. After watching the video, 13 displays were available to view that included:

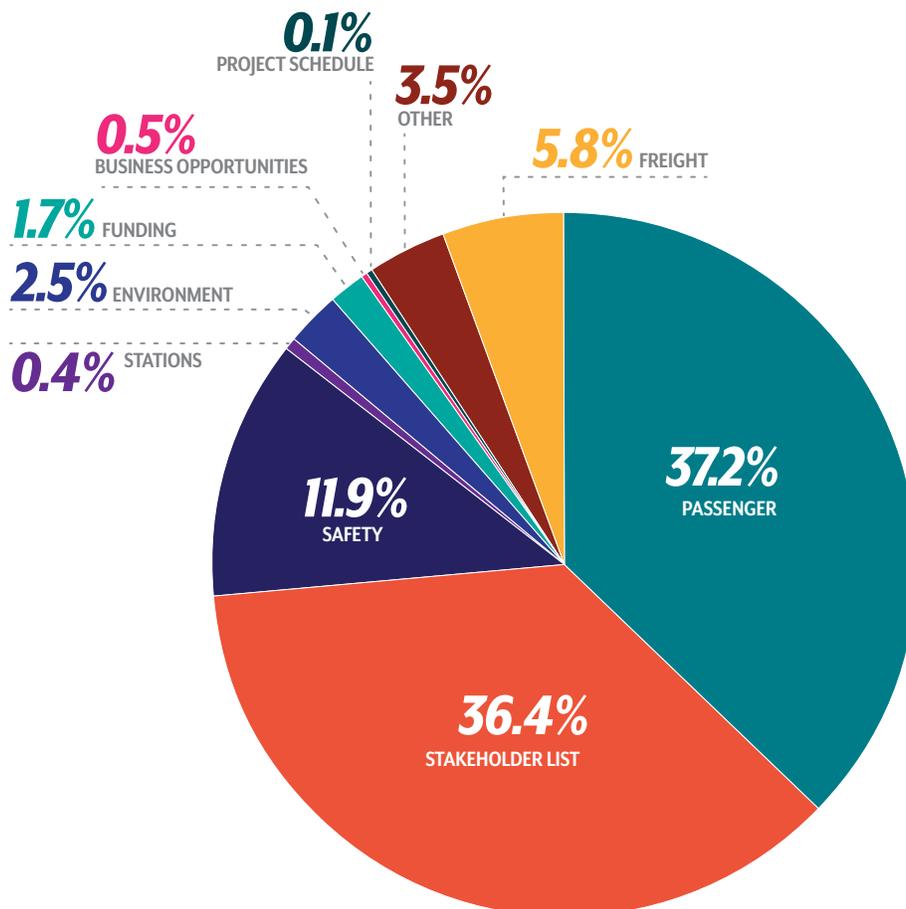
- > A map of all rail lines in the state,
- > study purpose,
- > study goals,
- > study schedule,
- > types of improvements to be identified,
- > statistics on existing rail service and Illinois ranking among all states,
- > multimodal and intermodal information,
- > CREATE program highlights,
- > requirements for federal funding, and
- > ways to participate.

The next section gave participants an opportunity to provide their comments and a link to take a MetroQuest survey.

For the January 2022 event, the first section provided a eight-minute recorded presentation with an overview of the study and what IDOT learned through stakeholder outreach. After watching the video, 17 displays were available to view that included:

- > A map of active rail lines,
- > study purpose,
- > study goals,
- > identified high-importance rail needs,
- > railroad outreach meeting highlights
- > statistics from public meeting #1,
- > MetroQuest survey results,
- > listening sessions participants,
- > proposed projects by type,
- > proposed projects by IDOT region,
- > proposed project by source,
- > project selection process,
- > project evaluation criteria,
- > project schedule,
- > state rail plan components, and
- > what's next including information on the final report release.

At the conclusion of both events, participants were thanked for participating. The presentations and displays were also available for download and printing. In total 996 comments were received covering an array of topics as shown in the chart below. All comments are available for review in **Attachment 7**.



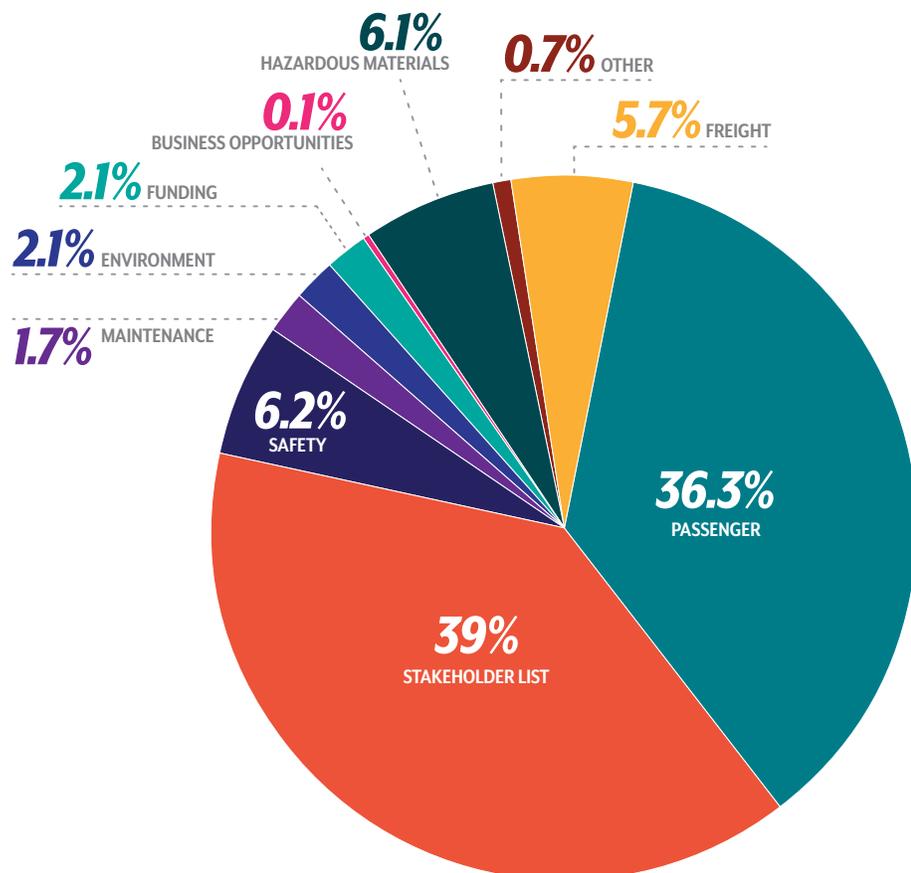
Results of the Virtual Outreach Events

Virtual Event #1 – June 2021

For the first outreach event in June 2021, a total of 2,090 unique visitors viewed the site a total of 2,499 times. A total of 272 participants completed the registration form. Of those who completed the form, most received notification of the virtual meeting from the e-blast, followed by social media. Thirteen (13) people identified newspapers as the source of information for the event. Newspapers listed included Bloomington Pantagraph, Daily Herald, Dubuque Telegraph Herald, The Breese Journal, and The Southern Illinoisian. Others learned about the event through friends and third-party outreach.

Visitors had a second opportunity to provide their contact information when they filled out a comment form on the virtual event platform. While some visitors did not provide their information, some provided it on multiple occasions. Overall, a total of 837 new stakeholders were added to the mailing list. While most participants joined through a direct link to the site, visitors also connected through links on Facebook, Illinois.gov, t.co, google, Progressive Railroading, and the WCIA (radio) website.

A total of 696 comments were submitted on the site during the first outreach event and an additional 78 comments were submitted after the event closed. Most commenters listed an address in Illinois with a few each from Indiana and Iowa and one each from California, Colorado, Missouri, New York, and Wisconsin. Comment topics included:



Highlights of the comment topics for the first event included:

Passenger Service

- > Add new passenger rail routes (to Rockford, Dubuque, Quad Cities).
- > Metra should travel at slower speeds.
- > Add new passenger rail routes.
- > Trains should travel at higher speeds as they do in other parts of the world.
- > Add more service to existing passenger routes.
- > Add more passenger trains to serve colleges and universities.
- > Add stops in rural communities.
- > Improve accommodations for people with disabilities.
- > Amtrak service needs to be more reliable.
- > Consider adding bus service to connect cities rather than increasing rail routes.
- > Start the 110-mph service on Chicago to St. Louis corridor.
- > Start using the new passenger cars that are just sitting parked.
- > Metra needs more weekend train service.
- > Metra should add a suburb-to-suburb route around the city.
- > Add more double tracks to keep trains moving.
- > Electrify the trains.
- > Improve Chicago Union Station.
- > Improve parking at stations.
- > Integrate rail service to the airports.

Freight

- > Too much freight traffic.
- > Trains should not switch tracks where it blocks a crossing.
- > Freight railroads focus on profit over safety.
- > Freight trains are too long.
- > Local communities need better coordination with the freight railroads.
- > Freight trains should bypass Chicago.
- > Need new federal legislation to govern freight railroads.
- > Complete the CREATE program projects.
- > Trains should not switch tracks where it blocks a crossing.
- > Address delays at blocked crossings.
- > Separate freight and passenger trains.

Safety

- > Remove trains from near residential neighborhoods.
- > Do not allow transport of hazardous materials by train.
- > Improve rail safety.
- > Improve visibility at crossings.
- > Improve state safety laws.
- > Parked trains are dangerous.
- > Use modern technology for safety systems on trains and at crossings.

Other

- > Overall support of rail services.
- > Do not support.
- > Eliminate train horns.
- > Need better transfer points from one system to another.
- > Consider economic development in rail planning.
- > Trains should use quieter engines.
- > Interest in the study.
- > Trains should not be subsidized.
- > Build more grade separations.
- > Crossings are in bad shape and need repair.
- > Restore old tracks back into service.

The virtual event website provided a link to the Study's MetroQuest survey. Details on the survey and results can be found in **Attachment 6**. The MetroQuest survey continued to be available after the close of the virtual event. For a full report on MetroQuest see the **Agency and Shipper Outreach Summary Report (Appendix C)**.

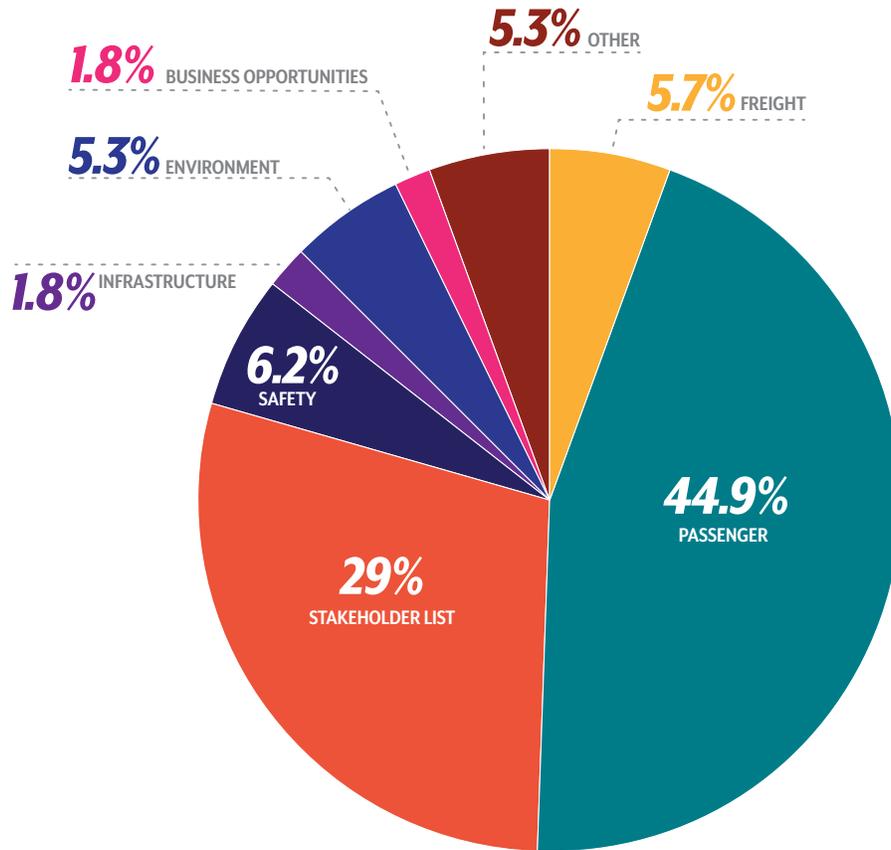
Virtual Event #2 – January 2022

For the second outreach event in January 2022, a total of 1,815 unique visitors viewed the site a total of 2,202 times. A total of 762 participants completed the registration form. Of those who completed the form, most received notification of the virtual meeting from the e-blast, followed by social media. Eight (8) people identified newspapers as the source of information for the event. Newspapers listed included State Journal Register, Crains, Peoria Journal, News Gazette, Patch and Community News Brief. Others learned about the event through friends and third-party outreach.

Visitors had a second opportunity to provide their contact information when they filled out a comment form on the virtual event platform. The second event added a total of 482 new stakeholders to the list. While most participants joined through a direct link to the site, visitors also connected through links on Facebook, Google, wiu.edu, and Yahoo.

A total of 222 comments were submitted on the site during the second outreach event. Most commenters listed an address in Illinois with a few from California, Colorado, Georgia, Iowa, Massachusetts, Missouri, New Jersey, New York, Oregon, South Carolina, Texas and Wisconsin.

Highlights of the comment topics included:



Passenger Service

- > Support for Amtrak service.
- > Reduce the number of Metra Stations.
- > New Metra service to Porter Indiana.
- > New east west Amtrak route needed in Central Illinois.
- > Support Amtrak service to Macomb.
- > Lincoln Service needs eight daily trains.
- > Amtrak service needed from Rockford to Moline.
- > Passenger service needed between Chicago and Rockford.
- > Chicago to St. Louis should be true high speed.
- > Improve Amtrak’s on time performance.
- > More service is needed in Central and Southern Illinois.
- > Need rail service to connect to airports.
- > Start the service to Quad Cities.
- > Purchase CSX track in Olney for passenger rail service.
- > Expand intercity service.
- > Service expansion is needed in Kansas City, MO.
- > Improve on time performance.
- > Extend Metra service to DeKalb.
- > Use frequent Metra service to Rockford.
- > Add lockers at train stations for storing luggage.
- > Amtrak is difficult to use for people with disabilities.
- > Increase Amtrak service and frequency.

Freight

- > Build CREATE P4.
- > Complete the CREATE program.
- > Freight traffic should not operate on passenger tracks.

Infrastructure

- > Fix infrastructure to eliminate track flooding.
- > More grade separations are needed.
- > Refurbish equipment and stations.
- > Improve the line from Chicago to Quincy.
- > Improve infrastructure, add grade separations, and add sound walls on former EJ&E line.
- > Address excessive rail noise issues.
- > Ports need to be improved so more freight is carried on trains and less in trucks.
- > Longer sidings needed as train lengths grow.
- > More infrastructure is needed to deal with increased freight congestion.
- > Lines should be electrified.

Safety

- > Remove trains from near residential neighborhoods.
- > Do not allow transport of hazardous materials by train.
- > Improve rail safety.
- > Improve visibility at crossings.
- > Improve state safety laws.
- > Parked trains are dangerous.
- > Use modern technology for safety systems on trains and at crossings.

Other

- > Improved rail systems will combat climate change.
- > Enforce rules regarding time a train can block a crossing.
- > Inventory of all railroad property is needed for preservation for expansion.
- > Railroad ROW needs to be maintained.
- > Private railroads should not be using government resources for their improvements.
- > Should prioritize long range plan projects.
- > Need to address last mile issues.

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ATTACHMENT 1
Newspaper Ads

Ads were placed in the following newspapers:

June 1, 2021

Chicago Sun Times
 Currier Breeze
 Daily Republican News (Marion)
 Herald Whig (Quincy)
 Kankakee Daily Journal
 Peoria Journal Star
 Quad City Times
 The News Gazette (Champagne)
 The Pantograph (Normal)
 The Southern Illinoisan (Carbondale)
 The State Journal Register (Springfield)

June 2, 2021

Rockford River Times

Illinois Department
of Transportation



The Illinois Department of Transportation (IDOT) invites you to learn more about and comment on the Illinois Rail Needs Assessment Study. IDOT is sharing details about this Study and encourages public participation through June 14, 2021 through an interactive website.

The virtual public event is available now through June 14, 2021 and can be accessed at:

IllinoisRailNeeds.org

The purpose of this event is to:

- Explain the Study
- Obtain public input on rail needs throughout the state

Visitors will have the opportunity to watch a video, view exhibits, complete a survey and provide comments. All comments received will be considered for the final report.

Individuals without internet access may contact DeAnna Smith, Project Manager at 217-785-8498 for more information about the Study.

Written correspondence regarding this Study should be sent to:

Illinois Department of Transportation
Hanley Building
Att. DeAnna Smith
2300 South Dirksen Parkway, Room 311
Springfield, IL 62764

Email: IllinoisRailNeeds@gmail.com

The conducted outreach will be accessible to people with disabilities. Anyone needing special assistance including Spanish interpretation should contact the Project Manager as noted above.

June 4, 2021

El Tiempo (Rockford)



Illinois Department of Transportation

El Departamento de Transporte de Illinois (IDOT) lo invita a aprender más y dar sus comentarios sobre el Estudio y la Evaluación de las Necesidades Ferroviarias de Illinois. IDOT compartirá los detalles sobre este Estudio y alienta al público a participar hasta el 14 de Junio, 2021 a través de un sitio web interactivo.

El evento público virtual está disponible desde ahora hasta el 14 de Junio, 2021. y se puede acceder en:
IllinoisRailNeeds.org

- ✓ **El propósito de este evento es:**
 - Explicar el estudio
 - Obtener opiniones del público sobre las necesidades ferroviarias en todo el estado.
- ▶ Los visitantes tendrán la oportunidad de ver un video, ver exhibiciones, completar una encuesta y proporcionar comentarios. Todos los comentarios recibidos serán considerados para el informe final.
- ☎ Las personas sin acceso a Internet pueden comunicarse con DeAnna Smith, Project Manager al 217-785-8498 para obtener más información sobre el Estudio.
- ✉ La correspondencia escrita relacionada con este estudio debe enviarse a:
**Illinois Department of Transportation
 Hanley Building
 Att. DeAnna Smith
 2300 South Dirksen Parkway, Room 311
 Springfield, IL 62764**

Email: IllinoisRailNeeds@gmail.com

La divulgación realizada será accesible para personas con discapacidades. Cualquier persona que necesite asistencia especial, incluida la interpretación en español, debe comunicarse con el Gerente de Proyecto como se indicó anteriormente.

Ads were placed in the following newspapers:

January 10, 2022

Chicago Sun Times

Currier Breeze

Kankakee Daily Journal

Peoria Journal Star

Quad City Times

The Pantograph (Normal)

The Southern Illinoisan (Carbondale)

The State Journal Register (Springfield)

January 11, 2022

Daily Republican News (Marion)

Herald Whig (Quincy)

The News Gazette (Champagne)

January 12, 2022

Rockford River Times

Illinois Department
of Transportation



The Illinois Department of Transportation (IDOT) has spent the last year assessing the rail needs throughout the state. Significant input was provided by stakeholders through small group meetings, a series of virtual listening sessions, an online survey, and a virtual event held in June 2021. IDOT invites you to participate at a virtual event through January 21st to learn what we heard.

The virtual public meeting is available now through January 21, 2022, and can be accessed at:

IllinoisRailNeeds.org/VirtualEvent2

The purpose of this event is to:

- Share what we heard from stakeholders
- Provide information on the upcoming final report

Visitors will have the opportunity to watch a video and view exhibits.

Individuals without internet access may contact DeAnna Smith, Project Manager at 217-785-8498 for more information about the Illinois Rail Needs Assessment Study.

Written correspondence regarding this Study should be sent to:

**Illinois Department of Transportation
Hanley Building
Att. DeAnna Smith
2300 South Dirksen Parkway, Room 311
Springfield, IL 62764**

Email: IllinoisRailNeeds@gmail.com

The conducted outreach will be accessible to people with disabilities. Anyone needing special assistance including Spanish interpretation should contact the Project Manager as noted above.

January 12, 2022

El Tiempo (Rockford)



El Departamento de Transporte de Illinois (IDOT) ha pasado el último año evaluando las necesidades ferroviarias en todo el estado. Las partes interesadas proporcionaron una contribución significativa a través de reuniones de grupos pequeños, una serie de sesiones virtuales, una encuesta en línea y un evento virtual celebrado en Junio 2021. IDOT lo invita a participar en un evento virtual desde ahora hasta el 21 de Enero para aprender sobre la información que recibimos.

El evento público virtual está disponible desde ahora hasta el 21 de Enero, 2022, y está accesible en:
IllinoisRailNeeds.org/VirtualEvent2

El propósito de este evento es:

- Compartir lo que hemos aprendido de las partes interesadas,
- Proveer información sobre el reporte final

Los visitantes tendrán la oportunidad de ver un video y ver exhibiciones.

Las personas sin acceso a Internet pueden comunicarse con DeAnna Smith, Project Manager al 217-785-8498 para obtener más información sobre el Estudio de las Necesidades Ferroviarias de Illinois

La correspondencia escrita relacionada con este estudio debe enviarse a:

Illinois Department of Transportation
Hanley Building
Att. DeAnna Smith
2300 South Dirksen Parkway, Room 311
Springfield, IL 62764

Email: IllinoisRailNeeds@gmail.com

La divulgación realizada será accesible para personas con discapacidades. Cualquier persona que necesite asistencia especial, incluida la interpretación en español, debe comunicarse con el Gerente de Proyecto como se indicó anteriormente.

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ATTACHMENT 2
Third Party Ads

ILLINOIS RAIL NEEDS ASSESSMENT

YOU'RE INVITED!

to a **VIRTUAL** public event

ILLINOISRAILNEEDS.ORG/VIRTUALEVENT

Available **JUNE 1 – 14, 2021**

Visitors will have the opportunity to watch a video, view exhibits, complete a survey and provide comments. All comments received will be considered for the final report.

ILLINOIS RAIL NEEDS ASSESSMENT

YOU'RE INVITED!

The virtual public event is available
JUNE 1 – 14, 2021
and can be accessed at:

ILLINOISRAILNEEDS.ORG/VIRTUALEVENT

Visitors will have the opportunity to **watch a video, view exhibits, complete a survey and provide comments.** All comments received will be considered for the final report.

Illinois Department of Transportation

ILLINOIS RAIL NEEDS ASSESSMENT

YOU'RE INVITED!

to a **VIRTUAL** public event

IllinoisRailNeeds.org/VirtualEvent

Available **JUNE 1 – 14, 2021**

Visitors will have the opportunity to watch a video, view exhibits, complete a survey and provide comments. All comments received will be considered for the final report.

YOU'RE INVITED!

LEARN MORE about and **COMMENT ON** the Illinois Rail Needs Assessment Study.

The virtual public event is available
JUNE 1 – 14, 2021 and can be accessed at:

ILLINOISRAILNEEDS.ORG/VIRTUALEVENT

ILLINOIS RAIL NEEDS ASSESSMENT

The purpose of this event is to:

- Explain the Study
- Obtain public input on rail needs throughout the state

Visitors will have the opportunity to **watch a video, view exhibits, complete a survey and provide comments.** All comments received will be considered for the final report.

Illinois Department of Transportation

IllinoisRailNeeds.org

ILLINOIS RAIL NEEDS ASSESSMENT

YOU'RE INVITED!

to a VIRTUAL public event

IllinoisRailNeeds.org/VirtualEvent2
Available JANUARY 10 – 21, 2022

Visitors will have the opportunity to watch a video and view exhibits.

ILLINOIS RAIL NEEDS ASSESSMENT

YOU'RE INVITED!

to a VIRTUAL public event

ILLINOISRAILNEEDS.ORG/VIRTUALEVENT2
Available JANUARY 10 – 21, 2022

ILLINOIS RAIL NEEDS ASSESSMENT

YOU'RE INVITED!

Learn more about the **Illinois Rail Needs Assessment Study.**

The virtual public event is available **JANUARY 10 – 21, 2022** and can be accessed at:

ILLINOISRAILNEEDS.ORG/VIRTUALEVENT2

Visitors will have the opportunity to **watch a video** and **view exhibits.**

Illinois Department of Transportation

Illinois Department of Transportation IllinoisRailNeeds.org

ILLINOIS RAIL NEEDS ASSESSMENT

YOU'RE INVITED!

A virtual public event is available **JANUARY 10 – 21, 2022** and can be accessed at:

ILLINOISRAILNEEDS.ORG/VIRTUALEVENT2

Learn more about the **Illinois Rail Needs Assessment Study.**

The purpose of this event is to provide information on:

- What we've heard
- The status of the Study

Visitors will have the opportunity to **watch a video** and **view exhibits.**

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ATTACHMENT 3
Third Party Posts

June 4, 2021 | [View in your browser](#)

The Voice of the Transportation Industry



FRIDAY FACTS

Weekly eNewsletter

INDUSTRY NEWS

Your Input on Rail Needed by June 14

The Illinois Department of Transportation is inviting the public to comment and offer suggestions on a new study assessing the state's rail system. The goal of the study is to seek input on current conditions, capacity concerns and safety challenges to help identify potential improvements and solutions.



The information gathered will be used in the development of a statewide rail plan, a requirement of states seeking federal funding under the *Passenger Rail Investment and Improvement Act*. It also will serve to inform IDOT's ongoing *Illinois Long-Range Transportation Plan*. **Please visit the virtual briefing event and take the survey by June 14.**



Elliot Ramos Appointed

IDOT Secretary Omer Osman announced the appointment of [Elliot Ramos, P.E.](#) as the **Bureau Chief of Passenger Rail Corridor Management**, effective June 1, 2021. Ramos received his Bachelor of Science in Civil Engineering degree from the University of Illinois at Urbana-Champaign. He joined the Department in 2013 as a passenger rail engineer in the Bureau of Rail, working on rail expansion projects. Ramos was recognized as the *2017 Central Office Engineer of the Year* for his management and oversight of the Chicago-to-St. Louis High Speed Rail Program. [View Secretary Osman's memo.](#)



Weekly Update

Around the region

Public input wanted on Illinois' rail system

IDOT is inviting the public to comment and offer suggestions on a new study assessing the state's rail system. Comments will be [collected online](#) through Monday, June 14.

Feedback from the public will help officials develop a statewide rail plan, a requirement of states seeking federal funding under the Passenger Rail Investment and Improvement Act. It also will inform IDOT's ongoing Illinois Long-Range Transportation Plan, which provides strategic direction for the development of the state's transportation system.



KANE COUNTY CONNECTS
Engaged Citizens. Involved Communities. Open Government.

Engaged Citizens. Involved Communities. Open Government.

Browse: [Home](#) / [2021](#) / [June](#) / [Public Input Sought Through June 14 on New Illinois Rail Study](#)



PUBLIC INPUT SOUGHT THROUGH JUNE 14 ON NEW ILLINOIS RAIL STUDY

kanecountyconnects / June 3, 2021 / Comments Off / Communities, Consumers, Education, Government, Health, State of Illinois, Transportation




ILLINOIS RAIL NEEDS ASSESSMENT

RAIL LINE MAP

LEGEND
 Amtrak
 Commuter Service
 Freight

illinoisRailNeeds.org

Illinois Department of Transportation

The Illinois Department of Transportation is inviting the public to comment and offer suggestions on a new study assessing the state's rail system. The goal of the study is to seek input on current conditions, capacity concerns and safety challenges to help identify potential improvements and solutions.

Comments will be collected through June 14 via illinoisrailneeds.org, which includes a short video, informational displays and a link to a survey.

The information gathered will be used in the development of a statewide rail plan, a requirement of states seeking federal funding under the Passenger Rail Investment and Improvement Act. It also will serve to inform IDOT's ongoing Illinois Long-Range Transportation Plan, providing strategic direction for the development of the state's transportation system.

Of the 50 States, Illinois Annually Ranks...

	ILLINOIS	U.S.
1 st Originated Rail Corbonds	\$796,332	\$749,298
1 st Terminated Rail Corbonds	\$,021,448	\$8,288,202
2 nd Total Rail Miles	8,883	192,690
2 nd Originated Rail Tons	\$25.9 million	\$,603 million
2 nd Terminated Rail Tons	\$174 million	\$,083 million
2 nd Freight Rail Employees	11,712	159,706
2 nd Railroad Retirement Beneficiaries	38,588	922,888
2 nd Railroad Retirement Payments	\$785.6 million	\$3,098.2 million
3 rd Freight Railroads	13	432
5 th Freight Rail Average Wages - Benefits	\$34,276	\$38,279

Illinois is the rail hub of North America, the only state in which all seven Class 1 railroads operate. Illinois boasts more than 10,000 miles of track and serves a robust passenger rail network, with Amtrak connecting 30 communities statewide and Metra operating 11 lines in the Chicago area.

Under the Rebuild Illinois capital program, Illinois is spending \$500 million to re-establish passenger rail to the Quad Cities and Rockford, \$400 million for the Chicago Region Environmental and Transportation and Efficiency Program, \$100 million for improvements to safety and reliability on Amtrak's Saluki service between Chicago and Carbondale, and \$78 million to upgrade rail crossings and improve safety throughout the state.

SOURCE: IDOT news release, Illinois Rail Needs Assessment

Oswego Area Chamber of Commerce
@OswegoChamberofCommerce

Like Share

Like Comment Share

Oswego Area Chamber of Commerce
June 1 · 🌐

The Illinois Department of Transportation (IDOT) is conducting a Rail Needs Assessment Study. The purpose of the study is to identify rail improvements that are needed throughout the state. In support of this study, IDOT is hosting a virtual public event. The event will present information on rail service throughout the State and seek to gather feedback from the public. www.IllinoisRailNeeds.org/virtualevent

ILLINOIS RAIL NEEDS ASSESSMENT

YOU'RE INVITED!

The virtual public event is available
JUNE 1 – 14, 2021
and can be accessed at:

ILLINOISRAILNEEDS.ORG/VIRTUALEVENT

Visitors will have the opportunity to **watch a video, view exhibits, complete a survey and provide comments.** All comments received will be considered

2 Shares

Like Comment Share

Learn More **Send Message**

Community See All

- 3,233 people like this
- 3,778 people follow this
- 133 check-ins

About See All

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Page created - June 29, 2009

People >

★★★★★
3,233 likes
133 visits

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Nonprofit Organization
- HUH.**
News & Media Website
- Villarinoob**

January 14, 2022 | [View in your browser](#)

The Voice of the Transportation Industry



FRIDAY FACTS

Weekly eNewsletter

INDUSTRY NEWS

Participate in Rail Needs Assessment Study



Illinois Department of Transportation

The Illinois Department of Transportation (IDOT) is completing a Rail Needs Assessment Study. The purpose of the study was to identify rail improvements that are needed throughout the state. In support of this study, IDOT is hosting a virtual public event January 10-21, which will present information gathered throughout the study and provide information on the upcoming final report. Click [HERE](#) to participate.



Weekly Update

Attend Illinois Rail Needs Assessment virtual event

The Illinois Department of Transportation (IDOT) is completing a rail needs assessment study to identify improvements that are needed throughout the state.

IDOT is hosting a [virtual public event](#) to present information gathered throughout the study and discuss the upcoming final report. The virtual event will be available until Friday, January 21.



WSIU
Fresh Air

NEXT UP: 12:00 PM Here & Now



The Illinois Department of Transportation is holding a virtual public hearing assessing the state's rail system.

IDOT is wrapping up the Illinois Rail Needs Assessment this month.

The year long study includes information that will be used to develop a state wide plan for improving the states rail system.

IDOT public information Officer Paul Wappel says time is running to take part in the study.

"Anybody can participate You just go to Illinois rail needs dot org and you can fill out a short form. Their electronic, obviously, and you can put your comments thoughts in there. January 21st."

Governor Pritzker's Rebuild Illinois Capital Plan dedicated \$100 million to improvements on Amtrak's Saluki service line from Chicago to Carbondale.
Click [here](#) to participate.

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Rail Needs Assessment Study
January 11, 2022

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MACOMB, IL – For more than 50 years, Amtrak has provided critical transportation services to the west central Illinois region, including providing a way back home for many Western Illinois University students, as well as access to Chicago and points in-between for WIU students, faculty and staff. In 2006, a second round-trip service was added on the Quincy to Chicago line, which provides even greater options for residents of west central Illinois.

The Illinois Department of Transportation (IDOT) is completing a Rail Needs Assessment Study to to identify rail improvements that are needed throughout the state. Individuals are asked to participate in the virtual study, which is available through Friday, Jan. 21, to provide their comments, opinions and more on rail service in the state.

The study can be accessed at <https://www.illinoisrailneeds.org/virtualevent2>.

"Amtrak is vital not only to west central Illinois, and cities from Quincy to Chicago, but is a critical transportation service for WIU," said WIU President G. Huang. "As such, we encourage our students, faculty, staff and alumni to participate in the IDOT study regarding rail improvements in Illinois. By voicing support for these improvements, you provide support for passenger rail service, which is essential to our University's operations and our region."



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Learn More about the Illinois Rail Needs Assessment Study

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Illinois Rail Needs Assessment Virtual Event
The Illinois Department of Transportation (IDOT) is conducting a Rail Needs Assessment Study. The purpose of the study is to identify rail improvements that are needed throughout the state. In support of this study, IDOT is hosting a virtual public event. The event will present information on rail service throughout the State and seek to gather feedback from the public.

The virtual event will be available from June 1-14
www.IllinoisRailNeeds.org/virtualevent

Illinois Rail Needs Assessment Virtual...
Set a Reminder

Date and Time
Saturday Jun 12, 2021

Website
<http://www.IllinoisRailNeeds.org/virtualevent>

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Virtual Public Hearing Underway For Public Railroads
Read All

Posted About A Week Ago by Leroy M Klemola

The Illinois Department of Transportation is hosting a virtual public hearing through January 21st, to study the state's rail system and ways to improve it and help solve problems. The event will take a look at input collected throughout the year on current conditions, capacity concerns, and safety challenges.

The event can be found at www.illinoisrailneeds.org and includes a short video and information on feedback that has been received since the study was launched a year ago. The information gathered will be used to develop a railroad plan that will encompass the entire state of Illinois. It will also help IDOT for a long range transportation plan that will be part rail, part public transport, public waterway, part highway, and part street. The hope is to have a strategic plan and direction for the development of the transportation system moving forward.

This study is set to wrap up at the end of January. Illinois is the only state in which all seven Class 1 railroads operate. Illinois itself boasts more than 10,000 miles of track already and serves a robust passenger rail network not just in Chicago but across 30 communities statewide. Metra does operate 11 lines in the Chicago area.

Under the new Rebuild Illinois plan, Governor JB Pritzker has invested over \$500 million into reestablishing passenger rail and \$78 to upgrade railroad crossings throughout the state.

Read All

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ATTACHMENT 4
E-blast Invitation



The graphic features a white top section with a grey outline of Illinois containing a white rail network. Below this, a teal diagonal banner contains the text 'YOU'RE INVITED!' in large white letters. To the right of the banner, white text describes the assessment and provides a call to action. The bottom section shows a photograph of a train with colorful containers and includes a red footer with the website and department logo.

 **ILLINOIS RAIL NEEDS**
ASSESSMENT

YOU'RE INVITED!

The Illinois Department of Transportation is conducting a **Rail Needs Assessment** throughout the state. The purpose of this Study is to evaluate the current condition and capacity of the existing rail network and identify any issues that may reduce the quality of service for either passenger or freight rail now and in the future.

Please join us anytime from June 1- 14 for a virtual event to learn more about this Study and how you can participate.

CLICK HERE TO JOIN OUR VIRTUAL EVENT ANYTIME BETWEEN JUNE 1ST-14TH

IllinoisRailNeeds.org 



The graphic features a white top section with a grey outline of Illinois and a teal diagonal band. Below the band is a photograph of railroad tracks receding into the distance. An orange call-to-action button is overlaid on the tracks. The bottom of the graphic is a light grey footer with the website URL and the Illinois Department of Transportation logo.

 **ILLINOIS RAIL NEEDS**
ASSESSMENT

YOU'RE INVITED!

The Illinois Department of Transportation has conducted a **Rail Needs Assessment** throughout the state. The purpose of this study was to evaluate the current condition and capacity of the existing rail network and identify any issues that may reduce the quality of service for passenger and freight rail now and in the future. This event will provide information gathered at the first virtual public event held in June and from stakeholders from April through September 2021.

Please join us anytime from January 10 -21, 2022 for a virtual meeting to learn highlights from stakeholder outreach and an update on the final report.

[CLICK HERE TO JOIN OUR VIRTUAL EVENT ANYTIME BETWEEN JANUARY 10TH-21ST](#)

IllinoisRailNeeds.org 

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ATTACHMENT 5
Press Release



State of Illinois
JB Pritzker, Governor



Illinois Department of Transportation
Omer Osman, Acting Secretary

FOR IMMEDIATE RELEASE:
June 1, 2021

CONTACT:
Paul Wappel 217.685.0082
Maria Castaneda 312.447.1919

Public input sought through June 14 on new Illinois rail study

SPRINGFIELD – The Illinois Department of Transportation is inviting the public to comment and offer suggestions on a new study assessing the state’s rail system. The goal of the study is to seek input on current conditions, capacity concerns and safety challenges to help identify potential improvements and solutions.

Comments will be collected through June 14 via illinoisrailneeds.org which includes a short video, informational displays and a link to a survey.

The information gathered will be used in the development of a statewide rail plan, a requirement of states seeking federal funding under the Passenger Rail Investment and Improvement Act. It also will serve to inform IDOT’s ongoing Illinois Long-Range Transportation Plan, providing strategic direction for the development of the state’s transportation system.

Illinois is the rail hub of North America, the only state in which all seven Class 1 railroads operate. Illinois boasts more than 10,000 miles of track and serves a robust passenger rail network, with Amtrak connecting 30 communities statewide and Metra operating 11 lines in the Chicago area.

Under Gov. JB Pritzker’s bipartisan Rebuild Illinois capital program, Illinois is making historic investments in both passenger and freight rail, including \$500 million to re-establish passenger rail to the Quad Cities and Rockford, \$400 million for the Chicago Region Environmental and Transportation and Efficiency (CREATE) Program, \$100 million for improvements to improve safety and reliability on Amtrak’s Saluki service between Chicago and Carbondale, and \$78 million to upgrade rail crossings and improve safety throughout the state.

###



State of Illinois
JB Pritzker, Governor



Illinois Department of Transportation
Omer Osman, Secretary

FOR IMMEDIATE RELEASE:
Jan. 10, 2022

CONTACT:
Paul Wappel 217.685.0082
Maria Castaneda 312.447.1919

Illinois rail study wrapping up with virtual public hearing

SPRINGFIELD – The Illinois Department of Transportation is hosting a virtual public hearing through Jan. 21 as part of an ongoing study assessing the state’s rail system to help identify potential improvements and solutions. The event will provide an update on input collected throughout the year on current conditions, capacity concerns and safety challenges.

The event, hosted at illinoisrailneeds.org, will include a short video and information on feedback received since the study launched a year ago.

The information gathered will be used in the development of a statewide rail plan. It also will serve to inform IDOT’s ongoing Illinois Long-Range Transportation Plan, providing strategic direction for the development of the state’s transportation system.

The study will wrap up at the end of January.

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ATTACHMENT 6
MetroQuest Survey

4 Which strategies should be considered?
Please give input on these items.

RATE RAIL STRATEGIES

- Rail Transportation Mobility** ○○○○
- Improve Rail Access & Resilience** ○○○

Rail Transportation Mobility
Please rate these strategies for improving rail transportation mobility in Illinois



Bottleneck Elimination
Construct trackwork at critical locations to reduce bottlenecks, delays, etc. ★★★★★

Remove Route Constraints
Fix vertical, horizontal, and train car weight-related constraints to give trains more routes to traverse ★★★★★

Upgrade Infrastructure
Track improvements, short line railroad improvements, and passenger station upgrades ★★★★★

Other
Please click on the speech bubble icon to the right of the stars to suggest other strategies we should consider ★★★★★

↓

3 Which strategies should be considered?
Please give input on these items.

RATE RAIL STRATEGIES

- Transportation System** ○○○○○
- Strategic Rail Expansion** ○○○○○

Transportation System
Please rate these strategies for improving the existing rail system in Illinois



Grade Crossing Safety
Improve safety at highway-rail grade crossings ★★★★★

Blocked Crossings
Reduce frequency of crossings blocked for extended periods of time ★★★★★

Trespassing
Reduce trespassing on railroad tracks ★★★★★

Hazmat Exposure
Reduce hazmat exposure to communities ★★★★★

Other
Please click on the speech bubble icon to the right of the stars to suggest other strategies we should consider ★★★★★

↓

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ATTACHMENT 7
Public Comments

1. I would like to see some rail overpasses built in Normal, IL. The current plan for an underpass at Uptown Station is very expensive and should be cancelled. I would prefer to use the money for several lower cost overhead bridges so people can cross the tracks
2. Add to the stakeholder list.
3. Add to the stakeholder list.
4. Add to the stakeholder list.
5. I believe it's long over due that the Great State of Illinois leads the Nation into the 21st Century showing our Country the way to do High Speed Rail the right way and get the job done.
6. We need an Amtrak route to and from the Quad Cities.
7. Please do what you can to strengthen the rail system in Illinois (and beyond, if possible) to make it a more viable means of transportation. Thank you.
8. I would love to have a Amtrak Station in the Quad Cities area to be able to travel to Chicago and surrounding areas.
9. Add to the stakeholder list.
10. Add to the stakeholder list.
11. Add to the stakeholder list.
12. Very concerned about increased freight traffic along the old EJ&E tracks. Tracks are very close to homes, schools and walkways/traffic and the diminished quality of life that increased freight traffic as well as dangerous cargo brings.
13. I would like to be able to travel from every major city in Illinois to all others in Illinois by rail. High speed or conventional speed, rail travel from Champaign to Springfield should be a no-brainer. Making rail commuting from rural areas to medium cities would decrease the number of vehicles on country roads, leaving them freer for the farmers who need to use them, IF people are encouraged to use the rail system through ad campaigns, proper planning, and pricing incentives. Rail travel to downtown Chicago is great for most, but what about to O'Hare (all airports, really), St. Louis, Peoria, Danville, Effingham, Mattoon, Bloomington, etc.? The European rail system is a great model.
14. Add to the stakeholder list.
15. Combining Metra and CTA L service could provide a better, smarter commute for many riders. more frequent service on all routes would help. Better transfer points, including parking, are needed.
16. Rail service is a national necessity. It should not be operated on a for-profit basis. It is more economical, equitable, and environmentally-friendly than cars, trucks, buses, or airplanes. Every first world country has afford able high speed rail and local train service. Fund Amtrak, fund local light rail, fund tgvs and the maintenance and upgrades. Illinois and the federal government must understand that this a necessary service, not a frill.
17. I have been a big fan of getting the railroads back to prominence. I have two big issues. First; too much is done for the trucking industry and not enough for the railroads. Trucks should predominately be delivering goods from the railyards to the cities not nationwide. Second; there are way too many stations along the routes. Just for instance there is a stop in Springfield and another in Lincoln. Passengers in Lincoln should go to Springfield to ride. There are many other instances of station after station. Too many stops slow everything down. thanks
18. Please consider economic development. Reliable passenger service is crucial. Transit isn't nearly as useful if it isn't consistently on time and available. Metra service running at 15 minute intervals will dramatically increase access for many Northern Illinois communities. Furthermore, connected communities are important. Please prioritize grade separations, particularly in areas where communities are severed or pedestrians are most at risk. Finally, consider quiet zones where possible. They aren't very expensive but can have very large effects on surrounding communities.
19. Add to the stakeholder list.
20. If possible, please increase visibility/safety at the RR Crossing on IL-149 East/West at Zeigler, 62999. I commute 60-90 miles per day and pass through this crossing on my way both to and from work and find it impossible to see trains as they approach from either the North or the South. This is a very stressful part of my commute both to and from work each day. Thank you for your consideration.
21. Thanks for asking for input! Some ideas:
 - in the Chicago suburbs, more grade separations, between road / rail, but even rail / rail where congestion occurs (such as DeVal Tower, near my house)
 - for Metra (at least), focus on cleaner & quieter motive power; the head-end power generation needs and current locomotives are really loud. Perhaps a move to hybrid locomotives?
 - perhaps new rail connections to key locations, and connections between suburbs (insted of only in / out of downtown Chicago). For example, rail links between Gary / O'Hare / Midway airports. Or maybe destinations like Soldier Field, Museum Campus, Museum of Sci Industry, Navy Pier, Six Flags, Woodfield Mall, Morton Arboretum, etc
 - although already good, even more encouragement of bike support on Metra, maybe even rail options to outlying bike trails, in Lake County for example

Comments are shown exactly as received. No edits have been made for spelling or grammar.

22. Add to the stakeholder list.
23. Illinois would benefit from having passenger service to between St. Louis and southern Illinois (Carbondale/ Marion)
24. Two items that I feel is important with the Metra line near the expressway leading to downtown Chicago. One is the trains should go at a slower speed. They fly past my house more often than not. Secondly, is the homelessness and litter between the highway and tracks is absolutely terrible, especially near an elementary school. As for Amtrak, any investment to make traveling via rail through our beautiful state would be appreciated. Thank you.
25. As a rail employee, one of the largest issues we encounter is highway grade rail crossings. The public seems to disregard their own safety when it comes to trying to "beat" trains at crossings.
26. There is a ridiculous amount of train traffic through our town which produces entirely way too much noise pollution! I can't believe that in 2021 the railroad still uses horns, there has to be a better way.
27. For many years I have tried to work with whatever organizations were available to promote passenger rail transportation in 2 distinct areas: restoration of Blackhawk service from Chicago through Rockford and onto Galena and Dubuque; and the Inner Circumferential Rail Proposal to connect all Chicago commuter rail lines on the Indiana Harbor Freight Railroad. Both of these are important but are currently dead in the water. I believe this is very short sighted and we are going to pay the price in lost economic development.
28. We also need service that would connect the Metra lines like along the old EJ&E route.
29. Sheldon Illinois is a small town that is bisected by an active freight rail line. Has no rail gates only signals. Train horns are very disruptive at night.
30. Please build out Metra lines out to Rockford, IL.
31. Add to the stakeholder list.
32. Add to the stakeholder list.
33. It would be nice if people in small towns could use the train transportation. However in Illinois it stops in just a few places so most of us are out of luck. Especially for us but are not close to a big city and for all of the rural areas that could actually use train transportation to its fullest. As far as trains it's ridiculous for them to blow their whistle 10 minutes when they start going into a town every time in the middle of the night. It's rude. I have lived by the tracks all of my life yet in the last year or less it is becoming a real nuisance with this whistleblowing in the middle of the night. They used to have politeness about them.
34. Keep Metra out of Kendall County. Times of travel to Chicago are longer on the train than driving in. We don't need it.
35. I wish for rails to expand and become faster (Passenger) for Illinois. It makes sense and good commerce. I would like to see some older rail lines revitalized and renewed. I also believe highly in rebuilding the second line on the CN old Illinois Central and would allow for safety and greater volume of traffic.
36. Add to the stakeholder list.
37. The biggest idea that I have is to put a stop to trains using tracks that cross a county, state or US highway as a switch track. In Decatur they are constantly blocking traffic for up to 45 to 50 minutes just sitting still for switching purposes. They're blocking US highways, State highways and county highways. There is no reason for this. Also go back to putting a limit on the time that they can block roads.
38. Add to the stakeholder list.
39. Add to the stakeholder list.
40. Add to the stakeholder list.
41. Add to the stakeholder list.
42. Add to the stakeholder list.
43. Would love to get a completely DEDICATED rail line through our state - really disappointed in constant delay times due to freight traffic. The service provided by Amtrak is invaluable for safe travel w/o driving long distance in short time in personal vehicle, the personnel is friendly & helpful to help provide a safe journey!
44. Add to the stakeholder list.
45. Add to the stakeholder list.
46. As far as selecting an operator for the proposed Chicago-Rockford passenger rail route, Amtrak would be the more feasible provider for restored passenger rail service in this corridor from a legislative and operational standpoint. Legislative because Boone and Winnebago counties are not in the Chicago RTA district, which would require legislative changes and referendums that are not guaranteed to pass, which would derail the entire project. Operationally because it would make it easier to eventually extend service to Dubuque, IA, which is currently undergoing a feasibility study. As we all know, Metra can never go as far as Dubuque, as it would then become an intercity rail provider - outside of Metra's charter to provide only commuter rail service.
47. Add to the stakeholder list.
48. Add to the stakeholder list.
49. Thanks for listening.
50. Add to the stakeholder list.
51. I have taken AMTRAK once to and from Chicago via the Normal station. It was a clean, comfortable ride. I would not have taken it if it wasn't with a group going to Chicago. I prefer to drive. Comments: 1. The single track section of that route needs to be double-tracked to keep trains moving

Comments are shown exactly as received. No edits have been made for spelling or grammar.

- more efficiently. I am amazed that hasn't happened as part of the upgrade to 80 mile per hour track on that route. 2. I have read about the need for a track bypass around Chicago due the delays in moving freight trains through Chicagoland because of the number of track crossings and slow orders. That makes perfect sense, along with the once-proposed I-80 southern bypass/rerouting. This sounds like a match made in heaven, with a six-lane I-80 starting between Morris and Minooka and going south of Joliet, then a little north of Peotone, and work its way east until it cuts north just west of Valparaiso to the Indiana Toll Road. Pie in the sky? Maybe, but i drive I-80 often between I-180 and I-77 in Ohio. The stretch from I-55 to the Indiana Toll Road is a nightmare. Adding the new route, and perhaps adding tracks to part of the project would solve many problems for through traffic.
52. 3 Class I railroads go thru Centralia, Illinois. Around 40 freight trains plus Amtrak. Our road crossings are terribly rough. Please make these companies repair and fix them. We have 8 rail crossings in our town. CN, BNSF, and NS are the carriers. Some you have to drive 5 MPH to cross, they shake you side to side. Thank You.
53. Add to the stakeholder list.
54. It would be awesome if there was a railway connecting Chicago to Madison, WI. There is a line to Ann Arbor and it would be great for UW students and their families - as well as others wanting to go to Madison via the train. It saves on the roads and the air pollution. For me, personally, it would be so nice to be able to see family who are unable to drive. Thank you for reaching out for ideas.
55. Add to the stakeholder list.
56. I take the train whenever possible. I live in Champaign, and I believe if the service to Chicago were more reliable we could easily fill 6 trains/day each way, which would hugely benefit both cities. I'd love to see direct service from here to Springfield and St. Louis. Fast, frequent, reliable passenger rail service would be an immense economic benefit to the entire state!
57. Add to the stakeholder list.
58. We need to expand passenger rail in southern IL. Especially to the college towns like Edwardsville and carbondale. Madison county also needs to join the st louis metrolink system.
59. Colorado DOT will be conducting a similar study next year. I am the PM & plan to be a passive observer to see how your study develops. Good Luck!
60. Add to the stakeholder list.
61. Though this "public input" form always shows bias (ask a competent social scientist), I'll try the same, positive suggestions I've tried before, only to be ignored.
- Add rural stops on existing passenger rail. European countries almost all have jokes about the pace of the "milk" trains that stop at a myriad of small towns and villages, yet they seldom cut these stops as they are main means of transport for many commuters, students and retirees.
 - Develop a long term plan.
 - Acquire land.
 - Consider running separate tracks outside of Urban areas for passenger lines.
 - Coordinate with Bus depots and Airlines.
 - Resource a more robust law enforcement presence on passenger rail.
 - The freight companies are very, very good at their jobs --- but they have to much of a say in state politics. If you really care about any future generations, we must establish strong public transportation systems now, even if that costs a couple of BNSF investors their 4th vacation home and 91st car in their collection.
62. Add to the stakeholder list.
63. All in favor of high speed. Traveled in EU and Japan. They've got it right. Full speed ahead. All aboard
64. I love traveling by rail.
65. I am a conservative. No train should have any subsidies and should run entirely on fare-paying passengers.
Rockford and Winnebago county cannot possibly support a train system. Our current transportation system in Rockford should be completely reworked and scale down as the population has shrunk by approximately 5% and buses run around nearly empty almost all the time. Simply, people would prefer to have a car.
66. Delays at grade crossing by freight trains have gone up and there should be accountability for that. Aotomobile drivers also have importance of time and slow moving/ stopped trains is becoming a common behaviour by rail operators due to no penalties at time I have noticed emergency vehicles stuck for long time. Esp. on Dundee road at NSC . And Mundelien on Canadian RR.
67. Rockford needs a passenger rail connection to Chicago.
68. Railroad travel is ineffective and absolutely not convenient.
69. Add to the stakeholder list.
70. Add to the stakeholder list.
71. We need more Commuter rail especially on weekends into Chicago
72. Add to the stakeholder list.
73. Add to the stakeholder list.
74. Add to the stakeholder list.
75. Add to the stakeholder list.
76. Add to the stakeholder list.

Comments are shown exactly as received. No edits have been made for spelling or grammar.

77. Add to the stakeholder list.
78. If Illinois truly wants to improve passenger rail service, then it needs to work with Amtrak to buy the rail lines on which it operates. As long as freight companies own the tracks, they will always prioritize freight service, which causes most delays passenger rail service faces, and resist improvements necessary for true high speed rail such as electrification. Rail is a public utility like roads and highways, not a private good.
79. I believe the rail public transportation system should be expanded to include more suburbs.
80. Stop the excessive horn blowing through town at all hours, we have crossing gates and arms and lights
81. can we build a rail that goes around the suburbs, like Wheeling to Skokie or Des Plaines? that'd be cool
82. Add to the stakeholder list.
83. A viable rail network is critical for Illinois' economy. Increased rail passenger activity is not only vital to Metro Chicago commuters, but for connectivity across the state. Goals: Complete Amtrak upgrades to begin the 110 mph Lincoln Service that has been under development for over a decade. Consider additional trains on other networks and consider a Galena - Rockford - Chicago train, Quad Cities - Chicago; and perhaps the "university connector" -- Galesburg, Peoria, Normal, Champaign-Urbana. Ensure there is incentive to freight lines for on-time Amtrak performance, penalties for non-performance. Ensure that Chicago commuter and CTA rail connects well with other modes and proper extensions are made to ensure employment opportunity, particularly for city residents who could gain jobs in suburban areas. Ensure freight rail is not subject to system overload, including improving Chicago transit time for freight. Back short-line and rail access for smaller shippers. Ensure state safety laws protect crew safety, appropriate staffing and irregular hours which can lead to accidents. Promote railroad heritage through historic station and other structure restoration and re-use; as the National Park Service Pullman Historic Site opens, ensure that the Illinois Department of Conservation facilities and properties surrounding the NPS are properly restored, enhanced and full staffed.
84. Add to the stakeholder list.
85. I am 19 years old from Villa Grove. I have worked for the railroad for nearly 8 months and been a rail fan all my life. I have one main concern when it comes to railroads in Illinois. Train size. There are trains running through my town and neighboring communities that are excessively long. These trains are stretching to over 12,000 feet in some cases. When the trains stop to meet others, they hang out into these communities and disrupt car traffic. For example, in Villa Grove, my town has always been a crew change location. These trains will stop and block crossings for about 20 minutes while this process takes place. Now, there is a new problem. They will change crews, which takes 20 minutes, then pull to the south end of the siding to meet another train or do work. Guess what, this train is over 10,000 feet long and is now blocking crossings for over an hour. This splits our community in half, prohibits emergency traffic, and traffic as a whole from continuing through town. This would be solved with shorter train lengths. Now imagine working on one of these long trains. First, it takes forever for your air to climb and begin moving, as it has to travel 200 cars back. Have a problem enroute? Now you have to walk over 4 miles round trip, resulting in fatigue for the conductor which could lead to disaster down the road. These long trains are the child to this "Precision Scheduled Railroading" that is plaguing the industry. They are combining 2 or 3 trains into 1 and running them across the country, allowing for layoffs as they don't need all the employees. Trains of this length should not be allowed. It is almost criminal. I support passing an 8000 foot maximum train length, and I sure hope the State of Illinois can too.
86. Add to the stakeholder list.
87. Add to the stakeholder list.
88. Add to the stakeholder list.
89. I would like to see rail to Quad cities and route to Nashville from Chicago
90. I would like to see passenger rail service into the Peoria, IL, area.
91. Passenger rail service to Rockford is not the best use of tax dollars to study passenger service. It would be better to study rail service to the Quad Cities. That route provides a better chance of growth and use. The service area beyond Rockford does not provide the growth opportunities as the Quad Cities. The Quad Cities route could be extended to Iowa City, Des Moines, Omaha and on to Denver or Salt Lake. The expense to extend beyond Rockford or even to Rockford is not justified by the ridership. Inexpensive bus service from Rockford to Chicago Union Station or O'hare that runs more often than the train would already exist. If train service in Rockford is desired by the local citizens it should be through Metra and thus the locals would bear the tax burden and not the tax payers of the entire state. The Quad Cities route has a better chance of being self sustaining or closer to that than a route to Rockford.
92. I have always believed that there should be Amtrak line from St. Louis to Washington D.C. using either the CSX railway from St. Louis to Salem, Olney, Lawrenceville, heading east toward Vincennes, Indiana.
- Another route could be Norfolk Southern line from St. Louis to Nashville, Illinois to Mt. Vernon, Fairfield, Mt. Carmel heading east toward Princeton, Indiana.
- These possible routes could serve to link the west to the east

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- and offer possible economic possibilities for these rural communities.
93. It would be helpful to have passenger rail service from Springfield to Peoria and on to Chicago; and also from Springfield to Decatur and to Champaign and then on to Chicago. Reliable service on any of the route is of major, major importance.
 94. Add to the stakeholder list.
 95. Add to the stakeholder list.
 96. Those of us who live in Northwest Illinois have no rail service in order to travel to Chicago and it's Suburbs.
 97. Add to the stakeholder list.
 98. Add to the stakeholder list.
 99. Add to the stakeholder list.
 100. Investment is needed for track repair so trains can go at nominal speed. this is essential for expanding passenger rail. Passenger rail needs to have priority movement on shared track with freight.
 101. I would like to see the opportunity to do an auto train service from the Chicago and St Louis area with stops in the FL pan handle and Orlando areas. This is a safer, more fuel efficient and fun way for families to travel to Florida and the Gulf coast. It will also draw tourism into IL and boost ridership.
 102. I think new lines should be added as passenger lines in Peoria Illinois.
 103. Needs commutes services from Rockford, Il to Chicago, Il. And commutes service for Freeport to Rockford.
 104. There should be an Amtrak or Metra Express line timed up with trips to and from Union Station on the MD-W line. The commuter trains currently add significant time to trips through out the Midwest via this mode of transport. Also, a stop for O'Hare should be added to the MD-W line. Public transit to the airport is quite limited in the northwest suburbs, and this would be a significant improvement in simplifying getting to the airport.
 105. Would be nice to have passenger rail in Peoria to go to Chicago and St. Louis
 106. My great grandfather was an engineer on the old Illinois Central railroad.
 107. This is exciting. In the late 1990s, Sen Durbin kept promising that a Rockford-Chicago rail link would be in place soon. I've never lived in Rockford, but I have since never forgiven his lies nor forgotten the exciting rail systems of Italy, Austria & France.
 108. Pre-pandemic, the on-time record for AMTRAK though Champaign, IL was pretty poor. I can only guess this has to do with the complexity of scheduling trains on a single track. Still, it was so bad, there must be a way to improve this.
 109. I'm impressed with the future of passenger rail in the state but would love to see at some point down the road Streator get a return of passenger service. Due to heavy freight train traffic we haven't had passenger service since 1995. But I believe Streator could help connect Chicago to places such as Peoria and others.
 110. We need more passenger train routes
 111. Bring passenger rail through Freeport, IL, to Mississippi River, Dubuque, IA
 112. The safety of rail transportation is of high interest to me and I live adjacent to the Lake Forest Academy Property and am also President of an HOA that is near the Metra owned tracks in Lake Forest. Over the 26 year that I have lived here, freight traffic has dramatically increased on the Metra tracks causing delays of both commuter and passenger trains that run busy schedules (non-Covid). It has always been a concern that these tracks are shared by trains that operate at vastly different speeds (passenger and freight) and create varied structural impacts on the rail infrastructure. The safety data on shared track usage indicates higher risk for derailment and with the delay or elimination of many of the Obama era freight safety measures (safer tanks cars for hazardous materials transportation, pneumatic braking systems rather than the century old breaking technology and self-regulation of the freight industry to name a few), the risks of a catastrophic incident are elevated. This is especially a concern because there are highly populated communities and many schools located along this rail corridor from Rt 176 to the City. I believe that the separation of passenger/commuter trains from freight trains is the safest way to move people and products. There are three rail corridors running through Lake Forest and, if the freight companies would work together, freight can be moved more safely and efficiently on the freight only tracks (UP) while passenger and commuter traffic could move even faster on the Metra owned tracks. There is significant capacity on the UP tracks to move freight more efficiently into the City if there was a separation of freight from passenger/commuter traffic. The City Of Glenview developed through its Transportation Engineer Consultants an excellent plan to address this issue and I hope that you seriously examine that plan. Thank you.
 113. There should be a link b/n Rockford and Chicago with passenger rail service, either through an AMTRAK or METRA expansion. It should be the goal of IDOT to make affordable passenger rail service a serious and competitive alternative to passenger car or bus. I hope this idea is given its day in the sun and a persuasive case is made that convince the public of the ultimate benefit of inexpensive public transportation.
 114. I would like to see more investment in high speed and urban transit rail.

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115. Add to the stakeholder list.
116. We need trains going from Rockford to Elgin. Use Elgin as a hub in northern Illinois. Various trains go from Elgin to Chicago. Just have various trains go from Rockford to Elgin daily. Eventually from Rock Island and Galena. Use Elgin as a hub.
117. Communication between the railroads and the public needs to be better. In this day and age when the local rail managers have been replaced, with control from offices far removed from communities near rail terminals or hubs, these communities have little input. Years ago local management were much more aware and responsive to the needs and concerns of communities effected by rail traffic. Central Illinois communities like mine, Villa Grove, and others like Bement, Mattoon, and Effingahm, not to mention Champaign and Springfield, are effected by slowed or stopped train traffic and little in the way of contact with rail management. Fire Depts, Police Depts, EMT, and Mayoral offices need, in many cases an immediate source of contact with the railroads. Thank you.
118. I'm looking forward to the passenger rail service to the Quad Cities. North-South passenger service, connecting Rockford, Dixon, Princeton, Peoria, and Springfield would be much appreciated.
119. Please bring a direct link between the Quad Cities and Illinois. We have heard it repeated in the news for years. I would like to keep my vacation dollars in our state, traveling to Chicago on weekends...instead of driving to Wisconsin and Iowa.
120. Add to the stakeholder list.
121. I would love to have rail services expand and grow in IL for both commercial and consumer use. It was so nice living in the Chicago area where a passenger rail could take me almost anywhere for very reasonable fares. It would be great to have more IL communities connected by rail and operate on both a state and a local level. We are living in the community of Danville, IL at this time and would love to have full train services here that are connected to Chicago, Springfield and beyond. I think we have an opportunity to help the environment and make travel in IL much more accessible. In the future, it would be amazing to see states partner on projects to expand even further. Oh and yes, I would be willing to pay more in taxes because it means a stronger future for all of us.
122. Very bad idea to cut down all of the mature trees along the tracks (leaving us with large jagged stumps). Now train noise has increased for those of us living near the tracks. Rail crossing in Hinsdale at the main station needed to be repaired- very bumpy.
123. I'm adamantly against the transport of hazardous materials through our communities. We should be working to decrease this transport, and we should work in opposition

to any and all increased capacity. The rail industry has not proven to be a good neighbor Lac-Mégantic is a case in point. It's been eight years since this community lost 47 loved ones, including young children, and citizens who were traumatized by this event still have to do their own rail safety checks - daily. Residents were promised that the corridor would be moved to circumvent their village, yet this has not been done to date - nor has the now leveled city center of Lac-Mégantic been rebuilt.

The rail industry, time and time again, prioritizes profits over safety, and the Trump administration either eliminated or delayed many of the Obama era safety regulations. The rail industry doesn't carry adequate insurance, and I can provide a laundry list of needed federal legislation rather than simply allowing the rail industry to regulate itself, which historically has the case, including:

- Federal version of IL SR0982 Hazardous Material Near School
- Electronically Controlled Pneumatic (ECP) braking systems
- Positive Train Control (PTC)
- Reduced weight limits
- Requirement for industry to weigh individual rail cars transporting crude oil
- Requirement for tracks and bridges to be rated in accordance with the loads carried (must accommodate heavier 286,000-lbs. tank cars)
- Train size limits
- Use of pressure cars and/or tank cars built with thermal "blanket" and stronger protective housing around pressure relief valves
- Reduced speed limits (20 mph or less near schools and in densely populated areas)
- Improved track and bridge regulation and maintenance standards (Track problems were blamed in 59% of crashes)
- Reduced Reid vapor pressure (6-8 psi)
- Improved railroad employee working conditions (decreased hours, minimum 2-man crews)
- Requirement that trains be parked outside of and away from communities (minimum 1-mile distance)
- Legislation targeting industry accountability (corporate executives rather than engineers and railroad workers)
- Air quality monitoring in areas such as holding tracks where trains are left unattended with engines running
- Training standards specific to HHFTs
- Mandated access to water and foam along rail corridors in populated areas
- Comprehensive Oil Spill Response Plans and Financial Assurances (Petroleum Storage Surety Bill (A.7625/S.5751-A): Insurance Coverage)
- Mandatory industry funded Environmental Impairment Liability Insurance
- Requirement for States to develop and implement publicly transparent Comprehensive Emergency

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- Response Plans, including an Incident Command System for essential communication, specific to HHFTs.
- Legislation mandating that Congress have its own staff dedicated to reviewing regulatory legislation and regulations (OIRA is not sufficient to ensure that regulations are accountable to American citizens).
 - Long-term plan and budget for phase-out of fossil fuels

In addition, the federal governance needs to pass existing legislation that has just been sitting in committee:

- US Senate Bill 1979 Safe Freight Act of 2019 prohibits the operation of a freight train or light locomotive engine used in the movement of freight unless it has a crew of at least two individuals (introduced).
- US House Resolution 1748 Safe Freight Act of 2019 co-sponsored by US Congressman Brad Schneider provides for the minimum size (2) of crews of freight trains (introduced).
- US House Resolution 5553 Crude By Rail Volatility Standards Act prohibits transportation by rail of crude oil with a Reid vapor pressure of more than 9.5 pounds per square inch (introduced).

The bottom line is that the industry chooses to keep their profits (revenue generated, in large part, from the investment of public tax dollars) rather than fund much needed upgrades that could improve safety and save lives.

Of course, even if the rail industry was diligent in meeting much needed safety standards, the transport of hazardous materials, including that of Bakken crude oil, anhydrous ammonia, chlorine gas, and etc., will never be safe. In fact, there was already a derailment in Mundelein, just up the tracks from my home. In total, I've counted six derailments in the Lake County and North Cook County areas in recent years - the one referenced in Mundelein; two in Northbrook at the same location when a bridge collapsed, killing a couple beneath because it wasn't repaired adequately after the first derailment a year before; two in Buffalo Grove near the ice rink, and the last in Lake Forest.

As mentioned, Canadian National trains run right past my home. There are already about 20 trains (approx. 1-mile long) rolling through my community daily and often parking for long periods of time on a parallel holding track. My entire home vibrates each time they pass. A pane of glass broke at my neighbor's house because of this. I had to have a window well repaired because it pulled away from the foundation of my home after the company dug up the soil to lay a second track. My community depends on well water, which would be compromised in the event of a derailment, spill, and/or leak.

There are many, many schools such as Lake Zurich High School and St. Matthew Lutheran School, and other public locations including the Hawthorn Woods Aquatic Center and Wicklow East Park, that are located right beside the E&E rail corridor. We, as adults, have a moral responsibility

to protect our children, and children attending schools located within the 1-mile radius blast zone are not safe

Approximately 14,800 U.S. schools and their 5.7 million students are within the Oil Train Blast Zone. Chicago is one of the top five U.S. cities having school children at risk from oil train derailments and explosions.

Perhaps the rail industry hasn't learned any of the lessons from the Lac-Mégantic rail disaster, but I pray the public has, particularly when it comes time to vote. I pray they remember the lives lost in Lac-Mégantic.

- 124. It would be nice if there was a train from Galena to Chicago
- 125. Add to the stakeholder list.
- 126. Add to the stakeholder list.
- 127. Add to the stakeholder list.
- 128. waste of time and money
- 129. There is a great need for improvements in working between railroads to move Freight and Passengers. This includes grade separations for both Rail and Rail, as Rail and Road in many locations.

A better guile for Passenger trains on Freight Railroads, and expansion of service.

Metra needs to move beyond the 6 counties, and Amtrak add new routes in growing areas and more service on the current routes. More Passenger trains means less growing road traffic.
- 130. i support the Quad Cities rail project
- 131. Add to the stakeholder list.
- 132. Add to the stakeholder list.
- 133. Add to the stakeholder list.
- 134. If more freight rail traffic will be impacting towns and cities, more crossings should be constructed over or under tracks rather than tie up traffic as well as fire and police response.
- 135. Amtrak and Metra have meant incredible freedom for me as a person without a car. With Amtrak, I can take my bike onto the train and get out of the city without needing to own or operate a multi-ton planet cooking death machine. It makes parks like Starved Rock so much more accessible to me when otherwise I would have to make a multi-day bike trip just to get there. My favorite thing to do in the summer is to take the train out of the city and just go bike camping downstate for a few days - train service opens so many doors and I'm so grateful that it exists. I would love to see rail service to Rockford, and more frequent service downstate! Really excited for updates on this study; please do add me as a stakeholder.
- 136. Add to the stakeholder list.
- 137. Add to the stakeholder list.
- 138. Add to the stakeholder list.

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139. Add to the stakeholder list.
140. Add to the stakeholder list.
141. Add to the stakeholder list.
142. We need more rail passenger service. I'm particularly interested in service to Rockford IL. Also from Carbondale IL to ST Louis Mo. I think all college towns would use rail service if it was available at an affordable cost.
143. Add to the stakeholder list.
144. Add to the stakeholder list.
145. I strongly favor the development of a medium- and if possible high-speed passenger rail to the maximum feasible extent. Remember also that more people ride trains if they run frequently.
146. We desperately need a passenger line going to Galena, IL. If it were to go as far as Dubuque, there would be multitudes of passengers, due to the many colleges in that city. As a former Bed & Breakfast owner, I cannot begin to count the number of guests who commented that they would come back in the winter if there were a rail line from Chicago or St. Louis. The tourism dollars for the state of Illinois would multiply dramatically if there were a way to get to this tourist area without driving.
147. 1) Reinstatement of the Blackhawk route 2) electrifying routes, 3) high speed rail.
148. Add to the stakeholder list.
149. Add to the stakeholder list.
150. Interested in the betterment and growth of our state.
151. I am a concerned citizen interested in the growth and improvement of our infrastructure.
152. Add to the stakeholder list.
153. Add to the stakeholder list.
154. Add to the stakeholder list.
155. Our entire family would be so grateful to have the passenger line return to Rockford/Galena/Dubuque. We have so many family members who we would be able to see again, as vehicle travel is difficult. Also, the tourism dollars for the state would increase dramatically if people from Chicago could easily travel to this part of the state.
156. Add to the stakeholder list.
157. Add to the stakeholder list.
158. Ottawa rail traffic is increasing due to increased industry use. Now, Ottawa experiences severe vehicle backups due to extended use of an IL Railway / Omnitrax switchyard in the middle of underserved part of town. The tracks block Ottawa's critical north south roads IL Rt 23 and Champlain Street for 25 minutes straight. This blocks school buses, emergency vehicles, employees getting to work, trucks supplying industry and the motoring public.
- Motorists waiting for so long have lost their temper and had accidents as they violently struggle to turn their car around. Relocating the switchyard out of the center of town is critical to continued growth of industry including the intermodal loading of products.
159. Add to the stakeholder list.
160. concerned about bomb trains and safety. Also use of lines by both industry and for transportation and right of way
161. Add to the stakeholder list.
162. The parking of unused rail cars in residential areas is not only an eye sore but safety hazard with children playing where they should not.
163. Add to the stakeholder list.
164. I would like rail support from Rockford to Chicago Union Station. This can be accomplished much more efficiently if rail was installed parallel to I-90 East road way in between the roads.
165. Add to the stakeholder list.
166. Add to the stakeholder list.
167. Because IL and all other states have overspent on roads and highways and underspent on passenger and freight rail, we are going to be facing a transportation crisis if we don't begin preparing to invest in high speed passenger and freight rail. In order to ensure that IL doesn't continue to be a bottleneck (the CREATE program will only be a part of the solution) we must eliminate the high priority that we have always granted to automobiles and begin funding rail transit at much higher levels than we have in the past.
168. Traffic congestion on Illinois Route 23, often preventing emergency services from accessing Interstate 80 due to multiple routes being blocked by rail traffic.
169. Add to the stakeholder list.
170. We need all stations to be accessible for people with disabilities not just getting on and off the train, but making sure that all elevators at each stop are working. We also need more trains traveling to more areas, such as Champaign, Peoria, Rockford, and Quad Cities.
171. Chicago's Union Station is in need of an overhaul. Prior to the COVID-19 pandemic, the morning rush at Union Station was a crush of people, with escalators being a choke point. Everything in the station is a narrow, winding corridor, which wreaked havoc during major service disruptions, creating situations that felt unsafe, suffocating and chaotic. I've seen the plans for the Union Station overhaul and they are good, but they need to happen. They've been talking about updating Union Station for a decade now and while many of the Amtrak amenities have been improved, the Metra portion and concourse overall are way overdue.
- On a separate note: I think the state should consider adding extra frequencies on its state routes to college towns less

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- than 200 miles from Chicago (particularly Bloomington and Champaign). There is a huge market of students that take busses back and forth that Amtrak is missing out on. Instead of the extra frequencies running all the way to their current endpoints, they should terminate in these college towns. This would provide more flexibility and less chance for longer-distance trains to get delayed enroute to these towns.
172. Would like to travel by rail from Moline to Chicago.
173. Illinois' rail network should seek to expand the use of high-speed trains to deepen connections throughout the state. For example, high-speed lines could link the Quad Cities to Chicago allowing people who work in Chicago to live more affordably further west, while also providing greater access to resources, such as medical care, to those who live centrally in the State. Furthermore, a link from Chicago to St. Louis would be a great alternative for travelers wanting to avoid the hassles of the airport (for a 45 minute flight), or undertaking a 5-6 hour drive.
174. I use Amtrak sometimes. I appreciate public transportation and would like to see it enhanced.
175. I know you all are most intelligent. My opinion is a suggestion in a progressional line of thinking. Start with war time history and why we settled for the standards created. Create an independent analytics study of rail accident logs and why improvements will need to be in continuous development. Find what has "worked best" for a range of other countries. Evaluate the range of solutions your teams present by comparing current and future cost effectiveness of technologies. Study all social issues these changes may trickle down to.
Thank you.
176. It's important that rail service is built to help grow the economy in Central Illinois and downstate. A common complaint among non-car owning individuals in the City of Chicago is that there are little "day trips" for those living in Chicago. Expanding rail service from Chicago to interesting areas in Illinois could help keep more tourism dollars in state while recruiting travel-hungry residents to the state.
177. Add to the stakeholder list.
178. Add to the stakeholder list.
179. Most rail crossings in Logan County are very rough. Some have been repaired but with the heavy traffic they soon are need of repairs again. The approaches and the crossing on Route 136 just West of the Emden turnoff are especially bad.
180. As someone who grew up 350 feet from the now-BNSF tracks in southern DuPage County, I've always had an interest in rail and a feeling that rail is important. My comment regards the former IC (now CN) line through Champaign, which 25 years ago was double-tracked through downtown Champaign but has now been reduced to a single track. While the passenger rail station can no longer handle two trains at once as it could before the new station was built, and so northbound and southbound passenger trains would still have to enter one at a time, the bigger problem is freight interference. Restoration of the second track to the east of the existing track would allow freight trains to pass through the passenger station while a passenger train is stopped in the station, improving the ability of both passenger and freight rail to utilize this rail corridor.
181. Would love to see high speed rail. Would love to see more improvements to railroad crossings in the middle of cities. Would like to see unused track/crossings removed.
182. We need to make sure Illinois has the capacity to handled increased, higher speed passenger trains as well as an increased need for better, more efficient freight service.
183. Add to the stakeholder list.
184. We would like to have more amtrak depots for example in Arcola, IL (in Amish community with limited transportation where amtrak line already passes through) also have amtrak have Priority over freight that would boost ridership if they could be dependable thanks for your time
185. Oversight of class I railroads needs to be a priority. PSR's demand for much longer trains with less time to inspect them is a recipe for disaster. My employer has completely disregarded it's own rules regarding train make-up creating in train (buff/draft) forces that are near impossible for even the most seasoned of engineers to overcome. Train separations are a result of this train make-up disregard. Completing timely block swaps and getting cars in and out of terminals in a finite amount of time trumps all train make-up common sense and safety regulations. Also, when these gigantic trains do inevitably separate, crossing are blocked for HOURS. A major catastrophe is going to result if PSR on Class I railroads is allowed to proceed unfettered from regulation. Please keep the public's safety in mind and stop these Wall Street robber barons who have taken over the boards of our nation's class I railroads from endangering our communities as they pursue profits over people.
186. There should be amtrack routes between Carbondale IL and St Louis/ Columbia MO
187. We need passenger trains.
188. Add to the stakeholder list.
189. Please expedite the Quad City-Chicago passenger rail service.
190. I use Metra regularly, and think it is a wonderful service. It connects the Chicago region very well. However, it can be improved allowing through running and having trains continue on from one end of the region to the other without terminating at the downtown stations can increase the amount of trains. I believe there is enough development along many lines to support more frequent service and identifying those lines would be very interesting.

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- Also, removing conflict points between trains, vehicles, and pedestrians would be wonderful. Continuing to build overpasses and underpasses throughout the region will improve safety and reduce complaints especially as freight trains continue to get longer and more frequent as they meet the needs of our growing economy.
191. It's been years since I've traveled by rail. Arranging a ticket and travel became un-reliable that I'd chose to drive instead. Disappointing. I wish rail travel was more trust worthy to take a weekend up to a show in Chicago, St. L, or other destinations. The last time I bought a ticket was for a convention in Chicago. Our train was overbooked and we ended up packed on a bus and HOURS late. I still do not trust that the service has improved from Springfield.
 192. I live next to the St. Charles Air Line rail line, and am a frequent rail road passenger, on Metra and Amtrak. I strongly support our state's continued investment in these assets.
 193. Need to have quiet zone for rail that comes through the middle of Carbondale. Trains wake me up in the middle of the night and sounding of horn disturbs meetings and concerts in downtown area. Also there is need for high-speed rail service between Chicago and Carbondale to lessen travel time and compete with air transportation.
 194. Add to the stakeholder list.
 195. I am interested in the future of railroads in Illinois.
 196. Add to the stakeholder list.
 197. There are more than 10,000 miles of track in Illinois, including rail between Chicago and Rockford, but no passenger service of any kind. Why not?
 198. Add to the stakeholder list.
 199. Its been a very long time since Rockford has had a passenger rail system, It would be nice to travel using Amtrak or whoever, being centrally located they could offer transportation to pretty much anywhere.
 200. We would like to see increased funding to Amtrak as part of our state's infrastructure with a specific request for increased service on the Illinois I-57 corridor, and we encourage the examination of high speed rail funding packages that our global competitors have put together and then modeling funding and the engagement of the private sector to invest in our future. A potential high speed rail network could connect Chicago to St. Louis through Champaign-Urbana, Springfield and more.
 201. I am a big believer in the Amtrak system in the State of Illinois. However the line that runs from Carbondale to Chicago is owned by the CN Railroad. Therefore freight takes priority. There needs to another line installed especially between Champaign and Chicago. The rail bed is there and the right of ways are still intact. Thank you for the consideration.
 202. Add to the stakeholder list.
 203. I'd love to see us do more to prioritize and speed up passenger rail- Amtrak, Metra, South Shore Line, etc. We need to do more to bring down transportation emissions and passenger rail is a part of the solution.
 204. Regular passenger service to NW Illinois would be an asset to our tourism industry. Many Chicago area residents also live in the Galena area and have been working from their Galena homes; passenger service from Chicago would give them a choice of transportation. It would be out standing if the rail service could connect the area with O'Hare and the Rockford airports.
 205. I'm originally from Illinois and travel there often. Also, being in Wisconsin, we are interested in increased and improved passenger rail connections to Chicago.
 206. Freight railroad lines intersect most, if not all, major arterial streets in Lake County. As the freight trains get longer, the traffic delays get longer, too. The railroads need to be proactive in building over/under passes to separate the trains from the streets.
 207. I would just like it if Amtrak speeds were improved. Traveling via the Saluki should be faster than driving. Additionally, Carbondale deserves a better train station.
 208. Geneseo looks forward to a train depot in the near future.
 209. Interested in seeing commuter traffic studied to best assess if extending commuter lines into DeKalb County would be worthwhile for the benefit of the communities and enhancing accessibility to the public university.
 210. I live in Chicago and would love faster and cheaper connections to Milwaukee. More passenger rail anywhere in the state would be great, but I and others in my office have many connections to MKE and would be thrilled with any improvements in service between the two.
 211. Add to the stakeholder list.
 212. Add to the stakeholder list.
 213. I believe that several railroad crossings in Champaign-Urbana are in need of updates as they are very hard to drive over and need fixed. Also, this would allow trains to go at a faster speed because CU is such a fast paced city and having slow trains stop and get stuck is a huge inconvenience to the residents in our city. In order to utilize train transportation more in Illinois, we must make sure that the crossings and tracks are updated and safe for cars to drive over and for trains to drive on so that the riders feel safe doing so.
 214. Add to the stakeholder list.
 215. Rail supports local, along with trucking and freight. We need to ensure its safety and viability.
 216. Nationalize the railroads and bring Conrail back! The railroading companies have no care to improve their own infrastructure, they're only looking out for their bottom lines. It's absurd that passengers have to share rails with

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- companies who will stop traffic because they don't care enough to upgrade their infrastructure. Also electrify the mainlines- especially the Metra!
217. Would like to see proper rail and station maintenance for future use to get around
218. We need to restore service between Carbondale and St. Louis please
219. I enjoy riding on the amtrak, it's a lot better than any other type of transprotation. The only part that i don't enjoy is that it seems like the freight trains always get priority on the track which causes delays in Amtrak and I feel like passenger trains should have priority, they can go faster and they are smaller trains.
220. Please run more and faster trains between Chicago and St. Louis; there are not enough and they are too slow.
- Please run trains from Chicago to Moline, and ideally to Iowa City and Cedar Rapids, where I have people I wish to visit.
- Please get a passenger-exclusive right-of-way from Chicago to the Indiana border for Amtrak, because the Amtrak trains heading to points east are frequently delayed between Chicago Union Station and the Indiana border. I use one of these trains to visit Chicago (the Lake Shore Limited)several times a year.
- Please continue to make more Metra and CTA stations wheelchair-accessible, so that my girlfriend in a wheelchair can use them.
- These are things which Illinois needs to have a high-quality passenger rail network. Thank you.
221. Add to the stakeholder list.
222. Add to the stakeholder list.
223. Add to the stakeholder list.
224. Add to the stakeholder list.
225. Add to the stakeholder list.
226. Add to the stakeholder list.
227. Illinois should continue its efforts to expand passenger rail service frequency, speed, and corridors.
228. Add to the stakeholder list.
229. Amtrak is a vital service in Macomb, Illinois. The twice daily service is something I have used for personal trips as well as business meetings. More Amtrak service is great for both Chicagoland and downstate.
230. Add to the stakeholder list.
231. I have worked for BNSF railway for 10 years. In the last 4 years I have seen a railroad industry abandon its customers in pursuit of more profits. We have today longer trains which take more time to build and we do not have the infrastructure to handle these trains so that makes more delay. These longer trains put the employees at more risk because their are more unpredictable variables. Meaning broken couplings, hoses and other brake rigging. The railroads in this country have lost interest about 8 or 9 years ago of any sort of fair treatment of their employees. We work a highly unpredictable schedule with very high expectations of performance and receiving little information on how to perform our duties to the high expectations. We need some oversight in the rail industry so customers and employees are not over looked in the railroad's tunnel vision of more profits. I hope the state can do something to make Illinois a safer and efficient place for rail customers and rail employees. If the state regulators think issues are collective bargaining issues I will hope the state understands how uneven of a playing field that is. For the railroads have ALL the money and don't care. They don't care about safety they don't care about customer satisfaction and balk at any sort of regulatory talk. Thank you for your time reading my comments.
232. Add to the stakeholder list.
233. Too much State money is spent on the rail system in Illinois
234. Looking at extending our rail passenger service from the American Farm Heritage Museum 4 miles to downtown Greenville, IL.
235. I'm concerned about ethylene oxide (EtO) that is being transported through neighborhoods to the Vantage facility in Gurnee, IL. EtO is highly explosive and if there's ever a derailment this could spell disaster. It is also a class I carcinogen so if it leaks that is also highly concerning.
236. Funding for a Metra extension into Kendall County should be a top priority in Illinois. Kendall County is the fastest growing region in Illinois and is not currently served by public transit. The Governor and Illinois General Assembly have already prioritized this project by allocating \$100 million in the latest capital bill towards the extension. The project needs another \$300+ million to become a reality.
237. Transnational rail freight traffic should bypass Chicago. There are underutilized existing rail lines between Rockford and Rochelle and from the Illinois Valley to Indiana. Rochelle has a moth-balled intermodal facility that could be re-purposed. There is old, abandoned rail ROW between Rochelle and the Illinois Valley (Ladd, LaSalle/Peru area) that could be re-acquired. Norfolk Southern has an existing line between Hennepin and Indiana. These assets could be expanded and improved to provide a freight bypass of Chicago. Care should be given to re-route lines around existing communities, such as Mendota and Streator, to limit crossings and negative impacts. Using existing rail ROW minimizes harm to farms and communities.
238. Add to the stakeholder list.
239. Add to the stakeholder list.
240. A freight train passes immediately adjacent to my factory parking lot, so I'm concerned about the safety of freight

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- trains. I also live in a rural area of the state, poorly served by passenger rail to metropolitan centers, so I'd like to see the development of high speed rail in the Midwest.
241. Having ridden Amtrak routes throughout Illinois, I feel that while there are a lot of positives, I would still like to see more done. About a decade ago, Amtrak and Illinois DOT has promised 110 mph running along 75 percent of the Lincoln Corridor from Chicago to St. Louis. It's 2021 and still no 110 mph running-not even 90 mph. The right of way south of Joliet down to Alton is very straight in many spots with stations very spread out to the point that 110 mph could easily be achieved. As for passengers, you could have a family of four who lives in Springfield, Illinois who might want to spend a day shopping in Downtown Chicago. You could also have people who live in Pontiac and have business meetings to attend in Downtown St. Louis. In the end, those people are entitled to have faster and more frequent rail service than what is currently available.
- Further north in Illinois closer to Rt. 80, it would be nice to see 90-110 mph speeds along the route between Chicago and Quincy. I'm not sure if BNSF would approve of 90-110 trains on the Racetrack route, especially between Chicago and Aurora but if they can do somewhere in that speed range west of Galesburg, that would be great, especially if there is little freight traffic and the right of way is straight in many spots. It would help reduce travel time between Quincy and Macomb with Chicagoland.
242. Add to the stakeholder list.
243. ethylene oxide is coming into lake county by railway people are dying
244. I am interested in keeping Amtrak connection to Chicago in my hometown, Macomb illinois
245. A reliable, efficient rail system in IL would encourage more travel throughout the state, which would be a boost to the economy and quality of life improvement.
246. Improvements in commuter rail in the US can be a very good thing. But US transit costs are wildly expensive compared to most countries. Please look into the work of Alon Levy of the Marron Institute to help right size investments. I also recommend that "time to complete" be a part of any decision matrix for new or improved commuter rail project.
247. I'm concerned that in the absence of business the freight railroads are letting precious right of way degrade and disappear. The former Chicago Great Western near my home was abandoned and is now mouldering when it could have played a role in improving commuter rail transportation in the area. Freight railroads should be required to seek permission to tear up their infrastructure from the federal government as well as the state. We could have purchased that line and used it if they weren't going to.
248. Add to the stakeholder list.
249. Please get speed increased on Lincoln Amtrak line from Chicago to St Louis as has been promised for many years. Please also look into adding service across the middle of the state from St Louis to Indy which could connect with the Saluki service
250. Add to the stakeholder list.
251. It is responsible and wise to subsidize rail transportation, both to enhance the quality of life, and to mitigate the harm imposed on future generations by climate change.
252. Add to the stakeholder list.
253. Add to the stakeholder list.
254. I am hoping a passenger line from Moline to Chicago will happen soon.
255. Passenger rail service is crucial to the survival of Western Illinois University. Many of our students use the train to get to / from WIU. Anything that can be done to improve passenger rail in Illinois and, in particular, to West Central Illinois, would be most appreciated. Newer trains on the Carl Sandburg and Illinois Zephyr would be especially desirable.
256. I appreciate how hard Covid has been for us all. I'm writing to support the resumption of normal intrastate service in Illinois for all Amtrak lines but especially the ones I use regularly, the Illinois Zephyr and Carl Sandburg. Reducing service to 1x a day in both directions was understandable during Covid. With the opening up of our state and economy, I sure hope that 2x a day in both directions resumes. Thanks!
257. I prefer to travel by rail. Having grown up on the east coast, I traveled up and down the Boston-Washington D.C. corridor frequently via rail. I have traveled around the U.S. by rail, and I take advantage of the rail from Macomb to Chicago. I would love to have expanded service and I know others who feel the same. My family and I would definitely take advantage of service to the Quad Cities and St. Louis from Macomb; in fact, it would likely increase our travel to these areas for recreation and shopping. Travel to the Quad Cities would also benefit my husband and me for our positions with Western Illinois University. My parents visit from the east coast via rail because they don't like to fly and the drive is getting too long for them. Because of the schedule, I have to travel to Galesburg to pick them up/drop them off, but it would be excellent if they could travel directly to Macomb without unreasonable layovers.
258. I really want passenger rail service between Chicago and the Quad Cities.
- I also want to advocate for continued passenger rail service from Chicago to Macomb.
259. I'm still very keen on the previously proposed line between the qc & Chicago & would love to know where that stands.

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260. Macomb residents and WIU students from the Chicago and Quincy areas (the majority of our students) rely on Amtrak service. Faculty and other Macomb residents use Amtrak to get to Chicago.
261. It is great for Macomb and WIU to have rail service to Chicago and I hope the twice a day service will resume soon.
262. Having a robust, reliable, and safe rail network reduces the cost of moving goods and people around the state, as well as reduces emissions, wear and tear on roads, reduces traffic congestion, and provides transport competition for over the road shipping as well as air shipment and travel.
263. Add to the stakeholder list.
264. Up until now, experiments on improving locomotive propulsion systems have been expensive and disappointing with at best mediocre results. This follows the typical path of government agencies following consulting companies recommendations to purchase expensive locomotives from larger companies. Locomotives should be a 20 year purchase and the following 3 things are changing every few years - growing awareness of toxic and GHG emissions consequences - improvements in the durability, energy density, safety and cost of battery storage - generational evolution of power electronics every few years in space claim and cost. This means that a locomotive purchased today will be delivered in 3 years and almost obsolete 2 years after introduction into service. To break this cycle of spending too much on almost obsolete equipment, an effort should be made to work with multiple agencies and smaller companies to lease older locomotives with modern propulsion systems in an effort to advance several options for breaking through to a new paradigm similar to what electric automobiles and transit buses are experiencing.
265. Amtrak makes the rural areas (such as Macomb) successful. Many rural people don't realize the economic benefits of Amtrak, but they should.
266. Add to the stakeholder list.
267. Amtrak is vital to the health of my community
268. I would like to see Pass.rail service come to Rockford BUT i don't think Rockford will support it and with that it would be a waste of tax money like mine.I am sorry but that is how i feel.Thank you.
269. Add to the stakeholder list.
270. I would like to see increased Amtrak service on the Chicago to Quincy line and increased Metra Service to Kendall County.
271. Add to the stakeholder list.
272. • How long does each stop add to a train trip? Could more locations be flag stops rather than risk slowing down routes?
- Before adding a route or stop, do we have a comparison of how expensive construction/maintenance is for rail compared to operating a bus? How long does a bus route take compared to rail? Buses also come with greater flexibility to change the route over time.
 - Route choices need to be customer focused to encourage ridership. For example, how much time would be saved if the Chicago – St. Louis route only stopped at Chicago – Normal – Springfield – St. Louis using buses to connect other stations with the bigger 4? How many board at Joliet on the southbound route? Depending on that, it could be a 5th stop on the southbound route.
 - How much would it cost to pay a bus to run from Rockford to Elgin Metra Station or Rockford to Crystal Lake Metra Station as opposed to constructing a new rail line from Chicago to Rockford? How much of a difference in commute time would it make?
273. Add to the stakeholder list.
274. Add to the stakeholder list.
275. Many issues have been brought up to the ICC, Union Pacific, Amtrak and our legislators. Someone has to provide answers which have never come so far.
276. Add to the stakeholder list.
277. AS an avid recumbent Trike, former bicycle, rider I would ask the trains be made to accommodate this mode of transportation. In theory people get off the train not far from their destination. It would be great if safe, protected bike trails lead to train stations from a variety of directions. A bike lane painted on the street is not safe. It needs to be a protected bike lane or separate multi use path. Many people would travel & bring their bike for commuting or on weekends for recreation. (we just joined our son during his bike ride from Chicago to Milwaukee last weekend.) While I was visiting our daughter during her summer doing research in the UK we took a train from Liverpool to Leeds. (During summer 2017)Then rented bikes to go to Pontefract, then loaded our bikes on train to go back to Leeds. Check out the awesome bike depot as part of their station. <https://www.yorkshireeveningpost.co.uk/news/setback-users-cycle-hub-leeds-city-station-587094>. Please make rails more friendly to bringing our bikes along.
278. I singularly use Amtrak to travel to and from Chicago. What relaxing trips I've had!
279. Add to the stakeholder list.
280. How about Amtrak to St Louis, MO from the Homewood, IL station?
281. Peoria IL as larger metropolitan area should have a rail line connecting it to Chicago and St. Louis.
282. I would love to see rail service from Peoria to Chicago. I believe this would really enhance both cities and would be a great investment downstate. I would love to serve on committees if possible.

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283. Please support Amtrak service to Western Illinois.
284. Add to the stakeholder list.
285. Rail crossings in the City of Braidwood, Village of Godley and the Village of Braceville are constantly being blocked by freight trains, some for several hours. This impedes not only the flow of traffic, but also emergency responders responding to an incident.
286. Rail transportation is safer than road transportation when it comes to moving people and goods, and I think this needs to be emphasized more. We also need to get away from car dependence and back to dense development around rail the way things used to be 100 years ago so we can curb sprawl and save the planet.
287. Rail for freight is benefit. High speed commuter Rail is a waste of money because the vast majority of people don't need or want it.
288. The most important thing Illinois could do to improve rail service is add more frequency to train schedules. Too often the focus is on the speed of the route, but that doesn't do much if there is only a handful or a single train per day because you still have to wait a long time between trains, and it has a lower chance of leaving or arriving at a time that works with your travel schedule. More frequent service makes trains easier and more convenient to use than just speeding up train's journey.
289. There are high speed tracks that Cross Kankakee Street in Wilmington, Il. The tracks have been raise above street level to such a degree that they cause great risk to all who use them. The speed limit has been lowered to 20mph to try to accommodate and decrease the potential damages to the under carriages of cars but it does not address the ability of drivers to see oncoming traffic coming from the south since the side road has no visibility of oncoming traffic. This leaves drivers with a choice of damaging their cars by going over the tracks or getting into an accident because they cannot see oncoming traffic from the road that runs west of Kankakee St. but ends at a T intersection with Kankakee St.. I avoid this are whenever possible, especially in winter due to the degree of the grade. IDOT is responsible for this and it needs to find a solution.
290. Add to the stakeholder list.
291. I am a resident of Lake Forest, IL and have lived virtually adjacent to two railroad tracks on the west side of the City for about six years. These two tracks accommodate not only the scheduled commuter traffic of Metra to and from the City of Chicago, but also the high-speed trains of Amtrak and the freight trains of primarily the Canadian Pacific company, all competing for track space. Traffic on these tracks is virtually non-stop at all hours and seven days a week, dramatically increasing the serious danger of derailment and catastrophic release of toxic materials into the community. The business of running a railroad, like any business, is driven by profit. The difference is that these freight trains are distinctly different from other businesses in that they are transporting highly toxic and dangerous chemicals and materials through highly populated areas, with virtually no attention paid to the safety and quality of life of the people affected by this traffic. All in the name of profit. If this were any other company in the same proximity to residences, businesses and schools with the potential of causing disastrous fatal accidents, it would be under the constant vigilance of regulatory control. Further, the effluent of the exhaust from multiple diesel engines pulling these trains releases deadly gases and microparticles into the air which can carry over a quarter mile from their origin and be ingested by people in the area. In the past two years I have discerned a dramatic increase in the occurrence of Canadian Pacific freight traffic; whereas prior to that time the freights were usually 100 cars long; they now exceed 150 cars with at least three engines pulling them. This disrupts traffic flow, seriously hinders the response time of emergency providers, and the constant noise disturbs the peace and quiet in the area, not to mention the damage to homes and structures from the vibrations. The Union Pacific Railroad has assigned the tracks running parallel to Route 41 exclusively for freight traffic; Canadian Pacific could easily use the same tracks for their freights. I think that it is incumbent upon IDOT to investigate this solution to an issue effecting suburban towns in the northern suburbs
292. ETO , etheleyne oxide being transported by rail to Vantage in Gurnee is a great concern.
293. Hello, I am a University of Illinois student who has family near Peoria. Peoria Charter, a bus service that offers rides connecting Champaign and Peoria, was out of service for awhile during the pandemic, leaving students with far less options on getting home to Peoria. I think this situation really highlighted the need for a rail service in the area. As Peoria continues to grow, I really think we need a railway to either connect our city to Chicago, or better yet, connect Peoria and Champaign. Too often is Peoria sandwiched between railways, forcing residents to find other transportation, drive 1+ hours to a rail station, or use less green/sustainable options. I urge you to not forget Peoria - I think many can benefit from a connecting railway.
294. It is vital to the health of WIU to have two roundtrip passenger trains on a daily schedule.
295. (1) Freight trains and freight rail cars must be made safer! (2) All precautions and safety measures must be taken when transporting hazardous materials. Only the most modern cars should be used, and speed must be reduced throughout the trip. (3) There should be at least 2 crew on every train, both freight and passenger. (4) All trains must reduce speed when going through communities. (5) All railroad companies must be prepared financially to repair all damages and pay all medical bills arising from a

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- derailment. (6) Trains should not be allowed to park with engines running, leading to air pollution in neighborhoods, schools, and playgrounds.
296. Illinois needs to spend \$500 billion on repairing railroad tracks for Amtrak put new stations in Illinois for Amtrak and upgrade Amtrak transportation hubs like union station in Chicago for Amtrak metra and freight service.
297. The Princeton Station needs more parking. It is usually always full because of the people going to and from Chicago
298. Add to the stakeholder list.
299. I am VERY concerned about the railroad that runs through my community in Gurnee IL. Growing up here, I never thought anything about the trains that run past my neighborhood expect that I could hear them on a summer night when my window was opened and I actually loved the hum of the trains that would help me fall fast asleep. But now that I have learned about ethylene oxide (EtO) being transported on these railroads lines to a company called Vantage Specialty Chemicals, located at 3938 Poret Dr. Gurnee, IL, I have a whole different point of view about these railroad lines running through Gurnee.
- We know that EtO is HIGHLY explosive and the railroad lines that bring EtO to Vantage runs right through neighborhoods and past schools. I drive over the railroad tracks every afternoon to pick up my 7 year old daughter at her school, St. Patrick's School in Wadsworth, IL, their address is 15020 W. Wadsworth Rd, Wadsworth IL 60083. Her school is literally 1500 feet from these tracks and I shudder to think of what would happen if the train derailed near her school.
- Vantage brings in 44 million pounds of EtO a year to Gurnee. They add it to products such as conditioners, lotions, shampoos, and spices to help bind these ingredients together. However, it is important to note, EtO is NOT even necessary in these products, there are plenty of other conditioners, lotions, shampoos, and spices do not even use EtO.
- Vantage is located less than 1000 feet from a neighborhood which has family homes and less than 1/2 a mile from Spaulding Elementary School that teaches kindergarteners through 3rd graders. If anything were to happen as Vantage was hooking up their lines to the railroad trains with EtO, it would be devastating to these families who live there and the children at Spaulding School.
- As a mother and resident of Gurnee, I am EXTREMELY concerned about an accident happening with a car accidentally running into a train or the train derailling while carrying this highly explosive gas. I would GREATLY appreciate you take my concern into consideration to help make the railroads safer that run through communities like Gurnee while carrying this highly explosive gas. Thank you.
300. I was not aware that EtO is transported by rail. Where is the transparency? Why aren't we being informed of this activity by the railroad or government? Is any EtO leaked out during the transportation?
301. Interested in expanding to Galena area or IL mississippi river to Chicago.
302. Add to the stakeholder list.
303. There is ABSOLUTELY NO EXCUSE for train horns in residential areas. What is wrong with you people that you don't see how noise pollution affects people, particularly people if color and disadvantaged people, who often are forced to live near this sort of pollution? There are solutions and they need to be implemented ASAP. Your willful ignorance on this issue is disgusting and deplorable. You are responsible for costing poor people their property values and psychological well being. Now that you have read this I expect you to act on this. There will be a day of reckoning for you people; you have been put on notice that God has seen your ignorance and indifference. Contact me directly to discuss this further, I expect you to work on this RIGHT NOW.
- ChristinaMichael
304. I am grateful for the Carbondale/Chicago service, but would like to see it arrive closer to its scheduled arrival times. I would be very excited to have train service between Carbondale and St. Louis, such that one could leave Carbondale in the morning and return in the evening.
305. The railroad tracks behind our home here in Alton, IL. are terrible now, they did not used to be. Since the high speed rail, the noise is much higher, and vibration that shakes our house, is just not right. The engineers blow their damn horns at all hours of the night and day, another really ignorant action. We do have people in our neighborhood that does work shift work.....There is NO reason to blow those loud horns like they are all doing. Also the weeds behind the railroads property is a weed city. I and several of our neighbors used to not mind the railroad, but they are terrible now.....SOMETHING NEEDS TO BE DONE !!!!
306. I live and work in braidwood and the train tracks are constantly blocked with freight trains for many hours or sometimes days, this is an inconvenience for all of us in braidwood, having to constantly find other ways around the track crossings, there's times emergency vehicles have to drive a mile or more out of the way to just get across the tracks, ever since the second set of tracks has been put in it's gotten worse with stopped trains, the stopped trains are not safe and we hope that there's never a major train accident because of these stopped trains.
307. roadway / railway
308. Sick of the trains blocking multiple railroad crossings in Braidwood fire and police are on the other side very dangerous happens almost every day hours at a time

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309. Keep amtrack! Fully Fund Amtrack--- it's a cheaper and better way to travel! It promotes economic growth and allows people to travel with less hassle and save a bit of money!
310. 1. Vantage brings in 44 million pounds of EtO to Gurnee every year.
2. EtO is highly explosive.
3. Vantage is located in a residential area, right near homes and less than ½ a mile from Spaulding Elementary School.
4. If there were any accidents with the train bringing EtO to Vantage, it would be devastating to the Gurnee residents.
5. Ask them to address this concern to help the safety of railroads in Illinois.
311. The crossing nearest my house often has stopped trains blocking the only way to and from my children's school
312. Needing rail service from the Quad Cities (Moline) as promised. This has bmeen in the works for way over 10 years.
313. Trains continue to block crossings for long periods of time. Concerned for emergency services when all crossings are blocked at the same time. This happens to often.
314. I am very concerned about what the rail cars carry when it comes to explosive and hazard liquids such.as EtO. There are 2 facilities in ne Gurnee and NW Waukegan that use EtO and illegally vent into the atmosphere.
315. These trains are way too long! When you are stopped by one, it could be 20-40 minutes before you can cross. I get stopped by them all the time in Wilmington, IL and down by the Locks in Rockdale, IL.
316. Add to the stakeholder list.
317. Commuter rail in general is too slow. Technology has advanced enough that people can research cost of driving/parking and traffic conditions before leaving home making commuter rail a second thought. Rail needs to be faster and more frequent similar to countries like UK and Germany. Delays caused by freight trains and mechanical issues from aging equipment also hinder potential rail growth.
318. the amount of train traffic that has increased is ridiculous. The blocked railroad crossings happen on a daily basis. This has impacted our daily life for the negative. Please do something to stop this!!
319. To many stopped trains sitting all day blocking crossings. Something MUST be done to correct this issue
320. I live a few miles of the Elwood intermodal. We have a new set of double tracks just across the highway from our subdivision. Trains now park there for days with the engines running. All of the studies done about two rails were for passenger rail service not freight service. It's loud and toxic to us. Please do something before we develop health problems
321. Bringing Metra to a state-of-good-repair is really important to me, and we should prioritize projects like the A-2 Flyover and CREATE Project P2.

Amtrak service also should be expanded to the Quad Cities and to Rockford. (This was promised years ago.) More frequency should be provided between Chicago and Milwaukee, as well as between Chicago and Champaign/ Urbana.

I also think that we should begin to study cross-city Metra service. My commute currently involves walking/taking a bus to connect between Ogilvie and Millennium Stations. Some train service could be routed through downtown, potentially using the C&NW Navy Pier branch to help lower tunneling costs.

A pretty significant focus needs to be placed on how Illinois, cash-strapped as it may be, can continue to fund state-of-good-repair and capital projects. We should look for innovative solutions to capture federal funding, like what was done for the CTA's RPM project. For example, the state could create a Transit TIF in the Fulton Market area to fund the A-2 flyover paired with an Ashland/Kinzie Metra hub.
322. Just interested in the future planning of transit in the state; excited about high-speed rail.
323. I am specifically interested in High-Speed rail
324. We should have frequent fast rail options throughout the Midwest. If the federal government is going to pay for seawalls to protect downtown Miami, it should pay for a Midwestern high speed rail network
325. I'm an Illinois citizen, home owner and pre/post-pandemic a regular user of Metra along the BNSF.
326. Add to the stakeholder list.
327. We have blocked crossings almost daily in Braidwood, Godley and braceville. I'm not sure why it's so bad lately but I've lived near these tracks for 41 years and have never seen it so bad.
328. Add to the stakeholder list.
329. Recent trips to our own Hyde Park, Crystal Lake, and Queens, NY brought attention to me the importance of non-rapid, yet, regional rail. Frequent, fast service between far flung communities within the city and between its neighbors create vibrant corridors of productivity. I live near the Jefferson Park, and I don't think of it for its cross commuters, unlike the 55-56-57 St. Metra Electric Station, and the Long Island Railroad as a whole. The ability to move effectively is a boon for the changing economy, and frequent, inviting service, and electrification can spread this on the north and south sides, and suburbs, of the city.
330. I would like more/more frequent passenger rail options. The current network is a good starting point, but Metra doesn't run frequently enough to really help me move throughout the region, unless I am trying to live in the

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- suburbs and work in Chicago. The existing Illinois Amtrak routes are also a good starting point, but service to Moline would be amazing, and faster/more frequent runs to St. Louis, Milwaukee, Springfield, would be a game changer.
331. Looking forward to improving our rail system
332. We demand an end to the emission of ethylene oxide near schools and residential areas. There is no safe level to this known human carcinogen.
333. There is no safe levels of this chemical, which is highly explosive to be near residential areas and schools.
334. Add to the stakeholder list.
335. I thought that this website would be a survey. Hopefully, I will receive a link to a survey as a result of submitting the information requested by this website. My paternal grandfather performed manual labor on the Illinois Central Railroad roughly between Mattoon and Centralia. I remember when there was a northbound and a south bound track along the IC mainline from Chicago south. I remember when freight was shunted to the side to allow the passenger trains to pass. The rails were maintained to the level to support high speed passenger trains. I also remember when the passenger train made its last stop at Neoga Illinois. Those tracks now only support a few 'grain trains' for a few miles from somewhere northeast of Neoga to the IC mainline to New Orleans.
336. Connecting Rockford, IL to Dubuque, IA with High-Speed Intercity Passenger Rail, which is in concert with the Midwest Regional Rail Initiative, will develop a new regional passenger rail service to help meet future travel demands in the Midwest generally and improve connectivity between Illinois and Iowa particularly by connecting to Chicago to Rockford service.
337. I would like to understand what is being done to provide safety with products like Ethylene Oxide (ETO) being transported through our communities. It is highly explosive and there are no safe levels of emission. Since there are alternatives to this dangerous substance, I simply can't understand why this product is allowed to be used at all.
338. Add to the stakeholder list.
339. Another track should be added to the West line to Elburn. Metra should be expanded to Dekalb. It would be great for NIU students. The Rta should be enlarged to cover new areas of service.
340. The positive and negative impacts of freight railroads on the communities across Illinois are evident in almost every part of our daily lives. If we place a high value on the positives (cheaper, well-distributed goods; well-paying jobs; indirect economic impacts), we can affirmatively deal with the negatives (traffic congestion, noise, other). The freight rail system needs to be buffered from the surrounding neighborhoods and communities with additional grade separations, noise walls, and appropriate stormwater management.
- Municipalities need to understand that railroads have legal status that outweigh most local interest groups and that "no" as an answer might be playing right into the railroads' hands. Every time the "no" is handed out, no improvements or mitigation measures are made and the cost (even though RR's only pay 10%) for the railroad's acquisition adventures goes down. These 10%'s would add up quickly against the cost of running a railroad, but would make measurable positive benefits for the neighbors. Long-term, the RR's would enjoy more autonomy from the motoring public, resulting in safer operations of this essential business.
341. Vantage is a company that brings in 44 million pounds of EtO via rail to Gurnee every year. EtO is highly explosive. If there were any accidents with the train bringing EtO to Vantage, it would be devastating to many towns. Please eliminate, limit and control the use trains to transport dangerous compounds such as EtO. Please address this safety concern. You have agency to influence the use of this dangerous product and help protect residents who live along the railroad tracks and live/work/go to school near this problematic plant including school children. The Vantage plant is very close to Spaulding middle school. Thanks!
342. Really don't appreciate it when profit-mongers park their trains on streets we need to get to work. I fear emergency situation when an ambulance or fire truck cannot get through and time is of the essence. I travel a lot for my job. I notice this almost never happens in rich neighborhoods. No trains blocking their streets. This needs to stop.
343. I am concerned about the movement of chemicals, particularly explosive chemicals or chemicals that would cause respiratory issues during their movement. These should not be hauled via railroad near homes or schools.
344. Add to the stakeholder list.
345. We are interested in ways to improve rail reliability and efficiency.
346. IDOT is tasked with the responsibility to safeguard those who live or work near its railway system. As such, preventing a potentially catastrophic incident is paramount. Vantage and SteriCycle are businesses in the Gurnee-Waukegan area, near railways, that ship millions of pounds of highly flammable and carcinogenic materials, namely "EtO" into residential areas.
- Please restrict these materials to keep our neighborhoods safe from a potential calamity!
347. I would like to have better access to passenger rail service.
348. Amtrak to Rockford (via Belvidere and Elgin) and Dubuque, IA. Stops in Elgin, Huntley, Illinois Railway Museum (weekends only) & Belvidere. More Amtrak to Milwaukee adding a Lake County stop in Gurnee. Second day Amtrak train to St. Paul, MN via Madison, WI. Overnight Chicago-Milwaukee- St. Paul train.

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349. Senior citizen who does not own a car
350. We were told at informational meetings before the 2nd track for high speed rail that the crossings that split our town and Braceville would not be blocked by parked trains. Our crossings are blocked numerous times a week and for an hour or longer most times. This is a safety issue as fire and ambulance have to find the first open crossing before getting into town. This has the potential for people to die or have their homes burn down. Mem Day weekend, the crossing was blocked from Fri eve until Mon late afternoon. That is unacceptable! Please no more improvements until you fix what is already broken. Thank you. Jenny Uehling
351. Add to the stakeholder list.
352. I'd like to see increased train service in Illinois. Additionally, we need to bring back double tracking in order to stop the bottlenecks between passenger trains and freight trains.
353. As a long time user of Amtrak I am anxious to have Amtrak service return to Rockford. I believe it would be in the best interest of Rockford and the citizens of the surrounding area. John Conley
354. It's been over 10 years since the Chicago St Louis has been upgraded for trains to run 110mph. PLEASE DO WHAT YOU NEED TO DO TO GET THIS ACCOMPLISHED.
- There are a lot of brand new passenger cars standing in Chicago. Please do what you can to get this new cars into service.
355. We need significant investment in improving and adding addition travel options, at the very least between the major travel corridors in the Midwest, i.e. Chicago to Rockford, etc, Chicago to St. Louis, Chicago to Milwaukee and even Chicago to Indianapolis, and numerous stops between those destinations.
356. we need faster more on time service for passenger rail and less disruption of that service by freight trains.
357. Add to the stakeholder list.
358. Would like to know when rail service will be actually coming to Rockford, il. This has been promised for so long but nothing seems to happen.
359. Dear IDT,
I live in a neighborhood with many homes, it is split by the railroad tracks and I hear trains all day. I am aware that the trains transport many things that I do not know about, but I am very concerned about the transportation of the highly explosive chemical, Ethylene Oxide (EtO) that is brought to Vantage Specialties on Porrett Rd in Gurnee. Vantage brings in 44 million pounds of EtO to Gurnee every year. EtO is highly explosive. Vantage is located in a residential area, right near homes and less than ½ a mile from Spaulding Elementary School. If there were any accidents with the train bringing EtO to Vantage, it would be devastating to the Gurnee residents. Please address this concern to help the safety of railroads in Illinois. Many Thanks for your time and Consideration.
360. I would us regularly a return of the old Wabash midnight trains from Chicago and St. Louis. Would allow me to attend theater, night baseball, and night NFL without an overnight stay in Chicago..
361. ETO is known to be a highly toxic cancer-causing compound in very minute doses. It should not be transported into Gurnee so close to schools and residences.
362. Amtrak frequent routes and on-time performance
363. I am a frequent user of Metra's passenger rail service into the city of Chicago. I would be a more frequent user of their services if the frequency of trains was increased on the weekend. Also, as a transit rider living in the suburbs, I would be a user of a line that formed the "wheel" to the "hub and spoke" system of transit Chicago uses. I do understand the complexities and cost of running new rails and new right-of-way, but would like to advocate that myself and others like me would definitely use a system that, for example, ran from Woodstock IL to Joliet IL, passing through towns like Elgin, Geneva, Aurora, etc.
364. Add to the stakeholder list.
365. Add to the stakeholder list.
366. We need dedicated passenger rail. Amtrak has far too many delays due to freight trains.
367. Improve service and tracks chicago to Carbondale. Delays especially should not be tolerated. Increase frequencies.
- More frequencies chicago to st louis
 - Finish CREATE projects
 - Additional grade separations to reduce arterial delays for transit and pedestrians and safer croasings
 - Passenger service to illinois valley Ottawa, laSalle
 - Passenger service Moline and extended into Iowa Service to Rocford for than 2 trains a day. Frequent service
 - Intercity rail service and regional rwil into OHare twemonal station
368. Add to the stakeholder list.
369. I know the number of daily trains has been reduced due to covid. I have not taken a train anywhere since covid started. I hope the number of trains can go back to where it was. And the last time I took Amtrak between Springfield and Chicago they were still not going the higher speed. I hope that will be improved.
Thank you
Bob Emerson
370. Add to the stakeholder list.
371. Passenger rail is important for the future of our State
372. Add to the stakeholder list.

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373. I am most interested in the expansion of public rail transportation within Illinois and the surrounding States with the ability of public transportation to co-exist beneficially with the freight railroads.
374. Add to the stakeholder list.
375. Add to the stakeholder list.
376. Add to the stakeholder list.
377. Add to the stakeholder list.
378. Grade separations are becoming more and more important as freight railroads with their PSR formula lengthen their trains to over two miles. Even though many in government support PSR, it adds greatly to the times spent waiting for trains at crossings. Canadian Pacific here in Chicago ties up Oak Park and Harlem crossings for 30 - 40 minutes underpowering their trains going west and slowing to 5 mph to make the passing tracks east of Oak Park Avenue. This is true across the country also.
379. I utilize public transportation - local and interstate.
380. Add to the stakeholder list.
381. I live in Geneseo and have been waiting years for the promised passenger service through here. I travel often to Chicago on Amtrak and would definitely use a train from Geneseo to Chicago if/when it becomes available. Please do whatever you can to make this happen.
382. I am a frequent Amtrak rider and feel that it needs to be maintained and upgraded. It's a decompressing way to travel and to see our beautiful country.
383. I use Amtrak and I wish to see additional trains scheduled between Chicago and Carbondale. Additionally, there needs to be an improvement in on time service. I have used rail in Europe and one can set their watch by the train arrival/departure times, so it can be done...even with the issue of freight traffic. And let's not forget true high speed passenger service.
384. Add to the stakeholder list.
385. I am asking the railroad industry here in Illinois (and nationally) to provide information on specific situations and facts regarding the following concerns with rail freight: Lake county (municipalities within the county) public safety, emergency preparedness the and transparency of how often/when flammable/explosive materials are traveling our tracks.
386. As I have said before, there is a place for rail travel and that is not to compete with air travel. Forget the "high speed" train and concentrate on good fast rail service. Years ago I drive 15 miles to catch the train in Chillicothe, Illinois. I now live in Chillicothe, but since AMTRAK eliminated the station here, it is now a 50 mile+ drive to catch the train. For some reason, AMTRAK decided to eliminate service to Streator and Chillicothe and duplicate service from Chicago to Galesburg over the same road. I would like to see this service restored to serve more customers.
387. Please consider restoring service Chicago-Elmhurst-Rockford-Galena-Dubuque and Chicago-Rock Island; also extend UP/CNW West Line trains from Geneva/Elburn to Dekalb.
388. Illinois has an enviable network of passenger rail lines that could easily be augmented and improved. Any improvements will help Illinois and especially Chicago.
389. Add to the stakeholder list.
390. We need reliably ON-TIME travel throughout Illinois, in particular between Chicago and St. Louis. Current passenger service could expand it's user rate by creating a schedule, sticking to it and working with freight services to give passenger service a priority on the tracks. High speed rail is not a luxury it is a MUST.
391. Add to the stakeholder list.
392. As a Locomotive Engineer as well as the Village Board President for the Village of Altona; I am deeply concerned about these monster trains that BNSF and other railroads are starting to build. These trains are upwards to 16,000 feet long. In rural America, there aren't many places to fit these monster trains. The only reason why the railroads are starting to build these huge trains to cut jobs. The railroad industry is also working on single man crews. Both the mega trains and single man crews are dangerous for the public.
- As an engineer, whenever we have to stop the train for any reason, I try my best to keep off of railroad crossings, both public and private; in town as well as out in the country. I am a former Emergency Medical Technician. I can tell you from first hand experience that there is nothing more frustrating than to be on an ambulance call running with lights and sirens to a scene and having to wait on a train. This is dangerous anytime in a town, but even more so out in the country were you have to travel miles out of your way to get to a scene. These mega monster trains can (and will) have a deadly effect on the publics health.
- The railroad industry has an "I don't care" "attitude" where they will just pay whatever fine is imposed on them. They have the deep pockets and the lawyers on staff to fight anything and everything. These practices need to be stopped.
- The state needs to pass a train length limit law of 8500 feet. Nothing more. At 8500 feet, there are many places to stop a train and stay off of railroad crossings. This will purely be a potential lifesaving event. Nothing should be more important than that. In fact this train limit law should be nationwide, but IDOT is only concerned with Illinois. Illinois could be a trend setter if it passes such a law. Not only is it safer for the driving public to have these trains limited to 8500 feet; it is safer for the train crews. The handheld radios that the conductors use when they have to walk and repair a train cannot be heard by the engineer on these monster

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trains. The rock footing that the train crews have to walk on is dangerous in many parts along the railways. Communication is key for the safety of the railroaders. If a train crew member needs help (whether it be to complete the task at hand or even for a medical emergency) he MUST be able to communicate with engineer in the lead locomotive. The conductor can NOT do this with these monster trains. This practice will only worsen if the railroads are allowed to proceed with single man crews in the near future.

In closing, the State of Illinois needs to pass a two-man crew law which mandates that there will be at a minimum of two qualified people on each train (Conductor and Engineer); as well as limit the length of these trains to 8500 feet operating within the borders of the state of Illinois. I'm available for further discussion on this topic. Thank you.

393. I am retired and find that the train is safer and more convenient to travel to visit other family members and friends than driving.

Many of my business peers who are still working are where convenient also using the train. Big problem is not enough frequency and does not cover whole state or interconnect with other state destinations like Des Moines or Indianapolis.

394. Living in the Chicago area, I am blessed with the best passenger rail service outside of the east coast in the US (but way behind other countries). I believe rail should be upgraded & expanded to be a viable alternative for travelers. It is a small piece of a more energy efficient and environmentally conscious plan to address global warming. Unless tracks are upgraded to enable high speed rail and make rail transportation to be reliable, Rail will continue to fall behind other transit options for travelers.

395. Add to the stakeholder list.

396. Add to the stakeholder list.

397. Am hopeful that increased on-time performance of northbound Amtrak trains on CN tracks, without the necessity of padding the schedule, can be achieved.

398. I am with NARP/RPA as an Illinois rep and am championing the cause for more Illinois corridors...notably CHI-PIA via IalS with the old Rock Island depot as PIA destination.(and yes, I know all dark RR now.) We would settle for the TP&W/UP routing if a timely schedule could be accomplished. How can I help?? I go to Alexandria in September with NARP/RPA.

399. Add to the stakeholder list.

400. Illinois needs High Speed Rail. I have traveled all over Europe and they have a State of the Art High Speed Rail System, that we are lacking it's time that are Great State of Illinois gets on board with High Speed Rail in land of Lincoln the man who ordered the Trans Continual Railroad built.

401. Add to the stakeholder list.

402. I live very close to the Metra station in my neighborhood. It is very convenient to go downtown and the most safe mode of transportation in the city of Chicago. I would hate to loose this mode of transportation. They do a wonderful job of keeping the station and tracks clean and safe.

403. Concerned about the delays that the freight railroads cause Amtrak and Metra trains to be late.

404. Add to the stakeholder list.

405. Add to the stakeholder list.

406. Add to the stakeholder list.

407. We need more access to rail travel throughout the country. It is a convenient and inexpensive travel mode. It is energy efficient and reduces car travel. It was once the best way to travel everywhere in the world. It can be once again. It will serve the best interests of our country, our population, our environment and our economy. Please add even more destination possibilities to rail travel in the U.S.A.

408. Add to the stakeholder list.

409. Add to the stakeholder list.

410. I am concerned in the South Suburbs being left out and looking for Illinois plan in expanding the National network.

411. I'm very interested in a daily train from Galena to Chicago. My company has an office in Chicago and it would be great to ride the train instead of driving.

412. It is imperative that rail planning and investments in coming years place a priority on grade crossing safety, enhancing intermodal connectivity, and minimizing impact of freight rail traffic on automobile/bike/pedestrian thoroughfares.

413. Add to the stakeholder list.

414. I am opposed to the use of railcars near residential areas (in particular at Medline and Vantage chemical companies) and would like you to not approve such uses.

I was born in the Waukegan Gurnee area and have two sibling still living there. I also have recently worked as an engineer at a chemical manufacturing plant that uses ETO from tank cars.

I presently live near the Willowbrook Sterigenics facility that was recently closed by the company. Now that we know how dangerous this chemical is; that people died from exposure, it's important to prevent its use near residential areas.

There should be a law (and some point in the future I'm sure there will be) to prevent people from living within 5-10 miles from these types of facilities.

In the meantime, I beg you to prevent the use of these tank cars of ETO in the Waukegan/Gurnee area. Tank cars are not simple storage facilities. It takes days to move these tank cars, and if there is a leak, people will toxically be exposed.

Again, I intend do everything legally possible to prevent the use of ETO near residential areas.

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415. Add to the stakeholder list.
416. 1. Extremely long freight trains block crossings longer than ever. Max train lengths and/or min speeds through crossings and/or fees for excessive crossing obstructions would help.
2. Fund control study to allow 110 mph passenger train speeds on CHI-STL route.
3. Study measures needed to reroute CHI-JOL passenger trains to Metra Rock Island tracks at higher speeds.
4. Improve CHI-Champaign AMTRAK reliability and speed.
5. Impose stronger carrot-and-stick measures to reduce locomotive's diesel exhaust pollution and CO2 emissions.
417. I believe that Illinois should continue to support a robust passenger train network both for the Chicago area and Downstate as well. I believe that the state should ensure that the quality of Amtrak service continues to improve. Also, one of the primary issues in the past has been on-time performance for Amtrak with many of the problems resulting from freight-train interference. I believe that more needs to be done to address this issue as the failure of trains to run on-time can cause some riders to be discouraged and seek other forms of transportation. I believe that consideration should be given to adding a second railroad track in numerous spots to allow for better on-time performance. In addition, the private railroads should be reminded of their responsibility to give Amtrak priority dispatching as required under the Federal legislation which created Amtrak.
418. It would be wonderful to have passenger rail service from Kansas City to Chicago with a stop in Streator, Illinois! I would use the service to go shopping, visit museums and family living in Cook County. I live about 5 blocks from the Streator Depot which is still standing. Hundreds of freight trains pass on these tracks with not one focusing on personal travel. With talking to others about passenger rail service, I know many others would use this service if offered. There are many Cubs and Sox fans who could easily access their stadiums.
- As I'm writing this, I hear two freight trains passing one another.
- Thank you for your time and consideration.
419. Add to the stakeholder list.
420. I am interested in the Chicago to Moline link as we travel several times a year to the West Coast...is it still on the books as a project?
421. We live in Galena and are hopeful that a train line from Chicago to Dubuque (stopping in Galena) will become a reality
422. I am requesting a "one on one" zoom meeting with representatives from the Illinois Department of Transportation and members of this committee. Thank you.
423. I am an elected official, county wide, in Lake County Illinois. I have huge concerns about EtO and the impact it has had in Waukegan and Gurnee. There is a very high rate of cancer amongst the residents, and the community's outcry has been mostly ignored. Scientists have found a direct link between the EtO emissions and cancer patients. Vantage is located in a residential area, close to homes and less than ½ a mile from a school. The EtO levels have been studied and are very high near Vantage. Should there be a railway accident, EtO is highly explosive and would devastate the community and beyond. Vantage brings in 44 million pounds of EtO to Gurnee every year. Please assist the Lake County community in preserving and protecting their residents. Thank you.
424. I am a long time user of passenger rail and am interested in seeing our rail network expanded.
425. Looking for passenger service from Dubuque, ia to Chicago
426. It is vital that IDOT continues to expand their railroad focus on-rail labor staffing, rail inspection and maintenance, grade separations, passenger service prioritizing, rail fly-overs and train length maximums. All of these components limit our current and future rail capacity and safety in Illinois.
427. Add to the stakeholder list.
428. Add to the stakeholder list.
429. I believe that improved rail service in Illinois would be the most economical way to help the environment in the future.
430. A bottleneck is in the rail approaches to Chicago Union Station. Many trains have to make complicated backing maneuvers to get either in our out of Union Station. This issue may become worse with the narrowing of the St. Charles Air Line from two-track to one-track. At least it's being rehabilitated.
431. Your assessment of freight railroads left out 2 major players and in accurately mentioned one that is merged
432. Add to the stakeholder list.
433. I would like to see the CREATE project completed. Several flyovers and track improvements to make all sorts of trips easier through Chicagoland. I ride Amtrak's Cardinal train east to WV. and I want to see daily service on ALL Amtrak long distance trains. ILDOT should do what they need to in making sure the entire rail/transit network works, because Chicago is a hub city.
434. 1. Not everyone who lives along the Milwaukee-North line opposes track improvements (sidings, etc.) for more Amtrak Hiawatha service. I live a block from the tracks in Deerfield and support the improvements.
2. Chicago-Rockford service should be more frequent than planned, and should be operated as a Metra extension. Amtrak should run the service west of Rockford if it ever happens.

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435. Add to the stakeholder list.
436. We need more areas with trains similar to Metra. Trains that can go 40 to 100 miles one way. This can relieve traffic on the highway and the use of Gasoline. There used to be the Illinois Central railroad that went from Indianapolis to Quincy, picking up stations in Decatur, Champaign, Springfield and Jacksonville to name a few. We need actual high speed rail to Chicago and St. Louis so politicians will not have to fly. Thus we save on JP4 as well as gas. Given the right timing, I would take the train for more vacations. Who wants a 6 hour drive to St. Louis? And why has Peoria been eliminated from the Amtrak line? Instead of a bus from there to Springfield, why not a train to Galesburg, it could originate in Bloomington. A lot more cities are large enough for commuter service.
437. We need more East-West Amtrak service in Illinois. Rockford and Peoria have no Amtrak service.
- Freight delays by the freight carriers must be significantly diminished.
438. Vantage brings in 44 million pounds of ETO to Gurnee every year by rail and ETO is highly explosive.
- Vantage is located in a residential area, right near homes and less than ½ a mile from Spaulding Elementary School.
- If there were any accidents with the train bringing ETO to Vantage, it would be devastating to Gurnee residents. Please address this concern to help the safety of railroads in Illinois.
439. PROTECT GURNEE community by not transporting EtO!
440. Looking for more rail service in Illinois and extend routes
441. I look forward to going back to visiting Chicago via the Lincoln Service, using the old schedule which allowed me to get in Chicago around 10 and leave at 5. However, it would be great if that train didn't get stopped by other trains switching cars, etc. Especially right outside Chicago!
442. I am interested in the following rail initiatives in the state of Illinois and would like to see them included in this study:
- completing the Chicago-Saint Louis higher speed rail project with 110mph service
 - Finishing the CREATE program
 - Modernizing Metra and working towards a modern regional rail model
 - Finishing Illinois side projects to allow for 3 additional round trips on the Amtrak Hiawatha service to Milwaukee
443. I think that there needs to be a more integrated transportation system in Illinois. For example if you live in a larger city that is not directly served by Amtrak connecting buses might be useful to extend the reach of the rail network. When I take Amtrak to Florida there are buses that go south from Tampa so travelers to the southwest coast can conveniently reach their destination. The buses are very nice and serve the purpose well.
444. Transportation drives the economy. Passenger rail adds to that idea, not by the farebox, but by the value its service brings to each community served.
445. I am concerned with the transport of ethylene oxide and other hazardous chemicals near residential areas in Lake County. Please consider the safety of the resident in this area as you look for ways to improve rail service in IL
446. Add to the stakeholder list.
447. Add to the stakeholder list.
448. I find it very disappointing that Michigan has just authorized another section of track for 110 mph service, but Illinois can't even get to 90 mph on the Chicago - St. Louis corridor after all the resources that have been thrown at it.
449. Very few people know this, but millions of pounds of very explosive ethylene oxide (EtO) is delivered to Vantage in Gurnee every year by train. As someone who live close to the place, I am very concerned about the consequences, should something happen to the train. It was only about 2 years ago that near by silicon plant exploded. Accidents happen.
450. Add to the stakeholder list.
451. Add to the stakeholder list.
452. Passenger rail service needs to be in Peoria, IL We should be able to connect to Galesburg, Bloomington and thereby connect to Chicago and St. Louis. Were talking 100 miles of rail for both connections. Lets make it happen. thanks!
453. I would like IDOT to consider or reconsider better ways to integrate rail service with O'Hare airport & regional airports around the state. As a downstate resident (Macomb) I have taken Amtrak to Chicago and connected to O'Hare using CTA. It is incredibly inefficient and difficult, not to mention difficult for a person with mobility issues like myself. I believe a shuttle between the La Grange Amtrak station and O'Hare that is timed to serve arriving and departing Amtrak trains would be very popular and sustainable. It seems to me that the many stakeholders who would benefit from such a shuttle could each chip in a very small subsidy to ensure that fares would remain low and attractive to passengers. Maybe the shuttle could also link the La Grange Amtrak station and Midway airport as well. My family always tries to use Lambert St. Louis as a first choice because the Chicago connections and car traffic are so difficult to navigate. However, airline service to St. Louis is dropping as airline consolidation has resulted in hubs moving out of St. Louis. The regional airports in Moline and Peoria are nice, but often very expensive. Chicago has the lowest airfares. I really think that better connections between Amtrak and major airports would increase rail passenger traffic and build goodwill for more support for Amtrak infrastructure improvements.

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454. It would be great to have a new Metra station built in the Montgomery, IL area. The Fox Valley is growing quickly and the added traffic is creating a necessity for additional transportation options.
455. As a home owner in Gurnee I feel a great danger with transport of ETO into our community. Accidents happen and its too late after the fact. I would suggest contact with other state Dot depts to determine what they use for rr safety precautions for such a potential disaster. Rr systems are antiquated.
456. The Decatur area can be plagued with freight trains blocking several crossings for over 30 minutes from time to time. This problem should be addressed. ALSO: Decatur IL needs Amtrak service! I can suggest the PERFECT location for a new station!
457. Please get Canadian National Railroad to facilitate passenger traffic ahead of freight traffic.
458. Add to the stakeholder list.
459. Add to the stakeholder list.
460. Add to the stakeholder list.
461. Add to the stakeholder list.
462. Very interested in developing High Speed Rail in our Mid West Region. Have traveled the High Speed Trains through out Europe. Would be great if we had the same ability here in the Mid West.
463. Add to the stakeholder list.
464. Add to the stakeholder list.
465. Add to the stakeholder list.
466. Add to the stakeholder list.
467. Add to the stakeholder list.
468. Add to the stakeholder list.
469. It would be great for the Illinois High Speed Rail project to move forward; now that the tracks and stations have been upgraded it would be great to finally see the rail speeds increase.
470. Add to the stakeholder list.
471. Add to the stakeholder list.
472. Add to the stakeholder list.
473. Add to the stakeholder list.
474. Add to the stakeholder list.
475. Add to the stakeholder list.
476. Add to the stakeholder list.
477. Add to the stakeholder list.
478. Add to the stakeholder list.
479. Add to the stakeholder list.
480. Add to the stakeholder list.
481. I would like to see Illinois and Chicago as the passenger rail capital of the nation with high speed 200 (Mph+), grade separated tracks connecting our cities here in the great lakes region and making connections to the east coast greater New York urban area as well as the west coast greater Los Angles area. Please keep me informed of the IHSRA's and IDOT work.
482. I am concerned about the railroad crossing for southbound Wood Dale Rd. and the Metra Milwaukee West Line in Wood Dale Road. Drivers regularly ignore the signs and traffic signals and cross the tracks illegally. Others make illegal right turns. There is no enforcement. I pointed this out to the police department and Operation Lifesaver to no avail. There needs to be a red light camera for the red light preceding the railroad crossing. This would prevent drivers from crossing onto the tracks when the light is red. It would not foul the tracks because the light would be before the tracks. I would be more than happy to discuss this with someone. I have numerous pictures illustrating the problem.
483. 1. 110 mph chi-Stl is a priority. Not negotiable. 1 train every 2 hours in each direction starting at 7 am and ending at 7 p.m.
2. 30 minute interval for service on all Metra lines during off peak hours. 1 service express 1 service local.
3. Chi-Carbondale line upgrade to authorize 110 mph running. All crossing circuits repaired and upgraded so passenger trains can operate without additional cars to set off Crossing gates.
4. Address and correct ongoing morale issues at Amtrak's maintenance facility in Chicago. Ensure that employees have what they need and are positively motivated to to perform duties. Racism concerns must be addressed to the satisfaction of all employees.
484. Add to the stakeholder list.
485. Rail travel is mediocre in Illinois. I love train travel and want to see us upgrade our networks. We need High Speed Lines in the Middle West in order to make traveling between our major cities easier and faster. Traveling behind 18-Wheelers is not pleasant and not relaxing. Traveling by train is just the opposite.
486. I'd like to see Amtrak go back to Madison, Wi. Make high speed rail a reality to Carbondale and Madison.
487. Add to the stakeholder list.
488. Add to the stakeholder list.
489. We are concerned about trains carrying hazardous materials like highly flammable ethylene oxide and crude oil through highly populated areas in Lake County, IL.
490. Add to the stakeholder list.
491. Add to the stakeholder list.

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492. Rail transportation, particularly passenger, is not only a more enjoyable form of travel, it is environmentally cleaner and energy effective. Freight moved by rail effects significant savings on maintenance of our highway infrastructure and is also far more energy efficient.
493. I very much enjoy rail tours and have traveled through most of the U.S. and western Canada on trains. Also Amtrak has been a great way to travel to Chicago!
494. Interested in modernizing the rail network in our country.
495. Add to the stakeholder list.
496. I value our passenger trains in Illinois and patronize them.
497. Please expand high speed rail throughout the midwest. Chicago is the perfect city to act as a hub and the midwest is the perfect place with appropriately-distanced major cities and already thousands of miles rail lines that can be expanded. It will ensure a faster environmentally safe future for all.
498. Now is the time!!
499. Add to the stakeholder list.
500. I live near a rail yard, trains will stop at the 9th Ave tracks, sit, back up, sit some more making crossing difficult several times a week. I am also a Amtrak passenger using a sleeper from Chicago to Spokane, I love the travel but I wish the rooms were cleaner and more updated. I've actually brought cleaning wipes and my own bedding on trips. And please bring back the evening wine.
501. Add to the stakeholder list.
502. My wife and I travel to visit family on the West Coast frequently..we are vitally interested in the improvement of rail transportation to and from the Quad-Cities.
503. Add to the stakeholder list.
504. Add to the stakeholder list.
505. Add to the stakeholder list.
506. Add to the stakeholder list.
507. Alton is home to a High Speed Rail Transportation Center. The new Alton Regional Multimodal Transportation Center opened in September 2017, providing multiple connections between Madison County Transit service, Amtrak and local bicycle and pedestrian accommodations. This 8,000-square-foot facility encompasses a passenger rail station as well as eight bus bays for a Madison County Transit transfer hub, 227 parking spaces, 12 bike lockers and six bike racks. The energy-efficient building, which includes LED lighting and modern doors and windows, will have a ticket agent and amenities such as a heated and air-conditioned waiting room, interior and exterior seating, free Wi-Fi, modern security systems, restrooms, drinking fountains, and a commemorative display of the prior station and rail history. Additional site amenities include platform canopies, passenger pick-up and drop-off zones, bike and pedestrian paths, a bus terminal and space to handle checked bags in the future. The \$14.4 million facility is approximately 1.5 miles northwest of the previous station. Construction costs for the station and platform were funded by a federal grant to the Illinois Department of Transportation as part of the improvements being made to the Chicago-to-St. Louis corridor leading to increased safety, reliability, passenger comfort as well as a decrease in travel time. A federal Transportation Investment Generating Economic Recovery (TIGER) grant obtained by the City of Alton covered the cost to construct the remainder of the site, including parking, the new Madison County Transit transfer hub and connections to a local trail network for bicyclists and pedestrians. The station and the area around it is ripe for transit oriented development opportunities. The City of Alton is interested in the development of potential partnerships to undertake such development and would like to work with IDOT, AMTRAK and others to ensure the success of the station as the Illinois HSR line and its service ramps up
508. I would like to see more integration between CTA and Metra such as shared/connected stations. Additionally, a "circle" line linking all (or a number of) CTA/Metra lines would be extremely useful to all rail riders in Chicago.
509. I'd like to see express trains to O'Hare along the North Central/CN line, a grade crossing on Rt. 120 west of Rt. 83 and high-speed rail to St. Louis, Minneapolis, Milwaukee, Indianapolis and Nashville. Freight congestion is the number 1 problem.
510. Please bring back the Amtrak Black Hawk route from Chicago > Rockford > Dubuque with stops at Freeport, Lena, Galena and East Dubuque. At present, the entirety of NW Illinois is completely without any inter-city transportation services that would enable the people most at need to take advantage of state-supported educational opportunities, such as GED, job-training and for-credit classes offered by Highland Community College in Freeport and Rock Valley College in Rockford. Regular Amtrak service with whistle-stop options in these smaller communities will make taking advantage of Illinois supported state education initiatives a very real possibility for residents of NW Illinois who lack reliable transportation to get to class, testing and in-person labs. All that, plus Galena and E. Dubuque are amazing places to visit in Illinois -- and arriving by train is far safer than any amount of miles driven on Hwy 20. (I live less than 50 feet from the tracks in Lena).
511. Based on my experiences in Europe, America's train network needs a major upgrade, Illinois included. Better service to O'Hare is a huge opportunity for Illinois.
512. Add to the stakeholder list.

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513. We so badly need greater investment in railroads in this country and this state, particularly passenger RRs and high-speed RRs that enable fewer CO2 emissions from cars and that allow easier movement between Chicago and outlying areas of the state and surrounding states.
514. Add to the stakeholder list.
515. I would like to see the state of Illinois invest in more robust and integrated passenger rail services that seamlessly link urban local transit, regional/commuter rail transit, and intercity conventional and high-speed rail. I would specifically like to see services like Metra turned into an all-day bidirectional service with hourly or less service on all lines, all day, at all time, in all directions. I would likewise like to see more robust investment in high-speed rail with improved linkages between Chicago and the other regions including new and improved services to Peoria, Rockford, and St. Louis. Improved services should also link Champaign/Urbana, Decatur, and Springfield. Furthermore, the state DOT should work with neighboring states to bring rail services to Madison, Beloit and Janesville via Rockford; Madison and Milwaukee via the Amtrak Hiawatha service; and cities in Iowa like Dubuque via Rockford and Iowa City and Des Moines via the Quad Cities. Services should also be coordinated to facilitate transferring between different services like Metra and the CTA 'L'. Additionally, IDOT must support linking the L directly to all major passenger rail stations in Chicago and support projects like Crossrail Chicago that allow through services in Chicago and link passenger rail services to O'Hare. Fundamentally, IDOT must radically change its investment structures so money flows to projects that are sustainable and equitable and are performance driven as opposed to the current model that over emphasizes the role of roads and vehicle travel in Illinois.
516. For those of us in west central Illinois, Amtrak is crucial for getting to Chicago! And the best way to go many places out of state as well.
517. Add to the stakeholder list.
518. Illinois needs major rail infrastructure improvements. For too long, IDOT has focused only on widening roads at the expense of every other mode of transport. IDOT's chosen development pattern is resulting in traffic deaths and contributing to vehicle emissions. IDOT needs to invest in electrifying rail, especially commuter rail such as Metra. IDOT should also invest in Amtrak routes to reduce delay, invest in Union Station upgrades. We need Crossrail Chicago, and the Illinois Fast Track Initiatives outlined by the High Speed Rail Alliance located here: <https://default.salsalabs.org/T20c08436-ec34-4cc2-a679-dc4e3228a9e9/c3f399b2-d6a9-4bae-9897-1dcb0ca64574>
519. Add to the stakeholder list.
520. Add to the stakeholder list.
521. Add to the stakeholder list.
522. Add to the stakeholder list.
523. Increased Metra service and improved facilities are needed at Zion and Winthrop Harbor. A new multi-modal facility is needed at the existing Waukegan Metra station. New Metra stations are needed in Beach Park, Gurnee, Wadsworth, western Waukegan (Fountain Square site), and Abbott Labs. New Amtrak service is needed in Lake County and could ideally stop in western Waukegan or Gurnee. Rail grade separations are needed at: CP C&M Sub (IL 173 and Wadsworth Road), UP Milwaukee Sub (IL 173, Wadsworth Road, MLK Jr Drive, and IL 137). Double tracking is needed on the Metra MD-N Fox Lake Branch and NCS line between Round Lake Beach and Mundelein to increase service and reduce freight train conflicts.
524. Add to the stakeholder list.
525. Rail should be the more efficient way of travel between Point A and Point B. Want to know more on how this can happen.
526. Add to the stakeholder list.
527. Add to the stakeholder list.
528. I would love to see true regional rail and electrification in Illinois, especially in the Chicago area. Increasing capacity and lowering headways between trains would be a massive quality of life and economic boon for so many people in Chicagoland. Electrification would aid in creating fast, reliable regional rail and would help Illinois reach our climate targets.
529. I would love to see:
- the electrification of more Metra lines, especially the North Central Service as part of the CrossRail Chicago plan to connect the Metra Electric with Union Station and a proper train station inside one of the terminals at O'Hare Airport
 - the reintroduction of fast, frequent passenger services to Galena (and Dubuque)
 - prioritizing the completion of the 75th Street corridor set of projects
 - upgrades across the state passenger rail network to enable higher speeds
530. I travel by rail.
531. Add to the stakeholder list.
532. Add to the stakeholder list.
533. Add to the stakeholder list.
534. Frequent rail service between Chicago, IL & Rockford, IL!
Frequent rail service between Chicago, IL & St. Louis, MO!
Frequent rail service between Chicago, IL & Davenport, IA!
535. Add to the stakeholder list.

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536. I would like to see high speed rail connection from Chicago to other nearby Midwestern cities such as St. Louis, Des Moines, and the Twin Cities. I also believe that railroad crossings within the city of Chicago could be made more efficient and safer for trains, vehicles, and pedestrians.
537. To Whom it may Concern:
My grandchildren are residents of Lake County. Living in this location, my Grandchildren are in danger due to the cancer causing toxin EtO continuously being spewed from the companies Vantage, Medline, and all of their ware houses in Lake County. EtO SHOULD NOT be allowed to be transported by rail as doing so, is DANGEROUS. Illinois EtO laws are filled with loopholes that leave our children, family, friends, and neighbors at risk. It is not acceptable to allow these polluters to continue to emit EtO near our schools, daycares, and homes and this CANCER CAUSING substance should not be transported through our community or any other community as an accident could kill thousands!
538. Add to the stakeholder list.
539. Please implement these requirements:
- A federal bill similar to IL SR0982 Hazardous Material Near School, requiring the inclusion of school personnel in comprehensive emergency response plans (CERPs) specific to the transport and storage of hazardous materials and the dissemination of this information to the parents of students, faculty, and staff.
 - Electronically Controlled Pneumatic (ECP) braking systems
 - Positive Train Control (PTC)
 - Reduced weight limits
 - Train size limits
 - Requirement for industry to weigh individual rail cars transporting crude oil
 - Requirement for tracks and bridges to be rated in accordance with the loads carried (must accommodate heavier 286,000-lbs. tank cars)
 - Use of pressure cars and/or tank cars built with thermal “blanket” and stronger protective housing around pressure relief valves
 - Reduced and enforced speed limits (20 mph or less near schools and in densely populated areas)
 - Improved track and bridge regulation and maintenance standards (Track problems were blamed in 59% of crashes)
 - Reduced Reid vapor pressure (6-8 psi)
 - Requirement that trains be parked outside of residential communities (minimum 1-mile distance)
 - Legislation targeting industry accountability (corporate executives rather than engineers and railroad workers)
 - Improved railroad employee working conditions (decreased hours, minimum 2-man crews)
 - The banning of engineer-free automatic, robotically operated freight trains.
- Air quality monitoring in areas such as holding tracks where trains are left unattended with engines running and high capacity areas.
 - Training standards for emergency personnel and first responders specific to HHFTs
 - Mandated access to water and foam along rail corridors in populated areas
 - Requirement for States to develop and implement publicly transparent
 - Comprehensive Emergency Response Plans, including an Incident Command System for essential communication, specific to HHFTs.
 - Comprehensive Oil Spill Response Plans with Financial Assurances (Petroleum Storage Surety Bill (A.7625/S.5751-A): Insurance Coverage)
 - Legislation mandating that Congress have its own staff dedicated to reviewing regulatory legislation and regulations (OIRA is not sufficient to ensure that regulations are accountable to American citizens).
 - Mandatory industry funded Environmental Impairment
 - Liability Insurance
 - Long-term plan and budget for phase-out of fossil fuels
540. I do not own a car out of choice and so I frequently take public transportation as well as Amtrak. I prefer train travel to planes because I find it less stressful and a more pleasant experience when I have the time. I firmly believe more people would choose to do the same in the future if there were more frequent, efficient and pleasant trains to take. One of the biggest frustrations with Amtrak are the delays due to the priority given to freight traffic as well as slow travel. It would be great to have quicker Amtrak service as well as more pleasant, modern trains.
541. As you know, the AMTRAK Empire Builder takes EIGHT hours (Eastbound can be several hours late leaving MSP) to make its scheduled, meandering 411 mile trip and there is clamoring in some parts to duplicate this. There is also a plan to extend commuter rail to Rockford. I suggest another alternative. Create a “new” train. Leaving Chicago US, first stop at Ohare. Build a 300 ft crossover from Soo Line to UPNW at Deval. Next stop Arlington Heights, Janesville, Madison (in TWO hours?), Dane Airport, Portage, WI Dells, (WI would need to rebuild railcar storage track from Camp Douglas to Wyeville), Eau Claire, St Paul in FIVE hours with existing equipment. Opening a huge area served only by bus or very expensive air, competing with airlines by stopping at airports. A huge win for the region.
542. Add to the stakeholder list.
- 543 Intercity Rail
I support proposed new routes to Rockford and Moline and urge an additional route to Clinton, IA serving DeKalb, Rochelle, Dixon, Sterling, and Morrison. It’s important to

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544. I am one of the state's blind/visually impaired residents, and thus improving our passenger rail system would vastly improve my life experience as I would have equal access to higher frequency intercity transportation. I live in Champaign-Urbana so I would like to see more frequent trips/higher speed trains to Chicago, as well as new service to Springfield and Bloomington-Normal, though the fairly short distance for the latter could also utilize high frequency coach style buses. Our local transit agency, the Champaign-Urbana Mass Transit District (CUMTD,) plans to start a long overdue expansion of the local bus terminal next year, and I agree with most of the plans. However, I believe it would greatly benefit our community if specific attention were focused on our train station, which shares the same facilities as the CUMTD.

Thanks you for working to improve the passenger oriented infrastructure in our state, and I am enthusiastic and hopeful to see a new era for the State of Illinois.

545. Two main issues: safety and infrastructure. Even though train car regulations have improved, I am not convinced that all cars, especially those carrying volatile liquids, are in compliance. The dangers are obvious. Then, the infrastructure of the system itself needs attention, as well as a re-thinking for urban areas. Yes, investment. Responsibility. Accountability. Quality.

546. I'm adamantly opposed to the transport of hazardous or radioactive materials through our communities. We should be working to decrease this transport, and we should work in opposition to any and all increased capacity. The rail industry has not proven to be a good neighbor - Lac-Mégantic is a case in point. It's been eight years since this community lost 47 loved ones, including young children, and citizens who were traumatized by this event still have to do their own rail safety checks - daily. Residents were promised that the corridor would be moved to circumvent their village, yet this has not been done to date - nor has the now leveled city center of Lac-Mégantic been rebuilt. The rail industry prioritizes profits over safety, and the Trump administration either eliminated or delayed many of the Obama era safety regulations. The rail industry doesn't carry adequate insurance, and there is a laundry list of needed federal legislation rather than simply allowing the rail industry to regulate itself, which historically has been the case, including:

- Federal version of IL SR0982 Hazardous Material Near School
- Electronically Controlled Pneumatic (ECP) braking systems
- Positive Train Control (PTC)
- Reduced weight limits
- Requirement for industry to weigh individual rail cars transporting crude oil

- Requirement for tracks and bridges to be rated in accordance with the loads carried (must accommodate heavier 286,000-lbs. tank cars)
- Train size limits
- Use of pressure cars and/or tank cars built with thermal "blanket" and stronger protective housing around pressure relief valves
- Reduced speed limits (20 mph or less near schools and in densely populated areas)
- Improved track and bridge regulation and maintenance standards (Track problems were blamed in 59% of crashes)
- Reduced Reid vapor pressure (6-8 psi)
- Improved railroad employee working conditions (decreased hours, minimum 2-man crews)
- Requirement that trains be parked outside of and away from communities (minimum 1-mile distance)
- Legislation targeting industry accountability (corporate executives rather than engineers and railroad workers)
- Air quality monitoring in areas such as holding tracks where trains are left unattended with engines running
- Training standards specific to HHFTs
- Mandated access to water and foam along rail corridors in populated areas
- Comprehensive Oil Spill Response Plans and Financial Assurances (Petroleum Storage Surety Bill (A.7625/S.5751-A): Insurance Coverage)
- Requirement for States to develop and implement publicly transparent Comprehensive Emergency Response Plans, including an Incident Command System for essential communication, specific to HHFTs.
- Mandatory industry funded Environmental Impairment Liability Insurance
- Legislation mandating that Congress have its own staff dedicated to reviewing regulatory legislation and regulations (OIRA is not sufficient to ensure that regulations are accountable to American citizens).
- Long-term plan and budget for phase-out of fossil fuels

In addition, the federal governance needs to pass existing legislation:

- US Senate Bill 1979 Safe Freight Act of 2019 prohibits the operation of a freight train or light locomotive engine used in the movement of freight unless it has a crew of at least two individuals (introduced).
- US House Resolution 1748 Safe Freight Act of 2019 co-sponsored by US Congressman Brad Schneider provides for the minimum size (2) of crews of freight trains (introduced).
- US House Resolution 5553 Crude By Rail Volatility Standards Act prohibits transportation by rail of crude oil with a Reid vapor pressure of more than 9.5 pounds per square inch (introduced).

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The bottom line is that the industry chooses to keep their profits (revenue generated, in large part, from the investment of public tax dollars) rather than fund much needed upgrades that could improve safety and save lives.

Of course, even if the rail industry was diligent in meeting much needed safety standards, the transport of hazardous or radioactive materials, including that of Bakken crude oil, anhydrous ammonia, chlorine gas, and etc., will never be safe. In fact, there was already a derailment in Mundelein. In total, I've counted six derailments in the Lake County and North Cook County areas in recent years - the one referenced in Mundelein; two in Northbrook at the same location when a bridge collapsed, killing a couple beneath because it wasn't repaired adequately after the first derailment a year before; two in Buffalo Grove near the ice rink, and the last in Lake Forest.

As mentioned, Canadian National trains run near my home. There are already about 20 trains (approx. 1-mile long) rolling through our communities daily and often parking for long periods of time on a parallel holding track. Those in Chicagoland who depend on well water are in jeopardy, which would be compromised in the event of a derailment, spill, and/or leak.

There are many, many schools such as Lake Zurich High School and St. Matthew Lutheran School, and other public locations including the Hawthorn Woods Aquatic Center and Wicklow East Park, that are located right beside the E&E rail corridor. We, as adults, have a moral responsibility to protect our children, and children attending schools located within the 1-mile radius blast zone are not safe.

Approximately 14,800 U.S. schools and their 5.7 million students are within the Oil Train Blast Zone. Chicago is one of the top five U.S. cities having school children at risk from oil train derailments and explosions.

Perhaps the rail industry hasn't learned any of the lessons from the Lac-Mégantic rail disaster, but the public has, particularly when it comes time to vote. We do not want a disaster like that in Lac-Mégantic to happen in Chicagoland!

547. Add to the stakeholder list.

548. Safety before profits.

549. I would love to see Illinois take the lead on HSR through a hub and spoke system in Chicago. Additionally, the development of inter-city rail connecting cities in Illinois and beyond without the need to go to downtown Chicago to connect. Finally, efficient rapid connections to the airports with inter-modal transport supported. Illinois can become an even bigger economic engine for America if they can pull this off.

550. Braidwood is a small town & there is only one way to get into town. On a daily basis there is a freight train stopped on the tracks blocking the main road in & out of town.

Sometimes we have to travel to a neighboring town just to get to the other side of Braidwood. This is a major inconvenience & very frustrating.

551. As a Lake County Resident I am VERY concerned that EtO is brought into the residential community of Gurnee by railroad.

because

- Vantage brings in 44 million pounds of EtO to Gurnee every year.
- EtO is highly explosive.
- Vantage is located right near homes and less than ½ a mile from Spaulding Elementary School.

Thank you

552. Industry train crew should be Engr,Con,Swl not Engr and Con! For safety,proficiency and efficiency. If something were to happen the Engr can't leave the head end and the Swl will be in a position to assist between the head end and rear or industry. What if the Cond were working industry by himself and something happened? At least there's someone that can come to his aid,coordinate or relay messages to Engr,Emergency personnel, etc.....

553. I feel that an integrated high speed rail network would vastly improve my ability to travel to and from Chicago and throughout Illinois and the Midwest. I would love to see an improvement in our rail network especially because it is so much more environmentally sustainable than both car and air travel.

554. Add to the stakeholder list.

555. Add to the stakeholder list.

556. Passenger rail service is a technological system that enhances the quality of life in our state and embodies democratic values. Passenger rail helps to provide a society that robust economically and civically.

557. Add to the stakeholder list.

558. Rail travel can be so wonderful... but now it's a challenge. Lack of parking at departure depot, no place to put luggage (yes, there was a bin on the first floor of the sleeper car but it was overflowing when we boarded), unreliability (water stopped during a shower, for example), and food not good. We definitely support the lists of needs shown, and do realize that hoping for a wonderful passenger experience must be prioritized lower than the other items... but we could dream. The Chicago initiative that was shown looked promising. Good Luck!!

559. As City Manger of East Dubuque, I am greatly concerned about the negative effect of the railroad traffic on our citizens. The condition of the rolling stock is substandard and potentially dangerous. We have numerous delays in the heart of our city for up to an hour at a time where crossings are blocked. This prevents emergency services from reaching our citizens in time of need. The arrogance

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of the railroad companies is legendary and helps to explain the phrase that “you got railroaded into something”.

560. Add to the stakeholder list.
561. I understand the need for an infrastructure assessment, but what you describe is not a “needs assessment”. It is a current conditions study to ascertain potential loss of service quality. Rather than study potential loss of quality you should be studying how to make freight and passenger rail better in Illinois. Your aim is too low. Aim high. Get big bucks from the Feds. Step One: Run freight that does not have to pass through Chicago on an outer belt circumferential electric railroad and get 15% + of clogging traffic out of our way and faster to the coasts. Step Two: redo your entire planning process to get rid of outdated highway projects and push fast forward on active transportation systems (including electric freight and passenger rail). Now!
562. Add to the stakeholder list.
563. Add to the stakeholder list.
564. Add to the stakeholder list.
565. We must keep Amtrak and Metra Rail running and improve track and equipment. This is vital to transportation needs.
566. EtO is brought to our county by rail. I object to this hazardous, cancer-causing and flammable chemical being transported close to where I live.
567. My main concern is the need to invest in more bridges over or under major roads. The stopping of traffic at railroad crossings wastes time, energy and money. It also adds to pollutions with cars and trucks sitting idle. For instance, near me in South Elgin, there is a railroad crossing at Randal Road which is a major local road. This crossing should not impact the local traffic here.
- 568 We have two strong interests -- exceptional passenger rail service and efficient, low cost freight rail.

On passenger rail service -- the US is in distant last place compared to the rest of the world. Rail travel on Amtrak is unreliable and infrequent. In Europe and Asia, we routinely use passenger rail because it is more efficient than air. In the US, we have spent far too much public money to create an expensive air passenger network and starved the passenger rail almost into extinction. We can (and SHOULD!!!) do much better. This is an issue of “public will” -- are we as a nation serious about transporting people for relatively short distances by low cost, comfortable, efficient rail or by high cost, uncomfortable air?

On freight -- we live in Washington IL. The best image on why US rail freight is inefficient and high cost is to stand at the Square in Washington, IL. Such an observer will see several trucks transporting railroad steel wheels to Alliance Wheel Services in Washington, IL, even though Alliance Wheel Services is located on a railroad line. When we

asked (yes, we did ask) they say that rail freight service is too unreliable to serve their rail customers. ABSOLUTELY AMAZING. If we are serious, this must become a quaint historical artifact about our past freight rail service in Illinois.

569. There is a significant amount of train traffic running on the line between Wolf Rd. and Mount Prospect Rd. in Des Plaines. Our local emergency services has also expressed significant concern about these trains causing delays for them to get to the sites of the emergencies. This set of tracks especially seems to be a trouble spot as it leads into O'hare traffic to the South, and a 3-line intersection to the Northeast. Trains are frequently stopped or slowed on this section of track with no practical way for Des Plaines traffic to get around it.

Also, as a Metra commuter, it would be helpful to have electronic signs showing trains stopping at the station (or expressing through) with approximate times. There are very limited means to hear about delays and service changes/abnormalities and track changes, and the announcement system is frequently insufficient and hard to hear (and inaccessible completely to persons with hearing impairments).

570. Please keep me updated with progress.
571. What's taking so long to get the train running between Chicago and Moline? It was announced about two decades ago.
572. There needs to be a crosswalk at Mannheim and Touhy road parallel to the one on Lunt avenue
573. I am concerned about the safety aspects of blocked crossings. In particular my district sees frequent blockages and malfunctioning gates on the CSX Elsdon line and Blue Island line. These two lines are basically parallel to each other throughout the Beverly, Mt. Greenwood, Wrightwood neighborhoods in Chicago and the village of Evergreen Park. The main artery of this area (95th St.) hosts 2 hospitals about 2 miles apart. One of these (Christ Hospital) is a Level I Trauma center. Delays of ambulances and first responders are most troubling. Frequent blockages also compel motorists to seek alternate routes down residential streets, creating safety issues. Resident and commuters lose countless hours of time waiting for the blockages to clear or trying to navigate around them. Businesses, especially along the commercial hub of 95th St. are impacted as customers choose other options to avoid train delays.

We also see frequent delays on the CSX line that crosses Central Avenue in Oak Lawn and Ridgeland Avenue in Chicago Ridge. These delays seem to be less frequent than on the other lines but the same concerns apply for the ability of first responders and ambulances to get to their calls and to transport people to Christ Hospital.

We need immediate relief!

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574. Add to the stakeholder list.
575. Add to the stakeholder list.
576. In Union Station-raised or level platforms should be used to board or disembark trains like in Millennium Station.
577. Add to the stakeholder list.
578. No hazardous or toxic or nuclear products in rail cars should pass through Chicago
579. Add to the stakeholder list.
580. Illinois needs to loosen-up its control of the RTA and give it the authority to make sense of Chicagoland's underutilized rail system that is still stuck in mid-20th Century operations. Governed regionally, rails can then partner with the federal government to bring us into the 21st Century.
581. E
I routinely use passenger rail to travel to places in Illinois. As a person who is blind, I cannot drive so depend on modes of transportation such as passenger rail service. Here are some things I'd like to see:
1. moving as quickly as possible to make the whole Chicago-St. Louis Amtrak line high speed. This has been talked about for years, and while some work has been completed, it's far from complete. We need to make that whole line such that trains can travel its length at at least 110MPH.
 2. We need increased rail routes so that passenger rail can truly be an alternative people can use to travel across our state. There need to be routes where feasible between metropolitan areas in Illinois outside Chicago. For example, if someone wants to use rail to travel from Quincy to Springfield, they would need to travel to Chicago, then from Chicago to Springfield. No one would do this. Some routes I'd like to see explored are: Quincy to Springfield, Peoria to Bloomington to Springfield, Decatur and Champaign, Rockford to Bloomington to Springfield and St. Louis, Quincy to Galesburg to McComb, Peoria, Bloomington and Springfield, and Springfield to Decatur to Champaign and Carbondale. These kinds of routes would spur growth and investment in Central and Southern Illinois, provide easier access for students to the University of Illinois and Illinois State and make Passenger rail really work across Illinois.
 3. We need to commit to investing the dollars necessary in grade separation, particularly on Chicago's Metra rail system. Grade separation allows trains to move more quickly and lessens the likelihood of train vs. automobile collisions, saving lives.
 4. Finally, Chicago's Metra rail system needs to be extended South and West. South to Kankakee, and West out to DeKalb, Rochelle, Belvadeer and Rockford. There are rail lines to support this, and this would make it easier for workers who commute to work in Chicago's Western and Southern suburbs to have an alternative to driving. It would also allow Chicago area workers to easily commute to jobs at such places as the automobile manufacturing plant in Belvadeer.
582. Rail transportation is critical to tourism, state-wide transportation, and college student access.
583. I hope the rail study will look at a high speed line from Chicago to St.Louis and coordinate with neighboring states to develop an integrated network plan to connect the region with O'Hare and Midway Airports, and Rockford, Gary and Mitchell Field.
584. Add to the stakeholder list.
585. Add to the stakeholder list.
586. My name is John Crawford and I live in Gurnee, IL. There is a railway that runs right next to my daughter's school at St. Patrick's in Wasdworth, IL and then it runs through my in-laws neighborhood. I would like to keep our community safe, therefore, I would like you to consider the following suggestions:
1. A federal bill similar to IL SR0982 Hazardous Material Near School, requiring the inclusion of school personnel in comprehensive emergency response plans (CERPs) specific to the transport and storage of hazardous materials and the dissemination of this information to the parents of students, faculty, and staff. This is especially important due to the fact that ethylene oxide (EtO) is being brought in to a company called Vantage in Gurnee. EtO is HIGHLY explosive and if any accidents were to occur near my daughter's school - St. Patrick's - which is a 1/4 of a mile from the train tracks it would be DEVASTATING for her and her schoolmates.
 2. Electronically Controlled Pneumatic (ECP) braking systems
 3. Positive Train Control (PTC)
 4. Reduced weight limits
 5. Train size limits
 6. Requirement for industry to weigh individual rail cars transporting crude oil
 7. Requirement for tracks and bridges to be rated in accordance with the loads carried (must accommodate heavier 286,000-lbs. tank cars)
 8. Use of pressure cars and/or tank cars built with thermal "blanket" and stronger protective housing around pressure relief valves
 9. Reduced and enforced speed limits (20 mph or less near schools and in densely populated areas)
 10. Improved track and bridge regulation and maintenance standards (Track problems were blamed in 59% of crashes)
 11. Reduced Reid vapor pressure (6-8 psi)
 12. Requirement that trains be parked outside of residential communities (minimum 1-mile distance)
 13. Legislation targeting industry accountability (corporate executives rather than engineers and railroad workers)

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14. Improved railroad employee working conditions (decreased hours, minimum 2-man crews)
15. The banning of engineer-free automatic, robotically operated freight trains.
16. Air quality monitoring in areas such as holding tracks where trains are left unattended with engines running and high capacity areas.
17. Training standards for emergency personnel and first responders specific to HHFTs
18. Mandated access to water and foam along rail corridors in populated areas
19. Requirement for States to develop and implement publicly transparent Comprehensive Emergency Response Plans, including an Incident Command System for essential communication, specific to HHFTs.
20. Comprehensive Oil Spill Response Plans with Financial Assurances (Petroleum Storage Surety Bill (A.7625/S.5751-A): Insurance Coverage)
21. Legislation mandating that Congress have its own staff dedicated to reviewing regulatory legislation and regulations (OIRA is not sufficient to ensure that regulations are accountable to American citizens).
22. Mandatory industry funded Environmental Impairment Liability Insurance
23. Long-term plan and budget for phase-out of fossil fuels

Thank you for your consideration, we really appreciate anything you can do to keep our community safer as these trains come through our community near residential homes and schools with young children nearby.

587. Add to the stakeholder list.
588. We have long wished for train service to return between Chicago & Galena. Would ease traffic congestion. And, now that we are retired, a safer way to travel. In addition to this route, increase train travel would be great across the country. Airline travel has lost its allure, especially since the viral pandemic. Train travel is a beautiful way to see our beautiful country.
589. I am a mother and grandmother who visits her family in Chicago.
590. Add to the stakeholder list.
591. State grants provided to industries looking to establish rail service are major boosts. One high expense item that the customer has to shoulder is acquiring and having installed a main line switch. If this expense could be part of any grant or loan assistance provided, that would greatly make rail installation projects more attractive.
592. I am interested in increasing and improving passenger rail travel.
593. Locomotive engineer for BNSF railway
594. I use the railroad for transportation

595. A federal bill similar to IL SR0982 Hazardous Material Near School, requiring the inclusion of school personnel in comprehensive emergency response plans (CERPs) specific to the transport and storage of hazardous materials and the dissemination of this information to the parents of students, faculty, and staff.
- Electronically Controlled Pneumatic (ECP) braking systems
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 - Mandatory industry funded Environmental Impairment Liability Insurance
 - Long-term plan and budget for phase-out of fossil fuels
596. Add to the stakeholder list.

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597. Please do not transport hazardous and explosive waste material through any neighborhoods. You will be putting the lives of so many, especially children at risk. Please learn from history with the incident at Lac-Mégantic. The rail industry has not been held accountable for adequate insurance which could cover damages, spills, releases, and explosions, thus leaving others to pick up the pieces. Some people never recuperate financially, emotionally or psychologically after such a catastrophic event. Please put safety first and say no to the transporting of hazardous and explosive material throughout neighborhoods and communities. Thank you for your time and consideration.

598. I feel train lengths are getting out of hand. The only reason for excessively long train lengths is corporate greed. We are putting the public's safety at risk by blocking crossings when trains are stopped for any reason. People could die because these crossings are blocked not allowing emergency responders to cross without delays. How many people will die before there are changes made restricting these excessively long trains to operate over public crossings?

599. When will the plan for the Chicago to Quad Cities line by Amtrak be finished? Is it still being considered?

600. Expand & improve passenger rail.

601. Add to the stakeholder list.

602. Member of Rail Passengers. I would like to see more routes added between Chicago and St Louis, and DIRECT ACCESS from Union Station to the "L" trains in Chicago. Maybe a second set of tracks between Chicago and St Louis.

603. Add to the stakeholder list.

604. Let's get the Chicago-Quad City-Iowa City-and-beyond train rolling. This is one of those rare issues that is not controversial. The train would be such a wonderful amenity for our community. Our downtowns are dominated by the railroad companies, so it's time they do something for us, too.

I would go further and suggest public ownership of railways. I think it's ridiculous how much power we give the rail companies. Illinois could be a national leader in modernizing rail by purchasing and intensively expanding and reallocating them.

If that falls through, let's get more innovative. Why not build our own rail along existing IDOT ROW? Down the middle of I-88 or I-80? We need big solutions to big problems. We need rail and light rail to connect our state to address inequity and climate change and we need it now.

I would also like to see more quiet zones and safer crossings.

605. Amtrak service on the Chicago to Carbondale route is notoriously bad due to the trains frequently being late. The CN railroad needs to give priority to Amtrak trains. Also, the CN needs to build many more long sidings so that freight trains can move to the sidings and get out of the way of

the Amtrak trains. Many years ago the rail line between Chicago and Cairo was double-tracked. In an effort to improve shareholder income, the Illinois Central Railroad (which is now owned by the CN Railroad) removed the second track through most of the line. This resulted in many more conflicts between freight and passenger trains. To cure the problem created by the railroad, either the line should be returned to double track status or many long sidings built to allow Amtrak trains to proceed without being interrupted by freight trains.

Funding from IDOT needs to be provided to fully fund the new Southern Illinois Intermodal facility in Carbondale to avoid having to scale back the facility due to inflation in construction costs.

Joint planning with Amtrak, Kentucky and Tennessee needs to continue to provide a second daily train in each direction between Chicago and Memphis. Perhaps one of the two trains that originates/terminates in Carbondale could be extended to Memphis.

Illinois should work with Amtrak and other states to see if direct passenger service could be restored between St. Louis, Indianapolis, Columbus, Pittsburg and locations to the east. That service was discontinued when Amtrak took over passenger operations from the freight railroads.

606. Add to the stakeholder list.

607. I've long believed we need more passenger rail lines in the USA. The rail service in other countries is often far more accessible to the working people and tourists/vacationers alike. Our traffic congestion is frustrating and more rail lines would help.

608. I travel Amtrak from Carbondale to Chicago. It's usually fine. Not so fine when there are delays of more than an hour.

609. Add to the stakeholder list.

610. I enjoy using the rail system for travel but it ends up taking way too long a 5 hour drive to Chicago takes train time at least 8 hours on time my Chicago to St. Louis trip too 10.5 hours Never again until it gets faster than driving

611. Add to the stakeholder list.

612. Add to the stakeholder list.

613. Add to the stakeholder list.

614. Add to the stakeholder list.

615. It would be very beneficial to the Village to have a Metra station here in Oswego. For me, it would be extremely convenient since I would be only a few minutes away. I took the train out of Glen Ellyn for several years when I worked in Chicago. It was convenient and quick and service was reliable - even in nasty weather. Since moving to Oswego I have not taken the train at all; partly because I would have to drive up into Aurora to the station on Rt. 25. in downtown Aurora.

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616. Add to the stakeholder list.

617. One of the train systems runs right through my neighborhood. We have lived in Gurnee, Illinois for almost 40 years now. I would like to make sure my neighborhood is safe from any type of train derailment accidents that could happen. Also, back in 2018 there was an article that was released in the Chicago Tribune that revealed that TWO companies in Gurnee were emitting a cancer causing gas called Ethylene Oxide, EtO. Besides being toxic to breathe, EtO is EXTREMELY explosive in nature and it is being brought to one of these companies, Vantage Specialty Chemicals, by railways. I live 1 mile from Vantage. It could be detrimental to my neighborhood or any other neighborhood or schools around it if there was an accident with the train. Please consider the following points below to make the railroads safer in my community of Gurnee.

- A federal bill similar to IL SR0982 Hazardous Material Near School, requiring the inclusion of school personnel in comprehensive emergency response plans (CERPs) specific to the transport and storage of hazardous materials and the dissemination of this information to the parents of students, faculty, and staff.
- Electronically Controlled Pneumatic (ECP) braking systems
- Positive Train Control (PTC)
- Reduced weight limits
- Train size limits
- Requirement for industry to weigh individual rail cars transporting crude oil
- Requirement for tracks and bridges to be rated in accordance with the loads carried (must accommodate heavier 286,000-lbs. tank cars)
- Use of pressure cars and/or tank cars built with thermal “blanket” and stronger protective housing around pressure relief valves
- Reduced and enforced speed limits (20 mph or less near schools and in densely populated areas)
- Improved track and bridge regulation and maintenance standards (Track problems were blamed in 59% of crashes)
- Reduced Reid vapor pressure (6-8 psi)
- Requirement that trains be parked outside of residential communities (minimum 1-mile distance)
- Legislation targeting industry accountability (corporate executives rather than engineers and railroad workers)
- Improved railroad employee working conditions (decreased hours, minimum 2-man crews)
- The banning of engineer-free automatic, robotically operated freight trains.
- Air quality monitoring in areas such as holding tracks where trains are left unattended with engines running and high capacity areas.
- Training standards for emergency personnel and first responders specific to HHFTs

- Mandated access to water and foam along rail corridors in populated areas
- Requirement for States to develop and implement publicly transparent Comprehensive Emergency Response Plans, including an Incident Command System for essential communication, specific to HHFTs.
- Comprehensive Oil Spill Response Plans with Financial Assurances (Petroleum Storage Surety Bill (A.7625/S.5751-A): Insurance Coverage)
- Legislation mandating that Congress have its own staff dedicated to reviewing regulatory legislation and regulations (OIRA is not sufficient to ensure that regulations are accountable to American citizens).
- Mandatory industry funded Environmental Impairment Liability Insurance
- Long-term plan and budget for phase-out of fossil fuels

Thank you for your consideration and hard work to keep Illinois safer! I appreciate it.

618. One of the train systems runs right through my neighborhood. We have lived in Gurnee, Illinois for almost 40 years now. I would like to make sure my neighborhood is safe from any type of train derailment accidents that could happen. Lake County was informed of two companies emitting a cancer causing gas called Ethylene Oxide, EtO, back in November of 2018. I had never heard of this gas, so I started to do some research on it. The EPA deemed it a human carcinogen, back in 2016 – meaning it mutates your DNA and can cause cancer. I also learned that EtO is VERY explosive in nature and it is being brought to one of these companies, Vantage Specialty Chemicals, by railways. I was a school teacher at Spaulding School for over 20 years. Spaulding is less than ½ a mile from Vantage. I shudder to think what could have happened to me or my students if a train carrying EtO could have had an accident near us! Also, my granddaughters attend St. Patrick’s school in Wadsworth Illinois and the same train tracks run right past her school too, about ½ a mile from the school. Please consider the following points below to make the railroads in Lake County safer.

- A federal bill similar to IL SR0982 Hazardous Material Near School, requiring the inclusion of school personnel in comprehensive emergency response plans (CERPs) specific to the transport and storage of hazardous materials and the dissemination of this information to the parents of students, faculty, and staff.
- Electronically Controlled Pneumatic (ECP) braking systems
- Positive Train Control (PTC)
- Reduced weight limits
- Train size limits
- Requirement for industry to weigh individual rail cars transporting crude oil
- Requirement for tracks and bridges to be rated in

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accordance with the loads carried (must accommodate heavier 286,000-lbs. tank cars)

- Use of pressure cars and/or tank cars built with thermal “blanket” and stronger protective housing around pressure relief valves
- Reduced and enforced speed limits (20 mph or less near schools and in densely populated areas)
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- Long-term plan and budget for phase-out of fossil fuels

Thank you for your help in that matter. The work you do is VERY important and we appreciate it.

619. I love trains and love the idea that Illinois is assessing railroad needs. I used to commute to Chicago for work years ago but use the train sporadically since.
620. Provide more frequent, fast, and reliable passenger rail!
621. Add to the stakeholder list.
622. it seems to me that passenger and freight rail services are becoming more and more incompatible... that future passenger and commuter rail should compliment the possibility of self driving cars by incorporating smaller, lighter, faster and on demand units operating on a

dedicated high-speed line. Units that may accommodate a compatible vehicle could provide a door to door experience for riders...

623. My wife and I frequently vacation by train.
624. Add to the stakeholder list.
625. The following issues must be discussed:
- A federal bill similar to IL SR0982 Hazardous Material Near School, requiring the inclusion of school personnel in comprehensive emergency response plans (CERPs) specific to the transport and storage of hazardous materials and the dissemination of this information to the parents of students, faculty, and staff.
 - Electronically Controlled Pneumatic (ECP) braking systems
 - Positive Train Control (PTC)
 - Reduced weight limits
 - Train size limits
 - Requirement for industry to weigh individual rail cars transporting crude oil
 - Requirement for tracks and bridges to be rated in accordance with the loads carried (must accommodate heavier 286,000-lbs. tank cars)
 - Use of pressure cars and/or tank cars built with thermal “blanket” and stronger protective housing around pressure relief valves
 - Reduced and enforced speed limits (20 mph or less near schools and in densely populated areas)
 - Improved track and bridge regulation and maintenance standards (Track problems were blamed in 59% of crashes)
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 - Legislation targeting industry accountability (corporate executives rather than engineers and railroad workers)
 - Improved railroad employee working conditions (decreased hours, minimum 2-man crews)
 - The banning of engineer-free automatic, robotically operated freight trains.
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 - Training standards for emergency personnel and first responders specific to HHFTs
 - Mandated access to water and foam along rail corridors in populated areas
 - Requirement for States to develop and implement publicly transparent Comprehensive Emergency Response Plans, including an Incident Command System for essential communication, specific to HHFTs.
 - Comprehensive Oil Spill Response Plans with Financial Assurances (Petroleum Storage Surety Bill (A.7625/S.5751-A): Insurance Coverage)

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- Legislation mandating that Congress have its own staff dedicated to reviewing regulatory legislation and regulations (OIRA is not sufficient to ensure that regulations are accountable to American citizens).
 - Mandatory industry funded Environmental Impairment Liability Insurance
 - Long-term plan and budget for phase-out of fossil fuels
626. I have lived at my address for 60 years and have been suffering the pains of blocked intersections at 65th and Harlem, 63rd and Harlem, 59th and Narragansett and 59th and Austin . Because I live so close to the Bedford Park train yards there is CONSTANT train traffic. I have been late for school, work and appointments because of them blocking these intersections with NO way around them to the north or south. Totally frustrating for motorists and pedestrians. And especially police, fire and EMS!! Please put in and under or overpass to alleviate this roadblock!!!
627. Looking forward to the high speed train from Chicago to St. Louis - when will this be completed?
628. Add to the stakeholder list.
629. I use Amtrak often for business & pleasure.
630. Add to the stakeholder list.
631. In my role as disaster response coordinator, I am interested in the role of passenger rail transportation as an svacuation resource and also as a potential source of a dlsaster event (hazardous materials spill, destructive derailments, etc.)
632. Please expedite the Chicago to Moline passenger rail route.
633. Please stop transporting EtO through our neighborhoods and close the Vantage plant away from Spaulding Middle School. EtO is too dangerous!!
634. Creating more frequent commuter service, more frequentintercity service, more intercity service, and more high-speed service particularly when it comes to traveling around the state, and to Milwaukee or St Louis.
635. Stop putting our communities at unnecessary risk.
636. Huge supporter of HSR and heavy rail commuter trains. I was sort of the IHSR civilian design team.
637. With modern technology, motion sensors, heat scanning laser, and automated horn activators.....rail crossings with "gates" that restrict crossing should ONLY REQUIRE horn blast when a "sensor" detects motion or heat. The objective is to reduce the use of HORN BLAST near residential areas at all hours of the night. This would even be effective between crossings where animal presence is detected. The cost for such technology should be the burden of the State since it's residents benefit.
638. I would really enjoy having access to a passenger train that runs from Dubuque or East Dubuque to Rockford or Chicago.
639. Need to establish Chicago-St Louis via Champaign-Decatur-Springfield conventional passenger service in the short term service up graded to higher speeds in the future.
640. I would like to see real traffic from St Paul Minnesota to St Louis on the Great River road
641. I worked for the BNSF RR for 42 yrs half of which I was a freight Conductor. I saw numerous times when the public was at risk!
642. The 2 crossings at Illinois Route 60 and Butterfield Rd in Vernon Hills are a severe problem. The gates malfunction very frequently. It is a major intersection..Traffic gets backed up for miles and can last over an hour. There isn't much of an escape Route so motorists just sit there for the entire time. This needs to be addressed.
643. Add to the stakeholder list.
644. I do not believe the rail system would be used enough from Dubuque, Iowa. I agree a rail from Chicago to Rockford would probably be used. I feel that there would be not enough people using from Dubuque. I know the rail would not be convenient for business travelers. Ex. If I had a meeting in Chicago, I would need to go 1 day early and stay 1 day later due to rail times. For families, If a family of four went to Chicago it would be more costly to go by rail with buying 4 tickets rather than driving. There may be times the train may be cheaper but again I'm relying on the train schedule. In today's world I don't believe the train would be used enough to justify the costs.
645. 44 Million Pounds of Ethylene Oxide are transported by rail each year. Very concerned about the safety of my community due to unregulated, cancerous off-gassing and the high risk of deadly explosions or accidents in Lake County, IL
646. Add to the stakeholder list.
647. Add to the stakeholder list.
648. I would like to see rail service between Dubuque Iowa and Chicago so I could enjoy plays,museums and other cultural venues in Chicago
649. I'd love to see High speed rail from Chicago to Dubuque But I'd settle for fast reliable traditional railup and running in a year or two and then over time phase in Hi-speed
650. Add to the stakeholder list.
651. Trains are far to long blocking crossings to the public and emergency vehicles and also a safety issue for employees since portable raidios barley travel 8000 feet. Size should be reduced to 7500 to 8000 max.
652. CSX DOES LITTLE AND NOTHING TO THE AGED VIADUCTS THEIR TRAINS USE OVER OUR ROADS. THEY GET MONEY BY LEASING EASEMENT TO AMEREN FOR A NEW UPDATED 138KV POWERLINE BUT DIDNT DO ANYTHING TO IMPROVE

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AGING STRUCTURES. THEY PARK TRAIN FULL OF CHEMICALS FOR DAYS DURING HOLIDAYS AND TRAIN ENGINES ATE LEFT RUNNING WHICH FORCES US TO SMELL DIESEL FUMES. I feel when Amtrack ran in 80s this section of track was safer. I think it's dangerous now. My property sits within 36 feet of ballist rock so if train derails, well we won't survive if it does. This line was well maintained when it was Pennsylvania RAILROAD now it is bot after Conrail bought it then sold it to CSX. I hope I die before we have a derailment. I'm 68. I had contacted the Federal RAILROAD Administration a lit and still CSX DOES NOTHING.

653. Please review the existing grade separation of BNSF and Ogden Avenue in Naperville (near the intersection of Ogden, Raymond and North Aurora Road). The age of the existing rail bridge, low vertical clearance and narrow throat opening combined with large traffic volumes, tough vertical and horizontal geometry as well as the presence of a significant signalized intersection create an issue where a new bridge should be built to increase capacity and enhance mobility and safety.
654. My house shakes every time a freight train goes by. It feels like an earthquake. Not to mention, all of the times I have been stuck at the railroad crossing sometimes up to 15 minutes. I have also been stuck for more than 30 minutes by trains stopped on the tracks, blocking traffic, then navigating around blocks of traffic to get home.
655. Rail needs to be part of the transportation solution for both passengers & freight as the petroleum energy era begins to close.
656. Far west Chicago suburbs could really benefit from lines that run N-S. And more multimodal stations.
657. I'd like to see a comprehensive plan for improving and extending passenger rail in Illinois and the Midwest.
658. I am a Lake County Resident who is VERY concerned that EtO is brought into my residential community of Gurnee by railroad. If there were any accidents with the train bringing EtO to Vantage, it would be devastating to the Gurnee residents. Please, address this concern to help the safety of railroads in Illinois
659. I'm concerned for public health and safety surrounding the railroad.
- We are also often delayed and are late to appointments and classes by waiting for the train to cross at West Lake near Signode in Glenview, IL and by trains crossing Techny Road or Dundee in Northbrook.
660. Add to the stakeholder list.
661. The railroad line within less than a mile of my house is also just a couple blocks from a high school and hospital. I do not want additional traffic on this line.
662. We have good passenger rail service between Quincy and Chicago, but we also need service between Quincy and

St. Louis.

663. Please minimize the risk of spills and derailments in heavily populated communities
664. degasify ND crude
665. We need to have a sensible conversation about balancing corporate interests with those of property owners and residents. Environmental justice goes hand in hand.
666. Rail is essential for improving connectivity in the region; both in terms of speed and frequency between our major cities. This needs to be coupled with final mile solutions to allow for reduced emissions from cars and higher productivity from those who need to travel for business.
667. Prefer trains over planes for travel
668. Add to the stakeholder list.
669. Add to the stakeholder list.
670. We are adamantly opposed to the transport of hazardous materials through our communities. This country should be working to decrease this transport and in opposition of any and all increased capacity. The rail industry has not proven to be a good neighbor - Lac-Mégantic is a case in point. It's been eight years since this community lost 47 loved ones, including young children, and citizens who were traumatized by this event still have to do their own rail safety checks - daily. Residents were promised that the corridor would be moved to circumvent their village, yet this has not been done to date - nor has the now leveled city center of Lac-Mégantic been rebuilt.
- The rail industry, time and time again, prioritizes profits over safety, and the Trump administration either eliminated or delayed many of the Obama era safety regulations. The rail industry doesn't carry adequate insurance, and I can provide a laundry list of needed federal legislation rather than simply allowing the rail industry to regulate itself, which historically has the case, including:
- Federal version of IL SR0982 Hazardous Material Near School
 - Electronically Controlled Pneumatic (ECP) braking systems
 - Positive Train Control (PTC)
 - Reduced weight limits
 - Requirement for the industry to weigh individual rail cars transporting crude oil
 - Requirement for tracks and bridges to be rated in accordance with the loads carried (must accommodate heavier 286,000-lbs. tank cars)
 - Train size limits
 - Use of pressure cars and/or tank cars built with thermal "blanket" and stronger protective housing around pressure relief valves
 - Reduced speed limits (20 mph or less near schools and in densely populated areas)
 - Improved track and bridge regulation and maintenance

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- standards (Track problems were blamed in 59% of crashes)
- Reduced Reid vapor pressure (6-8 psi)
- Improved railroad employee working conditions (decreased hours, minimum 2-man crews)
- Requirement that trains be parked outside of and away from communities (minimum 1-mile distance)
- Legislation targeting industry accountability (corporate executives rather than engineers and railroad workers)
- Air quality monitoring in areas such as holding tracks where trains are left unattended with engines running
- Training standards specific to HHFTs
- Mandated access to water and foam along rail corridors in populated areas
- Comprehensive Oil Spill Response Plans and Financial Assurances (Petroleum Storage Surety Bill (A.7625/S.5751-A): Insurance Coverage)
- Mandatory industry-funded Environmental Impairment Liability Insurance
- Requirement for States to develop and implement publicly transparent Comprehensive Emergency Response Plans, including an Incident Command System for essential communication, specific to HHFTs. Legislation mandating that Congress have its own staff dedicated to reviewing regulatory legislation and regulations (OIRA is not sufficient to ensure that regulations are accountable to American citizens).
- Long-term plan and budget for phase-out of fossil fuels

In addition, the federal governance needs to pass existing legislation:

- US Senate Bill 1979 Safe Freight Act of 2019 prohibits the operation of a freight train or light locomotive engine used in the movement of freight unless it has a crew of at least two individuals (introduced).
- US House Resolution 1748 Safe Freight Act of 2019 co-sponsored by US Congressman Brad Schneider provides for the minimum size (2) of crews of freight trains (introduced).
- US House Resolution 5553 Crude By Rail Volatility Standards Act prohibits transportation by rail of crude oil with a Reid vapor pressure of more than 9.5 pounds per square inch (introduced).

671. Add to the stakeholder list.

672. I am adamantly opposed to the transport of hazardous materials through our communities. Safety should be paramount over profit.

673. Rail connectivity is important to all of us who are advocating for clean energy, clean transportation, and a healthier environment.

674. Has to be a better area than residential.

675. The owners of the railroads do not take care of the property by the tracks along Cottage Grove, 103rd to 115th Streets, which borders the Pullman National Monument in Chicago. There is always garbage along the edges of the tracks to

the street, and the garbage on the streets and sidewalks under the viaducts is especially bad (115th Street, 113th, 107th, and 103rd). And the walls and columns under the viaducts are literally crumbling and especially unsightly and disturbing. These areas need to be cleaned-up and repaired, and to be maintained on a consistent basis. Surely you do not want to negatively impress visitors from around the world who come to one of only two sites in Illinois run by the National Park Service!

676. I am very concerned that manufacturer Vantage brings in 44 million pounds of EtO to Gurnee every year. EtO is highly explosive and Vantage is located in a residential area, right near homes and less than ½ a mile from Spaulding Elementary School. If there were any accidents with the train bringing EtO to Vantage, it would be devastating to the Gurnee residents. Please address this concern to help the safety of railroads in Illinois.

677. I am very concerned that manufacturer Vantage brings in 44 million pounds of EtO to Gurnee every year. EtO is highly explosive and Vantage is located in a residential area, right near homes and less than ½ a mile from Spaulding Elementary School. If there were any accidents with the train bringing EtO to Vantage, it would be devastating to the Gurnee residents. Please address this concern to help the safety of railroads in Illinois.

678. Hi, A few of my comments are:

1. Based on Amtrak travel (east & west of Chicago), Amtrak's schedules are negatively impacted by the priority that freight trains have over the passenger trains. This situation should change in order to create more efficient travel and a clearer environment; we need to move more people out of cars and planes and into trains.
2. Having commuted on Metra for over 35 years, it seems that it would be helpful to conduct a equipment utilization study/evaluation to fully maximize the passenger loads in off peak times. Perhaps fewer train cars or fewer trains in the off peak times will add to the efficient use of the current rolling stock.
3. Prioritize the use of public/mass transit. Each transportation project, in it's early stage, should be fully evaluated for positives and negatives. Energy efficient, carbon footprint (initial and annual basis) and pollution are just a few metrics that could be used to change how we are subsidizing transportation projects that are not good for the whole community, state, country and globe. The United States can and should have first class rail travel that equals or surpasses other forward thinking countries of the world (Japan, EU, China).
Thank you for the opportunity to comment.

679. Add to the stakeholder list.

680. As railroad workers, we wholeheartedly support a strong and successful freight and passenger rail industry. Our "essential" members contribute to the success of the rail industry here in Illinois and across the nation as they perform

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duties in a 24/7 environment. Safety is our number one priority in the industry and should be the utmost priority for IDOT as well. When developing the next rail plan for the state, IDOT will need to have serious conversations with private freight railroads about "Precision Scheduled Railroading" (or PSR), an operating model most Class I RR's have adopted to generate the most revenue possible. PSR is simply a way to lower operating ratio at the cost of safety to communities and employees. The major component of PSR is longer trains. It is quite common today to see 3 to 4 mile long trains operating throughout the state. These longer trains have impacts not only on the employees who operate them, but for communities in regards to longer blocked crossings. There have been ample stories over the course of the last few years about emergency vehicles being blocked at crossings more often now that trains are significantly longer. RR's are running trains so long that they don't fit into their own passing tracks (sidings). Longer trains are affecting both motorists and pedestrian behaviors, as our members can attest to the amount of vehicles they see trying to "beat" a train at a crossing and the extremely dangerous practice of pedestrians crawling through stopped trains. Also, as we hopefully put the COVID pandemic behind us and as Intercity Passenger Rail (Amtrak) gets back to a full schedule, IDOT must be concerned with the effects ever-increasing train lengths will have on Amtrak On-Time Performance (OTP), which was already a major concern before the explosion of train lengths the last couple years. Illinois is a national leader in supporting passenger rail and federal law grants Amtrak preference when operating on a host railroad, but far too often Amtrak OTP suffers from delays associated with longer trains. As we hopefully expand Amtrak service soon to Rockford and the Quad Cities, IDOT must raise these serious concerns with host railroads so that taxpayers and Amtrak ridership realizes the true benefits of the service. While we are also strong supporters of the CREATE Program, IDOT must ask the freight railroads how longer trains could be counter-productive to the public investments being made. If longer trains cause longer delays at public grade crossings, they'll surely cause longer delays in the Chicago region when rail to rail meets have to be made. In closing, IDOT should work with efforts underway on a federal level that will be taking a hard look at PSR and the effect it has on local community safety, passenger train OTP, railroad employee safety and other negative aspects that could ultimately hurt the sustainability of both freight and passenger rail in the state. I would also be happy to discuss our thoughts on PSR and provide real world operating scenarios if IDOT wishes. Thanks for the time and I hope to work with IDOT to help build and expand a safe and successful rail industry here in Illinois.

681. Add to the stakeholder list.

682. I enjoy seeing the USA from 12 feet above the ground not

36,000 feet. leave the driving to them!

683. Add to the stakeholder list.

684. reduce delays between Metra and Amtrak in Chicago lans. expand Metro in illinois out to Mid America Airport.

685. The state should consider increasing the frequency of the Chicago-Carbondale route. As a traveler on this route to and from Champaign, a mid-day option would be nice to see other than early morning or later afternoon. Also, as a stakeholder and financier of the route, the state really needs to work with the STB to hold Canadian National Railway responsible for the on time performance of the current Illini/Saluki trains. Usually, every time I travel this route, the train is at least an hour late to Champaign and an hour late to Chicago. This no doubt hampers the full extent for the use of this route by potential riders.

686. Add to the stakeholder list.

687. Ask Illinois to require:

A federal bill similar to IL SR0982 Hazardous Material Near School, requiring the inclusion of school personnel in comprehensive emergency response plans (CERPs) specific to the transport and storage of hazardous materials and the dissemination of this information to the parents of students, faculty, and staff. - Train length limits so as to limit number of blocked crossings for first responders and citizens in the event of any type of failure/breakdown - Requirement for industry to weigh individual rail cars transporting crude oil- Requirement for tracks and bridges to be rated in accordance with the loads carried (must accommodate heavier 286,000-lbs. tank cars) Use of pressure cars and/or tank cars built with thermal "blanket" and stronger protective housing around pressure relief valves - Reduced and enforced speed limits (20 mph or less near schools and in densely populated areas) Improved track and bridge regulation and maintenance standards (Track problems were blamed in 59% of crashes) Reduced Reid vapor pressure (6-8 psi) -Requirement that trains be parked outside of residential communities (minimum 1-mile distance)- Legislation targeting industry accountability (corporate executives rather than engineers and railroad workers)- Improved railroad employee working conditions (decreased hours, minimum 2-person crews)- The banning of engineer-free, autonomous, robotically, remotely operated freight trains.- Air quality monitoring in areas such as holding tracks where trains are left unattended with engines running and high capacity areas. - Training standards for emergency personnel and first responders specific to HHFTs - Mandated access to water and foam along rail corridors in populated areas -Requirement for States to develop and implement publicly transparent Comprehensive Emergency Response Plans, including an Incident Command System for essential communication, specific to HHFTs. Comprehensive Oil Spill Response Plans with Financial Assurances (Petroleum Storage Surety Bill

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(A.7625/S.5751-A): Insurance Coverage) Legislation mandating that Congress have its own staff dedicated to reviewing regulatory legislation and regulations (OIRA is not sufficient to ensure that regulations are accountable to American citizens). Mandatory industry funded Environmental Impairment Liability Insurance. - 24 hour Air quality monitoring at Chicago Union Station passenger tracks including the monitoring for fine particulate matter (PM 2.5) - Continued and additional trespasser & suicide reduction resources and funding for along railroad tracks and crossings including light rail. Thank you.

688. Number of trains and schedule is critical to success of passenger service. For example, The Hawkeye Amtrak service was doomed. Need at least train each way with time at least equal to auto.

689. I'm worried about rail train length blocking streets, crew size on trains, too much tech and not enough human oversight, hazardous materials being transported thru our towns and cities and hazardous materials being strewn about. I worry about an action plan from the railroads and municipalities when an accident does occur.

690. Limiting excessive freight train length, minimizing risks at existing and rehabbed grade crossings, hazardous material shipment security, restoring on-board security for commuter and passenger rail service, and modernizing commuter rail service, equipment and central Chicago stations should be included in the study, discussions and action items.
Thank you.

691. NEIS is a 40-year old safe-energy, anti-nuclear environmental organization. We're based in Logan Square, Chicago, IL. We are Illinois' only remaining watchdog of the nuclear power industry.

We write to you regarding the Illinois Department of Transportation (IDOT) is conducting a Rail Needs Assessment.

We would like to call to your attention Chicago's and Illinois' unique position regarding nuclear reactors, and the impacts this does and will have on the Illinois road and rail network.

As background on this topic, we would point out the following:

- Chicago is ringed with 10 nuclear reactors and high-level radioactive waste sites closer to it than Chernobyl was to the Ukrainian capital city of Kiev. Illinois is host to 11 operating nuclear reactors, and 3 closed reactors; if it were a country it would be the 11th largest nuclear power in the world.
- Currently Illinois hosts over 10,000 tons of highly toxic high-level radioactive waste (HLRW) in the form of the spent-reactor fuel generated over 5+ decades of reactor operations in Illinois. Because the federal government has not been able to create a permanent disposal facility (as it was obliged to do by 1997), all these wastes

remain at reactor sites in containers of questionable integrity, awaiting a final disposal facility at some unknown date in the future.

- Some federal legislators are currently advocating for ill-advised plans to begin moving these wastes to allegedly temporary "centralized interim storage" (CIS) sites, currently proposed for West Texas and New Mexico. These sites are being strenuously opposed by the local populations and many of the industries that would be affected by these CIS facilities, should they be approved. Additionally, populations along the designated rail shipping routes are also expressing opposition to these plans.
- Premature approval of these sites would begin a mass exodus of HLRW rail and truck shipments from the reactor sites around the country, on roads and rails, over bridges and waterways, that a few years ago were evaluated to have "D" and "D-" ratings respectively by the American Society of Civil Engineers (these are actually the Illinois ratings, which remarkably were higher than the national averages!).
- Because of its extensive road and rail network, the Chicago area rail systems were predicted to receive over 60% of the expected shipments from reactors east of the Mississippi River. Illinois as a whole would be expected to experience nearly 80% of all national shipments of HLRW to either the proposed CIS facilities, or a final HLRW disposal site (currently non-existent).
- Transport shipping casks for HLRW can measure into the hundreds of tons. Repeated travel of such heavy loads has been demonstrated to degrade and alter the safety of the rail bed, and in some cases, have resulted in derailments for trains passing AFTER such shipments have used the rail route.
- A radiologic accident on these roads and rails could have catastrophic implications for 1.) the first responders dealing with such accidents; and 2.) the health and safety of the public and environment; and 3.) the locally affected economy. Such an accident could turn Chicago and Illinois as a whole into the "Belarus of the Midwest" through the expected radioactive contamination.

For these reasons, we would suggest the following:

- A need exists to greatly overhaul, improve and reinforce the existing rail beds for routes presumed to be used for shipments of HLRW.
- The State would need to insure the availability of heavy lift equipment to be able to retrieve HLRW shipping casks and rail cars that would leave the tracks during an accident.
- A thorough and ongoing track inspection program needs to be instituted that could verify the integrity of track on routes designated for shipping HLRW.

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- The creation of a statewide extensive and regularly occurring curriculum and ongoing training exercises dedicated to emergency radiologic response accidents, in terms of radiologic transport accidents on our road, rail and waterways network.
- The in-state availability of appropriate, ample and up to date emergency response equipment for dealing with radiologic emergencies, which would include things like (but not limited to):
 - Radiation monitors and protective suits
 - Mobile decontamination equipment or trailers; and involvement of and ongoing, active coordination with local hospital systems for radiological decontamination and treatment of responders and locally affected populations
- Strong interface with the State of Illinois' Dept. of Nuclear Safety, which is a sub-department of IEMA.

We thank you for consideration of these views, and are available for further participation and cooperation with your project.

692. Add to the stakeholder list.

693. Ask Illinois to require: A federal bill similar to IL SR0982 Hazardous Material Near School, requiring the inclusion of school personnel in comprehensive emergency response plans (CERPs) specific to the transport and storage of hazardous materials and the dissemination of this information to the parents of students, faculty, and staff. - Train length limits, so as to limit (number of) blocked crossings for first responders and citizens to cross in the event of any type of failure/breakdown and the delay of passenger trains - Requirement for industry to weigh individual rail cars transporting crude oil- Requirement for tracks and bridges to be rated in accordance with the loads carried (must accommodate heavier 286,000-lbs. tank cars)- Use of pressure cars and/or tank cars built with thermal "blanket" and stronger protective housing around pressure relief valves - Reduced and enforced speed limits (20 mph or less near schools and in densely populated areas)- Improved track and bridge regulation and maintenance standards (Track problems were blamed in 59% of crashes)- Reduced Reid vapor pressure (6-8 psi)- Requirement that trains be parked outside of residential communities (minimum 1-mile distance)- Legislation targeting industry accountability (corporate executives rather than engineers and railroad workers)- Improved railroad employee working conditions (decreased hours, minimum 2-person crews)- The banning of engineer-free, autonomous, robotically and/or remotely operated freight trains.- Air quality monitoring in areas such as holding tracks where trains are left unattended with engines running and high capacity areas. - Training standards for emergency personnel and first responders specific to HHFTs - Mandated access to water and foam

along rail corridors in populated areas- Requirement for States to develop and implement publicly transparent Comprehensive Emergency Response Plans, including an Incident Command System for essential communication, specific to HHFTs.- Comprehensive Oil Spill Response Plans with Financial Assurances (Petroleum Storage Surety Bill (A.7625/S.5751-A): Insurance Coverage)- Legislation mandating that Congress have its own staff dedicated to reviewing regulatory legislation and regulations (OIRA is not sufficient to ensure that regulations are accountable to American citizens). - Mandatory industry funded Environmental Impairment Liability Insurance. - 24 hour Air quality monitoring at Chicago Union Station passenger tracks, including the monitoring for fine particulate matter(PM 2.5).

694. Please look at the length of freight trains in addition to the number of trains at at grade crossings. Understanding the actual delay vehicles and pedestrians are experiencing, and the negative impacts on community economic development is important in prioritizing projects and in providing accurate information to federal regulators who may wish to consider dispersal of negative community impacts while keeping a viable freight system.

695. Add to the stakeholder list.

696. The rusted, crumbling RR overpass on Peoria St. west of the Washington square HAS to be getting unsafe. It has been an eyesore for our community for years. I know it is a major project to replace it, but it certainly would help our town.

697. Short to middle distance travel is so well suited to rail transportation yet the options are extremely limited. Even if a route has an option, the frequency or speed leaves much to be desired. IDOT could really help transform the Midwest at large if it were to take the lead on expanding and promoting short/middle distance travel while streamlining connections from other forms of transportation.

698. Add to the stakeholder list.

699. Increasing the number of trains going through my neighborhood in Glenview raises many concerns for me and my family.

700. Trains have become super long. Because of how many lines and roads run in Lake County, traffic can back up with over 20 cars. Traffic lights aren't synced to the rail crossing so as to run traffic longer across the tracks after the train passes, creating a 2-3 light cycle wait. Road system in Central and northern Lake County is still built and monitored like population

701. Eto comes to Vantage by rail in Gurnee. I live blocks from the train tracks. Eto is explosive and very dangerous, the train running next to my neighborhood bringing millions of pounds every year!

702. I want to see ethylene oxide no where near residential areas. It is highly explosive and when emitted into the air it is toxic and causes cancer.

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703. Metra/BNSF line passenger station platforms at Halsted, Western Avenue and Congress Park are not ADA compliant. Instead of maintaining and fixing platforms properly such as the one at Western Ave, it seems their solution is to close off portion that is crumbling with partial fence so they do not have to fix it and would thereby be forced to make the platform ADA compliant.

I am concerned with the freight trains getting longer whereby they are now blocking crossings for longer periods of time due to longer length. This not only effects regular citizens trying to get to work and/or school but first responders, fire, ambulance and police responding to emergencies where time is of great importance. That is addition to hoping that nothing breaks down on longer trains as this would essentially cut towns in half for extended periods of time as news articles show is happening more and more across the nation. The railroads have to be held accountable to the US public.

704. My thoughts are in regard to establishing passenger service between Rockford, IL and Dubuque, IA. This is a brilliant idea. In 1964 my mother and I took the passenger train from Dubuque or East Dubuque into Chicago and it is one of the best memories of my life. We shopped at Bloomingdales and traipsed through Downtown and had the most wonderful day shopping. Then we stayed overnight at a tall hotel, sorry don't remember the name, but TONY BENNETT was singing in a beautiful ballroom and it was awe inspiring and fun and memorable. It would be such a boon for all if connections like that could be reestablished.

Also connections between Dubuque and Rockford would make a practical connection for people trying to get to the airport bus shuttle. If you've ever driven from Dubuque to Rockford to get the airport shuttle, you would be aware that that is one of the worst stretches of road in Illinois. Avoiding it would be a delight. Most especially if a charming train ride were the antidote.

705. It's imperative that the railroad put people and safety first and that our communities are protected from the transport of toxic materials, avoidable accidents and serious maintenance failures. The railroad must carry adequate insurance!

706. Add to the stakeholder list.

707. In April 2021, Amtrak published plans for service out of Chicago and nationwide. Among its priorities, Amtrak is seeking to expand service between Chicago and Milwaukee from 7 roundtrips per day to 10, which is in support of its long-range plan to increase to 17 roundtrips to include high speed service. In order to accomplish these goals, IDOT should seek to coordinate with Metra, Amtrak, Canadian Pacific RR, and Union Pacific RR to separate passenger and freight traffic north of A20 on Metra's Milwaukee North line by improving the UP Milwaukee Sub to allow all CP and

UP trains to use it when north of A20. This will eliminate the current bottleneck of train congestion between Glenview and Libertyville where Metra, Amtrak, and CP freight trains are all trying to compete for limited space.

708. The rail industry, time and time again, prioritizes profits over safety, and the Trump administration either eliminated or delayed many of the Obama era safety regulations. The rail industry doesn't carry adequate insurance, and I can provide a laundry list of needed federal legislation rather than simply allowing the rail industry to regulate itself, which historically has the case, including:

- Federal version of IL SR0982 Hazardous Material Near School
- Electronically Controlled Pneumatic (ECP) braking systems
- Positive Train Control (PTC)
- Reduced weight limits
- Requirement for the industry to weigh individual rail cars transporting crude oil
- Requirement for tracks and bridges to be rated in accordance with the loads carried (must accommodate heavier 286,000-lbs. tank cars)
- Train size limits
- Use of pressure cars and/or tank cars built with thermal "blanket" and stronger protective housing around pressure relief valves
- Reduced speed limits (20 mph or less near schools and in densely populated areas)
- Improved track and bridge regulation and maintenance standards (Track problems were blamed in 59% of crashes)
- Reduced Reid vapor pressure (6-8 psi)
- Improved railroad employee working conditions (decreased hours, minimum 2-man crews)
- Requirement that trains be parked outside of and away from communities (minimum 1-mile distance)
- Legislation targeting industry accountability (corporate executives rather than engineers and railroad workers)
- Air quality monitoring in areas such as holding tracks where trains are left unattended with engines running
- Training standards specific to HHFTs
- Mandated access to water and foam along rail corridors in populated areas
- Comprehensive Oil Spill Response Plans and Financial Assurances (Petroleum Storage Surety Bill (A.7625/S.5751-A): Insurance Coverage)
- Mandatory industry-funded Environmental Impairment Liability Insurance
- Requirement for States to develop and implement publicly transparent Comprehensive Emergency Response Plans, including an Incident Command System for essential communication, specific to HHFTs.
- Legislation mandating that Congress have its own staff dedicated to reviewing regulatory legislation and regulations (OIRA is not sufficient to ensure that regulations are accountable to American citizens).

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- Long-term plan and budget for phase-out of fossil fuels

In addition, the federal governance needs to pass existing legislation:

- US Senate Bill 1979 Safe Freight Act of 2019 prohibits the operation of a freight train or light locomotive engine used in the movement of freight unless it has a crew of at least two individuals (introduced).
- US House Resolution 1748 Safe Freight Act of 2019 co-sponsored by US Congressman Brad Schneider provides for the minimum size (2) of crews of freight trains (introduced).
- US House Resolution 5553 Crude By Rail Volatility Standards Act prohibits transportation by rail of crude oil with a Reid vapor pressure of more than 9.5 pounds per square inch (introduced).

The bottom line is that the industry repeatedly chooses to keep their profits (revenue generated, in large part, from the investment of public tax dollars) rather than fund much needed upgrades that could improve safety and save lives.

709. Add to the stakeholder list.
710. Continue concerns about expansion of freight trains through Glenview
711. The Hubbard Woods train station is in serious need of repair. The steps down to the platform at the north end of the station are broken in many places and likely to be a trip hazard. The handrail is rusted and likely unsafe. Signs indicating which side goes which direction have been missing for years. All of the station and platform area could use aesthetic improvement.
712. Add to the stakeholder list.
713. Add to the stakeholder list.
714. I am opposed to any increase in freight capacity that runs through and therefore endangers residential communities. There are many, many schools such as Lake Zurich High School and St. Matthew Lutheran School, Glenbrook North and South and other public locations including Northshore University (Glenview Hospital), the Hawthorn Woods Aquatic Center and Wicklow East Park, that are located right beside the EJ&E rail corridor. We, as adults, have a moral responsibility to protect our children, and children attending schools located within the 1-mile radius blast zone are not safe. Please do what you can to better regulate the dangerous traffic that already exists and please do not make it worse by allowing more freight trains to run through residential communities. Thank you.
715. Add to the stakeholder list.
716. Add to the stakeholder list.
717. Rider of rail mass transit
718. Add to the stakeholder list.
719. Illinois's long term focus should be about helping the state move into a more car optional future. This means more rail lines to connect communities, and more bike friendly infrastructure to enable biking as a more viable "last mile" means of transportation.
720. Routing bomb trains and toxic carriers through residential communities is dangerous and disingenuous.
721. Rail is a true asset which sets Chicagoland apart from other cities. Post Pandemic it will be important to show people the benefits of public transit as our streets get more and more congested. The transit plans have traditionally been very oriented towards normal commuting- Suburbs to Downtown for instance. Would be interesting to see other options presented which may reflect more current needs, especially to get folks to where jobs may be. This may mean getting people from the city to suburbs at non traditional times.
722. any train over 8500 ft long is a public Safty issue
723. I commute to Chicago on Amtrak
724. Please focus on high speed rail connecting major cities, including out of state. We have buses for low speed non-car transit.
725. Add to the stakeholder list.
726. Add to the stakeholder list.
727. I urge IDOT to make a plan for level passenger boarding at all passenger stations throughout the state. Union Station is long overdue for this upgrade. It should be the first priority for station work.
- I also urge IDOT to work with Amtrak to confirm that Amtrak will remove seats from the new rail cars purchased when groups of wheelchair users are traveling and existing accessible spaces cannot accommodate the group.
728. The State of Illinois has an opportunity to not only remake life for Illinoisans, but also all Americans throughout the Midwest. If the goal of the Illinois rail strategy is to provide statewide service to all of its regions in becoming an almost New Jersey Transit like agency, rail needs in the state of Illinois should incorporate and work with the needs of the St Louis region in developing corridors throughout Illinois. To do this, stakeholders in St Louis, through the MetroEast council, City and County of STL, the State of IL and MO, and the USDOT, should focus on a plan to replace the MacArthur Bridge into St Louis, expand rail to Alton, and develop a Southern and Central IL rail strategy. There is simply no reason why there isn't a STL - Carbondale line to Memphis via Belleville and Du Quoin, or a STL to Indianapolis line via Vandalia and Effingham. Such lines would provide hundreds of millions of revenue to downstate Illinois, connect millions of people to small towns and corridors throughout the state in providing tourism and business travel, and provide a way to get around.

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Secondly, the state of IL needs to focus on double or triple tracking all passenger rail lines outside of Chicago. With at least one dedicated line for passenger rail on every proposed or current corridor line, more trains can be scheduled and at higher speeds.

Third, there should be an effort to link current and proposed rail lines together to allow for multiple routes across the state and connect lines between corridors. The first such of these lines should focus on the connecting the Lincoln Service to Champaign via Decatur. This would allow for an STL to Chicago route through Champaign, or another way to get to Springfield via Champaign. A second link route that would not require land acquisition would be to bring Peoria into the Illinois Service through a rail line from the Quad Cities to Danville. This would connect all of Central Illinois together, allow for rail to proceed to Indianapolis, and connect Peoria to Chicago. Such a route would create multiple routes and fully connect central Illinois to Northern Illinois. A similar approach would then be taken for central and southern Illinois through rail expansion to Indianapolis, Louisville, and Carbondale to Memphis through St Louis

Lastly, it is my hope that with the new inland port in Cairo, a major infrastructure push occurs in Southern Illinois that sees, one day, a return of a double track rail line south of Carbondale and a new rail bridge at Cairo. With improvements to the line in Chicago and Champaign, and a double tracking of the line south of Champaign, a Chicago-Memphis line at 110mph to 125mph, the maximum speed of the new Amtrak train sets, would revolutionize travel and connectivity throughout the region in the 21st century. A line to Memphis where it takes 4hr 30min to 4:45mins from Chicago; 2hrs from Iowa City to Chicago; 3hrs from Chicago to Carbondale; 45mins from Rockford to Chicago; 1hr 40min to Dubuque, IA; 1.5hrs from Moline, IA to Chicago; 2.5 hrs from Burlington, IA to Chicago; 3hrs to Quincy, IL; and 2hrs 40 mins from Chicago to St Louis would simply change how Illinoisans travel.

Thank you

729. I am very interested in passenger rail service to Chicago via Rockford and would use the service multiple times a year in place of my car leaving from Dubuque, IA
730. I oppose the transport of hazardous material through residential communities and freight holding tracks near residences.
731. My concern is freight train traffic in urban areas, the safety concerns especially when the train contains significant volatile or toxic material, the disruptive and negative impact on community life and nearby residents.
732. Add to the stakeholder list.
733. I am a resident of Lincoln, and hope to see additional passenger trips from Amtrak in Lincoln. Right now, Amtrak's southbound Lincoln Service #301 is not scheduled to stop in Lincoln. If this trip instead made a quick stop in Lincoln at approximately 9:45am, it could greatly enhance connections for anyone needing to get to Springfield in the morning, or continue on to St. Louis. Also, it would allow morning travel from Chicago to Lincoln.
734. Add to the stakeholder list.
735. Add to the stakeholder list.
736. Add to the stakeholder list.
737. I am a railroad historian. I have traveled extensively by rail and continue to use rail. I have written countless articles on a variety of rail subjects. I once did freelance work for the C&NW.
738. Illinois should explore an Amtrak line over Union Pacific's tracks connecting St. Louis to Carbondale, running along the Mississippi River through St. Clair, Monroe, Randolph, and Jackson counties.
- This short route would enhance SIU's efforts to recruit St. Louis area students and create a new Mississippi River crossing that would alleviate some of the pressure in Chicago while also creating future development opportunities for an Amtrak route extending from St. Louis to Atlanta through Nashville.
739. I understand the need for whistles in the daytime, and also during the night for Amtrak units that travel really fast. But not for the freight trains. Actually we have had early deaths because of the nighttime whistles.
See: <https://downtownaltona.wordpress.com/2021/06/21/a-night-time-train-whistle-ban/>
740. We live on the east side of the railroad tracks. If we need a fire engine or ambulance we are on the wrong side to get needed help. Long trains become a hazard for us.
741. I am very concerned about the whistle blowing constantly through the night. Altona has 4 tracks going through the village. Trains use the whistle excessively and the decibel is way too high. Loud excessive noise is not good for your health. Why can't the decibel of whistle be lowered or stop the whistle blowing after 10pm?
742. Those articles cover my opinion; largely supportive of similar proposals that I borrow from. But I am glad to talk or email with you during the course of your study.
743. Trains in our 3 village district are long enough one train can block (and has) 3 crossings keeping us unable to get to patients houses. Twice now they've blocked the crossing in one town for 12 hours. Also our little town is 4 blocks wide and 8 blocks long. It really is not necessary to BLAST the horn all the way thru. Amtrak is just as bad as the Freight. There is only 2 crossings in the town. Please do something.
744. I feel the extra long trains are a public safety hazard. I don't want an ambulance or fire truck to not get to our home because of one of these extra long trains blocking the crossings in our hometown. There would be deaths which will lead to lawsuits.

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745. Speed and frequency. The only way to get significant people out of their cars is to run fast and frequent trains. All Illinois service trains should be upgraded to run at a min of 110mph, which isn't even that fast for the 21st century. Run more trains and run them faster.
746. Please consider adding additional frequencies on the Alton Route through Bloomington-Normal. There are gaps in the current schedule that create inconveniences for travel. Ideally, there would be a train every two hours each way. Counting the long-distance Texas Eagle as one of those trips is okay, but please consider a train that leaves Chicago in the 11 o'clock hour and again at 3pm. Please consider adding these two return trips from St. Louis as well to close the gap in the current schedule. Thank you for taking the time to consider my request.
- 747 I would like to express my concerns about these massive trains and how their length can impact rural emergency Response times as there is no place really to keep them off of crossings in the country. Rural fire districts and ambulances will have to travel miles out of their way to respond to emergencies, this could be life threatening to those on need. If we could keep these trains limited to 8,500 feet, that would help with these response times and save lives in the process. Thanks
748. I realize I am way past the deadline for comments, but want to give my opinion anyway. A passenger line between East Dubuque, IL and Chicago, as was the case during my childhood, would be very desirable, and also economically beneficial to the many towns along the way, such as Galena, Elizabeth, Stockton, Freeport and Rockford etc.
749. Add to the stakeholder list.
750. We have to continuously block a crossing at Lorenzo, just west of Logistics Park Chicago, when we double trains together. A doubled train might sit on that crossing for two hours and sometimes much longer.
751. I would like to have rail service that connects Peoria to Chicago and St. Louis. I regularly travel to Peoria and, currently, I have to make arrangements to be picked up in Normal or Galesburg. I would be very happy to have service directly to Peoria.
752. I would love to see investment in high speed rail in the Midwest. Probably need major improvements at Union Station, such as the cross-rail project, to make it happen.
753. I believe rail service from Rockford to Dubuque would be a waste of time and money. The rail service would not be used enough to justify.
754. NO GO to Dubuque. Waste to bring rail to Dubuque, rail will not be used much. Maybe OK Rockford from Chicago
755. I look forward to seeing the development of a more extensive rail network that can allow me to travel around the region while enjoying the amenities of passenger rail service, since I already enjoy traveling via Amtrak.
756. TOP PRIORITY. Get all of the brand new passenger cars that are sitting around Chicago running. They've been collecting dust for over a year now. The Amjunk we ride on today is beyond repair. Train exteriors look like hell.
757. Dedicated tracks each way with no car interactions is the only way to go for longevity and reliability.
758. I'm anxiously waiting for the day we can once again travel by train to and from Chicago to the Quad Cities.
759. Add to the stakeholder list.
760. Add to the stakeholder list.
761. Add to the stakeholder list.
762. Add to the stakeholder list.
763. It doesn't make sense that you cut down all of the trees along the tracks in Western Spring (in the name of safety) and that you cut them down in such a crude manner that the village had to go back and remove the dangerous jagged stumps that you left behind. I'm sure this act is now contributing to additional air and noise pollution. How about coming back and repairing the damage you did to our town with new plantings?
764. What happened to the proposal to ordain the Chicago to Moline route?
765. Requesting information on the proposed route Chicago to Moline...the station in Moline is built, a hotel is built and we don't see anything going on. I've asked numerous people who should know, but they don't claim to know anything about it!
766. Being 90 years old I look continually into utilizing rail passenger service; and I regularly schedule travel by rail.
767. Add to the stakeholder list.
768. Amsted Rail is a 100-year old, Chicago headquartered company that designs and manufacturing running equipment for freight and passenger railcars. Our Granite City, IL plant is home to our new transit business. We are manufacturing trucks for Alstom's supply of gallery cars to METRA. Amsted Rail strongly supports a healthy freight and passenger rail transportation system in Illinois and the United States. We stand ready to supply railcar truck components, services, and systems for METRA and Amtrak corridor operations in Illinois. We would be pleased to welcome Illinois DOT (IDOT) officials for a Granite City plant visit!
769. I would like more passenger rails from Carbondale. St. Louis and Nashville would be great.
770. To whom it may concern,
I am both a Locomotive Engineer with BNSF Railway as well

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as the Village Board President for the Village of Altona. BNSF is going paperless. While I can understand their need to cut costs and to minimize expenses in order to maximize profits; their obsession of going paperless can cause undo harm to the public.

Currently whenever a crew goes on duty, the Conductor will run a list of the train with a listing of ALL hazardous items and instructions to address that hazmat material should it be involved in a derailment. BNSF has issued the train crews iPads with all of this train information on it which is replacing all paper copies. The problem is, what happens when the battery goes dead? There are railroad employees that have stated that they are not going to spend their own money and carry a spare battery booster in order to keep the iPads powered up. What happens when there is a derailment and notification of the fire department must be made?

Presently each train has two copies the train list which includes the listing on Hazardous Materials and how to handle them should a derailment occur (certain hazmat material you will make worse if you put water on it). By going completely paperless we will no longer have this paper copy to give to the fire departments should a hazmat derailment occurs. The railroad is going to expect us to email the train list to the firemen when they get to the scene. This means that 1) we are going to assume that there will be a good signal to send and receive this email; 2) the fire department will now have to read this train data on the smaller screen of a smart phone (assuming someone on the fire department has one) instead of a regular piece of paper; or 3) rely on being able to reach someone on the phone in the company that will be able to handle this potentially deadly situation.

This is all building up to potentially deadly situation and this practice MUST STOP before it gets implemented. Currently the Ft. Madison, IA terminal is transitioning into paperless. Ft. Madison has two directions on the former Santa Fe side; East to Chicago, and West to Kansas City, KS.

The obvious solution which the railroad refuses to incorporate is to have two paper copies on EVERY train when they depart their original terminal, keeping that train list on the train for the duration of the trip - unless there is some change in the makeup of the train, then and then only, generate a new train list at the next crew change to assure a clean copy. But BNSF has complete paperless on their minds. The State of Illinois needs to mandate paper copies of the train list in order to give to the fire departments should an emergency occur.

Thank you.

771. Studies to Rockford?? How bout building a crossover from Soo Line to UPNW at Deval/DesPlaines? Then would have

existing, straight rail from CUS and Ohare to Janesville WI and Madison, Dane airport, Portage, WI Dells, Eau Claire?? and MSP and a way to make the "Empire Builder" a five hour train (with existing equipment) instead of eight. Amtrak should be all over this.

772. As a frequent traveler on the Lincoln Service trains, first as a student at ISU and now as a business traveler, when will the train speed be increased? 110 mph was promised and still not delivered. Do you have a plan to achieve those speeds in the near future? As someone who recognizes the usefulness of trains I worry if this fails it will be used as an example of why we shouldn't upgrade train service.
773. Living in the Dubuque, Iowa area, rail access to Chicago would be an advantage for commuting to work in the future.
774. Add to the stakeholder list.
775. I am concerned about over/underpasses (safety issues) and development of high speed rail
776. Add to the stakeholder list.
777. I have been waiting to share this idea as I'm sure it will take time to do and it will be well way worth it! thanks and I sure hope this will be a dream come true!
778. Add to the stakeholder list.
779. How will a high speed train deal with towns that have speed regulations. Getting through some areas from Chicago to Springfield is very slow. Cost is an issue; it is not a savings to use Amtrak, especially if the times are inconvenient or stations do not exist! Not enough connections or stations. For example Chicago to Atlanta takes a whole day, why? The schedule for Chicago to East Lansing has changed. Very inconvenient to get child to Michigan State University now
780. My interest is twofold: Railroads often carry hazardous materials, and in the event of an accident or derailment can present a situation requiring long-term disaster response. Secondly, use of passenger rail capacities for evacuation purposes, in the event of very large-scale natural disaster events is of great interest.
781. At 4732 IL-23, Leland, IL exists a separated grade crossing on Illinois Route 23 just north of US Route 34 in rural LaSalle County. The structure has restrictions for vehicles on Route 23. Oversize/overweight vehicles regularly are required to detour around the separated grade crossing and use township roads not designed to handle the heavy loads. Also, the vehicles often use the at-grade crossing located 2.5 miles to east at the intersection of US Route 34 and N 48th Road immediately west of Somonauk, IL to cross the railroad. This crossing is located at a sharp curve in the road immediately next to the intersection. Also, the crossing is much higher than the road which has the high potential for trucks to bottom out and get hung up on the railroad tracks.
782. Add to the stakeholder list.

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783. As an Illinois resident who does not own a private vehicle, I rely heavily on rail transportation to get to statewide destinations. Having a safe, reliable network of rail transportation is vital to me. Having worked in state economic development organizations in the past, I also realize the crucial importance of a connected, reliable rail transportation system, including both passenger and freight, for the State to maintain a healthy economy.
784. I travel roundtrip Champaign - Chicago fairly frequently on Amtrak. The sharing of the tracks with Canadian National who owns the tracks is always an issue. Either Amtrak has to pull over and let the freight train pass, or following the freight train makes the trip longer. My husband and I were on the City of New Orleans (which left at 11PM on 1/8/22 - 3 hours after the scheduled departure time due to unrelated mechanical issues) and stopped on the tracks for 2 hours because the freight train we were following could not get up the "hill" at Paxton. I found out later that there is an incline where the track go over a road in Paxton. An engine had to be brought up from Rantoul to pull the train. We arrived in Champaign at 3:30 AM. Once there, there were no taxis and there was only one Uber driver serving the ~50 passengers who got off in Champaign. The driver kept making trips back and forth. My main concern, however, has to do with the sharing of the tracks with Canadian National, causing delays in Amtrak travel.
785. Add to the stakeholder list.
786. Add to the stakeholder list.
787. Please add me to the newsletter and next steps email list. Thank you!
788. We need a statewide inventory of all railroad property and the property immediately adjacent to it to evaluate how much railroad property needs to be retained for development of new rail services. In Chicago particularly, railroads have been allowed to sell off much of their property to developers, who erect buildings so close to the tracks that no space is available for rail expansion, sidings, stations, yards and other railroad activities. Railroads are presumed to be contracting at a time when both the freight and passengers businesses are growing. In Chicago, a new development is threatening to block a potential connection between Union Station and the former Chicago & North Western Railway's Erie Street Yard, a simple two-block-long connection that would have enabled Amtrak trains from Union Station to access the former C&NW to create passenger service to Waukegan, Kenosha, Racine, Milwaukee and Green Bay as well as a direct route to Madison. We need a statewide study to prevent giveaways of potential railroad ROWs to developers.
789. I look forward to reading the final report.
790. I agree that improvement in the railway system here in the Chicago region and Illinois is badly needed and federal funding should be sought. However, efficiency improvements in freight traffic must not come as the expense of safety. Hauling hazardous materials, tank cars structure too thin, insufficient braking capability, speed, length of trains, etc. are all issues that must be satisfactorily addressed and not ignored in the name of practicality, cost, or efficiency.
791. Please prioritize restoring moderate speed passenger service not just to Rockford but also Galena and Dubuque.
792. For safety, I believe that freight and passenger/commuter train service should be separated and not share the same tracks. Freight trains have also become dangerously long and heavy transporting hazardous chemicals on the same tracks as commuters and passengers, which creates more wear and tear on tracks that were designed for commuter traffic increasing the potential for derailment adjacent to homes and schools along the tracks. Safety needs to be the primary driver of decision making.
793. Add to the stakeholder list.
794. I live near a rail line (freight) and have worked in the transportation construction industry for 28 years. I am glad to see that passenger rail lines being re-instated, especially as I prepare to send my only kid off to college, that could be very helpful. I am also interested in the safety aspects and freight access, as I have a friend who is in trucking and works the container yards. Thank you for providing the opportunity to have input and get more information as it becomes available.
795. I am interested in restoring Blackhawk passenger rail service from Chicago-Rockford-Galena-Dubuque,Iowa. This area is severely underserved and has been for years. Route #20 remains an extremely poor roadway between Freeport and Dubuque, much of it only 2-lanes and transversing terrain that is hazardous year around, especially at night and in the winter. The passenger rail initiative would bring easy access for travel. The problem as I see it is getting the local municipalities and NGOs along the right of way educated to the potential for growth and on-board to get that service started. It was supposed to be up and running in 2014 and since has been stonewalled. There are people who are NOT giving up the fight however. There is real economic growth opportunity along the right of way and it cannot be tapped without regular passenger rail service.
796. Please consider the tangential economic development effects of railroads. Railroads can be an economic development engine or a burden, depending on local factors. Railroads can provide access and spur TOD or they can be noisy and reduce property values. While some factors may be hard to measure, please consider indirect impacts.

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797. Transportation is the cause of 29% of greenhouse gas emissions in the United States:
<https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>
 Of those emissions, 82% are from cars and trucks - with 52% from "light-duty vehicles" alone:
<https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions>
 There is an urgent need to reduce greenhouse gas emissions globally and in Illinois. The data shows that the most effective way to reduce them in Illinois is to reduce miles traveled by car. People want to go from place to place, and when they do, they use a mode of transportation. To address climate change driven by greenhouse gas emissions, IDOT's most urgent priority should be to improve passenger rail options so that more residents and visitors travel through the state on trains instead of in single occupancy vehicles. IDOT can meet this moral responsibility by prioritizing improvements to passenger rail service when considering its rail needs.
798. Add to the stakeholder list.
799. Add to the stakeholder list.
800. Please continue to focus in eliminating delays for both Metra and freight trains. Both are key to vital portions of the IL economy (Chicago Loop labor force, and Chicago's role as the hub of rail transportation for the US). Consistent, reliable service for both will continue to support job & economic growth in IL for many years.
801. I support efforts to connect Champaign-Urbana to Chicago, Springfield, and Decatur via high speed rail. I would also like to see the communities along I-74 connected by passenger rail, including Champaign-Urbana, Bloomington-Normal, Peoria, and the Quad Cities. I would like to see the Vine Street railroad bridge in Urbana be reconstructed to support a rail-with-trail. I would also like for the railroad companies to work with local governments to support rails-to-trails or rails-with-trails to improve pedestrian safety along rail corridors where people are already walking along these corridors. These people should not be punished via enforcement for trying to access employment, recreation, shopping, education, and residences; instead, railroads should work with communities to make the quality of life better for the communities that they pass through and serve.
802. I am pro railroad and have participated in activities (mostly riding, but watching as well) for many years. I am interested in seeing high speed rail among Illinois cities becoming more prevalent as a means of commuting and at a cost that would be appealing. Also, freight rail should be a major safety issue.
803. Add to the stakeholder list.
804. Would love to see a passenger line from Galena, IL to Indianapolis via Quad Cities, Galesburg, Peoria, Bloomington and Champaign. Every other year I'll plan a vacation that is all public transportation including trains, city buses, commuter trains, and bikes and electric scooters. No cars or planes! Galena and Indianapolis are destination cities for many thousands along with the opportunities to link up to Amtrak several stations for destinations across the country.
805. Add to the stakeholder list.
806. Add to the stakeholder list.
807. Add to the stakeholder list.
808. Its good that Metra isn't buying mediocre new Tier 4 diesel passenger locomotives, but they are missing out on the option of getting EPA funding for rebuilding existing locomotives to lower emissions, please see press release here <https://www.railwayage.com/mechanical/locomotives/tier-4-all-notches-all-the-time/?RACHannel=commuterregional>
809. Chicago / Elmwood Park Railroad crossing at Harlem ave (rt43) and Grand ave need highly visible electronic signage informing south bound Harlem traffic (at Grand ave) that north bound traffic has longer green light. The current small signage is not very noticeable and leads to southbound Harlem traffic turning east into oncoming northbound traffic.
810. For passenger rail service, it would be nice to have Amtrak service directly to the major airports in Chicago (O'hare and Midway) from downstate.
811. I would like to suggest figuring out a way to restore passenger rail service to areas like Streator, Ottawa,Chillicothe, and Peoria. Streator has been without service since 1996 and in my view could use it. I have several ideas of how it could happen but some freight railroad tracks would probably have to be fixed up somewhat.
812. I would like to see renewed investment in the CREATE program to provide funding for highway/rail grade separations at critical locations* identified by both data and community input to improve safety, reduce congestion and delays. Additionally, Illinois needs to continue investment in Amtrak and other passenger rail services in cooperation with the Federal government & other states.
 * I believe the proposed grade separation at the Grand Ave/Metra crossing in Elmwood Park should be prioritized. Additionally, I would like to see a delay/congestion mitigation study done to evaluate options for alleviating excessive delays experienced recently by freight rail blocking the IL 171 (Thatcher Ave)/Metra crossing in River Grove. Finally, I would like to see the ICC enforce delay mitigation measures by limiting the duration of time that freight carriers can block an at-grade crossing using automated measurement of gate down time at crossings and fining freight carriers for every violation of the maximum duration.
 Thank you

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813. I would like to see commuter rail from Carbondale to St. Louis.
814. We need to get this passenger rail service between the Quad Cities and Chicago done, as soon as possible. Here in the Quad Cities, we are dependent on regional connections. Budget has been allocated for this project for many years, with zero visible results. There is no accountability, seemingly no progress. It's my understanding that negotiation is happening between IDOT and the Iowa Interstate Railroad. What negotiations are occurring? When have the meetings been had? What are the next items to decide?
- I have gotten nothing but generic copy/paste answers from the various IDOT contacts I have e-mailed. I have called around and get the same recorded messages. Nobody can answer these questions. My local state representation can't either. Maybe once every other year, someone comes out and talks to local news about how the railroad will come some day, but there is never any substantial information.
- The lack of information is truly sad. We need this rail line, and we at least deserve to know what's going on with the budget allocated for it.
815. Add to the stakeholder list.
816. I am writing to you tonight to address what has become probably the most concerning safety issue with our railway system in Illinois which is affecting cities and towns throughout the entire state. The issue of blocked rail crossings has become a major public safety issue in many communities and has taken a devastating toll on the ability of First Responders to effectively do their jobs when responding to public safety emergencies. All too often, in our community of Braidwood alone, we are seeing instances of blocked rail crossings which sever our town in half. Many times, multiple crossings are involved in the same blockage which can last from several minutes, to several hours. This has a major impact not only on our First Responders, but on our local school district transportation systems, other public service agencies such as the US Postal Service and the general public who are required to cross the rail crossings on a regular basis. This study needs to address this major concern and safety issue which has been experienced in communities across the State of Illinois and which has a drastic and negative impact on the lives of thousands of Illinoisans on a daily basis.
817. There is a CSX track that runs through my hometown of Olney Illinois CSX have more or less quit using the portion of track that goes from Cincinnati to East St Louis. This would be a super asset to the Amtrak system, it would save about one day of travel as East west rail travelers wouldn't have to go to Chicago. Rumor has it that CSX has this line up for sale. I realize it might be a big pull to get this line for passenger use, but it would be a benefit for travelers and many people could benefit.
818. Since the Golden State was the last first-class train on the Rock Island, retaining its dining cars and sleeping cars until its last run on February 21, 1968 and shortly after that Rock Island Lines too over and ran from the Quad cities to Chicago until they filed for bankruptcy and last ran in the late 70s, early 80s until it floundered we have not had a passenger rail in our area, which we need so desperately not only for daily commutes but commutes to places like Chicago or nearby cities or even traveling farther than that possible on the IA side of the river too. The need is real and so many of our voice are not being heard and we need a passenger railway here desperately.
819. I believe the most important passenger rail project in the entire nation is the so-called "South of the Lake" project, to create an pair of tracks for exclusive passenger use from Chicago Union Station to Porter, Indiana where Amtrak's Michigan services separate onto their own track. These tracks would mostly go on right-of-way where tracks used to exist.
- This is one of the most congested sections of freight-owned track in the entire nation. It is also the route of all passenger trains from Chicago to Michigan, and the trains from Chicago to DC and Chicago to NY, and all future proposed trains from Chicago to Toronto, Ohio, or the east coast. Currently trains crawl at 40 mph through this area when going at full speed, and are often delayed. It is the primary cause of delays on trains from Chicago to Michigan, and one of the major causes of delays on trains from Chicago to the East Coast, and the major obstacle to starting new trains from Chicago to points east.
- It is the single most important project for intercity passenger service in the United States, and it is frankly not that expensive by passenger rail project standards. It has been proposed for literally decades, has gone through most of the EIS process (previously led by Michigan) but keeps getting stopped and unfunded at the last minute.
- The slowest section of this project and the part most in need of immediate construction is the section from the Illinois/Indiana state line to Chicago Union Station, which is in Illinois.
- Illinois needs this project. Illinois should take the lead in connecting points east of Chicago to Chicago by train. The South of the Lake project must be listed in Illinois rail needs.
- The CREATE P4 project is another Illinois passenger rail project which is needed; this project would speed up passenger trains from Chicago to Champaign-Urbana and Carbondale, Illinois (and New Orleans), and make them more reliable, by building a connection within the City of Chicago from their tracks to...the same overcrowded route where South of the Lake needs to be built. So for this reason, too, South of the Lake must be listed as a key Illinois rail need.

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I urge you to list South of the Lake, and specifically the portion of it within Illinois, as well as the P4 CREATE project which connects the Carbondale route to it, as a key passenger rail need for the state.

820. When scheduling future services, can IDOT influence service providers so that one can depart Chicago, get to a destination, particularly the university at Urbana, spend a few hours there, and return the same day rather than having to drive or fly. There are 32 flights a day from O'Hare to Milwaukee. Why only 8 trains a day when an hourly service from Downtown to O'Hare Terminal 5 or the car hire terminal back out via the North Shore to Racine and Milwaukee via their airport surely is commercially viable, with connections to Madison (University of Wisconsin). Also extend the South End service to Toledo Airport (only), Wayne County Airport, and Detroit, with a connection to Windsor, with a loop back via Lansing and Michigan City? Again, some 50 flights a day to Wayne County Airport. The service frequency to St. Louis could do with more trains, making it an hourly service, and double tracking to Urbana, or perhaps run fast via Bloomington and connect with the St. Louis service? Carry small packages in a mail or freight car to increase revenue. The Amazon depot is on the way to Milwaukee. Good to see progress to Rockford and Quad Cities. This improvement can't come soon enough.
821. Add to the stakeholder list.
822. It appears the largest area not addressed in the Rail Needs Assessment is the Rockford/Belvidere area directly west of Chicago.
823. I hope Rockford can be linked up to Metra or Amtrak at some point in the near future.
824. I'm a proponent of high speed passenger rail and as such I have great interest in the projected line between St. Louis and Chicago one day becoming truly high speed like those in Japan. I believe the U.S. is greatly lacking and needs to prioritize infrastructure funding to accommodate an integrated nationwide passenger rail system to alleviate congestion.
- Speaking of congestion, I believe we need to beef up our ports to speed the handling of containers between vessels and train cars. I believe the bulk of the containers should be moved by rail from port to within the last mile. This cuts down on emissions and road congestion. I believe we need to make it easier to ship containers from manufacturing and ports via rail.
825. I am extremely concerned about the usurpation of commuter rail by freight trains, in particular Canadian Pacific. In recent months it has become an important safety issue, with heavy trains transporting everything from intermodal containers and highly flammable materials in trains exceeding 150 cars. The wear and tear of these trains on the tracks is excessive and increases the probability of a derailment in highly residential areas. Further, the exhaust of highly toxic pollutants from the multiple engines pulling these long freights into the adjoining neighborhoods is a serious health danger. Freight trains belong on freight tracks, not on commuter rails.
826. 1. Not all roads need to go to Chicago. How about a passenger corridor between St. Louis and Terre Haute (better yet, Indianapolis)? Help people in southern Illinois to reasonably work in St. Louis. Give us better access to airports and services in both St. Louis and Indy. The Effingham passenger depot is at the CN/CSX diamond giving you the opportunity to interchange passengers. It is 230 miles from Effingham to Chicago, 93 miles to St. Louis, and 159 to Indianapolis. Nobody from down here hops on the train to go to Chicago to work, shop, catch an airplane (maybe rarely) etc.
2. Improve Amtrak's on-time performance. Fine the freight railroad every time Amtrak is late. This has been a perennial problem that never seems to get solved. Make it a significant fine. Figure out some reasonable way to excuse Amtrak failures (equipment failure, crew issues, etc.) For 50 years the host railroads have been paying lip service to on-time performance so if in doubt, fine the host railroad. If they don't think that's fair, take away their property tax exemption. It's long past time to solve this one. What's the old effective government saying "Deliver the mail and make the trains run on time..."
827. Thank you for putting this effort into increasing the availability of the single safest and most efficient means of transportation, both of commodities and people. While I understand the need to keep railroads accountable for safety, I am afraid they're being squeezed with mandates for quiet zones, which increase fatalities, and pedestrian exclusion devices that drive up costs and result in delays, but don't stop determined trespassers. True safety lies in appropriate maintenance and reduction of truck and automobile traffic. It's easy to count people killed on the tracks, but harder to see how many lives are saved when they don't get into a collision, don't get crushed by a semi, and don't take other risks that are avoided by expanding efficient rail transport. Again, it's easy to complain that the rail line or yard, which may have existed for over a century, is noisy or inconvenient while overlooking the traffic and pollution caused by subsidized roads.
828. Add to the stakeholder list.
829. Amsted Rail, headquartered in Chicago, is 100 year old railway supply company designing and manufacturing undercarriage and end of car systems for freight rail cars. Now, at our Granite City Plant and Engineering Center, we are producing trucks for passenger cars including for the upcoming bilevel cars for Metra commuter service that Alstom is building.

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We welcome this assessment of Illinois state railway needs and a huge supporter of both freight and passenger rail in the state. We want you to know that we are investing and creating jobs at Granite City to support our new passenger product line so we hope the first Metra base order is just the beginning of great cooperation between Amsted Rail and all the stakeholders in the state. We would be pleased to host state transportation officials at Granite City to see our investment in passenger rail.

830. I would like my contact information added to the stakeholder list.

831. Add to the stakeholder list.

832. We need a passenger rail connection between Dubuque, IA and Chicago! Reliable public transportation will get cars off the road and bridge the urban-rural cultural divide that is deepening. NW IL is a major tourist destination and a passenger rail connection with Chicago will reduce road congestion and GHG emissions while giving city and rural residents opportunities to create new markets, work remotely and experience each other's culture. Ultimately we need to build out our public transportation system to connect all communities, like they already do in Europe.

833. I think this is a good strategy to prioritize projects while fitting them into a larger, comprehensive vision for Illinois rail. I would like that sense of regionality added to Illinois' passenger rail services. Firstly, by finally building the proposed passenger services to the Quad Cities & to Rockford.

Secondly, with recent news of the Canadian Pacific merger, backed by Amtrak, many more freight trains will be passing through the region. CP has also committed to service expansions, such as increasing frequency of the Hiawatha trains and the Empire Builder route to St. Paul, MN. I would like to see the development of a passenger service that takes advantage of this service increase to run *through* Chicago, not just terminating in it. For example, a service that runs from St. Louis to Milwaukee (or beyond) via existing Amtrak routes, with Chicago as an intermediate stop. This is similar to the Northeast Regional service Amtrak runs on the east coast (so we might have a Midwest Regional...). This route could also stop at O'Hare airport along the way, only requiring a small amount of track construction and station improvement. These are the types of long-term thinking needed to make passenger rail even better and more connected in Illinois.

834. Stopped freight trains trying to get into the Dolton yard have been a problem in the Village of Thornton for decades. I hope some of the projects planned for the RI area will address it.

835. Central Illinois needs better east-west passenger rail connectivity. At a minimum, there should be a Peoria-

Springfield passenger line, a Peoria-Bloomington-Champaign passenger line, and a Champaign-Decatur-Springfield passenger line. Other considerations include Springfield-Galesburg-Rock Island/Moline and Springfield-Effingham/Centralia.

836. I am a locomotive engineer out of Carbondale, Illinois with Amtrak. I operate state supported trains 392/391 as well as Amtrak's long distance train, the City of New Orleans. I am thrilled to see improvements coming for the state and for our passengers. A few key improvements are needed on the CN Railroad, any amount of double track, specifically between Del Ray (south of Gilman) to Tuscola, would be critical. This segment is where trains 390/391 and 392/393 meet, the railroad simply does not have enough capacity to handle two passenger trains on this stretch at once. A few smaller improvements that would make a big difference is increasing speed on an already 5 mile long double track section in Kankakee. This siding is 30 mph for 4 miles and 20 mph for 1 mile, increasing speeds would assist in flexibility for dispatchers. A new "control point" and cross over should also be added north of the Homewood station in Harvey, this would allow more flexibility in terms of the use of both main tracks here. Trains 392 and 59 typically meet in this area and if one of the tracks is blocked due to a parked train or hand throw switches that have been left open then one of the trains suffers a drastic delay. Please feel free to contact me, thank you for all you do.

837. Add to the stakeholder list.

838. Add to the stakeholder list.

839. Railroads certainly could be utilized as an evacuation tool, especially in Chicago. If there were to be an evacuation of Chicago or surrounding suburbs, railroads would be one avenue of mass transit (air, ground, rail, waterways) that could be utilized. A route that travels beyond Rockford would be of benefit in order to transport civilians to points west of Chicago during an evacuation. Railroads should be considered and included in any emergency plan as a means for mass evacuation of the civilian population in a organized and controlled manner.

840. I cannot help but believe that increasing capacity and improving passenger services go hand in hand. You can do everything to make the Amtrak experience great, but as long as passenger trains are forced to sit and wait for freight trains, the experience will never be good.

841. The state needs to get the Rockford and Moline trains running. In addition to that we need a commitment from IDOT to follow thru on 8 daily Lincoln Service trains a day. There is infrastructure money available and now would be the time to act.

842. Add to the stakeholder list.

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843. Some slides were too small to read on my 27" monitor. Presentation is well done. I look forward to seeing the report.
844. I live in Macomb, near the railroad tracks. I am most concerned with reliable and consistent railway access to and from Chicago. Rail access to the Quad Cities and to St Louis would also be outstanding. My experiences on Amtrak have been good for the most part though weather delays have been a concern. For the most part, I just want to emphasize how important passenger railway access is for our region. Also, personal access to trains does need to be improved. For people with mobility issues that do not require a wheelchair but do impede climbing stairs, Amtrak is very difficult to use.
845. Amtrak is an important link from Macomb to Chicago. Without Amtrak I could not have performed my job while working at Western Illinois University for nearly 30 years. I travelled on Amtrak for business about 20 times per year and for personal reasons another 15 times per year. I would not have chosen to live in Macomb had I not had access to Amtrak. Even though I am retired I frequently use Amtrak to Chicago but also for trips across the country. I have not flown in over 10 years and Amtrak can get me to most places in the US. Please continue to fund Amtrak routes in West Central Illinois and across the US. Thank you.
846. Add to the stakeholder list.
847. Need more passenger services that connect major population centers directly. Such as the Quad Cities.
848. We are working on a rail center concept, and I don't recall if I included it in my one-on-one discussion in September 2021. It could be huge for Illinois and it definitely should be included in your planning.
849. As a new member of the community of Macomb I am so thankful to have Amtrak service in Macomb. I have used it and will increase my use of this service in the coming months and years. Thank you for ensuring continued incredible Amtrak service via the railways. Thank you
850. Amtrak has been a life-line for the region and Western Illinois University. As they expanded service 15 years ago, ridership grew and Amtrak efficiency also improved. I remember the days when you could not depend on service, there were frequent delays, and sometimes trains were cancelled. Now, it is very reliable, nearly always on time, and ridership reflects the improvements. WE NEED MORE rail service.
851. The Amtrak service provided to Macomb and the West Central Illinois region is *vital.* It helps support and sustain job creation and educational opportunities by providing transportation access to Western Illinois University, other key state and private entities, businesses, and the citizens in our region. We need to continue having stable, dependable passenger rail service, including upgrades bringing safer and faster travel. Thank you for all efforts to enhance passenger rail access and safety for the west central Illinois region. It is noticed and appreciated.
852. a service between Macomb and Springfield would be wonderful
853. passenger and freight to rural areas is vital for economic vitality of those parts of the state.
854. I strongly support the Chicago to Quincy route. It is a true lifeline for so many downstate residents and visitors.
855. I took the train regular from La Grange to Chicago to Monmouth or Macomb during the four years I went to school there. The train was always fun and was the only way home at times.
856. Add to the stakeholder list.
857. Our region NEEDS 2 daily trains: Macomb to Chicago.
858. Add to the stakeholder list.
859. After visiting many countries in the world, I have seen how little we have invested in our railway systems. Countries far less wealthy and economically advanced than our country realize how important a good rail system is. In Macomb the train is so vital to the growth of our community and to the growth of Western Illinois. To limit this service and to not improve the structure of the railway system would be counterproductive in so many ways. Please keep, expand and improve the rail system to Macomb!
860. The Amtrak twice daily from Chicago to Macomb / Quincy is an invaluable service for so many.
861. I used Amtrak when I was in Macomb. Now that I have a potential WIU student, it's a positive when comparing Western to other schools. I also still enjoy the Macomb area, and I enjoy traveling there several times a year.
862. I would really like to see the line planned from Chicago to Moline make some meaningful progress.
863. I utilize the rail service when I travel to visit my elderly Mother who lives in (I believe Region 3). The most convenient (Closest) station to my Mother is close to 30 miles away from her. So I must rely on a family member to pick me up from the station and to take me back to the station for the return trip home. Overall, the cost of the ticket (for a 1 hour train ride) isn't too bad. The employees of the rail service (Amtrak) have been very helpful in assisting me when I travel. I will ask which is the better end of the car to sit in as I do not walk very fast and I wait for the train to come to a complete stop before leaving the seat as my balance is not always the best. As I will be walking with a cane as well as taking my belongings with me to exit the rail car. I was surprised this past summer (July of 2021) to come back home from visiting family to discover that I had to walk to the other end of the car as the trail platform had been torn up for whatever work that was going to be done. The narrow

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section of concrete for the passengers to walk on was NOT wide enough to comfortably walk on with a cane and a large duffel bag, even though the bag had wheels. It is a toss up which was wider, that strip of broken concrete or a railroad tie. Luckily another passenger helped me with getting my bag over to the parking lot where a family member had come to pick me up and take me home. I am thinking that the platform work has been completed but I've not used the train since July. So I am looking forward to seeing what they have done.

864. It would be very important to keep the train connections to Western Illinois University as many students use the Amtrak for getting to school and home for breaks.
865. I'm joining to support rail coverage to west-central IL (Macomb specifically) and to keep up to date on Springfield.
866. Railroad shipping and travel can help immensely in combatting climate change. Airlines can afford flights only to metropolitan areas even with the immense taxpayer support (tens of thousands of FAA salaries, airport construction & maintenance, and subsidization such as the U of IL paying half a million dollars annually to help prevent even paltry & high-priced airline service from disappearing in Urbana & Champaign). Trains easily can stop at smaller cities & towns. Highway travel is unnerving & dangerous especially owing to bad drivers, huge rigs, rainy conditions, sleepiness of drivers such as myself, etc.
867. As a frequent rider of the Amtrak route from Chicago to Bloomington-Normal, I have seen first hand how much modernizing the passenger rail system improves operations and all of Amtrak's routes in Illinois would benefit from upgrades. Although some congestion issues within Chicago have been addressed by CREATE there still are problems, especially evident when riding the Lincoln Service and getting delayed at some combination of the 5 major junctions it runs through from Chicago to Joliet. With increasing freight traffic I also believe capacity problems are going to appear within the next few years, as trains grow longer and sidings stay the same length. The Canadian Pacific-Kansas City Southern pending merger may be the biggest example of this, as the current CP line to Savanna has been single tracked and has not seen high traffic volumes since the Milwaukee Road days, and could see a significant increase in traffic following the merger. Amtrak expansion beyond the existing routes is also key, as I believe every city in the state should be connected. Amtrak served me well all throughout my college years at ISU and WIU, and continues to be my favorite way to travel if possible. The more places I can potentially go, the better. I believe younger people are more open to rail travel than previous generations were, and it is best to market to this group. IDOT does a fantastic job working with Amtrak, and I hope the partnership will continue to serve the state as well as it has already.
868. Please continue the two trains from Quincy to Chicago. Very important to the economy of western Illinois.
869. Add to the stakeholder list.
870. Add to the stakeholder list.
871. Please complete the Grand Crossing flyover project so trains to Champaign don't take so darn long. Half the time it's not worth taking the train when I go down to Champaign. Please consider using Metra to run frequent trains to Rockford instead of infrequent Amtrak trains. I'd like to see Rockford better integrated as part of the Chicagoland region rather than a destination outside of it. Also please extend the UP-W to DeKalb, it's a major college town that gets no transit service to the rest of Illinois.
872. Add to the stakeholder list.
873. I lived and worked in Macomb IL at WIU. I am now retired.
874. During my 35 years in business, I have used the Illinois Zephyr on many occasions. Business class is great! On a personal level, my wife and I have traveled to Chicago on a regular schedule to shop and relax. A necessary link for the West Central Region. I also support adding a line from the Quad Cities to Chicago. Same reasons as already stated.
875. Add to the stakeholder list.
876. The railway line from Quincy to Chicago is essential to Western Illinois cities, towns and communities. We depend on it for students to return home to Chicago or for accessing the city and it's major airports during personal travel. Please consider maintaining and improving this critical rail line. Thanks!
877. Macomb needs to keep their Amtrak services. It is very important to our community. Many people and students from Western Illinois University regularly use Amtrak, especially the trip to Chicago.
878. I see much potential for all commuter rail in IL, not just that located in Chicago. I would much rather ride a train to the city than drive, but I don't see anything in this project that encourages this. I work at WIU and many of our students come from the Chicago area, but how are we to support these students and their transportation choices sustainably, if they aren't even mentioned?
879. Add to the stakeholder list.
880. I have ridden Amtrak to/from Macomb/Chicago since the 1970s. It is an essential component of a healthy Macomb/Western Illinois University community. Amtrak provides the best link to Chicago, and stops in between, for a multitude of professional, personal, and entertainment opportunities. It is vital stabilizing and increasing enrollment at WIU.
881. We have experience with compressed schedules with peak construction activity per day between 0.8 and 9 million

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882. A constituent from Cissna Park has a major issue with a railroad and we have been receiving no help with the situation. This railroad needs to be removed and is causing flooding.
883. In Quincy along the riverfront the Burlington Junction rial line cannot be used during high water events occurring on the Mississippi River. The lack of rail service during high water events negatively impacting operations of local industries located in the South Quincy Industrial District including Prince Minerals, Prince Agri Products, Nutrein Ag Solutions, SEM Minerals, JM Huber, ADM Quincy and ADM Refinery. Elevating approximately one mile of the rial line would eliminate this impact on these industries.
884. I live within walking distance of the Macomb train station and am very happy that it is part of our community. I am able to walk to the station and catch the train to Chicago any day of the week. I am pleased at the upgrades that Amtrak is making and hope to see them continue. I also live one block from the train tracks and would love for our community to also be one where freight trains are not allowed to lay on their horns while traveling through. It would make a world of difference in our quality of life.
885. Generally, Illinois railroads seem to be in good repair with ongoing maintenance and rehabilitation.
- More grade separation, especially the difficult and expensive projects, are needed. These include Edgebrook(MDN), Mont Clare-Elmwood Park(MDW-NCS), Franklin Park(WDW-NCS), Des Plaines(UPNW), Maywood(UPW), Berwyn-Harlem (BNSF), La Grange(BNSF).
- Relief has been provided by the Covid-19 pandemic, but capacity improvements will be needed for BNSF-ATK and MDN-ATK. In the meantime, combined MDN-ATK peak express service should be provided between Milwaukee and Chicago relatively quickly with refurbished equipment and stations built at Kenosha and Gurnee as soon as possible. Similarly, combined peak express service can be extended from Rockford as soon as a connection can be built at Big Timber and stations built.
886. There are serious problems of freight railroads becoming monopolies, not even owned by American companies. These monopolies interested only in short term profits therefore do not keeping up long term infrastructure repair and replacement needs. I do not want to see limited government resources used to repair monopoly freight company projects that should have been addressed in a normal 10-20 year facilities plan. I would like to see a 1 to 10 assessment score indicating whether projects that are being considered should have been completed by the freight company as part of their regular repair schedules. Our state needs accountability.
887. I would like to see a study participant report that shows the type of participant by interest group. For example, rail lobbies, rail company owner, rail company worker, community member, political interest group and the like. I am concerned this study might be tilted by not having enough community interest groups. I maybe only saw maybe one community group in the list of groups attending meetings. For instance where was the Active Transportation Alliance? This makes me wonder how accurate your 85% community member comments are for participants in this study? Also the above tell us more about yourself question does not even have a check off for community member. Thanks
888. Add to the stakeholder list.
889. I am a Western Illinois University student where the biggest transportation is the train from Macomb to Quincy and Chicago.
890. Add to the stakeholder list.
891. We are very grateful to have the train depot in our community! It is huge for the community, the businesses, and for Western Illinois University. Our students use the rail system to attend the University. We would not function without the Depot located in Macomb, IL!
892. May I at this conjecture, be available to work on this projected as such I may be humbly available, for technical purposes.
893. I enjoy traveling by train and find it to be useful. I live in a transportation weak area and would like to use the train to access regional airports as well as regional medical facilities.
894. Add to the stakeholder list.
895. support prioritizing railroad grade separations and crossing improvements on bus transit corridors to reduce delays and impacts for transit service and riders. Continuation of CREATE program in the Chicagoland region. Improvements to multi-modal connections between local transit and intercity rail passenger service. Expansion of intercity rail passenger service markets.
896. Amtrak is much needed in Macomb. We have people come from Chicago to visit campus. Students and residents of Macomb use Amtrak to visit family in the Chicago area and contribute to tourism in Illinois. I personally have traveled to baseball games, concerts, football games, museums and the aquarium.
897. We need Amtrak in Macomb. We are very rural and it is the best way for students from the Chicago area to get to Macomb
898. I cross these tracks often and feel bad for the people who work at manufacturing plants that have to struggle when the river floods and tracks are flooded

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899. I would like to see more passenger rail service available
900. So glad to have two trains per day! Please improve the condition of the tracks between Chicago and Quincy; in some places, the train is forced to slow down. Also extend the route of a few of these trains periodically to St. Louis.
- Passenger trains should not have to defer en route to freight trains. We are so far behind Japan's 300 mph train and Europe's fast rail. Are we going to continue to be an antiquated tech embarrassment? Our population is aging; fast, efficient, readily available trains are the answer when millions cannot or should NOT be driving.
901. Add to the stakeholder list.
902. it's good to look at the complete picture of rail in Illinois. and this plan is well done. there needs to be coordination of this effort outside of Illinois within the midwest region. Many of these rail routes cross state lines and require a regional approach. thanks.
903. Add to the stakeholder list.
904. Would like to keep abreast of services and progress of improvements.
905. In addition to the metrics used to determine projects, there should be additional Tier 3 metrics that seek to prioritize long-range planning. Furthermore, an area of concern regarding the metrics for passenger rail projects is that there is no mention of how passengers will get to and from stations (e.g. last-mile trips). For example, the largest number of passenger rail trips will likely start or end in metropolitan Chicago, if not take place entirely within it, but will passengers be able to get to stations without a car. The CTA, Metra, and Amtrak are poorly integrated. What can be done to resolve this issue? How does this plan measure the impact of travel frictions on a person's decision whether to use passenger rail or not. Likewise, are there opportunities to support further intermodal travel such as additional services to O'Hare and Midway airports and service in-lining. Likewise, how does this plan account for the long-range planning needs of both a state and Midwest regional high-speed rail network? These are important considerations for passenger rail services. Finally, a needs assessment must be made that accounts for standardizing things like platforms and passenger rail cars and signage to ensure stations, train cars, and other passenger services are universally accessible.
906. Add to the stakeholder list.
907. Add to the stakeholder list.
908. Amtrak plays a very important part in our community. It is vital in helping students get to campus from Chicago.
909. We need amtrak for university students coming from Chicago/St Louis/Quincy so they can safely come and go.
910. Champaign-Urbana sits at a nexus site for future high speed rail connecting Chicago, St. Louis, and Indianapolis. In addition, the right-of-way (ROW) between C-U and Chicago along the existing Canadian National line has available space. The ROW used to be double tracked, but the east side has been removed, leaving available space for future installation of true high speed tracks. The cost for ROW is frequently cited as an impediment to high speed rail. The overall cost could be significantly reduced by having this ROW already available.
911. Other than giving an overview of what has transpired, this session was pretty useless. "Ways to Participate" in fact gives no ways to participate, other than adding contact information to an IDOT list. It is impossible to provide meaningful comment without seeing any of the data collected in the course of the project, including projects identified or the 50 selected to be featured. At least provide some data on the website with a visible link.
912. Add to the stakeholder list.
913. I am interested in issues related to developments in high speed rail transportation. I believe that improvements in technology can have a positive effect on how people and goods can be transported.
914. I am watching All Aboard on t.v. as I write this comment. I have fond memories of traveling by train with my grandmother when I was a young child. I look forward to doing the same with my granddaughter. While living in Chicago, riding the trains came easily to me and my family. My mother always wanted to take a cross country trip by train to Alaska. I understand the importance of the rail industry and I would like to know if it would be a profitable investment. I do live near railroad tracks and the train often shakes my house as it goes by. But I don't really mind too much.
915. Can you please let me know where Great Lakes Basin stands in your list of projects? Thanks in advance.
916. I am fed up with the mergers and acquisitions of rail companies. I am even more fed up with the increasing length of these trains which easily range from 10-15 minutes wait time for vehicles at RR stops! Something has to be done!
917. Interested in transit issues member of Friends of Transit advocating for local issues with Sangamon Mass Transit District
918. Anything to improve and expand passenger rail, plus transloading sites and a faster, moving integrated freight rail system is not only solid economic development but also ecologically sustainable. The more freight and people move via rail, the less fossil fuel expended on individual vehicles. This will position Illinois to not only be a transportation and economic development leader, but also help reduce carbon emissions and create a sustainable and healthy future for residents.

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919. Add to the stakeholder list.
920. Living in the QC's is great and a regular train corridor would open up in-person employment opportunities in communities closer to Chicago without the onus of a brutal car commute or uprooting or dividing family to remain employed. I used to train + bike to work for years when I lived in southern CA and it was a great lifestyle with a great community that I still miss. Currently I'm working for a Chicago company that allows full time remote tech teams.
921. Please continue to maintain and publicize the efficiency of passenger rail service between Quincy, IL and Chicago.
- I've always been surprised that there is no publicity/guide to utilizing rail service from west central IL to O'Hare and Midway airports. Which stop would you use? Which public transportation can take you the rest of the way? What private transport could take you the rest of the way? That is a real missed opportunity.
- Emphasize the ease and convenience for "day trips" to Chicago. The current schedule allows ample time to get to the City, shop, enjoy lunch, shop, visit museums, attend a ball game, enjoy Millennium Park...yet, there is no publicity for these opportunities.
- From the consumer end, encouraging use just makes sense. Tickets are part of the revenue stream, yet I hear very little that drives consumers to Amtrak. You need to feed info out to consumers, not just say that you exist!!
922. I frequently ride Amtrak from Macomb to Chicago. I was a student at WIU in the 70's and Amtrak was the reason for me to decide to attend WIU. I now live in Macomb as a full time resident and utilize Amtrak. It is an economic driver for our rural community. Not only for our students but also business people and tourists. It is extremely critical we keep the rail line healthy.
923. The development of a new railyard in Woodstock and movement of the Crystal Lake yard to Woodstock is critical to the further economic development of Woodstock, as the county seat of McHenry County. The impending development of downtown Woodstock focused on increasing residential capacity within walking distance of the Woodstock station makes this a top priority for Woodstock and widely supported by Metra and the County. This rail access is a key amenity for Woodstock residents.
924. Illinois needs more east-west passenger service. Cities like Rockford and Peoria should have Amtrak service.
925. There is still no need for a FREIGHT HOLDING TRACK in Glenview with the technology available in today's world.
926. Add to the stakeholder list.
927. Didn't sift through all the potential projects, but one grade crossing point is a major issue in my hometown- rapidly developing New Lenox. The CN RR cuts off the southern end of our township from emergency hospital/ambulance services where there is much residential development, The CN line in question is the old EJ&E, a very busy link with the CN outer belt and eastern connections in Indiana as well as CN's mainline south to New Orleans. I would estimate 10 to 14 trains a day ply this line and they are 2 miles long and up. If there is a mechanical or grade crossing issue that stalls a train, life saving emergency services are cut off from Silver Cross Hospital at the pain of long detours and hometown frustration and anger at CN. I believe the Gougar Road crossing has been looked at as the best potential point for an underpass. Multimillion dollar project I know, but sorely needed as our town and township continue to build out.
928. Many are thrilled another 8 hour (MSP-MIL-CUS) "Empire Builder" is due. I am not. I suggest a faster, five hour train, connecting airports. IL would need to build a crossover at Deval, near Des Plaines connecting Soo Line and UPNW. Then a route from CUS to Ohare to Arlington Heights to Janesville to Madison to Dane Airport to Portage to WI Dells to Eau Claire to MSP would be possible. WI would have to rebuild existing rail car storage from Camp Douglas to Wyeville. A huge improvement for midwest travelers, commuters.
929. 1. IL needs to work with CP and UP to improve the three tracks between Union Station and Milwaukee. Passenger trains should be seperated from freight trains. 2. Work with CP to improve access to Bensenville Yard from the west. 3. Work with CP KCS merger to streamline freight rail service throughout IL 4. Include Great Lakes Basin Rail road in the state rail plan 5. Adopt a State (IL) 45G program to encourage short line investment 6. Support the development of an intermodal terminal in Rochelle to relieve the congestion in Joliet and Elwood 7. Create second access to Joliet and LPC 8. Finish CREATE by 2025 9. Create a state freight rail program which funds projects annually and supports matching funds for Federal grant projects 10. Develop a freight rail information program to improve the public perception of freight trains via public service announcements
930. We urgently need more passenger rail, especially more frequent and on time service to areas outside Chicago. Here in west central Illinois, the ability to get places via Amtrak, especially from Macomb and Galesburg, is crucial. As one example, Western Illinois University and the city of Macomb are SO economically dependent on Amtrak to bring students, faculty, and resources to the community.
931. BNSF grade crossing at Harlem at he boundary between Berwyn and Riverside needs separation. Would like to see expanded passenger rail service were rail already exists:Rockford, Galena, Madison WI, Possibly Peoria.
932. As rail traffic increases, it is causing traffic delays where the railroad meets a highway. This can result in delays of emergency vehicles and lengthens daily commutes. Please incorporate over/under passes at any major intersection so both rail and auto traffic can flow unimpeded.

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933. I would like to be kept informed about Passenger Train and High Speed Passenger Rail Service improvements in Illinois thanking you in advance L. P. Rees.
934. Amtrak train service is very important to me and my community. We rely heavily on it to commute between Macomb and Chicago and other areas. We are satisfied with the service and it would be better if it is quicker and more on time.
935. Add to the stakeholder list.
936. Add to the stakeholder list.
937. 1. Longer, slow freight trains block crossing roads for longer times. Need regulations to limit crossing blockage durations.
2. Diesel locomotives exhaust pollutes the air which damages the environment and injures peoples health. Need cleaner diesels and begin transition to electric-powered locomotives.
3. Locomotives' CO2 exhaust exacerbates global warming. Need to begin transition to electric-powered locomotives.
4. Passenger rail. We need to expedite: New service from Chicago to Moline > New service from Chicago to Rockford > More Chicago to Milwaukee trains > More Chicago to Detroit trains > Higher speeds on Chicago to St. Louis route: 110 mph > Faster and more reliable trains Chicago to Champaign > Chicago to Joliet Amtrak trains moved to Metra's Rock Island line > Frequent Chicago to Indianapolis service > Metra spur north on IHBRR from BNSF
938. Add to the stakeholder list.
939. Investments in making downstate passenger rail faster, more frequent, and consistently on time will pay huge dividends in terms of economic development, increased mobility, freeing up highway capacity and improving air quality, as well as making our state more climate friendly. I urge you to do whatever you can to invest in better downstate passenger rail, as well as passenger rail in the Chicago area.
940. I am grateful there are people in the state who are looking at how the rail system can be improved to sustain and stimulate the economy while providing a critical transportation mode for goods, services, and the traveling public. I was very glad to see two separate categories in the Tier I criteria that will be used to address schedule frequencies. That would be one of my biggest areas of interest since there is a hole in the schedule on the Bloomington-Normal line. As it is now, one cannot really make a successful day-trip to Saint Louis, while one can to Chicago. One or two more pairs of trains to fill in the holes in the schedule would be ideal, and I'm not sure how Union Pacific could refuse seeing as the state and the federal government has paid a great deal of money towards the reconditioning and upgrade of the rail infrastructure providing them with a high-speed intermodal route from their Global facility near Joliet to Saint Louis and the West, South, and Southwest. Thank you for all the work you are doing, and please never hesitate to contact me if I may be of any assistance whatsoever.
941. I, and my group Ride the Rail, have been working to get passenger rail service returned to Galena, Dubuque and beyond for years. It looks like a losing battle. Will this study actually produce results in the near (two years) future?
942. Good infomation; some of the slides were difficult to read because of the very small print. Lots of very good information about rail in Illinois.
- 943 The rail line coming from Chicago to Macomb is vital for this town and region. The train route allows easy access for our students to go from Macomb to Chicago for day or weekend trips and also for our students from Chicago a viable transportation method to get to Western Illinois. Both of these activities have economic impact. The twice daily service enables people to move back and forth easily within a day, and also allows for easy overnight stays, further stimulating economic activity.

Many of our students from the Chicago area rely on train service to be able to get to college. It is their only source of transportation.

The rail line is also vital for transporting goods and services to the rural area of western Illinois. We encourage at least continuing current services and train routes in and out of the Macomb station.
944. When considering all the projects that need to be done, please consider adding a commuter/passenger line from Dubuque, Iowa to Rockford, ILL with a stop in Freeport.
945. The Rail Crossing at 83/60 in Mundelein has been repaired several times over the last couple years, but it is still in terrible shape. Instead of continuous repairs, there should be an under or overpass for vehicles and pedestrians. It would also help with rush hour traffic since the freight trains seem to always run during rush hour.
946. The prosperity and survival of the future requires a massive return to rail from roads which are expensive and polluting. Infrastructure projects take time and we're already acting decades late and far too minimally. Let's get to work to slow the damage being done. The discussion should be around which lines are up first for electrification. Where the EMUs will be purchased from. What will the building design be when the awful office building built over the rubble of Union Station's concourse is demolished to allow through-running. How do we accommodate more freight to divest in inefficient, road damaging, commercial trucking? The action today is 1% of what is needed.
947. Add to the stakeholder list.
948. I live in Champaign and frequently travel to Bloomington-Normal. I wish there was a passenger rail/Amtrak train that would get me to and from Champaign and Bloomington

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- to avoid all the car trips I have to make. Just looking at the map of Illinois' rail network, it seems that we lack east/west passenger rail, and it would probably make sense if there was a connection from Galesburg to Champaign. I also know several people who have to drive from the St. Louis area here to Champaign, so a passenger rail connection from St. Louis to Champaign would also be useful. Thank you!
949. The City of Rockford has gone numerous decades without commuter rail to the Chicago land area. The lack of access means less inter-community trade, less business interactions for both Rockford and Chicago, and less access to reliable and affordable transportation to our communities. It is my hope this body sees commuter train access as the top priority for low and moderate income families in the state of Illinois. Our transportation needs grow in an ever changing economy, and both physical and technological connections to major urban centers is a need that has gone too long without a solution. Providing commuter service to the Rockford area would have one of the greatest economic drivers this state needs. While special interests would like to see Rockford and Chicago suffer as they profit off of for profit methods of transportation, our communities rely heavily on, it should be the highest goal of our state to address the fact that many people cannot afford a \$25-30 dollar bus ride, or a significantly larger expense for Uber or taxi into either community. It is our states job to protect consumers from these high transportation costs. Commuter rail to Rockford does just that. I hope this body recognizes the economic and social needs of commuter rail and places it as one of it's top priorities. This project has been tabled for many years. It is time the state deliver a better service, a solution for all family types to visit both the Rockford and Chicago-land areas.
950. I would like public transportation in the form of trains. This would help Rockford. Make commuter rail services a #1 priority for Rockford.
951. Add to the stakeholder list.
952. I'm interested in the state making commuter rail services a priority in Rockford. It has been a discussion topic for far too long. It's time.
953. Add to the stakeholder list.
- 954 I travel on Amtrak trains at least 5 time's per year back and forth from Rockford to Syracuse and also to Philadelphia. It would be a blessing to be able to catch the train from Rockford to go to the Amtrak station in Chicago directly instead of taking the bus or having to drive my vehicle to Chicago. I moved to Rockford from NY in 2006 and this has been a big inconvenience for so many people. It also makes it that much harder if you just want to go spend the day in Chicago, there's hardly anywhere to park your car. Do please give Rockford rail service to Chicago. Thank You
- 955 Please add me to the mailing list.
956. I'm a frequent user of Amtrak for travel within the state of Illinois, and Metra and CTA for public transportation in the Chicago metropolitan area. I'm interested in all developments and policies concerning passenger train and commuter train services.
957. Have chaired this initiative for 12 years now, lots of information gathered, lots of contacts make. This far no financing available to replace 100 + year old viaduct on a major north south state highway. Would appreciate hearing from someone, IDOT Director is familiar with this project.
958. The Northwest Municipal Conference is a council of governments made up of 42 municipalities and 1 township in the NW suburbs of Chicago. We support the Department's efforts to identify and update priorities when it comes to the state's rail needs. Communities in our area depend on quality passenger rail service to support their downtowns and the livelihoods of their residents who rely on passenger rail service to commute to jobs and essential services. We recognize the need for free movement of goods and the ability for freight rail to move through the region efficiently, but not at the expense of passenger rail. Anything that can be done to improve safety and capacity in NE Illinois as well as in improving the relationship between Metra, Amtrak, and the freight railroads would be beneficial to our communities and their residents. Thanks for the opportunity for input.
959. By being concerned of the traffic issues in the state and the use of fossil fuels that cause pollutants. I'm concerned about global warming and the use of clean energy when it comes to transportation. Trains included but mostly automobiles, and the amount of Co2.
960. 1. Railroad crossing on Kankakee St. in Wilmington - This has been reconfigured at a steep incline on both sides and has two sets of rail lines, one of which ends just east of the crossing. I have two main issues with this crossing - the line that stops to the east should be eliminated so that drivers only have to cross one set of tracks and due to the steep grade, drivers are unable to see if there are cars soon to cross the tracks from south to north from the nearest road intersection. I don't particularly like guessing if I am going to be hit by someone crossing the tracks when I need to turn north. Very unsafe.
2. The rail crossing on Laraway Rd., east of Rt53 are constantly treacherous along with the roadway to it. This is an area of very high semi truck traffic and requires any and all mitigation's to make it a reasonable route for both trucks and cars. It also serves as a shortcut from the surrounding highways, but the area residents take it at great risk to their vehicles.
3. The two sets of tracks on south Houlbolt Rd. are also very rough to cross and with a variety of warehouses opening on Rt6, which is a T intersection, is eroding rapidly.

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4. On Rt6, west of Houlbolt and east of US 55 has been greatly improved, however, there is some sort of stopping point just to the south of the crossing the consistently causes long delays on Rt6. The trains have to go back and forth until they reach their destination which keeps the traffic to wait until the trains get situated. Major delays, causing car drivers to turn around or bypass other drivers without warning.
961. Our agency provides Emergency Services and Preparedness to the City of Braidwood and surrounding areas. Over the past few years, we have noticed the increased amount of both high speed and freight trains through our city. The tracks through our area divide the town into two distinct east/west segments. Our administrators, as well as residents and first responders have noticed an uptick in events such as rail maintenance, disabled trains, as well as maximum amount of crew hours allowable reached events, leaving trains to idle across most of not all of the 4 crossings in our area. This essentially cuts off or one side of the town from the other, or severely cripples it for residents. This has happened for up to 10+ hours at a time. That doesn't even account for the issue of public safety, as now our first responder agencies with department locations on the west side of town, are cut off from residents that are on the east side of town that need assistance from these agencies. Allowing trains to idle across crossings causes our EMS and Police agencies to sometimes having to go multiple miles out of their way to reach the other side of town, which can mean the difference between life and death for anyone having a medical emergency. We have been vigilant about reporting these crossing closures in hopes of resolution, and I would encourage any rail system senior membership to not quantify these closings as inconveniences or revenue altering events, but review them in terms of what those extra minutes may mean to those in dire needs of emergency assistance. Thank you for your consideration
962. I'm very concerned about the length of the stopped trains and the length of time they are stopped, through out our town especially since so many of the through roads are blocked. Emergency services must have a more direct route to those in need of service. A solution needs to be found whereby ground traffic can get through. Thank you for your attention.
963. Add to the stakeholder list.
964. Thanks for presenting this information. Making a needs assessment for rail lines in Illinois is an important step in determining what projects should be programmed. I wish I was able to see more information on specific locations and comments made from previous public meetings. The content was somewhat generic in nature.
965. Interested in daily railroad transportation from Rockford to CHICAGO for work purposes and stronger connections to the city.
966. Add to the stakeholder list.
967. Specifically regarding the development/expansion of the CN (formerly EJ&E) tracks, I think that there is an opportunity to improve community relations and track-use efficiency by including sound walls in residential areas, grade separations, and track maintenance measures to ensure noise reduction. The traffic anticipated by the expansion of the former EJ&E will increase rail traffic by orders of magnitude in this area. If this is handled properly, the long-term benefits of the investment will have the most broad impact to the greatest number of residents of IL. Further, by reducing the amount of negative sentiment, the efficiency of the expansion will have greater benefit to overall commerce in the region.
968. I wish I'd attended an earlier session. I understand the track blockages in my area; this community has lived with that for decades, and has two underpasses to help deal with these problems. What would help Illinois - for tourism - would be carry-on baggage lockers (reasonable and coin operated?) at smaller stations. In June I'm going to travel between Normal and Jefferson City, MO taking a stop midway for a few hours (until the next train comes) for tourist purposes. I wish there were lockers where I could leave my bag while I explore. As it is, I plan to take a rolling bag and pull it with me around the areas I'm walking to. This will limit where I can go - sites, restaurants, etc.
969. Rail service both freight and passenger is essential to the logistics and economy in my region. This region tends to be cut off from the rest of the state in terms of transportation, including interstates, air and rail. It would be nice to see passenger service not just from this region to Chicago, but also to central IL i.e. Springfield and Champaign. I also live 2 miles from a busy freight line and elevator shuttle. Safe and well maintained crossings are vital.
970. Add to the stakeholder list.
971. I want to keep rail services vital to Macomb
972. I am a rail historian having written my dissertation on the evolution of metropolitan Chicago's railway pattern 1954-1986. I also stay active on rail and rail transit issues in Chicagoland.
973. Add to the stakeholder list.
974. This is the first and only presentation that you sent to me and I have lived at this location along the tracks for decades. I wish to commend the railroad for their excellent rail repair in the blizzard of last winter, 2021, when the train derailed behind my property. Thank you to everyone! However, I want to share two concerns. Now that the rails are protected by 9 foot iron fences, you should take the responsibility to clean up the trash - noone else can get to it. Also, this past summer you had big foliage/tree mashers come along the rails in town behind my property to "trim" and posed a great danger to me and my property. My home, property and I were attacked by wood missiles and volumes of dusty debris. In

Comments are shown exactly as received. No edits have been made for spelling or grammar.

the aftermath of the mashers, there was left a huge mess on the hill of debris and ragged tree tops. You never clean up the mess. These machines should never be used in town. The hill behind my property is covered with strewn logs and debris and should be cleaned up. Thank you for letting me comment.

975. Add to the stakeholder list.

976. The Native Prairie and Blackberry Crossing subdivisions, bordering the Union Pacific West Metra line in unincorporated Elburn, Illinois, between Harley Rd and Denali Rd, are comprised of over 70 homes that are directly affected by the excessive and increased noise and vibration from the wheel/rail squeal of trains braking and freight train locomotive idling. The braking noise has been measured at greater than 80 dB over 5 minutes and the engine idling has gone on for over 30 minutes at a time. These disturbances have unreasonably interfered with the enjoyment of life for the affected families and has the future impact of depreciating the market value of the homes in the area. The occurrences of these nuisances have increased significantly over the last five years.

We would like to see the appropriate railway, county, or state authority take action to correct these very serious problems. A desired solution would be the construction of a sound deadening barrier structure, 24' high from the rail bed, from the Harley Rd overpass to a point approximately 800 yds west along the rail southside easement.

977. Wish there was public transportation to and from Libertyville/O'Hare Airport (without having to travel to the loop first).

978. Add to the stakeholder list.

979. Freight in Illinois should not be moved on passenger tracks which run through highly populated areas. There are areas which are rural, not causing serious threat to of disaster to thousands of people.

980. Presentation is informative, interesting, and very professional.

981. More needs to be done in the area of rail safety, including addressing the following:

- Low Frequency Noise and Vibrations Abatements
- Obstruction of Emergency Response Vehicles
- Hours of Railroad Worker Service and Fatigue Studies
- Positive Train Control Study
- Electronic Controlled Pneumatic Brakes (EPC Brakes)
- Volatility Limits
- Speed Limit Action Plans
- Mandatory Minimum Two-Man Crew
- Need for Comprehensive Emergency Response Plans specific to the rail transport of hazardous materials and High Hazard Flammable Trains (HHFT)
- Type of Insurance, Insurance Amount, Insurance Carrier- Environmental Impairment Liability Insurance Requirement

- OSHA 40 hr. HAZMAT training, FEMA incident command training requirements for emergency responders
- Public's Right to Know of Hazardous Materials Carried
- Rail Industry Must Be Regulated
- Nature of Hazardous Materials Carried Must Be Communicated to Impacted Parties, Proximity to Schools and other Public Locations
- Function of LEPC and SERC - need for public participation
- Long and Heavy Trains, Track Damage (Wear & Tear), Maintenance
- Public Investment Must Equate to Public Control and Public Return on Investment

982. Add to the stakeholder list.

983. I live in Macomb. It is very convenient to be able to take the train to and from Chicago. Many of the students at Western Illinois University rely on the train to get to and from their homes. WIU is the life blood of Macomb, and the train is part of the life blood of WIU.

984. Thank you for allowing us to provide feedback. We live about a block off of for Glenview West rail Corridor. Village of Glenview has had conversations with a DOT about the need for bi-directional signaling, allowing for real to move traffic through our area more efficiently and reduce the need to have trains holding in residential area. If Canadian Pacific Rail needs more capacity, please consider separating freight and commuters long-term. The highest priority should be given to public safety in urban areas. No company or organization has the right to jeopardize public safety and health to benefit their bottom line or profits. With great appreciation for your consideration to work in collaboration with all parties.

985. Regarding the Amtrak Connect Us plan, the only city with population > 2M within 500-miles of Chicago that is NOT showing enhanced service is Kansas City. By extending the Quincy train on the low tonnage, non-Transcon former BN mainline Brookfield Sub with a new tie-in near Sibley, MO back to the existing SW Chief route, trip times could significantly beat the current SW Chief as 350/460 miles of the suggested route's overall geometry is capable of Class 6 & 7 speeds - and more populated areas are served between. Additional ridership and synergies could result if MO extends service from St. Louis to Hannibal-Quincy and/or if a leg to Peoria (from Galesburg) were added and/or if IA were to connect Des Moines to St. Louis via Ottumwa-Burlington-Quincy.

986. Amtrak was one of the factors that helped us decide on WIU when my daughter was choosing a university. Not only does the train make it easy for us to go to see her on campus, it allows her to come home for long weekends or emergency appointments easily. Amtrak is affordable, the trains are clean and staffed with wonderful people and the schedule works for our needs.

Comments are shown exactly as received. No edits have been made for spelling or grammar.

987. As a resident of Woodstock and an occasional user of the UP-NW Metra line, I see a huge benefit for the city and for all users for the relocation of the Metra rail yard.
988. Expansion to Dubuque, IA and Moline, IL is important but takes time. Train cars and locomotives are being delivered and could provide expanded services on existing passenger routes with stations where additional employees can be trained relatively quickly. Service can be expanded on routes to Milwaukee and St. Paul, St. Louis and Kansas City, Carbondale and Memphis, Indianapolis and Cincinnati, Cleveland and Pittsburgh or Buffalo and New York, Pontiac, Lansing and Flint, and Grand Rapids
989. Let me know when the Final Illinois Rail Needs Report is available for review. Thank you.
990. Continue to focus on implementing CREATE (and update CREATE projects as necessary); focus on passenger rail improvements that increase reliability and frequency.
991. Please work toward building a takt schedule of all trains in Illinois coordinating all movements based on the Swiss model
992. There are many instances of Metra stations being less than 1-mile apart in the Chicagoland area. Commuter rail is not rapid transit, and in today's age, such spacing is unnecessary with the advent of Lyft/Uber or if an adequate shuttle service existed. Such spacing creates a "funding drain" for upkeep and improvement, impacts railroad maintenance, and adds unnecessary disruption to the operation with additional stops, line congestion, and longer trip times. Recommend a program that analyzes station spacing and implements alternatives at the lower ridership "duplicate" stations to concurrently close those "duplicate" stations.
993. Add to the stakeholder list.
994. Add to the stakeholder list.
995. Unfortunately, this presentation was general to elicit any substantive comment. While it speaks at great length about process, it leaves unanswered the critical question of which projects made it through the screening criteria and are recommended for funding.

996. Dear Reader:

I saw the public notice/advertisement mentioning the Illinois Rail Needs Assessment Study. It mentioned that information from the Assessment Study was available on a website. I went to the website- but I was confused because only general information was provided with no specific details.

So it is really difficult to comment on the study without specific details.

The only comments I am able to make is about Amtrak scheduling problems/delays I have encountered when using Amtrak. The Amtrak trains are often having to stop

and wait for another train going the opposite direction to pass by before proceeding. And usually it is another Amtrak train going the opposite direction (and not a freight train).

The problem is that the freight railroads are using single line tracks and not double-line tracks. And the freight railroads do not want to pay the cost to put in double-line tracks, unless they see it as financially beneficial to them to do so. So they would want the government to pay for a second track on lines used by Amtrak (the freight railroads should pay that cost and not the government).

The conclusion is that I don't see anything will ever be done to solve the problem.

Thank you for the chance to comment.

Comments are shown exactly as received. No edits have been made for spelling or grammar.

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ATTACHMENT 8 Newsletter



ILLINOIS RAIL NEEDS ASSESSMENT

JULY 2022

Goal of the Illinois Rail Needs Assessment

Using robust stakeholder outreach efforts, the goal of the Illinois Rail Needs Assessment (ILRNA) was to assess the current conditions of the complex Illinois rail network and to identify issues that may impact the quality of rail services now and in the future.

In order to provide a clear understanding of the capabilities of the rail system, its limitations, and improvements that can be considered in the future, the ILRNA Team collected data and feedback from stakeholders such as railroads, shippers, logistics companies, state and local agencies, the public, and existing long-range transportation plans.

The ILRNA is a component of the Illinois Department of Transportation (IDOT) long-range transportation planning process and forms the basis for the next update to the Illinois State Rail Plan in 2022. This enables IDOT to develop and implement the targeted long-range policies, goals, strategies, and investments needed to meet the State's Passenger Rail and Freight Rail visions.

Illinois is the single largest hub of the North American rail system and plays a critical role in supporting the state economy.



STAKEHOLDER OUTREACH KEY ELEMENT OF THE ASSESSMENT

The Stakeholder Outreach effort was an opportunity for the State to directly listen to the people that operate, use, or interact with the rail network every day. Through outreach to railroads, shippers, public agencies, and the public, the existing conditions and needs of the Illinois rail network were identified. Each engaged stakeholder contributed a unique perspective that together painted an image of a state rail network that is extensive, busy, and faces several significant challenges. Many stakeholders suggested potential projects and policies to meet those challenges that the State could help facilitate. All reported needs and suggested projects and policies were cataloged and will be used to inform future State rail plans, policies, and programs.

Stakeholder feedback was solicited to identify needs and potential projects and policies to fulfill those needs by conducting meetings and other outreach with railroads, shippers, public agencies, and the public.



Railroad Outreach

Meetings were conducted between May and September 2021. In total, the ILRNA Team conducted interviews with:

- » Six of the seven Class 1 railroads,
- » Three passenger railroads,
- » Four regional railroads, and
- » 31 short line, terminal, and switching railroads.

The full methodology for conducting railroad outreach and a list of potential study stakeholders is included in **Appendix B** of the final report.



Agency and Shipper Outreach

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

A detailed discussion of agency and shipper outreach methodology and results can be found in **Appendix C** of the final report.



General Interest Outreach

- » Listening sessions
- » One-on-one meetings
- » Public online survey
- » Two virtual public outreach events held in June 2021 and January 2022 generated 4,120 unique visitors viewing the site a total of 5,163 times.

For details on specific outreach efforts please see **Appendix D** of the final report.

Illinois Rail Network

Geographically and operationally, Illinois is at the center of the North American freight rail network. The principal rail hub in Illinois by far is Chicago, followed by the St. Louis/East St. Louis area. Measured in both tonnage and carloads, Illinois' railroads transport a very high volume of freight traffic, comprising virtually every type of commodity that can be transported by rail.

Using information collected during the outreach phase and from publicly available sources, the ILRNA Team took inventory, evaluated the general condition of the Illinois rail network, and identified rail trends in Illinois, the nation, and internationally. Stakeholders also identified opportunities to address the issues facing both the freight and passenger rail systems.

For detailed information see **Appendix B** of the final report.



PRESENTED PROJECTS

A total of **234** proposed projects without full funding were identified during the ILRNA outreach phase. Through a systematic assessment process, **50** of these projects were identified as "Presented Projects" to illustrate the wide variety of needs of the Illinois rail network and potential solutions to decision makers, railroads, state and federal agencies, the public, and other stakeholders.

The methodology and criteria used to identify the Presented Projects, project sheets detailing the characteristics of each Presented Project, and a full list of proposed projects can be found in **Appendix E, F, and G**, respectively, of the final report.

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, and priorities



50 Presented Projects

The list of Presented Projects is informational only and is not a list of "priority" projects.

Presented Projects by Category

The resulting Presented Projects consists of:

- 10** Freight Transload/Shipper Access Projects
- 13** Rail Capacity Projects
- 5** State of Good Repair Projects
- 12** Passenger Improvement Projects
- 10** Safety/Grade Crossing Projects

The **50 Presented Projects** are presented on maps by project category in **Chapter 4** of the final report. Presented Project Sheets with additional details are in **Appendix F** of the final report.



Freight Transload/Shipper Access Projects - 10 PROJECTS

Projects in this category expand or improve access to the freight rail network for a wide variety of businesses. These projects help the local and state economies by enhancing the free flow of products and materials to new and expanded markets. There are **10 presented Freight Transload/Shipper Access projects** including:

- » New or expanded rail-truck transload yards
- » Direct industrial spurs to a shipper's property
- » Industrial development on rail-served greenfield and brownfield sites



Rail Capacity Projects - 13 PROJECTS

Projects in this category improve existing operations, facilitate additional rail traffic growth, or increase the weight capacity of a rail line. These projects generally reduce train delays and improve the operational fluidity of the rail network. There are **13 presented Rail Capacity projects** including:

- » Rail-rail flyovers
- » Reconfigured rail junctions
- » Modernized signal and interlocking systems
- » Additional mainline tracks and bridges



State of Good Repair Projects - 5 PROJECTS

Projects in this category address deteriorated or otherwise deficient conditions on existing railroad infrastructure. There are **5 presented State of Good Repair projects** including:

- » Bridge rehabilitations and replacements
- » Track renewal
- » Station or rolling stock modernization



Passenger Improvement Projects - 12 PROJECTS

Projects in this category expand or improve the commuter or intercity passenger rail network. These projects provide new or improved transportation options to communities. There are **12 presented Passenger Improvement projects** including:

- » Passenger rail service extensions to new communities
- » Track, signal, structures, and interlocking improvements
- » Construction of new stations and rehabilitation or expansion of existing stations



Safety/Grade Crossing Projects - 10 PROJECTS

Projects in this category mitigate or eliminate conflicts between rail and road users. These projects improve safety and reduce traffic congestion and air pollution in local communities. There are **10 presented Safety/Grade Crossing projects** including:

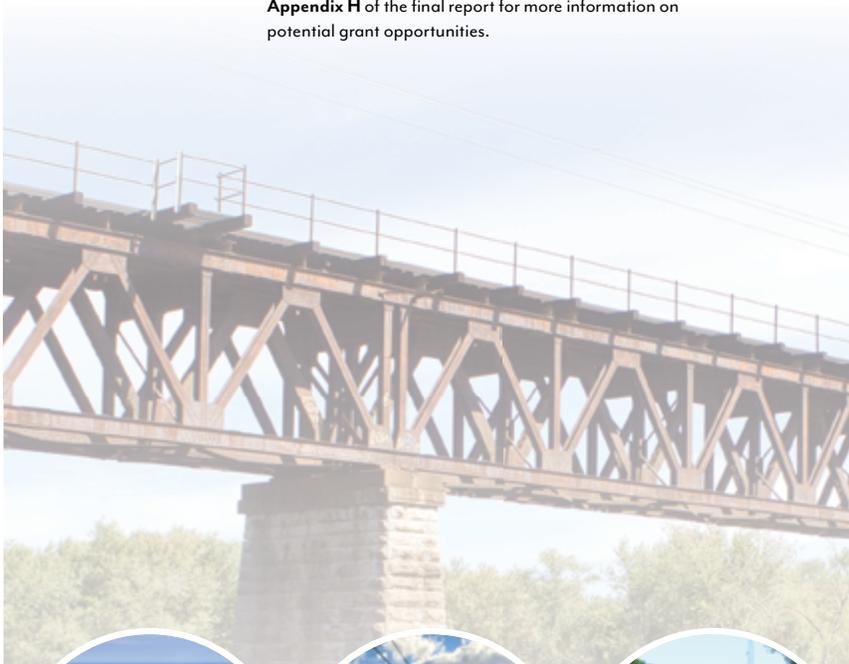
- » Highway-rail grade separations
- » Crossing warning device upgrades
- » Crossing closures
- » State agency crossing management system modernizations



Potential Funding and Financing Opportunities

Appendix H of the final report summarizes potential federal, state, and local funding and financing opportunities for future rail-related projects in Illinois. The ILRNA Team cataloged programs administered or funded by USDOT, FTA, FHWA, FRA, state agencies, and Cook County. These programs have the potential to help meet the State's unfunded rail infrastructure needs.

The ILRNA Team reviewed published program requirements to confirm eligibility, and then identified potential grant opportunities for each of the 50 Presented Projects. See **Appendix H** of the final report for more information on potential grant opportunities.



Where to view full report, questions, etc.

This newsletter is a very high-level recap of the ILRNA Study. We encourage you to read through the ILRNA Final Report and Appendices at IDOT.Illinois.gov.

Written correspondence regarding the ILRNA Study should be sent to:

Illinois Department of Transportation
 Hanley Building
 Att. DeAnna Smith
 2300 South Dirksen Parkway, Room 311
 Springfield, IL 62764

Email: IllinoisRailNeeds@gmail.com

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ILLINOIS RAIL NEEDS ASSESSMENT

APPENDIX E

Proposed Project Presentation Report



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Introduction

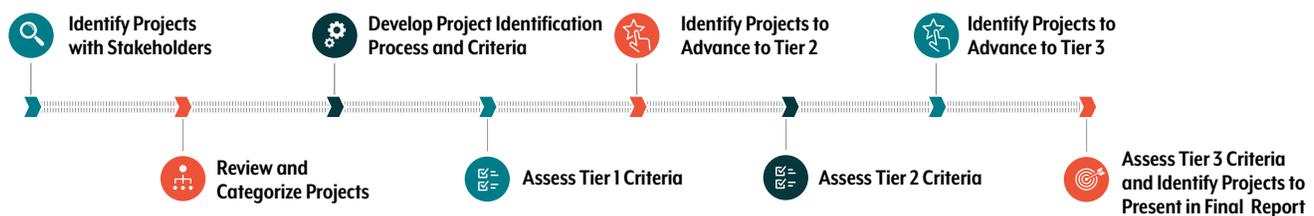
The purpose of the ILRNA Study is to assess the current conditions of the Illinois rail network and identify issues that may limit the quality of services today and in the future. During the outreach phase of the ILRNA Study, a total of 234 projects were proposed by stakeholders and submitted to the ILRNA Team through public comments, surveys, listening sessions, and meetings. Every defined project received from stakeholders is listed in **Proposed Stakeholder Project List (Appendix G)**. Fifty (50) projects are presented in the final report to effectively illustrate the wide variety of Illinois rail network needs, and potential solutions to decision-makers, railroads, state and federal agencies, the public, and other stakeholders. Inclusion in the 50 presented projects does not constitute an endorsement by the State of Illinois, nor does it guarantee future funding for the project. The recommendation of projects for IDOT's Short- and Long-Range Rail Investment Programs will occur during preparation of the State Rail Plan, scheduled to be complete in late 2022.

The purpose of this report is to describe the methodology used to identify the 50 projects to be presented in the final report.

Project Identification Methodology

Figure 1 outlines the steps used to identify the 50 projects to be presented in the final report. After the stakeholder outreach phase concluded and projects from stakeholder comments were identified, each proposed project was categorized according to its general scope. An independent identification process was developed for each of the five project categories to ensure that the 50 presented projects included projects from each category and that the diverse needs of the Illinois rail network were effectively represented. Within each category, a three-tiered methodology and criteria were developed to assess the proposed projects. Following each tiered assessment, a subset of proposed projects was identified to advance to the next tier until the list of 234 projects was reduced to 50. The following sections provide greater detail on each step of this process.

FIGURE 1 – Project Assessment Process



Identify Projects with Stakeholders

To gain a complete perspective on the needs of the Illinois rail network, outreach for the ILRNA was conducted not only to railroads, but to other stakeholders including:

- > State and local agencies and municipalities
- > Metropolitan and regional planning organizations
- > Economic development groups
- > Shippers, trucking companies, and logistics providers
- > Members of the public

Through virtual outreach events, listening sessions, one-on-one meetings, and a public online survey, stakeholder input was gathered. Issues identified and solutions proposed during the outreach phase of the ILRNA Study are presented as “projects” to aid in the illustration of the needs to stakeholders. Projects can be capital investments, service enhancements, and service introductions with a defined scope.

Review and Categorize Projects

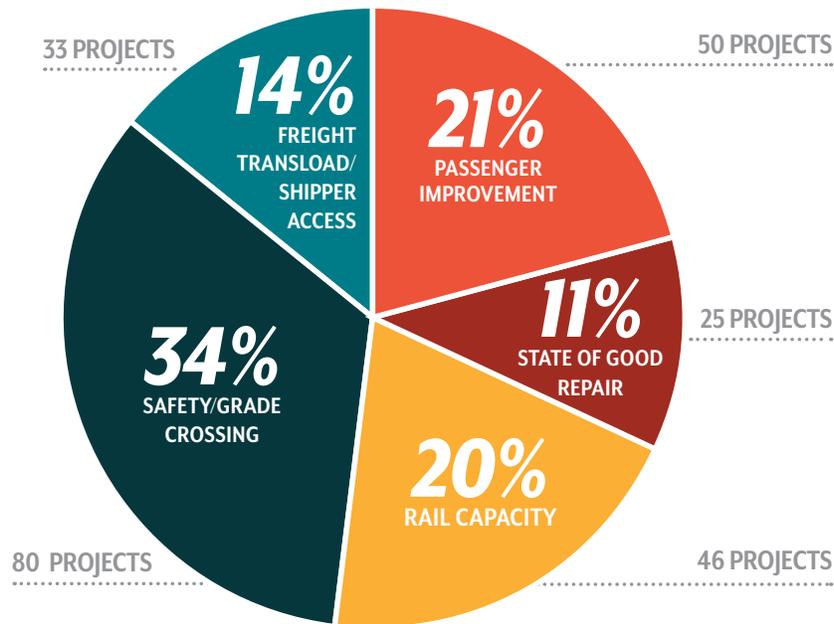
The 234 proposed projects varied significantly in terms of scope, traffic type, railroad type, benefits, challenges, and needs addressed. To aid in tracking and assessing the projects, the ILRNA Team assigned each project one of five categories (**Table 1**).

Some projects had a scope that fell under multiple categories. For example, a capacity project on a shared passenger-freight rail corridor could fall under either the Rail Capacity category or Passenger Improvement category. In these cases, the proposed projects were assigned to the category that accounted for the greatest proportion of scope. **Figure 2** depicts the number of proposed projects in each category after the assignment process was completed. As shown, the Safety/Grade Crossing category accounts for the largest portion of the project list. The remaining 154 projects were relatively evenly distributed among the other four categories.

TABLE 1 - Project Categories

Project Category	Projects 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 shipper’s property
 Rail Capacity	Increase capacity, reduce train delays, and/or improve the operational 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 projects primarily improving passenger train frequency, reliability, and/or travel time
 Safety/Grade Crossings	Address safety and operational issues at highway-rail grade crossings.	<ul style="list-style-type: none"> • Highway-rail grade separations • Warning device upgrades • Crossing closures

FIGURE 2 - Proposed Project by Category



Project Identification Process and Criteria

To assess the proposed projects objectively, a qualitative process was employed to identify projects from each of the five categories that would be presented in the final report. Criteria were developed for each category that were consistent with Federal, State, and local policies and considered the amount and type of information that was available to the ILRNA Team. Within each category, the projects that most effectively met the criteria were retained for presentation in the final report.

Developing criteria and a methodology that effectively captured the diversity of proposed projects required an iterative process with extensive conversations among the ILRNA Team and with relevant state agencies. Highway-rail grade crossing projects in Illinois are overseen and funded by the Illinois Commerce Commission (ICC) and the IDOT Bureau of Safety Programs and Engineering (BSPE). The ILRNA Team worked closely with experts at both agencies to develop an appropriate methodology for the Safety/Grade Crossing projects. The ILRNA Team also worked with staff at the IDOT Office of Planning and Programming (OP&P) and the Department of Commerce and Economic Opportunity (DCEO) to develop the methodology for the remaining four categories.

A three-tier assessment process was used to systematically whittle down the list of 234 proposed projects to 50. **Table 2** and **Table 3** present the Tier 1 and Tier 2 criteria for the five project categories. For each Tier 1 and Tier 2 criterion, a description of the measurement and a range of quantitative assessment values were defined to meet the goal of assessing the proposed projects as objectively as possible. The measures and assessment values for Tier 1 and Tier 2 criteria are shown in **Table 4** and **Table 5**.

Every project was assessed according to the Tier 1 criteria, which focused on each project's direct benefit to the rail network and the public. After the Tier 1 process, histograms of values were developed for each project category. This visual representation of the frequency of values enabled the ILRNA Team to identify logical value cut-offs for projects that would advance to the Tier 2 assessment and those that would not. The Tier 2 assessment focused on indirect benefits, primarily evaluating environmental justice and economic factors. The Tier 2 values were added to the Tier 1 values, resulting in a "total value" for each project. Tier 2 histograms were developed to identify the projects that would advance to the Tier 3 assessment. During Tier 3, projects remaining after Tier 2 were presented to and reviewed by IDOT to ensure consistency with existing state plans, programs, and policies. **Figure 3** outlines the overall project assessment process.

TABLE 2 - Tier 1 Criteria for Each Project Category

		PROJECT CATEGORY				
		Freight Transload/ Shipper Access	Rail Capacity	State of Good Repair	Passenger Improvement	Safety/Grade Crossings
TIER 1 CRITERIA		<ul style="list-style-type: none"> • New railroad connections • Existing multimodal connections • Truck traffic reduction • Job creation • Job retention • Project readiness • Supports key industry • Community or shipper support 	<ul style="list-style-type: none"> • Freight rail volume • Improves passenger rail service • Number of railroads benefited • Regional or national significance • Air quality benefit • Project readiness 	<ul style="list-style-type: none"> • Freight rail volume • Improves passenger rail service • Number of railroads benefited • Resiliency • Urgency • Project readiness 	<ul style="list-style-type: none"> • Passenger rail volume • Improves freight rail service • Travel time improvement • Frequency increase • Air quality benefit • Project readiness • Introduces rail service to new community • Community support 	<ul style="list-style-type: none"> • Freight rail volume • Passenger rail use • AADT • Truck traffic • Pedestrian use • Recent accident history

TABLE 3 - Tier 2 Criteria for Each Project Category

		PROJECT CATEGORY			
		Non-Grade Crossing Projects	Safety/Grade Crossing Projects		
TIER 2 CRITERIA		<ul style="list-style-type: none"> • Effect on Low-Income Community • Effect on Community with High Proportion of People of Color 	<ul style="list-style-type: none"> • Safety • Mobility • Pedestrian Safety • Passenger Rail Safety 	<ul style="list-style-type: none"> • Emergency Response & Communication • Number of Railroads Benefitting • Railroad Support 	<ul style="list-style-type: none"> • Local Community Support • Project Readiness • Projects of Regional or National Significance

Criteria for each tier were developed to apply equally to all projects while acknowledging that the amount and quality of information available for each proposed project differed. Proposed projects were at varying stages of development and the level of stakeholder engagement with and interest in the ILRNA varied widely. In some cases, project data contained sensitive private business information that the stakeholder could not share with the ILRNA.

While order-of-magnitude cost estimates were collected for most projects during the outreach phase, it was decided to not consider project cost or size when identifying projects for presentation. Many of the biggest and highest-impact projects are concentrated in the Chicago region due to the significantly larger scope of rail operations in that area compared to other parts of Illinois. For example, the CREATE program includes several rail-rail flyovers that each cost hundreds of millions of dollars to build but would eliminate delays for scores of freight and passenger trains each day. Projects like those easily overshadow smaller projects, like building additional sidings on a short line in a rural downstate county, which, while perhaps not having as much systemwide importance, may still be critical to sustaining the operations of a smaller railroad. Determining the relative importance of different sized projects affecting different parts of the state is a policy question that is outside the scope of the ILRNA, so it was critical to ensure that the 50 presented projects contained a balance of different types of projects.

One idea discussed was to create a separate “Major Projects” category that would contain all projects above a certain cost threshold. Several projects would then have been selected from this sixth category for presentation in the final report along with smaller projects from the other categories. After further discussion, it was decided to keep all projects within the five existing categories regardless of size. This is appropriate because the project categories already tended to self-select for certain project

FIGURE 3 - Project Assessment Process

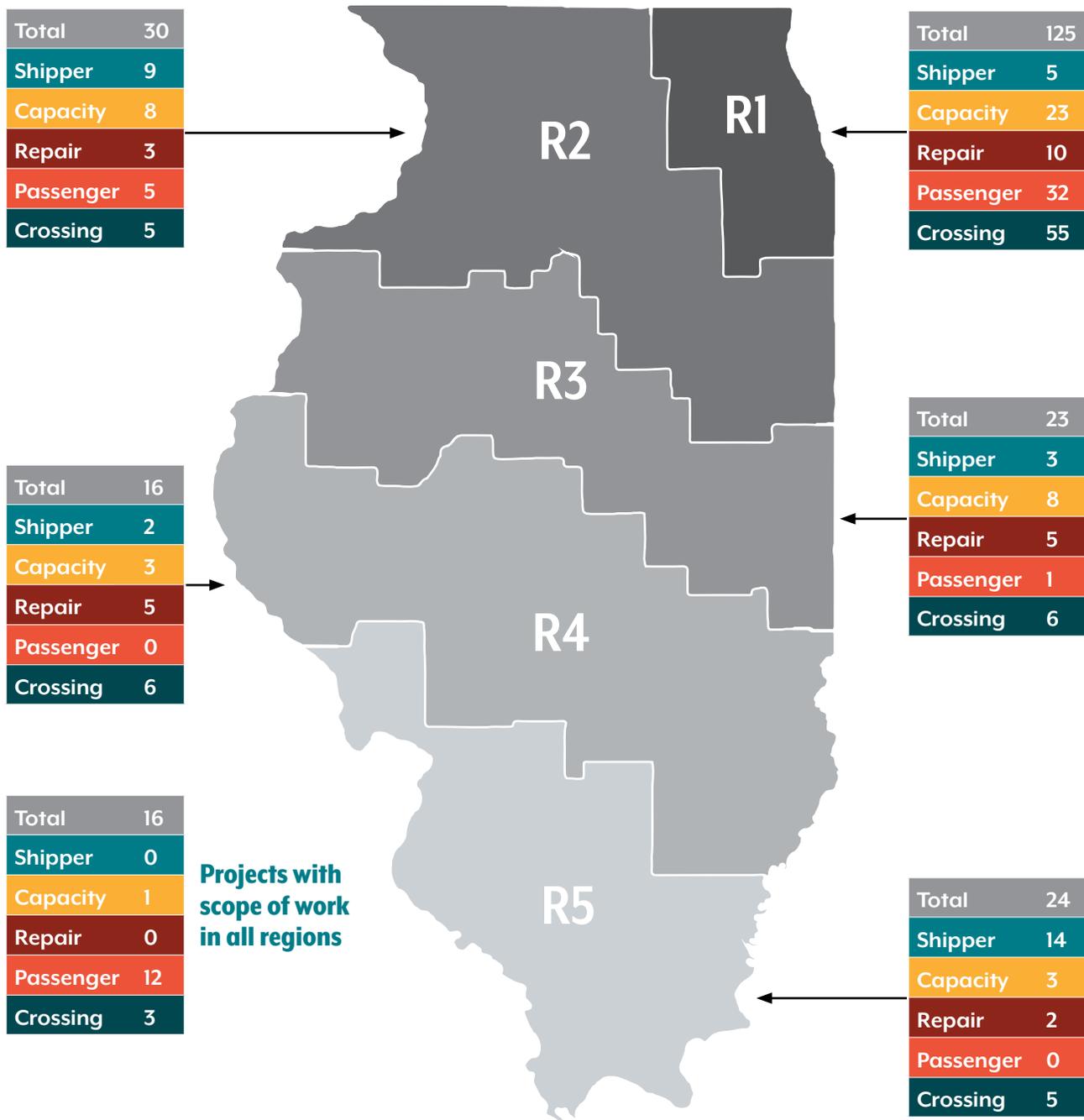


sizes. For example, projects in the Rail Capacity category tended to be larger and located on Class 1 railroads while the State of Good Repair and Transload/Shipper Access projects were smaller and concentrated on short lines and regional railroads. For the Passenger Improvement and Safety/Grade Crossing categories, it was acceptable to have a skew towards larger projects like new intercity passenger service or grade separations since those projects would benefit the most from being presented in a high-level planning document like the ILRNA. Smaller projects in those categories tended to solve needs that were more well-understood by local decision-makers and the public (e.g., crossing safety) and could be addressed with existing programs.

Geographic scoring criteria, such as whether a project was in the Chicago region or downstate, were also not included to avoid penalizing or favoring any one part of the state. Like projects of different sizes, the project categories had different spatial distributions across the state. As shown in **Figure 4**, the Chicago region (corresponding to IDOT Region 1) accounted for most of the Grade Crossing, Rail Capacity, and Passenger Improvement projects. Freight Transload/Shipper Access projects were more focused in downstate regions. State of Good Repair projects were more evenly distributed around the state. Note that projects were credited to regions based on the location of the physical scope of work. However, many projects would affect rail traffic flows around Illinois, which would benefit communities in all IDOT regions. For example, a rail capacity project in Chicago could lead to improvements for Amtrak and freight trains coming from the St. Louis/East St. Louis metro area.

The differing geographic and size distributions between projects in each category meant that presenting projects from each category would adequately capture the diverse needs of rail network stakeholders in all parts of Illinois without having to make any artificial distinctions.

FIGURE 4 - Proposed Projects by IDOT Region



Tier 1 Assessment

Table 4 presents details on the Tier 1 criteria for each project category.

TABLE 4 - Tier 1 Criteria for each Project Category

Criteria	Measure	Assessment Value	Justification for Inclusion
Freight Transload/Shipper Access			
New Railroad Connections	Number of additional railroads the customer could ship with if the project were built.	0 – Does not add new railroad service 1 – Adds service from one new railroad 2 – Adds service from two or more new railroads	Promotes projects that reduce transportation costs by connecting shippers to the rail network or providing competitive rail access to existing rail customers.
Existing Multimodal Connections	Number of multimodal connections within 5 miles of the project. One multimodal connection can be: a road on the National Highway Freight Network, one railroad, an active port terminal, or an airport with freight service.	0 – One to two connections 1 – Three to four connections 2 – Five or more connections	Promotes projects in areas that are well-connected to existing freight supply chains.
Truck Traffic Reduction	Project diverts existing truck trips off the regional road network.	0 – No 1 – Yes	Promotes projects that reduce road congestion and maintenance costs.
Job Creation	Project directly creates permanent jobs (excludes construction jobs).	0 – No 1 – Yes	Promotes projects that create industrial jobs in Illinois.
Job Retention	Building the project will directly prevent loss of jobs.	0 – No 1 – Yes	Promotes projects that protect existing industrial jobs in Illinois.
Supports Key Industry	Project supports businesses in key industries identified in the 2019 Illinois Economic Plan (including agriculture, energy, and manufacturing).	0 – No 1 – Yes	Promotes projects that are consistent with existing Illinois policy for industrial development.
Project Readiness	Current stage of project development.	0 – No defined scope of work 1 – Defined scope of work 2 – Some work has been initiated on the project (Ex: design, environmental permitting, initial construction phases)	Promotes projects that are more “shovel-ready” over “wish-list” items.
Community or Shipper Support	Indication of support for the project from the community or shipper.	0 – No 1 – Yes	Promotes projects supported by the end-user or local residents.
Rail Capacity			
Freight Rail Volume	Approximate annual freight traffic density on the line(s) affected by the project.	0 – None or no freight benefit 1 – Benefits less than 5 MGT of traffic 2 – Benefits 5 to 40 MGT of traffic 3 – Benefits over 40 MGT of traffic	Promotes projects that benefit the highest amount of freight traffic.
Improves Passenger Rail Service	Number of scheduled daily revenue passenger trains and whether the project would benefit them.	0 – None or no passenger benefit 1 – Benefits 2 to 30 passenger trains 2 – Benefits 31 to 80 passenger trains 3 – Benefits over 80 passenger trains	Promotes projects that benefit the highest amount of passenger traffic. Projects that affect lines with high volumes of passenger traffic but result in negative impacts to that traffic receive a 0.
Number of Railroads Benefited	Number of railroads the project would benefit.	0 – One or two railroads 1 – Three or four railroads 2 – Five or more railroads	Promotes projects that affect multiple railroads and would be more challenging for a single railroad to justify building on its own.

Criteria	Measure	Assessment Value	Justification for Inclusion
Rail Capacity (con't)			
Air Quality Benefit	Project improves regional air quality by diverting traffic from highways or lowering locomotive emissions through overhauls or rail congestion reduction.	0 – No 1 – Yes	Promotes projects that directly improve air quality for communities.
Project Readiness	Current stage of project development.	0 – No defined scope of work 1 – Defined scope of work 2 – Some work has been initiated on the project (Ex: design, environmental permitting, initial construction phases, etc.)	Promotes projects that are more “shovel-ready” over “wish-list” items.
Projects with Regional or National Significance	Project improves regional or national rail traffic flows.	0 – No 1 – Yes	Promotes projects that improve the general flow of goods and people across Illinois and North America.
State of Good Repair			
Freight Rail Volume	Approximate annual freight traffic density on the line(s) affected by the project.	0 – None or no freight benefit 1 – Benefits less than 5 MGT of traffic 2 – Benefits 5 to 40 MGT of traffic 3 – Benefits over 40 MGT of traffic	Promotes projects that benefit the highest amount of freight traffic.
Improves Passenger Rail Service	Number of scheduled daily revenue passenger trains and whether the project would benefit them.	0 – None or no passenger benefit 1 – Benefits 2 to 30 passenger trains 2 – Benefits 31 to 80 passenger trains 3 – Benefits over 80 passenger trains	Promotes projects that benefit the highest amount of passenger traffic. Projects that affect lines with high volumes of passenger traffic but result in negative impacts to that traffic receive a 0.
Number of Railroads Benefited	Number of railroads the project would benefit.	0 – One or two railroads 1 – Three or four railroads 2 – Five or more railroads	Promotes projects that affect multiple railroads and would be more challenging for a single railroad to justify building on its own.
Resiliency	Project increases the long-term resiliency of rail infrastructure and operations against environmental hazards.	0 – No 1 – Yes	Promotes projects that increase availability and decrease maintenance costs of existing rail infrastructure while preparing the rail network for the impacts of climate change.
Urgency	Building the project will directly remove an existing operating restriction or protect the economic viability of the rail operation.	0 – Addresses long-term or routine maintenance need 2 – Removes a restriction on existing railroad operations 4 – Removes a risk threatening the economic viability of the rail line	Promotes projects with more immediate needs and benefits that tend to come from railroads that are less likely able to self-fund the state of good repair project.
Project Readiness	Current stage of project development.	0 – No defined scope of work 1 – Defined scope of work 2 – Some work has been initiated on the project (Ex: design, environmental permitting, initial construction, etc.)	Promotes projects that are more “shovel-ready” over “wish-list” items.

Criteria	Measure	Assessment Value	Justification for Inclusion
Passenger Improvement			
Passenger Rail Volume	Number of scheduled daily revenue passenger trains.	0 – None or no passenger benefit 1 – Benefits 2 to 30 passenger trains 2 – Benefits 31 to 80 passenger trains 3 – Benefits over 80 passenger trains	Promotes projects that benefit the highest amount of existing passenger traffic.
Improves Freight Rail Service	Approximate annual freight traffic density on the line(s) affected by the project and whether the project would benefit that traffic.	0 – None or no freight benefit 1 – Benefits less than 5 MGT of traffic 2 – Benefits 5 to 40 MGT of traffic 3 – Benefits over 40 MGT of traffic	Promotes projects that benefit both freight and passenger trains. Projects that affect lines with high volumes of freight traffic but result in negative impacts to that traffic receive a 0.
Travel Time Improvement	Project reduces passenger travel time or increases travel time reliability.	0 – No 1 – Yes	Promotes projects that improve the time competitiveness of passenger rail versus other modes.
Frequency Increase	Project directly increases frequency of passenger service on an existing route.	0 – No 1 – Yes	Promotes projects that increase the convenience of train schedules on existing passenger rail routes.
Introduces Rail Service to New Community	Project introduces direct passenger rail service to a community disconnected from the existing passenger rail network.	0 – Does not connect to a new community. 1 – Connects to a new community within a rail-served metropolitan area. 2 – Connects to a metropolitan area with no existing passenger rail service.	Promotes projects that provide additional transportation options to communities that would receive the most transformational benefits.
Air Quality Benefit	Project improves regional air quality by diverting traffic from highways or lowering locomotive emissions through overhauls or rail congestion reduction.	0 – No 1 – Yes	Promotes projects that directly improve air quality for communities.
Project Readiness	Current stage of project development.	0 – No defined scope of work 1 – Defined scope of work 2 – Some work has been initiated on the project (Ex: design, environmental permitting, initial construction, etc.)	Promotes projects that are more “shovel-ready” over “wish-list” items.
Community Support	Indication of support for the project from the community.	0 – No 1 – Yes	Promotes projects supported by local communities and potential riders.
Safety/Grade Crossing			
Freight Train Volume	Number of daily freight trains.	0 – 0 to 50 1 – More than 50	Promotes projects at grade crossings with more frequent trains.
Passenger Train Use	Regularly scheduled passenger trains operate over the tracks at the crossing.	0 – No 1 – Yes	Promotes projects that improve safety for trains that carry people.
AADT	Average annual daily traffic crossing the tracks.	0 – 0 to 10,000 1 – More than 10,000	Promotes projects that improve safety and reduce congestion on the busiest roads.

Criteria	Measure	Assessment Value	Justification for Inclusion
Safety/Grade Crossing (con't)			
Truck Traffic	Percentage of AADT comprised of truck traffic.	0 – 0 to 5 percent 1 – More than 5 percent	Promotes projects that benefits freight traveling on the road network.
Pedestrian Use	Presence of sidewalks in crossing.	0 – No 1 – Yes	Promote projects that improve safety for pedestrians.
Recent Accident History	Number of accidents involving trains since 2010.	0 – None or one accident 1 – More than one accident	Promote projects that improve safety at grade crossings with the highest collision risk.

Tier 1 Data Sources

Project assessments relied on project locations and descriptions received during outreach meetings with railroads, agencies, shippers, municipalities, and the public. Project information was also gathered from public sources such as the CREATE Program website,¹ Long-Range Transportation Plans (LRTP) from Metropolitan Planning Organizations (MPO),² and local project studies. Criteria were developed specifically to match the amount and quality of information available and relied on clear, broad thresholds (such as simple yes or no questions) that could be determined with a high degree of confidence by the project team.

Assessing projects on the Community or Shipper Support criterion proved challenging due to relatively limited engagement from shippers and the public with the ILRNA. Therefore, within the two affected categories (Transload/Shipper Access and Passenger Improvement), all projects were given one point for Community or Shipper Support and the criterion was not a differentiator with projects. The assumption was made that, if contacted, most shippers and communities would support improving access to the rail network for goods and people.

Information on existing transportation networks like the National Highway Freight Network or the railroads operating over certain lines was obtained and analyzed as GIS datasets from the National Transportation Atlas Database.³ Daily passenger train volumes were based on published Amtrak, Metra, and South Shore Line (NICTD) schedules from December 2019. Because private freight railroads do not publish traffic information, staff knowledge was used to estimate annual freight traffic density on the lines affected by each project. One of three MGT ranges was assigned to each project that were broad enough to allow for a low-resolution but high-confidence estimate.

The thresholds between different assessment values for freight and passenger traffic-related criteria were set to match the distribution of traffic across lines in Illinois and ensured that the criteria functioned as adequate differentiators between projects. For example, only certain parts of the Metra system exceed the 80 train per day threshold for maximum points on the passenger traffic criterion. Similarly, only the busiest freight corridors around Chicago and along transcontinental routes to the Powder River Basin coal mines and West Coast ports exceed the 40 MGT threshold for maximum points on the freight traffic criterion.

Data for all Tier 1 criteria used for Safety/Grade Crossing projects originated from ICC's Crossing Inventory database.⁴

¹ <https://www.createprogram.org/projects/>

² Illinois MPO's. <https://idot.illinois.gov/transportation-system/local-transportation-partners/local-planning/index>

³ National Transportation Atlas Database. US Department of Transportation Bureau of Transportation Statistics. Accessed September 2021. <https://www.bts.gov/ntad>

⁴ Illinois Commerce Commission Crossing Inventory. Accessed November 2021. <https://www.icc.illinois.gov/rail-safety/grade-crossing-map>

Tier 1 Criteria Weighting

For each project category, the ILRNA Team developed criteria to capture the key transportation, safety, economic, and public benefits of each project. Because the assessment process does not prioritize projects for future funding or administrative preference, the Team did not adopt a comprehensive weighting system. Generally, the ILRNA Team avoided explicitly weighting criteria and set the range of possible values based on the characteristics of each individual criterion. For example, binary “Yes or No” criteria inherently indicated a score range of 0 or 1.

For some scoring criteria, intermediate assessment values were needed and a larger range of 0 to 2 or 0 to 3 was used. For the “Project Readiness” criterion, it was necessary to differentiate between projects that were more “shovel-ready” versus projects that were only an idea or planned but not started. Similarly, for the “Introduces Rail Service to New Community” criterion under the Passenger Improvement category, it was desirable to differentiate between projects based on how much the project expanded the service area of the passenger rail network. The ILRNA Team assumed that projects serving completely new metropolitan areas would have a more transformational impact on transportation patterns because travelers in those areas did not have any existing passenger rail stations nearby. Other criteria that had a larger 0 to 2 or 0 to 3 range focused on core transportation benefits of rail projects, including freight and passenger traffic volumes and number of railroads benefitted.

The only criterion to which an explicit weighting was applied was “Urgency” under the State of Good Repair category, which had a multiplier of two applied to it. Rather than a range of 0 to 2, a range of 0 to 4 was used. For State of Good Repair projects, it was deemed important to highlight the parts of the state rail network at greatest risk of disappearing and ways for the state to protect those rail operations. In other words, time is of the essence when it comes to State of Good Repair projects, justifying the weighting.

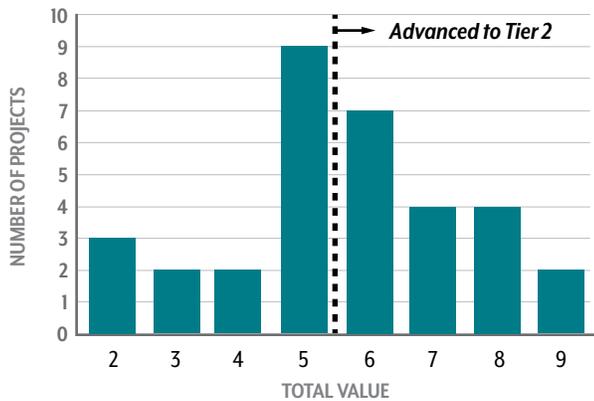
Tier 1 Results

Figure 5 shows the distribution of Tier 1 values for each project category and the resulting thresholds for advancing projects to the Tier 2 assessment. Generally, the Tier 1 criteria resulted in a broad distribution of total values, indicating that they performed well in differentiating projects. When viewing the Tier 1 distributions, it is important to note that each project category was scored independently. The maximum possible total value for each category varied, so total values cannot be compared across categories. For example, a total value of 5 for a Rail Capacity project has a completely different meaning than a total value of 5 for a State of Good Repair project.

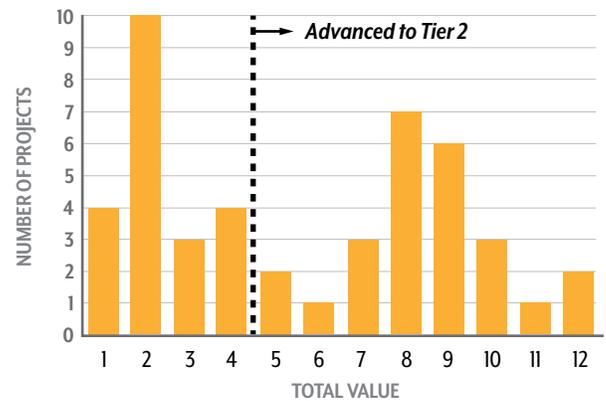
Based on the distributions, thresholds were set to advance a group of projects to the Tier 2 assessment. Overall, 97 projects were advanced to Tier 2.

FIGURE 5 - Tier 1 Distributions for Each Project Category

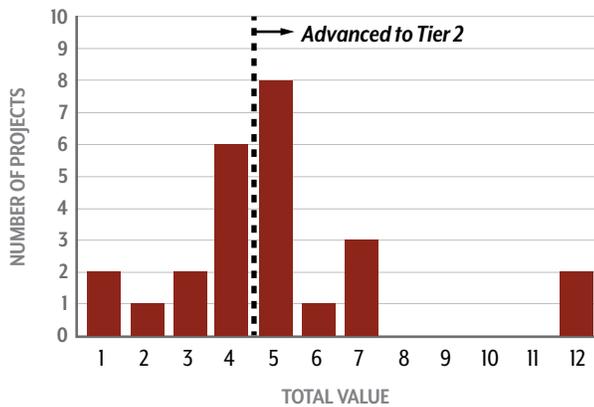
FREIGHT TRANSLOAD/SHIPPER ACCESS DISTRIBUTION



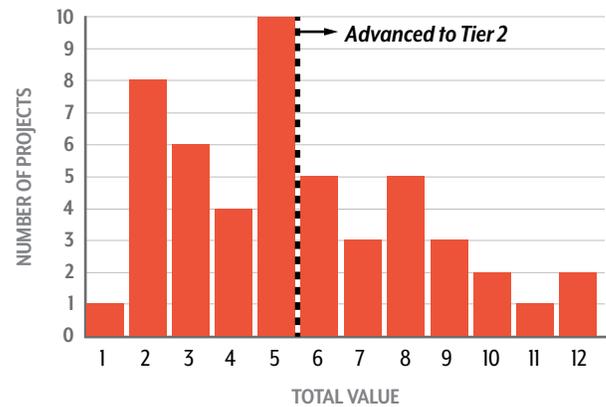
RAIL CAPACITY DISTRIBUTION



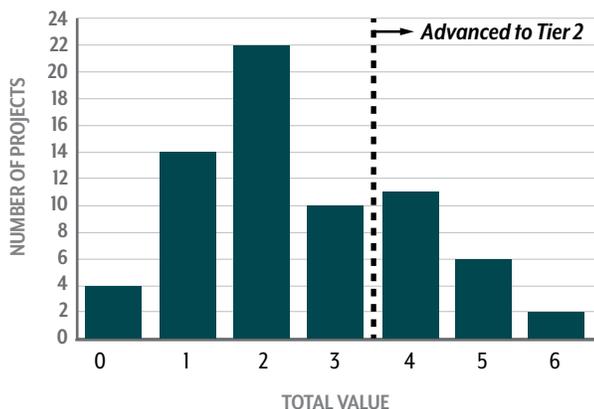
STATE OF GOOD REPAIR DISTRIBUTION



PASSENGER IMPROVEMENT DISTRIBUTION



SAFETY/GRADE CROSSING DISTRIBUTION



Tier 2 Assessment

The purpose of the Tier 2 assessment was to provide additional differentiation between the projects to allow for the identification of 50 projects to be presented in the final report.

TRANSLOAD/SHIPPER ACCESS, RAIL CAPACITY, STATE OF GOOD REPAIR, AND PASSENGER IMPROVEMENT PROJECTS

The Tier 1 assessment process identified 75 Transload/Shipper Access, Rail Capacity, State of Good Repair, and Passenger Improvement projects to move on to the Tier 2 assessment.

The Tier 2 assessment primarily considered the Environmental Justice (EJ) effects of each project. EJ is defined by the United States Environmental Protection Agency (USEPA) as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations, and policies.”⁵ USEPA further defines fair treatment as meaning that “no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.”⁵ Similarly, the Illinois Environmental Protection Agency (IEPA), defines EJ as “based on the principle that all people should be protected from environmental pollution and have the right to a clean and healthy environment.”⁶

Since EJ is an important consideration at both the state and federal policy levels, an analysis of each project’s effects on certain disadvantaged demographics was conducted using USEPA’s Environmental Justice Screening and Mapping Tool (EJSCREEN).⁷ EJSCREEN is a GIS portal that depicts data on Census blocks across the U.S. for 11 environmental and six demographic indicators as well as 11 EJ indexes that combine both types of indicators. The Tier 2 assessment considered two demographic indicators based on continually updated data from the U.S. Census Bureau’s 5-year American Community Survey (ACS):

- > **Percent Low-Income** – “The percent of a block group’s population in households where the household income is less than or equal to twice the federal ‘poverty level.’”⁸
- > **Percent People of Color** – “The percent of individuals in a block group who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals. The word ‘alone’ in this case indicates that the person is of a single race, not multiracial.”⁸

Infrastructure projects can have both positive and negative effects on EJ populations. Therefore, the Tier 2 assessment assigned a value ranging from -1 to 1 to each project for each criterion (**Table 5**).

⁵ “Learn About Environmental Justice”. USEPA. Accessed November 12, 2021. <https://www.epa.gov/environmentaljustice/learn-about-environmental-justice>

⁶ “Environmental Justice (EJ) Policy”. IEPA. Accessed November 12, 2021. <https://www2.illinois.gov/epa/topics/environmental-justice/Pages/ej-policy.aspx>

⁷ “EJSCREEN: Environmental Justice Screening and Mapping Tool”. USEPA. Accessed October 2021. <https://www.epa.gov/ejscreen>

⁸ “Overview of Demographic Indicators in EJSCREEN”. USEPA. Accessed November 12, 2021. <https://www.epa.gov/ejscreen/overview-demographic-indicators-ejscreen>

TABLE 5 - Tier 2 Project Scoring Criteria for Non-Grade Crossing Projects

Criterion	Definition	Scoring Rubric
Effect on Low-Income Community	Presence of multiple Census blocks with 80% or more of the population living in low-income households in the vicinity of the project.	-1 – Adversely affects community 0 – No effect on community 1 – Benefits community
Effect on Community with High Proportion of People of Color	Presence of multiple Census blocks with 80% or more of the population comprised of people of color in the vicinity of the project.	-1 – Adversely affects community 0 – No effect on community 1 – Benefits community

When a project was located within areas of low-income populations or people of color as identified by the EJSCREEN maps, it was evaluated for the impact on the surrounding communities. This evaluation used the project description to consider if it would positively or negatively impact factors such as pollution, connectivity, quality of life, access to transportation, traffic increases, and job access. Examples of negative impacts are projects that would require residential property acquisition or would likely cause increased pollution in these neighborhoods from additional train or truck traffic. Examples of positive impacts are projects that would directly create permanent jobs in an EJ area through new or expanded industrial facilities, reduce train or truck traffic in a neighborhood, or add or improve passenger stations in a neighborhood. Additionally, projects that would improve the quality of service of existing passenger rail lines were determined to have a positive EJ impact if the line directly served any EJ community, regardless of the location of the physical infrastructure improvements. Examples of projects with no impact are maintenance projects located entirely inside the existing railroad right-of-way and projects far outside EJ communities.

Initially, the ILRNA Team intended to include economic factors in the Tier 2 assessment for non-Safety/Grade Crossing projects. Multiple regions in Illinois have developed a Comprehensive Economic Development Strategy (CEDS) following guidelines from the United States Department of Commerce (DoC). A CEDS is a plan “designed to build capacity and guide the economic prosperity and resiliency of an area or region.” Some CEDS include specific transportation infrastructure investments that would support key regional growth areas. After further review, most of the CEDS in Illinois contained little to no information on rail investments. Another idea was to use a cluster mapping tool developed by the Harvard Business School and DoC to identify regional industrial clusters. Projects supporting those clusters would be scored favorably. However, the available information did not align well with potential scoring criteria. For these reasons, the Tier 2 assessment was limited to the two EJ criteria.

SAFETY/GRADE CROSSING PROJECTS

The 22 Safety/Grade Crossing projects advanced to Tier 2 scoring consisted of:

- > 3 Statewide crossing inventory and management system projects
- > 12 Highway-rail grade separation projects
- > 7 Crossing projects with a scope that could include at-grade safety improvements or grade separations depending on further study

All remaining Safety/Grade Crossing projects were carried forward to Tier 3 assessment. However, when relevant information was available, the ILRNA Team assessed each project using Tier 2 criteria (**Table 6**). Projects with an undefined scope of improvements were assumed to be grade separation projects.

⁹ “Comprehensive Economic Development Strategy (CEDS) Overview”. U.S. Economic Development Administration. Accessed November 12, 2021. <https://eda.gov/ceds/>

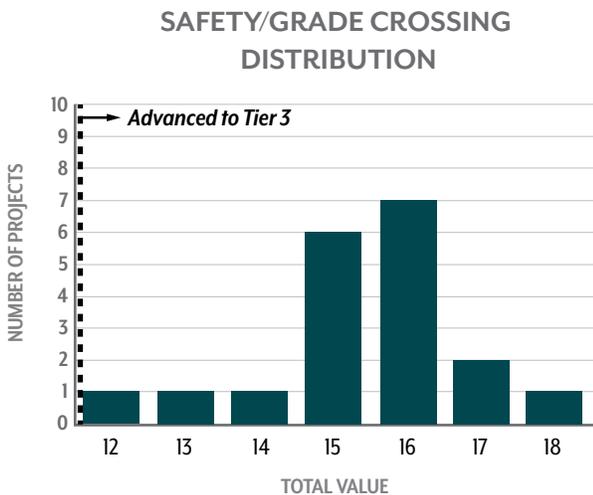
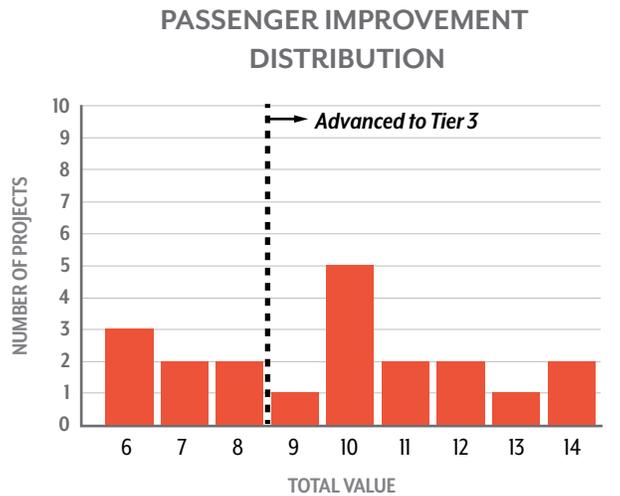
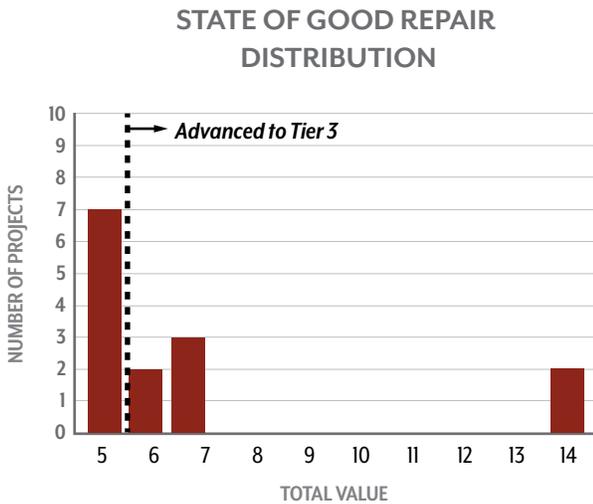
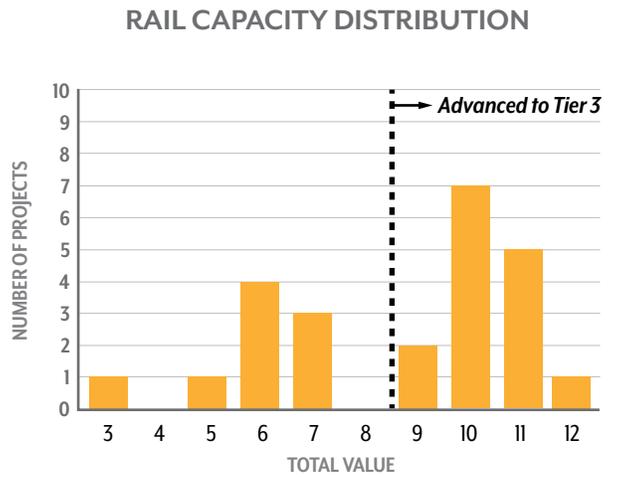
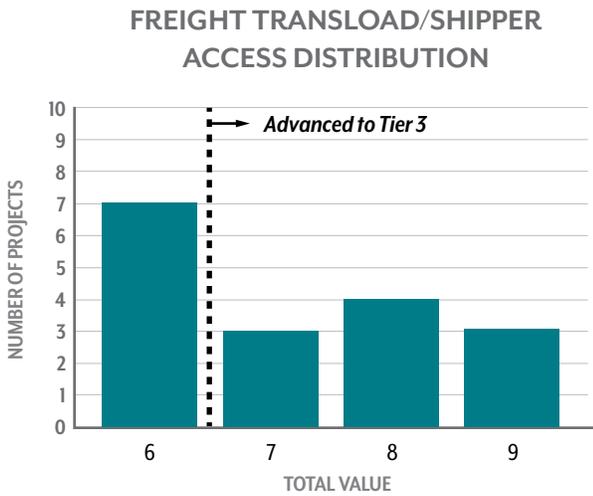
TABLE 6 - Tier 2 Criteria for Safety/Grade Crossing Projects

Criteria	Measure	Scoring Rubric
Safety	Reduction in risk as measured by number of annual predicted collisions (CPV).	0 – No reduction 1 – 1 to 50% reduction in CPV 2 – Greater than 50% reduction 3 – Complete elimination of risk
Mobility	Reduction in motorist hours of delay (blocked crossings).	0 – No reduction 1 – 1 to 50% reduction in hours of delay 2 – Greater than 50% reduction 3 – Complete elimination of motorist delay
Pedestrian Safety	Reduction in risk to pedestrians.	0 – No reduction 1 – 1 to 50% reduction in CPV to peds 2 – Greater than 50% reduction 3 – Complete elimination of risk to pedestrians
Passenger Rail Safety	Reduction in risk to passenger rail operations.	0 – No passenger rail benefit 1 – 1 passenger railroad benefits 2 – 2 passenger railroads benefit
Emergency Response & Communication	Improvement in communication & coordination with emergency response and dispatch centers.	0 – No benefit 1 – Highway side (ESDA) improvement or railroad improvement (CTCO) in communication or coordination
Number of Railroads Benefitting	Project benefitting multiple railroads receives higher score.	0 – 1 railroad benefits 1 – 2 railroads benefit 2 – 3 or more railroads benefit
Railroad Support	Railroad support confirmed.	0 – Railroad opposes 1 – Railroad support 2 – Railroad financial commitment
Local Community Support	Local community support confirmed.	0 – Community opposes 1 – Community supports 2 – Community financial commitment
Project Readiness	Timeline for project to be implemented.	0 – Greater than 5 years 1 – 2 to 5 years out 2 – Ready within 24 months
Projects of Regional or National Significance	Does project impact regional or national transportation system flow by eliminating bottlenecks to either highway or railroad operation?	0 – No regional impact 1 – Regional impact on either highway or railroad operations 2 – Regional impact on both highway and railroad operations

RESULTS

Figure 6 shows the distribution of the cumulative total value of Tier 1 and Tier 2 for each project category and the resulting thresholds for advancing projects to the Tier 3 assessment. Note that these distributions only include projects that advanced past the Tier 1 assessment. The thresholds were set so that, for each category, the number of projects was close to the number of projects in the final Presented Project list. Tier 2 total values were not used to further reduce the list of Safety/Grade Crossing projects and were instead used to inform the Tier 3 assessment process. Overall, 67 projects were advanced to the Tier 3 assessment.

FIGURE 6 - Tier 2 Distributions for Each Project Category



Tier 3 Assessment

The Tier 3 assessment consisted of consultations with state agencies to identify the 50 projects that would be presented in the final report. The project team presented a recommended list of 50 projects based on the Tier 2 scoring results while also providing several alternative projects with more borderline scores. ICC, with input from IDOT BSPE, identified 10 Grade Crossing projects consisting of two statewide projects and eight highway-rail grade separation projects for presentation in the final report. IDOT OP&P staff similarly provided input on the list of Freight Transload/Shipper Access, Rail Capacity, State of Good Repair, and Passenger Improvement projects. Soliciting feedback from the state agencies ensured that the list of 50 projects was consistent with existing state policies, plans, programs, and priorities.

FIGURE 7 -Presented Projects by Category

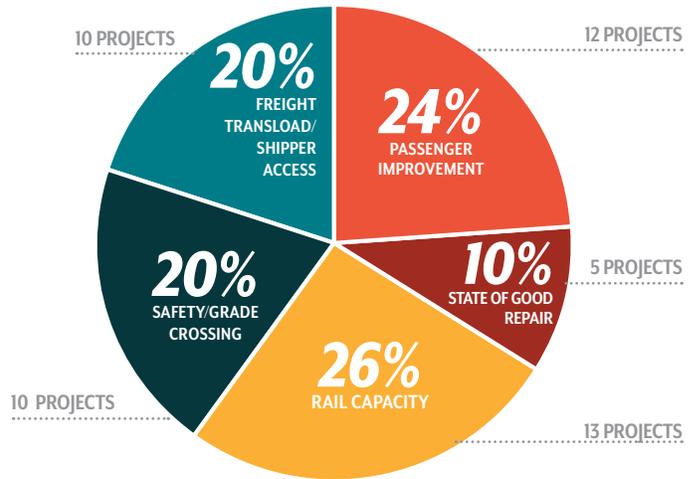
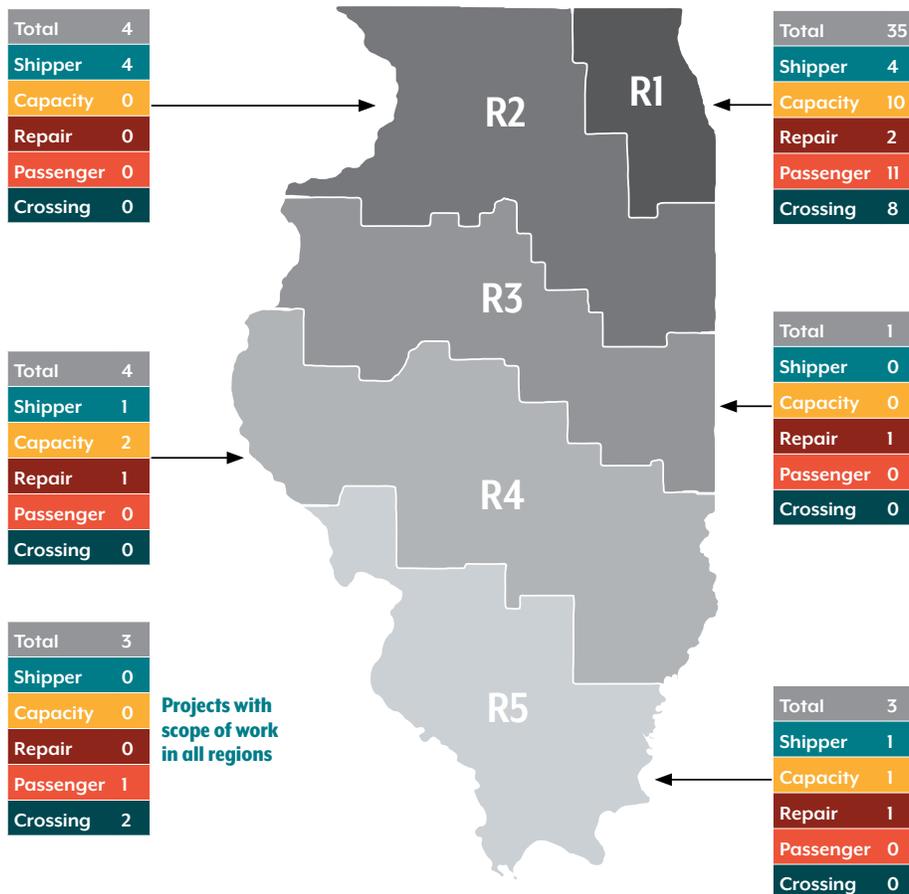


Figure 7 and Figure 8 show the distribution of projects presented in the Final Report by category and IDOT region, respectively. Projects from all five categories and IDOT regions are included among the 50. Region 1 accounts for most of the projects, reflecting the centrality of the Chicago region’s rail hub to the Illinois rail network. Project sheets for the 50 projects and the full list of 234 proposed projects are included as **Presented Project Sheets (Appendix F)** and **Appendix G**, respectively, to the ILRNA Final Report.

FIGURE 8 - Presented Projects by IDOT Region



Summary

A total of 234 proposed projects were identified during the ILRNA outreach phase. The 234 projects had a wide variety of project characteristics and included improvements from highway-rail grade separations to industrial spur construction to passenger rail extensions. To capture the full diversity of rail needs and potential projects in Illinois, every project was sorted into one of five categories: Freight Transload/Shipper Access, Rail Capacity, State of Good Repair, Passenger Improvement, and Safety/Grade Crossing. A three-tiered assessment methodology was developed to provide a comprehensive, factual method of identifying 50 projects for presentation in the Final Report. In the first two tiers, criteria were customized for each category to capture the key benefits of projects while considering the widely varying project characteristics and limited availability of quantitative benefit information. The third tier of the process consisted of consultations with ICC (for Safety/Grade Crossing projects) and IDOT (for all other projects) to ensure the list of 50 presented projects was consistent with state policies and priorities. The ILRNA study did not recommend rail system improvement projects, as that task will occur during preparation of the State Rail Plan, scheduled to be complete in late 2022. Given the size and busyness of Illinois' rail network, it is unreasonable to expect a list of 50 projects to include every single "good" project. Therefore, inclusion or exclusion from the list has no bearing on competitiveness for future state funding or administrative support. Rather, the presented projects are meant to be informational only and illustrate the multitude of needs of the Illinois rail network to decisionmakers, railroads, state and federal agencies, the public, and other stakeholders.

Project sheets for the 50 presented projects as well as the full list of 234 projects are included as **Appendix F** and **Appendix G**, respectively, to the ILRNA Final Report.



ILLINOIS RAIL NEEDS ASSESSMENT

APPENDIX F

Presented Project Sheets



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Introduction

This appendix contains project sheets for each of the 50 projects presented in the ILRNA Final Report. The list of projects is intended to illustrate potential solutions to the diverse needs of the Illinois rail network for each of the five project categories. **Chapter 4** overviews the process used to identify the 50 projects. A full list of proposed projects received from stakeholders that are not fully funded is in **Appendix G**. The diagram below illustrates the layout of each project sheet and explains the information contained in each field.

- Project Letter and Title** – For use to reference the project generally and in other ILRNA documents.
- IDOT Region** – IDOT Region(s) (1 to 5) where the physical scope of work will take place. Benefits may extend to multiple IDOT Regions. A map of the IDOT Regions is in **Proposed Project Presentation Report (Appendix E)**.
- Project Location** – City or general location for the physical scope of work.
- Affected Railroad(s)** – Railroads with operations or infrastructure that would be affected by the project.
- Project Description and Need** – High-level summary of project background, scope, and benefits.
- Environmental Justice Consideration** – High-level effects of the project on EJ communities with a high proportion of low-income households or people of color.
- Project Map** – Depicts the general location and surrounding area of the project’s physical scope of work as well as its location within Illinois.

Potential Funding/Financing Opportunities – Existing federal, state, and local programs that could potentially fund the project.

Project Readiness – Corresponds to the Project Readiness scoring criteria with three levels: Conceptual; Defined scope with no work initiated; Defined scope with some work initiated. “Work” is defined as any technical task such as feasibility studies, environmental analysis, permitting, preliminary engineering, or initial construction phases.

Project Category – One of five categories indicating the general type of project benefit.

Approximate Capital Cost – Order of magnitude capital cost estimate in 2021 USD. The listed cost is a high-level planning estimate received directly from the relevant railroad or agency that generally covers the total project implementation cost. In all cases, the cost listed must be refined and justified prior to use in any funding applications or more advanced project development phases.

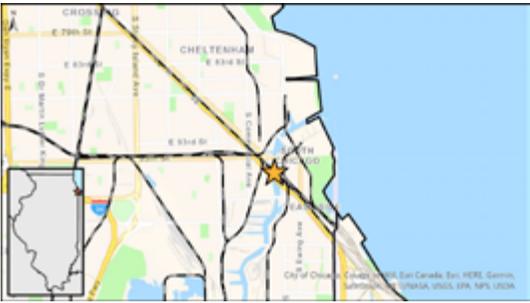

Rail Capacity Project Sheet

P. New Calumet River Lift Span

IDOT Region	Project Location	Project Readiness
1	Chicago, IL	Project is conceptual with no defined scope.
Affected Railroad(s)	Approx. Capital Cost (2021 USD)	Potential Funding/Financing Opportunities
NS, Amtrak, CP, CSX, BRC, SCH	\$80,000,000	RREG, State of Good Repair, CRIS, RAISE, INFRA, CFP, RFLP

Project Description and Need
 A major chokepoint and critical link to the Chicago terminal is the double-track lift bridge over the Calumet River at CP 509. On average, a total of 86 trains operate over the bridge daily. Just west of the bridge is a connection track with a 10 MPH curve. 20 daily NS, CSX, CP, and SCH trains access this track via the 509 Bridge, effectively reducing the bridge to a single main for extended periods of the day. There is a need for another lift span structure to accommodate up to 2 more mainline tracks to support continued volume growth and reduce congestion-related delays. This could include restoring one of the two abandoned, Amtrak-owned lift bridges immediately north of the 509 Bridge. This project could be a good candidate for a "CREATE 2.0" project given its benefits for multiple railroads in the Chicago Terminal. This project could potentially be part of the larger "South of the Lake" corridor passenger rail project.

Environmental Justice Consideration
 This project will have a benefit to both people of color and low income populations that utilize passenger rail services that are currently being delayed by the bottleneck caused by the lack of capacity over the existing bridge.



For reference, **Table 1** defines railroad acronyms used in the project sheets. **Table 2** similarly defines funding program abbreviations. More information on passenger and freight railroads in Illinois is in **Rail System Inventory Report (Appendix B)** and information on potential funding and financing opportunities for railroad projects is in **Potential Funding and Financing Opportunities Matrix (Appendix H)**.

TABLE 1 - List of Railroad Acronyms

Railroad Acronym	Railroad Name	Railroad Acronym	Railroad Name
ALS	Alton & Southern Railway	ITB	Illinois Terminal Belt Railroad
Amtrak	Amtrak	ILW	Illinois Western Railroad
BRC	Belt Railway Company of Chicago	IHB	Indiana Harbor Belt Railway
BLOL	Bloomer Line	INRD	Indiana Rail Road
BNSF	BNSF Railway	IAIS	Iowa Interstate Railroad
BJRY	Burlington Junction Railway	KBSR	Kankakee, Beaverville & Southern Railroad
CN	Canadian National Railway	KCS	Kansas City Southern Railway
CP	Canadian Pacific Railway	KRPD	Kaskaskia Regional Port District
CJR	Chicago Junction Railway	KJRY	Keokuk Junction Railway
CRL	Chicago Rail Link	MJ	Manufacturers' Junction Railway
CFE	Chicago, Ft. Wayne & Eastern Railroad	Metra	Metra
CSS	Chicago, South Shore and South Bend Railroad	NS	Norfolk Southern Railway
CSP	Chicago, St. Paul & Pacific Railroad	NICTD	Northeast Indiana Commuter Transportation District
CCUO	Chicago-Chemung Railroad	PPHW	Peoria, Peoria Heights, & Western Railway
CERR	Cicero Central Railroad	PIR	Peru Industrial Railroad
CIR	City of Rochelle Railroad	PHRR	Port Harbor Railroad
COER	Crab Orchard & Egyptian Railroad	RVPR	Riverport Railroad
CSX	CSX Transportation	SCIH	South Chicago and Indiana Harbor Railway
DREI	Decatur & Eastern Illinois Railroad	TZPR	Tazewell & Peoria Railroad
DT	Decatur Junction Railway	TRRA	Terminal Railroad Association of St. Louis
EFRR	Effingham Railroad	TPW	Toledo, Peoria & Western Railway
EJSR	Elwood, Joliet & Southern Railroad	UP	Union Pacific Railroad
EVWR	Evansville Western Railway	VRRC	Vandalia Railroad
HR	Herrin Railroad	VVRR	Vermilion Valley Railroad
IMRR	Illinois and Midland Railroad	WSOR	Wisconsin & Southern Railroad
IR	Illinois Railway		

TABLE 2 - List of Funding and Financing Opportunity Abbreviations

Abbreviation	Program Name	Administering Agency/ Entity
CFP	Illinois Competitive Freight Program	Illinois DOT
CIG	Capital Investment Grants	Federal Transit Administration
CMAQ	Congestion Mitigation and Air Quality Improvement	Federal Highway Administration (FAST Act)
CRISI	Consolidated Rail Infrastructure and Safety Improvements Program	Federal Railroad Administration
EAA	Economic Adjustment Assistance	Economic Development Agency
EDP	Economic Development Program	Illinois DOT
GCPF	Crossing Safety Improvement Program - Grade Crossing Protection Fund	Illinois Commerce Commission
IIC	Invest in Cook	Cook County Department of Transportation and Highways
INFRA	Infrastructure for Rebuilding America	US Department of Transportation
Intercity Passenger Rail Grant	Federal-State Partnership for Intercity Passenger Rail Grant Program	Federal Railroad Administration
ITEP	Illinois Transportation Enhancement Program	Illinois DOT (Funding from FHWA)
RAISE	Rebuilding American Infrastructure with Sustainability and Equity	US Department of Transportation
Rebuild Illinois	Rebuild Illinois Capital Plan	Illinois DOT
RFLP	Rail Freight Loan Program	Illinois DOT
RREG	Railroad Restoration and Enhancement Grants	Federal Railroad Administration
RRIF	Railroad Rehabilitation and Improvement Financing	Federal Railroad Administration
Section 130	Railway-Highway Crossings Program	Federal Highway Administration (FAST Act)
State of Good Repair	Federal-State Partnership for State of Good Repair	Federal Railroad Administration
STBG	Surface Transportation Block Grant	Federal Highway Administration (FAST Act)
TIFIA	Transportation Infrastructure Finance and Innovation Act Loans	Federal Railroad Administration
-	Brownfields Program	Environmental Protection Agency
-	Federal Recreational Trails Program Grant	Illinois Department of Natural Resources (Funding from FHWA)
-	Illinois Bike Path Program	Illinois Department of Natural Resources
-	Railroad Crossing Elimination Program	Federal Railroad Administration
-	Section 5339 Bus and Bus Facilities	Federal Transit Administration

Presented Project sheets are attached as follows:

- > Attachment 1 – Freight Transload/Shipper Access Projects
- > Attachment 2 – Rail Capacity Projects
- > Attachment 3 – State of Good Repair Projects
- > Attachment 4 – Passenger Improvement Projects
- > Attachment 5 – Safety/Grade Crossing Projects

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ATTACHMENT 1
Freight Transload/
Shipper Access Projects



Freight Transload/Shipper Access
Project Sheet

A. Acme Site Redevelopment

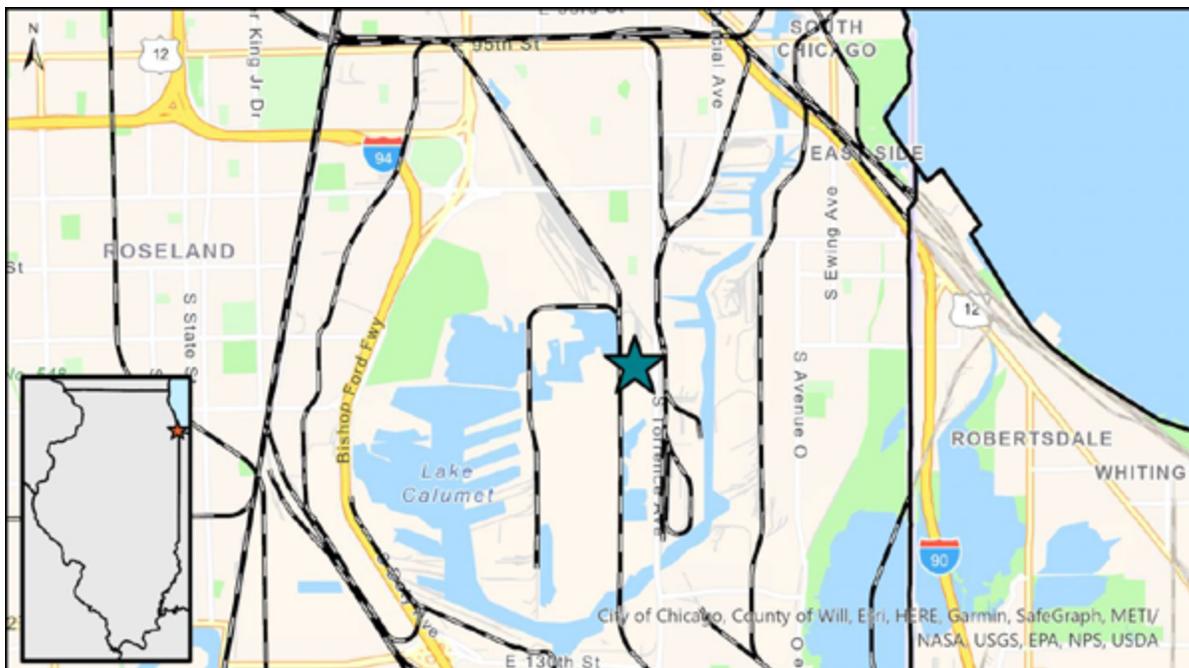
IDOT Region 1	Project Location Chicago, IL	Project Readiness Project is conceptual with no defined scope.
Affected Railroad(s) CRL	Approx. Capital Cost (2021 USD) No cost estimate available.	Potential Funding/Financing Opportunities RAISE, EDP, CIG, USEPA, IIC

Project Description and Need

The Acme Coke Plant site is a 110-acre brownfield in the Calumet area that is one of the largest remaining open industrial sites in Chicago. However, it is also a superfund site that requires millions of dollars of environmental remediation work before it can be redeveloped. The southernmost 40 acres is controlled by the Cook County Land Bank Authority. Subsequently, there have been issues with IEPA, Cook County, and the City of Chicago agreeing on what to do with the site. CRL has the exclusive right to provide rail service to the Acme site and would like to see a cap installed supporting above-ground, rail-served industrial development. This would bring jobs to the area and drive traffic growth on the CRL.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have a net benefit to these populations because it will provide environmental remediation to the contaminated site and provide permanent employment opportunities associated with the site redevelopment.





Freight Transload/Shipper Access
Project Sheet

B. Dwight Industrial Mega-Site

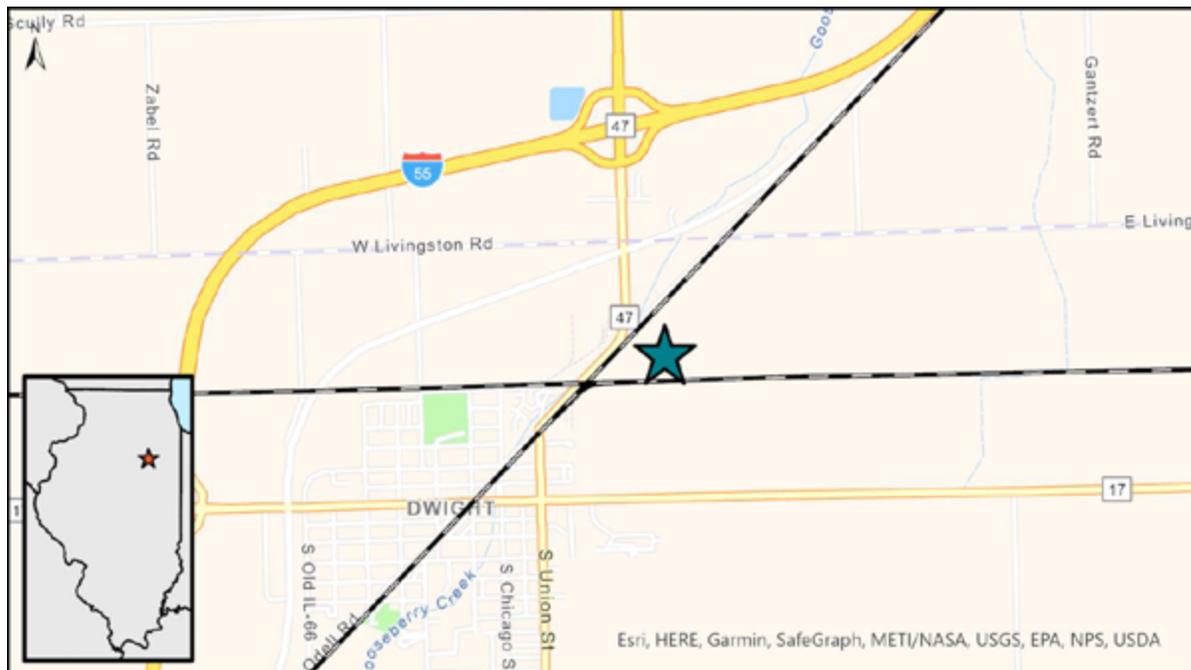
IDOT Region 2	Project Location Dwight, IL	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) NS, UP	Approx. Capital Cost (2021 USD) No cost estimate available.	Potential Funding/Financing Opportunities CRISI, INFRA, STBG, EDP, RFLP

Project Description and Need

The UP Joliet Sub and NS Kankakee Branch cross at Dwight, IL, where the two railroads have a joint industrial "mega-site" covering 1700 acres. This is one of only a handful of large industrial sites in the country directly served by both an eastern and western Class 1 railroad. However, improvements to local roadways and interstate interchanges are needed to handle anticipated truck traffic. Site development will also require a new grade separation connecting the site to I-55 over the UP high speed rail line. Constructing a new grade separation would be a cheaper alternative than rebuilding Mazon Ave as a truck route that goes through the heart of downtown Dwight. The Greater Livingston County Economic Development Council has secured 7-year options on approximately 400 acres on the site. NS could work in partnership with IDOT, DCEO, and major utilities to market the site for midsize and larger manufacturers to utilize the remaining acreage.

Environmental Justice Consideration

This project is not within or adjacent to either low income and people of color populations and is not anticipated to disproportionately affect those populations.





Freight Transload/Shipper Access
Project Sheet

C. Greenleaf Transload Yard

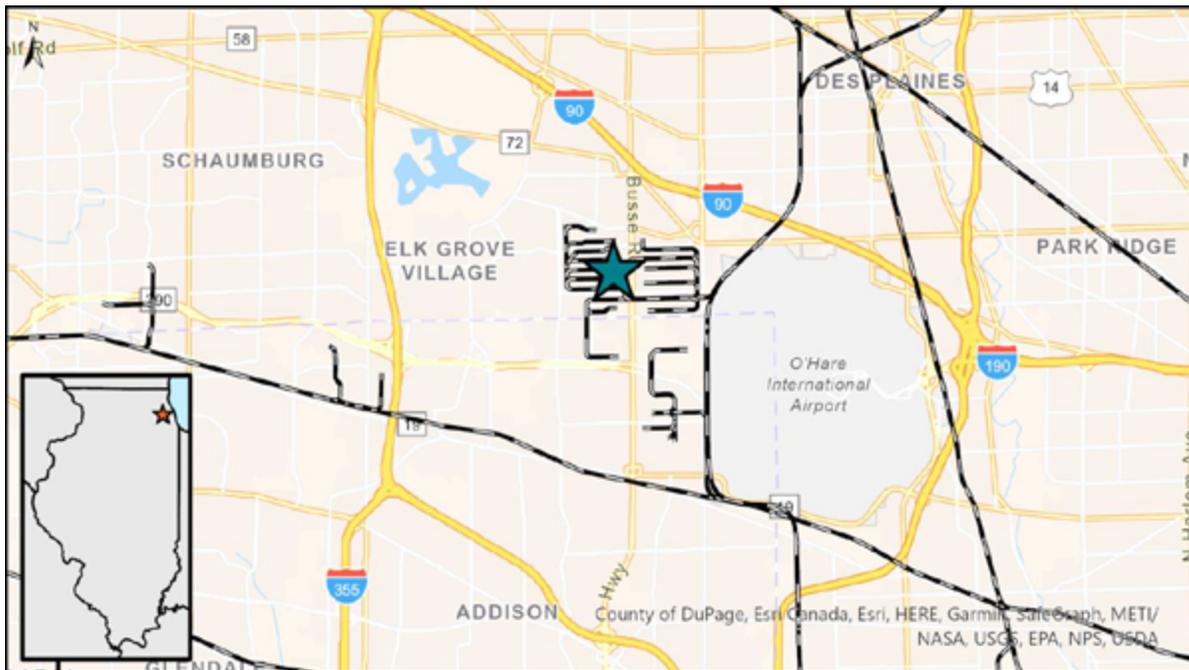
IDOT Region	Project Location	Project Readiness
1	Elk Grove Village, IL	Project has defined scope with some work initiated.
Affected Railroad(s)	Approx. Capital Cost (2021 USD)	Potential Funding/Financing Opportunities
CJR	\$500,000	RAISE, RRIF, IIC, CFP, RFLP

Project Description and Need

CJR serves the Centex Industrial Park, the largest industrial park in the country. The site is located adjacent to Chicago O'Hare airport and several interstate highways and has switching connections to every Class 1 railroad in Chicago. This project would construct a new transload facility on an existing 3.5-acre site accessed from Greenleaf Ave to provide rail access to shippers within the Centex Industrial Park that do not have direct track connections.

Environmental Justice Consideration

This project is not within or adjacent to either low income and people of color populations and is not anticipated to disproportionately affect those populations.





Freight Transload/Shipper Access
Project Sheet

D. I-57 Logistics Center Track Connection

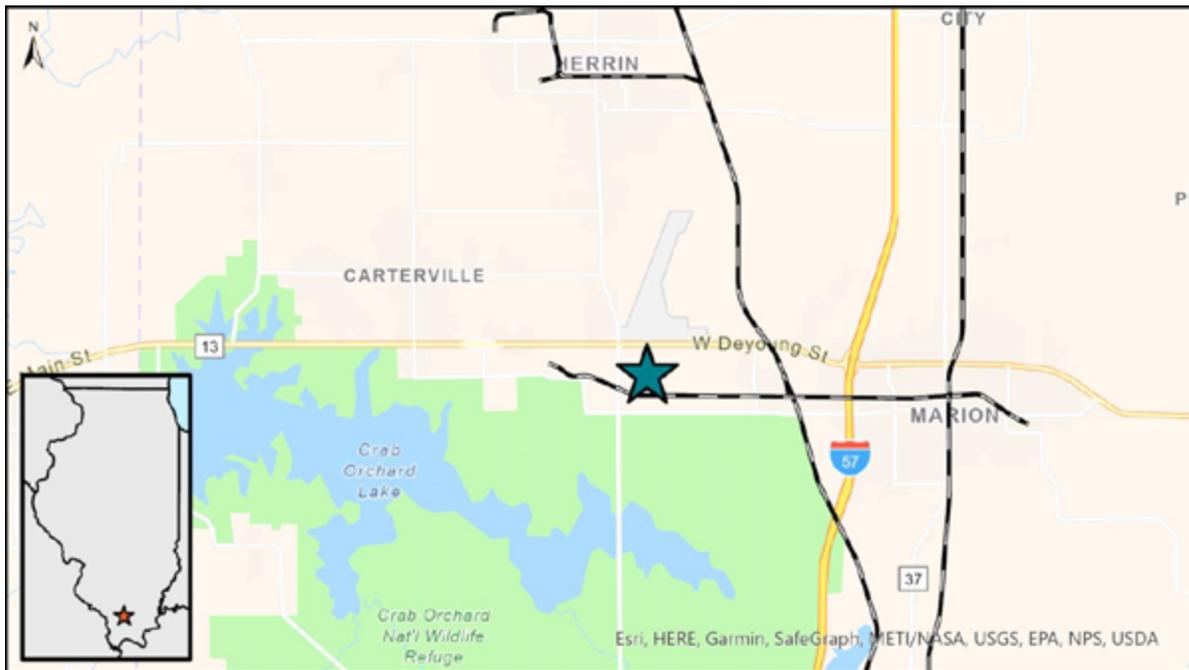
IDOT Region 5	Project Location Marion, IL	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) COER	Approx. Capital Cost (2021 USD) \$1,000,000	Potential Funding/Financing Opportunities RRIF, EDP, CFP, RFLP

Project Description and Need

COER is working with a group of shippers to develop a food distribution facility to handle tomatoes and tomato products from California. The development takes advantage of COER's position at the eastern edge of the UP and BNSF networks. Product would be loaded onto trucks which can use nearby I-57 to make deliveries throughout the Lower Midwest and Ohio River Valley. This project would build a track connection to the facility to support the new business.

Environmental Justice Consideration

This project is not within or adjacent to either low income and people of color populations and is not anticipated to disproportionately affect those populations.





Freight Transload/Shipper Access
Project Sheet

E. Montgomery Shipper Rail Access

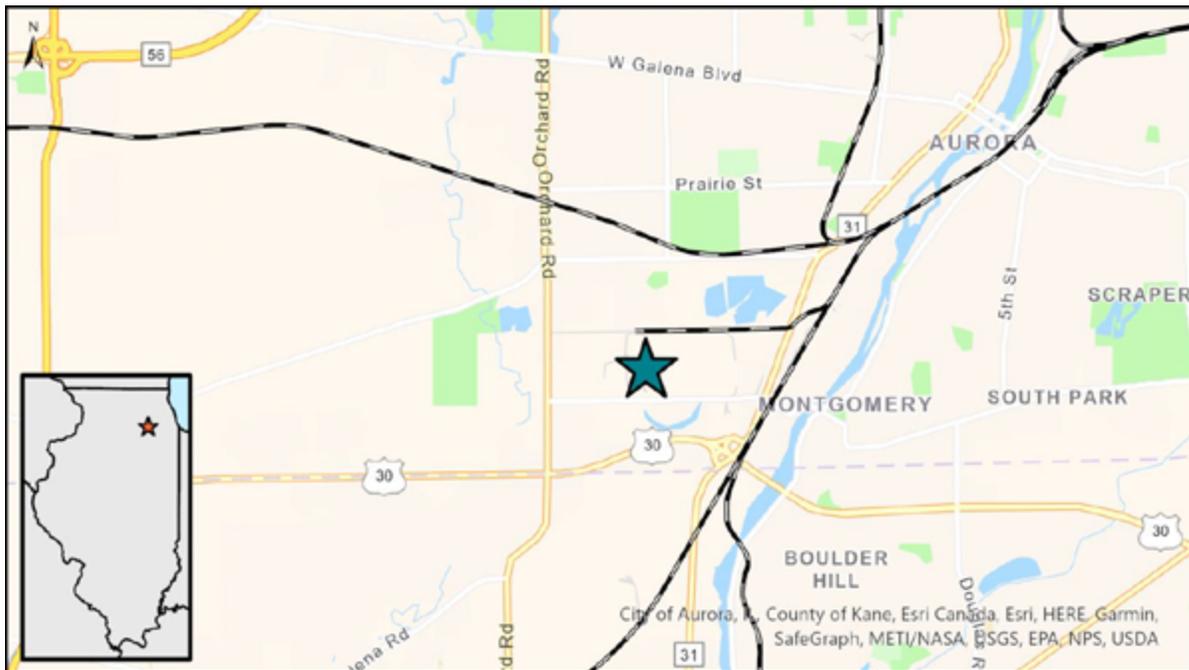
IDOT Region 1	Project Location Montgomery, IL	Project Readiness Project has defined scope but no work has been initiated.
Affected Railroad(s) BJRY, BNSF	Approx. Capital Cost (2021 USD) No cost estimate available.	Potential Funding/Financing Opportunities RRIF, CMAQ, CFP, RFLP

Project Description and Need

There are several growing industrial sites in Montgomery that will generate significant new rail traffic demand. These include a sugar facility expansion that will double railcar volumes from the current 1400 railcars per year, a cement mix plant, and a new large industrial development. This project would build yard and spur tracks to expand or provide new rail access to these shippers and divert trucks from the highway network in the coming years.

Environmental Justice Consideration

This project is not within or adjacent to either low income and people of color populations and is not anticipated to disproportionately affect those populations.





Freight Transload/Shipper Access
Project Sheet

F. New Berlin Industrial Park

IDOT Region 4	Project Location New Berlin, IL	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) NS, KCS	Approx. Capital Cost (2021 USD) No cost estimate available.	Potential Funding/Financing Opportunities RRIF, INFRA, EDP, CFP, RFLP

Project Description and Need

An almost 400-acre industrial development site is located between the NS Decatur-Hannibal Line to the north, the KCS Springfield Line to the south, the ADM New Berlin Mill to the west on the outskirts of Springfield. Site development will likely require constructing a grade separated road connection to I-72 over the NS DH mainline. This would also benefit existing truck traffic from the ADM mill. Improvements to local roadways including Old Route 54 to handle additional truck traffic may also be necessary. NS could work in partnership with IDOT, DCEO, and major utilities to market the site for midsize and larger manufacturers.

Environmental Justice Consideration

This project is not within or adjacent to either low income and people of color populations and is not anticipated to disproportionately affect those populations.





Freight Transload/Shipper Access
Project Sheet

G. O'Hare Industrial Parks Rail Access Reinstatement

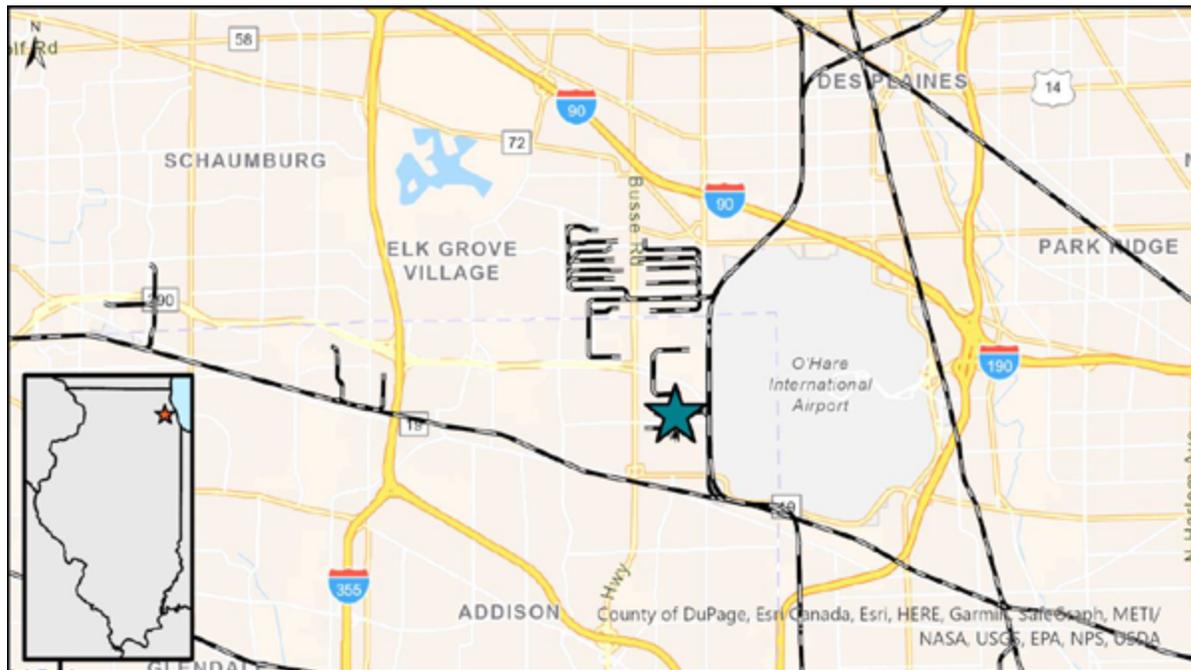
IDOT Region	Project Location	Project Readiness
1	Elk Grove Village and Bensenville, IL	Project is conceptual with no defined scope.
Affected Railroad(s)	Approx. Capital Cost (2021 USD)	Potential Funding/Financing Opportunities
CJR, CSP	\$125,000 per siding	State of Good Repair, RREG, RRF, IIC (Cook County portion only)

Project Description and Need

The industrial parks served by CJR and CSP are located adjacent to Chicago O'Hare airport and several interstate highways and have switching connections to every Class 1 railroad in Chicago. Over the years, track connections and switches to facilities throughout the parks have been removed or fallen into disrepair. This project would expand rail access to shippers in the site by installing new switches, reestablishing track connections, and upgrading loading facilities to accommodate modern rolling stock.

Environmental Justice Consideration

This project is not within or adjacent to either low income and people of color populations and is not anticipated to disproportionately affect those populations.





Freight Transload/Shipper Access
Project Sheet

H. Rochelle Agricultural Transload Facility Conversion

IDOT Region 2	Project Location Rochelle, IL	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) CIR	Approx. Capital Cost (2021 USD) \$8,500,000	Potential Funding/Financing Opportunities CRISI, RRIF, RAISE, INFRA, CFP, RFLP

Project Description and Need

The City of Rochelle is in talks with a group of shippers to ship grain from the region by rail. This project would convert an existing underutilized frac sand transload facility adjacent to the Rochelle Transload Center to handle agricultural products.

Environmental Justice Consideration

This project is not within or adjacent to either low income and people of color populations and is not anticipated to disproportionately affect those populations.





Freight Transload/Shipper Access
Project Sheet

I. Rochelle Rail Access Expansion

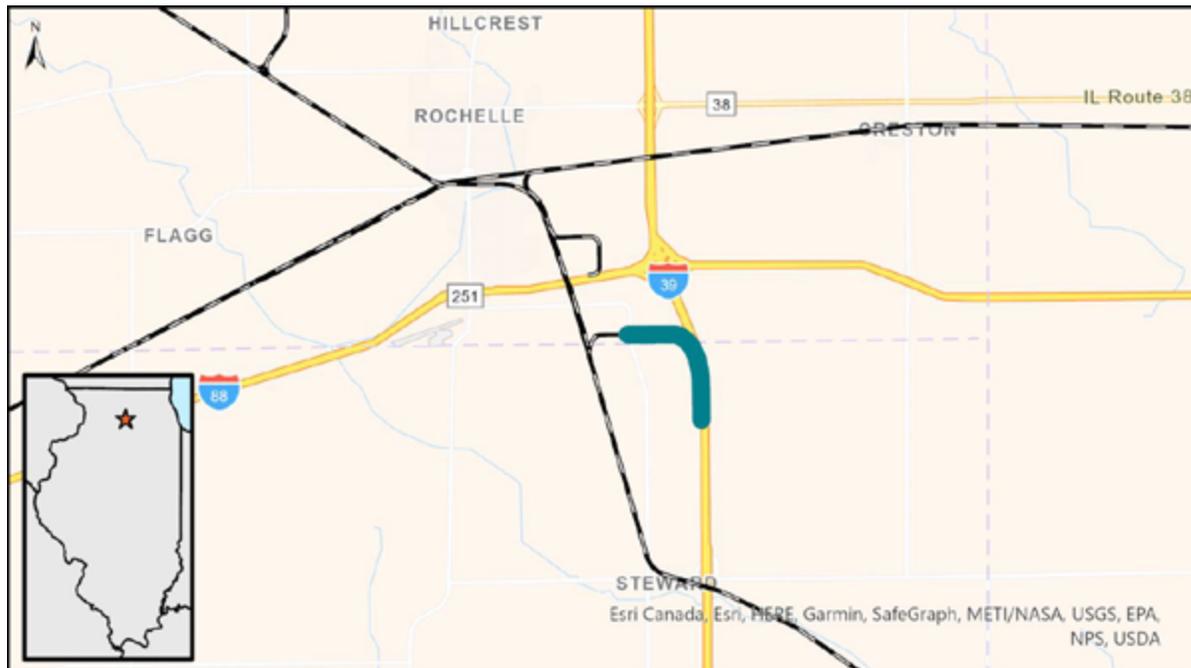
IDOT Region 2	Project Location Rochelle, IL	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) CIR	Approx. Capital Cost (2021 USD) \$9,000,000	Potential Funding/Financing Opportunities CRISI, RRIF, RAISE, INFRA, CFP, RFLP

Project Description and Need

The City of Rochelle is working on developing 2,000 acres of land for industrial uses and has already installed utility connections like water, sewer, fiber, and power. This project would build a three-track bridge and extend three tracks for 7,500' to provide rail access to 500 of these acres and support future economic growth. With existing connections to BNSF, UP, I-39, and I-88 and a location just outside the congested Chicago road and rail network, a distribution hub at Rochelle can relieve some of the congestion in Chicago.

Environmental Justice Consideration

This project is not within or adjacent to either low income and people of color populations and is not anticipated to disproportionately affect those populations.





Freight Transload/Shipper Access
Project Sheet

J. Rochelle Transload Center Expansion

IDOT Region 2	Project Location Rochelle, IL	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) CIR	Approx. Capital Cost (2021 USD) \$2,500,000	Potential Funding/Financing Opportunities CRISI, RRIF, RAISE, INFRA, CFP, RFLP

Project Description and Need

The Rochelle Transload Center (RTC) opened in 2020 to provide shippers lacking a direct rail connection to their facility with rail access via a short truck trip. Rochelle is expanding the RTC this year to handle intermodal containers of agricultural products to replace intermodal access lost when UP closed its Global 3 facility to shippers in 2019. This project would further expand the RTC east with additional track and yard space to expand capacity. Expansion of rail transload facilities in Rochelle can improve rail access for rural companies. With existing connections to BNSF, UP, I-39, and I-88 and a location just outside the congested Chicago road and rail network, a distribution hub at Rochelle can relieve some of the congestion in Chicago.

Environmental Justice Consideration

This project is not within or adjacent to either low income and people of color populations and is not anticipated to disproportionately affect those populations.



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ATTACHMENT 2
Rail Capacity Projects



Rail Capacity Project Sheet

K. A-2 Flyover

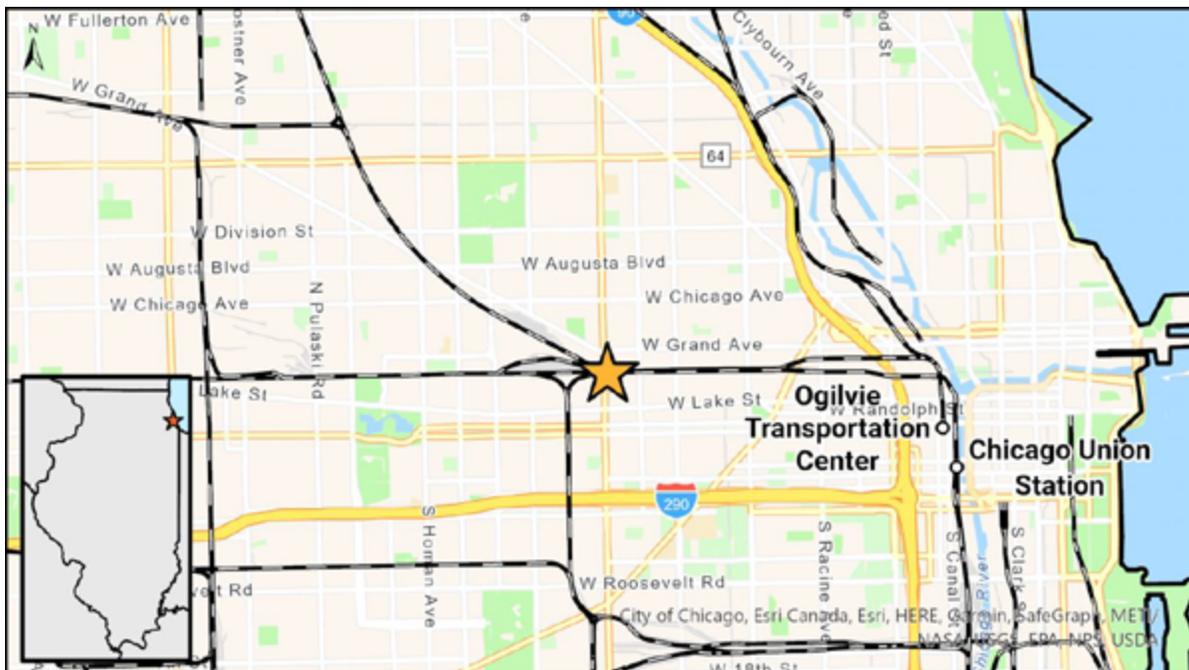
IDOT Region 1	Project Location Chicago, IL	Project Readiness Project has defined scope but no work has been initiated.
Affected Railroad(s) Metra, UP, Amtrak	Approx. Capital Cost (2021 USD) \$1,100,000,000	Potential Funding/Financing Opportunities INFRA, RAISE, CRISI, TIFIA

Project Description and Need

The A-2 interlocking is the busiest junction on Metra's system where 3 tracks carrying MD-W, MD-N, and NCS trains cross over 4 tracks on the UP-W line at grade. Each weekday, over 350 trains carrying more than half of Metra riders pass through an antiquated interlocking system that is still manually controlled by Metra employees in the adjacent tower. This project would construct a flyover to grade separate the crossing and bring surrounding structures into a state of good repair. This would eliminate train conflicts in the area, resulting in two-minute time savings for every train stopping at the adjacent Western Ave station and three-minute time savings for every other train. The project would have a high economic impact for the investment and is on the CMAP ON TO 2050 fiscally constrained list of regionally significant projects.

Environmental Justice Consideration

This project will have a benefit to both people of color and low income populations that utilize passenger rail services that are currently being delayed by the existing diamond crossing.





Rail Capacity Project Sheet

L. Belt and 80th St Jct Realignments (CREATE Project EW2)

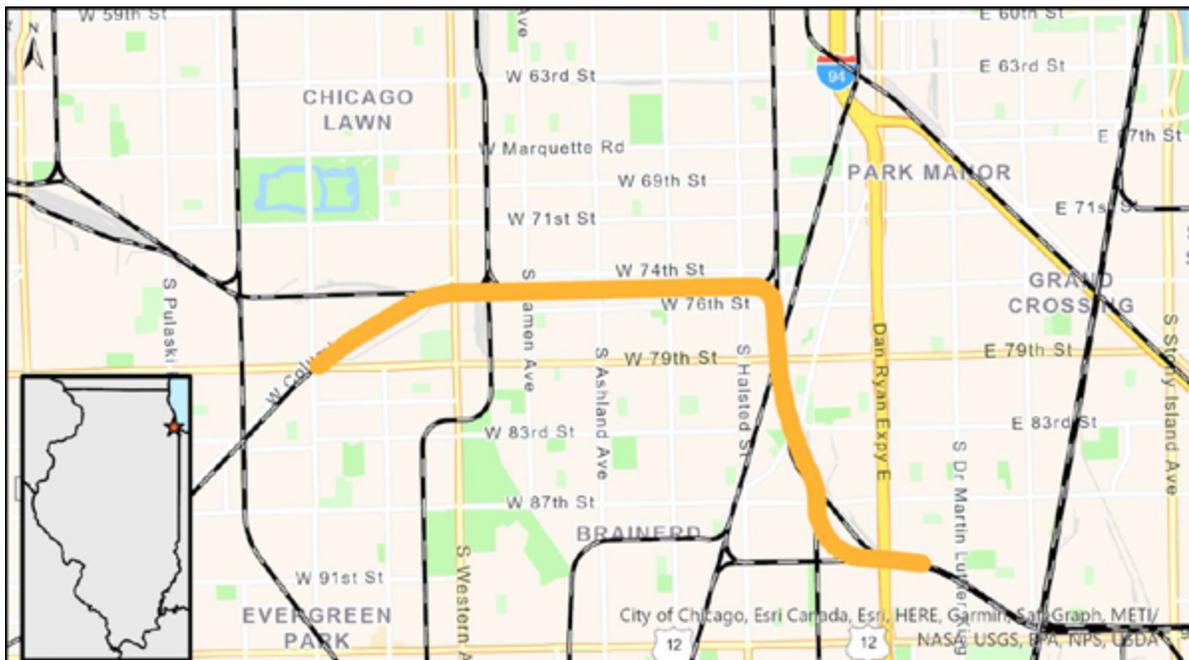
IDOT Region	Project Location	Project Readiness
1	Chicago	Project has defined scope with some work initiated.
Affected Railroad(s)	Approx. Capital Cost (2021 USD)	Potential Funding/Financing Opportunities
BRC, Metra, UP, NS, Amtrak	\$374,000,000	CRISI, TIFIA, RAISE, INFRA, CFP, RFLP

Project Description and Need

Part of the 75th Street Corridor Improvement Project, Project EW2 will realign tracks through Belt Junction and 80th Street Junction to eliminate conflicts between BRC, UP, NS, and Amtrak trains. As part of this, additional freight tracks will be added to eliminate the 80th Street Junction, where currently six tracks converge onto three tracks. Project EW2 will also construct a second track for Metra's SouthWest Service between Wrightwood Station and Western Avenue, eliminating an existing single-track section to increase reliability and capacity. This project is on the CMAP ON TO 2050 fiscally constrained list of regionally significant projects. This project must be implemented with CREATE Project P2 to fully achieve proposed benefits.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have adverse effects to these populations because it must be constructed in conjunction with project CREATE P2, which will require residential relocations and also add permanent noise and vibrations to homes adjacent to the new flyover track.





**Rail Capacity
Project Sheet**

M. Brighton Park Flyover (CREATE Project P5)

IDOT Region 1	Project Location Chicago, IL	Project Readiness Project has defined scope but no work has been initiated.
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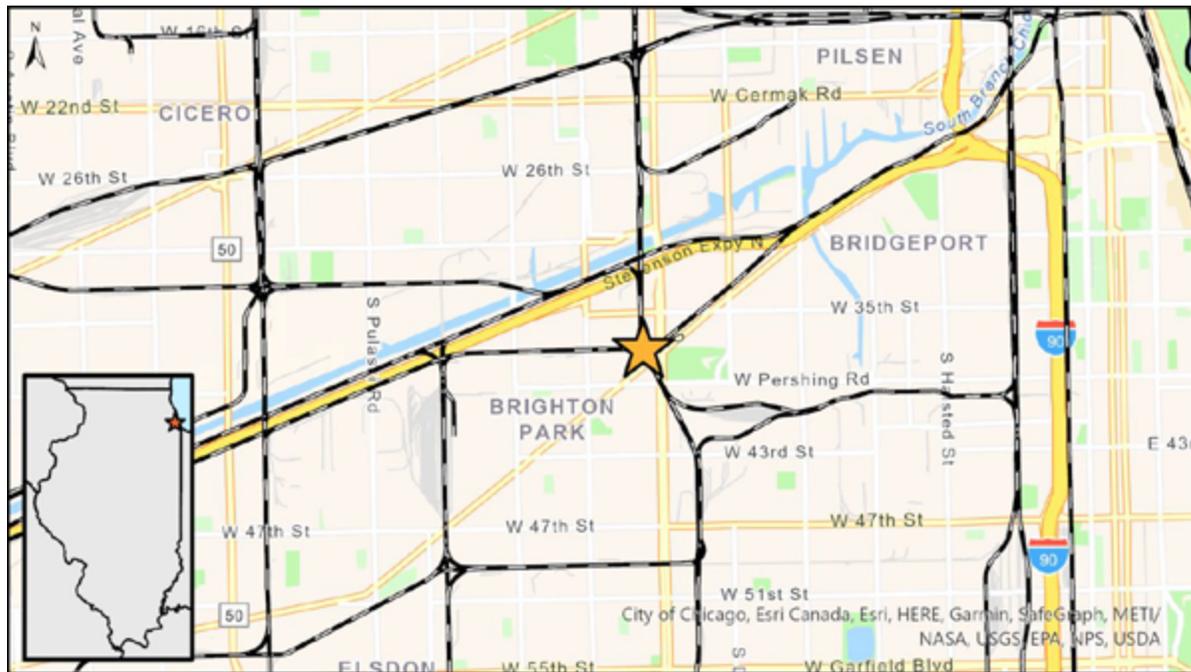
Affected Railroad(s) Metra, Amtrak, CN, CSX, NS	Approx. Capital Cost (2021 USD) No cost estimate available.	Potential Funding/Financing Opportunities INFRA, RAISE, CRISI, CFP, RFLP
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Project Description and Need

This project will grade separate the existing Brighton Park rail crossing, carrying CN and Metra Heritage Corridor trains on two tracks over or under five existing CSX and NS tracks on the CREATE Western Avenue Corridor. This will eliminate conflicts and delays between trains on each corridor.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have net benefits because it will reduce or eliminate the number of idling trains near this residential area.





Rail Capacity Project Sheet

N. Chicago Ridge Flyover (CREATE Project P7)

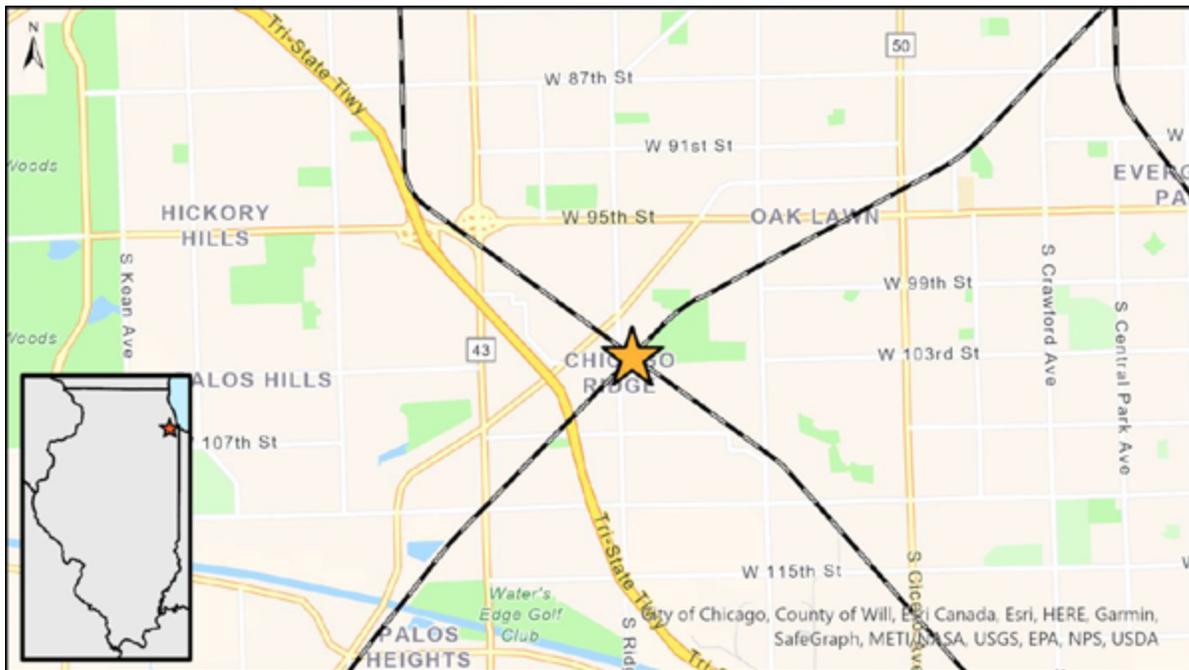
IDOT Region 1	Project Location Chicago Ridge, IL	Project Readiness Project has defined scope but no work has been initiated.
Affected Railroad(s) Metra, IHB, NS	Approx. Capital Cost (2021 USD) No cost estimate available.	Potential Funding/Financing Opportunities INFRA, RAISE, CRISI, CFP, RFLP

Project Description and Need

This project will grade separate the existing crossing at CP Chicago Ridge, carrying NS and Metra Southwest Service trains over or under two existing IHB tracks on the CREATE Beltway Corridor. The project may also grade separate the adjacent Ridgeland Avenue grade crossing and improve the Chicago Ridge Metra station. Completion of this project will eliminate conflicts and delays between trains on each corridor.

Environmental Justice Consideration

This project will have a benefit to both people of color and low income populations that utilize passenger rail services that are currently being delayed by the existing diamond crossing.





Rail Capacity Project Sheet

O. CP Canal Flyover (CREATE Project P6)

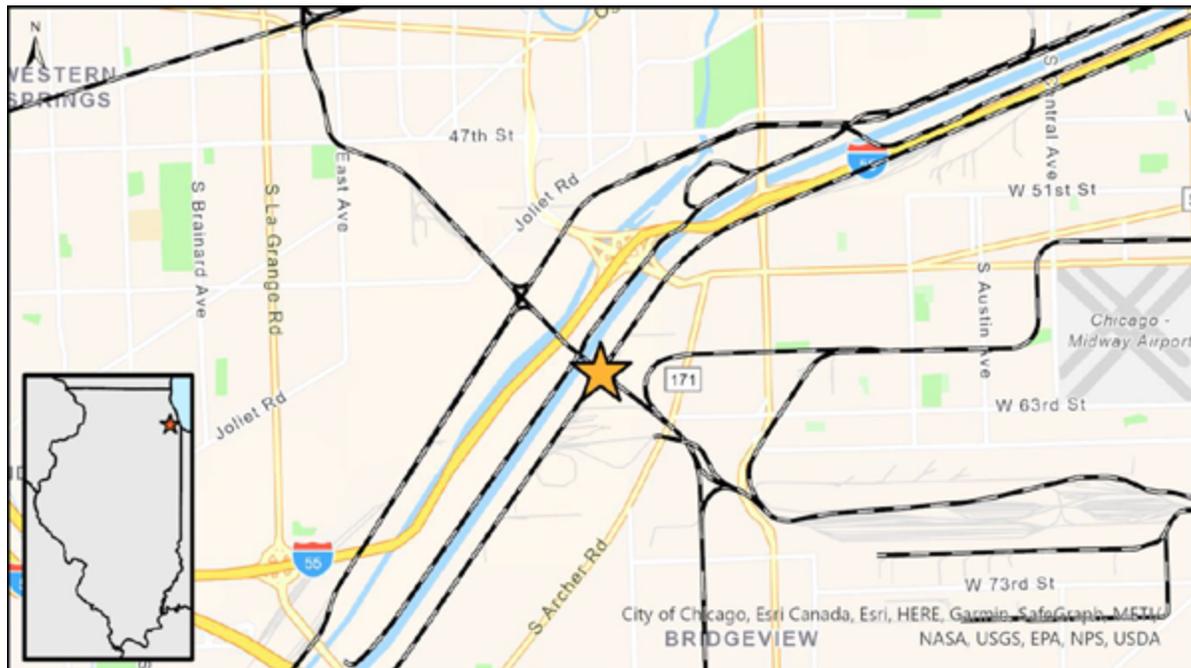
IDOT Region 1	Project Location Summit, IL	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) Metra, Amtrak, CN, IHB, CSX	Approx. Capital Cost (2021 USD) \$271,000,000	Potential Funding/Financing Opportunities INFRA, RAISE, CRISI, CFP, RFLP

Project Description and Need

This project will construct a new two-track bridge carrying CN, Amtrak, and Metra Heritage Corridor trains over two existing IHB tracks at CP Canal. CP Canal is located between IHB's Argo Yard and that railroad's bridge over the Chicago Sanitary and Ship Canal. While the rail-rail crossing will remain to serve local industries, this project will eliminate most conflicts and delays between trains on each corridor.

Environmental Justice Consideration

This project will have a benefit to both people of color and low income populations that utilize passenger rail services that are currently being delayed by the existing diamond crossing.





Rail Capacity Project Sheet

P. New Calumet River Lift Span

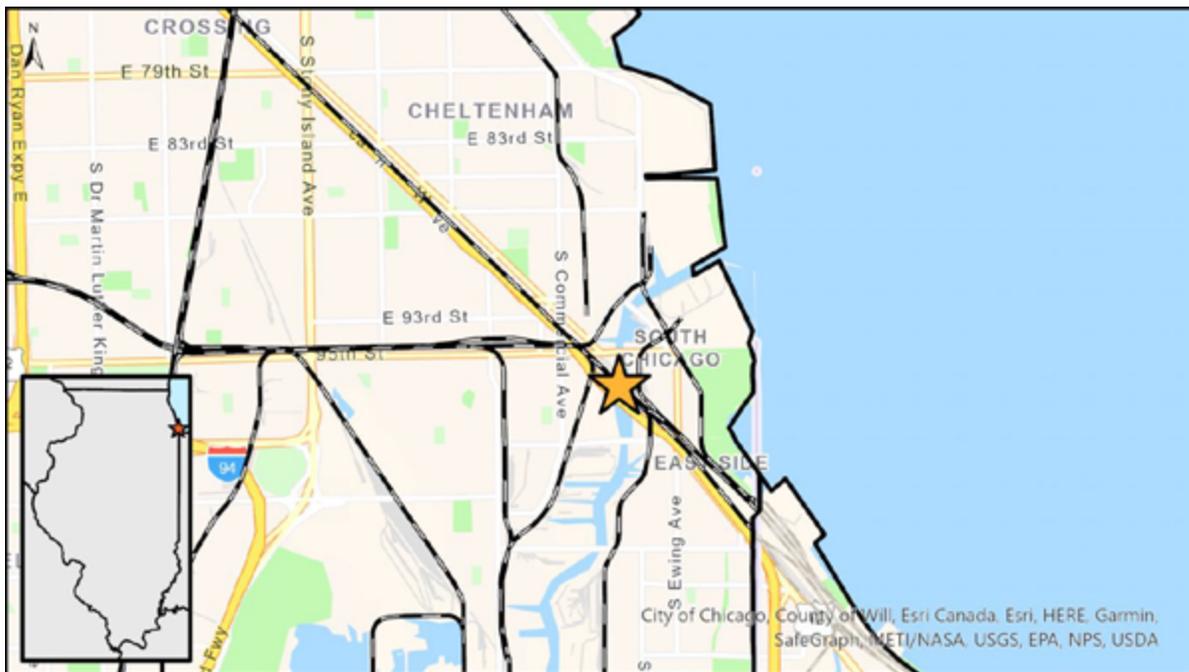
IDOT Region	Project Location	Project Readiness
1	Chicago, IL	Project is conceptual with no defined scope.
Affected Railroad(s)	Approx. Capital Cost (2021 USD)	Potential Funding/Financing Opportunities
NS, Amtrak, CP, CSX, BRC, SCIH	\$80,000,000	RREG, State of Good Repair, CRISI, RAISE, INFRA, CFP, RFLP

Project Description and Need

A major chokepoint and critical link to the Chicago terminal is the double-track lift bridge over the Calumet River at CP 509. On average, a total of 86 trains operate over the bridge daily. Just west of the bridge is a connection track with a 10 MPH curve. 20 daily NS, CSX, CP, and SCIH trains access this track via the 509 Bridge, effectively reducing the bridge to a single main for extended periods of the day. There is a need for another lift span structure to accommodate up to 2 more mainline tracks to support continued volume growth and reduce congestion-related delays. This could include restoring one of the two abandoned, Amtrak-owned lift bridges immediately north of the 509 Bridge. This project could be a good candidate for a "CREATE 2.0" project given its benefits for multiple railroads in the Chicago Terminal. This project could potentially be part of the larger "South of the Lake" corridor passenger rail project.

Environmental Justice Consideration

This project will have a benefit to both people of color and low income populations that utilize passenger rail services that are currently being delayed by the bottleneck caused by the lack of capacity over the existing bridge.





Rail Capacity Project Sheet

Q. Ogden Junction (CREATE Project WA1)

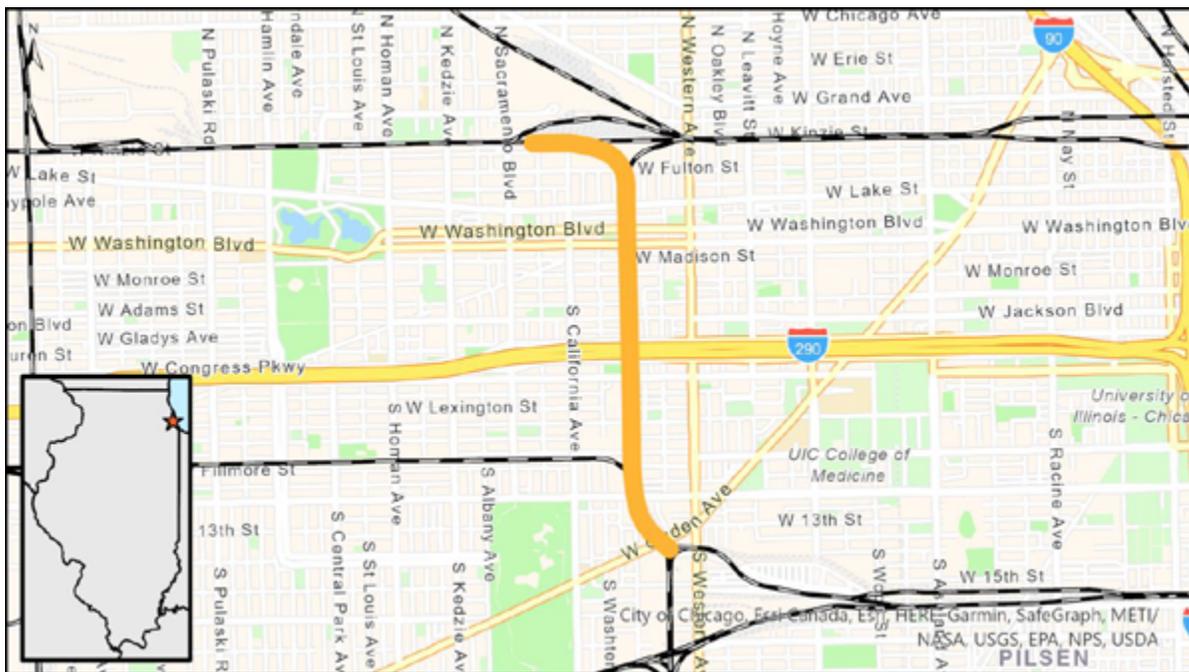
IDOT Region	Project Location	Project Readiness
1	Chicago, IL	Project has defined scope with some work initiated.
Affected Railroad(s)	Approx. Capital Cost (2021 USD)	Potential Funding/Financing Opportunities
UP, CSX, NS, Metra	\$150,000,000	CRISI, INFRA, RAISE, RRF, IIC, CFP, RFLP

Project Description and Need

This project will install a new bi-directional computerized Traffic Control System (TCS) on a 2-mile segment of the UP rail line along the CREATE Western Avenue Corridor. Approximately 7 hand-thrown switches will be upgraded to power switches as part of the project. The project will install control points at Taylor St., Ogden Avenue, and 16th Street. These control points along with main line realignment will enable simultaneous movements between the UP, CSX, and NS main lines. The project will also include structural improvements to multiple bridges. This combination of improvements will enable operating speeds of up to 25 mph.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have no affect to these communities because the project consists of upgrading signals on existing tracks.





Rail Capacity Project Sheet

R. Rock Island Connection (CREATE Project P2)

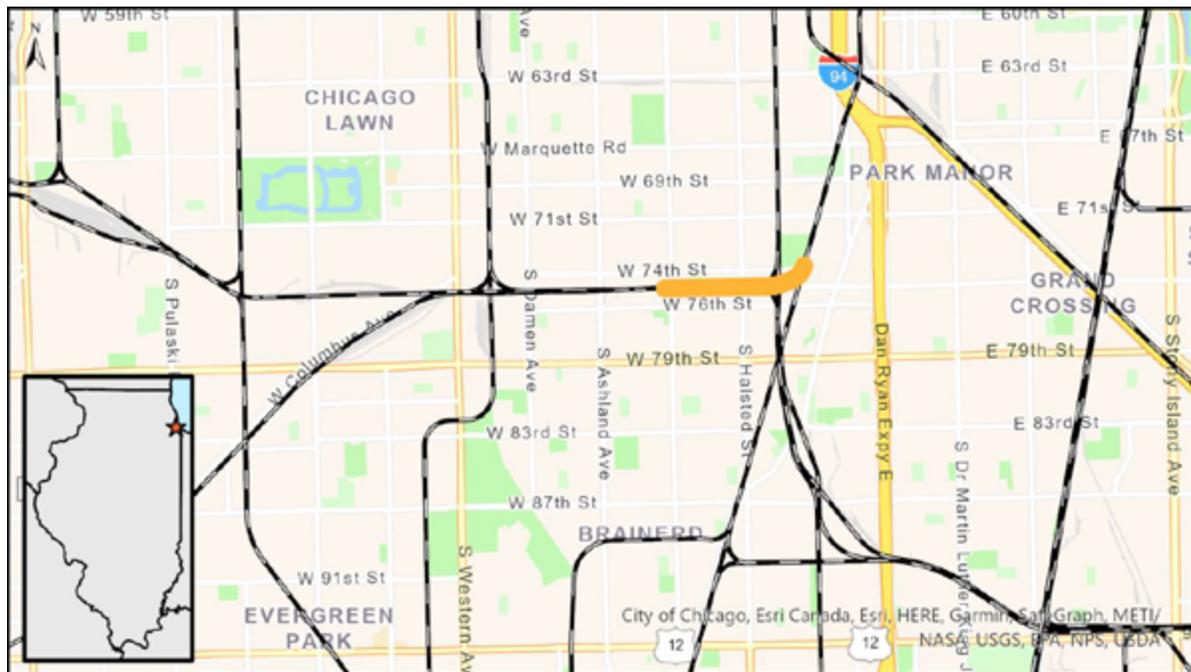
IDOT Region 1	Project Location Chicago, IL	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) Metra, BRC, NS, Amtrak	Approx. Capital Cost (2021 USD) \$291,000,000	Potential Funding/Financing Opportunities CRISI, TIFIA, RAISE, INFRA, CFP, RFLP

Project Description and Need

Part of the 75th Street Corridor Improvement Project, Project P2 will construct a flyover for Metra SouthWest Service (SWS) trains to cross above freight tracks at Union Avenue. The flyover will continue through a residential area and connect to the Metra Rock Island line. This will enable moving the Loop terminal of SWS trains to LaSalle Street Station, freeing up capacity at Chicago Union Station for future passenger rail expansions. Combined with Project EW2, all train conflicts at Belt Junction will be eliminated. This project is on the CMAP ON TO 2050 fiscally constrained list of regionally significant projects. This project must be implemented with CREATE Project EW2 to fully achieve proposed benefits.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have adverse effects to these populations because it will require residential relocations and will also add permanent noise and vibrations to homes adjacent to the new flyover track.





Rail Capacity Project Sheet

S. Signalization - Ogden Jct to 75th St (CREATE Project WA2)

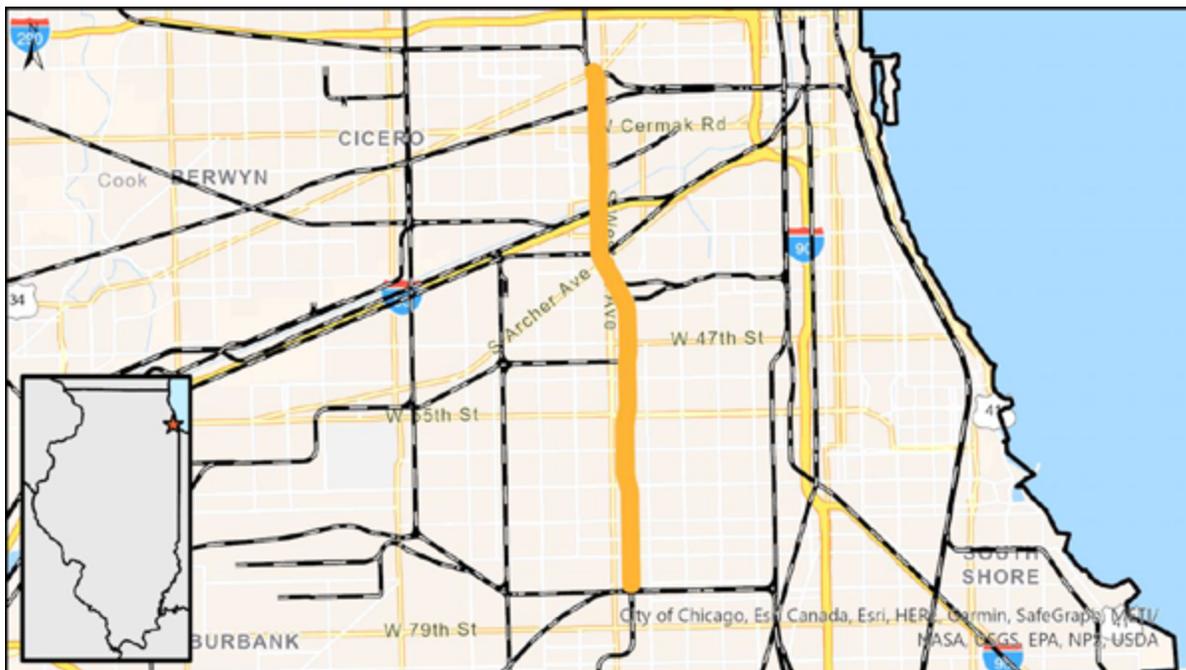
IDOT Region 1	Project Location Chicago, IL	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) CSX, UP, CN, Amtrak, Metra	Approx. Capital Cost (2021 USD) No cost estimate available.	Potential Funding/Financing Opportunities CRISI, RREG, INFRA, CFP, RFLP

Project Description and Need

This project will install a new bi-directional computerized Traffic Control System (TCS) on a seven-mile segment of the CSX rail line along the CREATE Western Avenue Corridor. Approximately 15 hand-thrown switches will be upgraded to power switches as part of the project. The project will also upgrade signals and switches in the CSX 59th Street Yard, increase speeds on one of the CSX mainlines from 10 mph to 25 mph, build a new eastward connection to the BRC from CSX, and reconstruct bridges. This will significantly improve congestion and operational flexibility on the corridor and decrease average trip times across the corridor from 2 hours to as little as 20 minutes. By increasing freight train velocity, this will reduce freight train interference experienced by Amtrak and Metra trains on the CN line that crosses this corridor at Brighton Park.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have no affect to these communities because the project consists of upgrading signals on existing tracks.





**Rail Capacity
Project Sheet**

T. Springfield Flyover

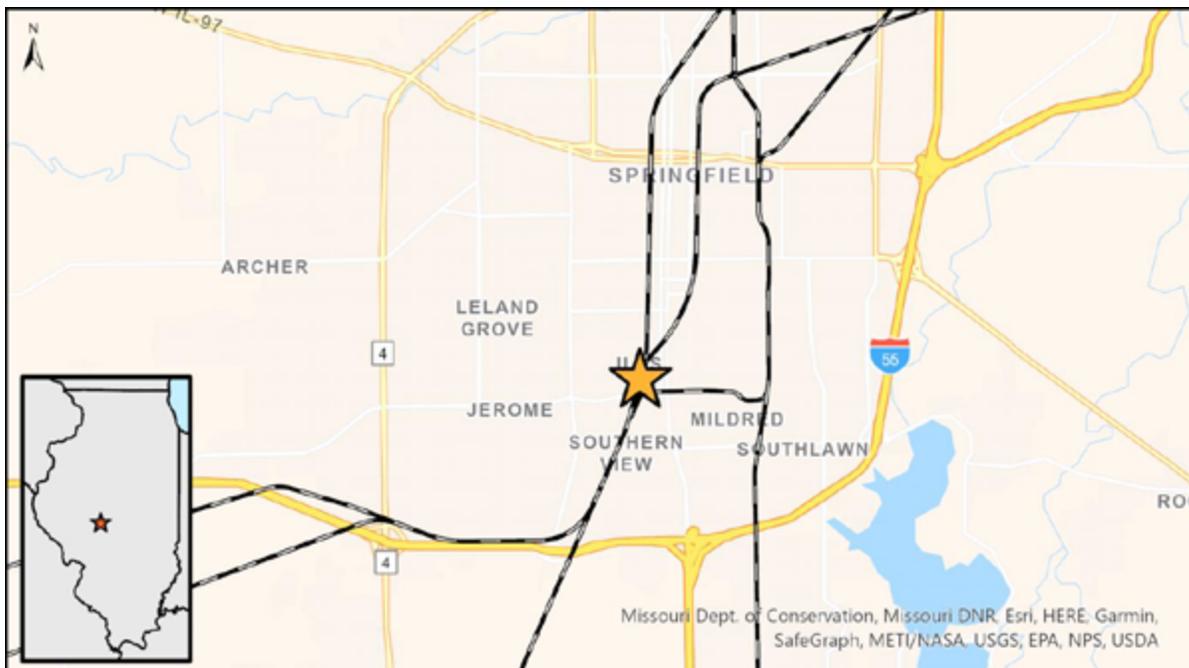
IDOT Region 4	Project Location Springfield, IL	Project Readiness Project has defined scope but no work has been initiated.
Affected Railroad(s) UP, NS, Amtrak, CN, KCS	Approx. Capital Cost (2021 USD) \$100,000,000	Potential Funding/Financing Opportunities CRISI, INFRA, RAISE, CFP, RFLP

Project Description and Need

In the southern part of Springfield, NS crosses UP along a one-mile shared corridor. NS controls the crossing at Hazel Dell, meaning Amtrak and UP trains must coordinate with NS to pass through. Part of the Chicago to St. Louis High Speed Rail Program, this project will construct a flyover between Stanford Avenue and Hazel Dell Road to grade separate the existing crossing to eliminate train conflicts. This will relieve rail traffic congestion and delays on both corridors, improve reliability for both freight and Amtrak trains, and support development of the Midwest "Hub" Network.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have net benefits because it will improve Amtrak service reliability.





Rail Capacity Project Sheet

U. Springfield Rail Improvements Project

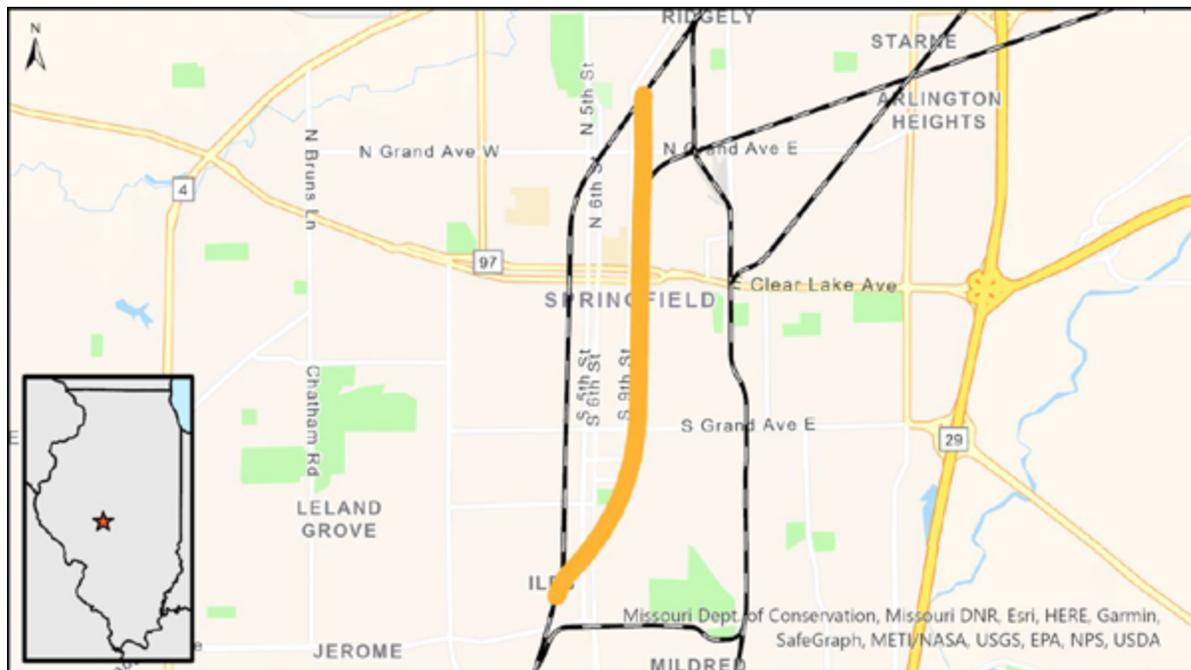
IDOT Region 4	Project Location Springfield, IL	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) UP, NS, Amtrak, KCS	Approx. Capital Cost (2021 USD) \$315,000,000	Potential Funding/Financing Opportunities CRISI, RRIF, EDP, CMAQ, CFP, RFLP

Project Description and Need

Currently, UP and Amtrak trains travel through Springfield along the 3rd Street corridor that bisects downtown Springfield with numerous at-grade rail crossings. This project would consolidate UP, Amtrak, and NS rail traffic onto NS's 10th Street corridor on the eastern edge of downtown. This project is constructing additional tracks, new highway-rail grade separations, other grade crossing improvements, track connections to the north and south, and a new multimodal transportation center along the 10th Street corridor. This project will improve safety, reliability, and efficiency for both vehicles and trains through Springfield and establish a quiet zone to minimize train horn noise. This project is currently under construction but there remains a funding gap.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have net benefits because it will improve public safety at the crossings by grade separating crossings and establishing quiet zones. Amtrak users will also benefit from improved service reliability.





Rail Capacity Project Sheet

V. West Chicago Flyover

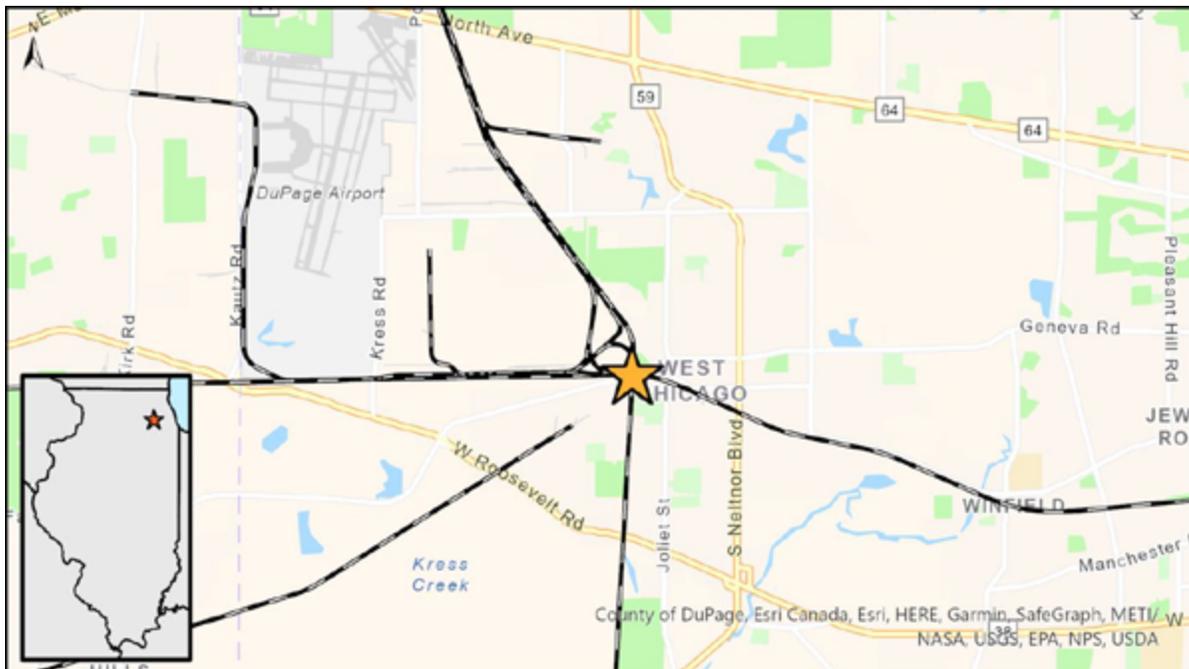
IDOT Region 1	Project Location West Chicago, IL	Project Readiness Project is conceptual with no defined scope.
Affected Railroad(s) UP, Metra, CN	Approx. Capital Cost (2021 USD) No cost estimate available.	Potential Funding/Financing Opportunities CRISI, TIFIA, INFRA, CFP, RFLP

Project Description and Need

UP's triple track Geneva Sub carrying the Metra UP-W Line crosses the CN Leithton Sub (EJ&E) at grade at the CN-controlled JB Tower in West Chicago. This project would build a rail-rail flyover to eliminate congestion from rail conflicts at this busy crossing. This flyover could be a good candidate for a "CREATE 2.0" project.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have net benefits because it will reduce or eliminate the number of idling trains near this residential area. Metra users will also benefit from improved service reliability.





Rail Capacity Project Sheet

W. Wood River Interlocking Reconstruction

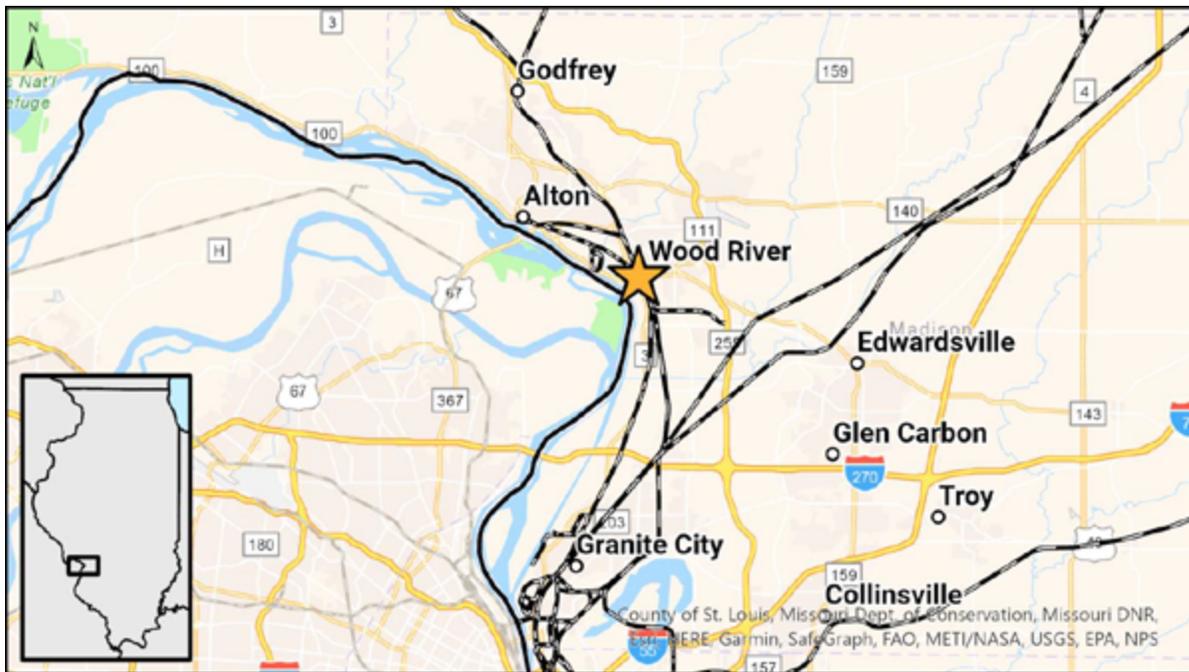
IDOT Region 5	Project Location Wood River, IL	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) Amtrak, NS, UP, KCS	Approx. Capital Cost (2021 USD) \$5,000,000	Potential Funding/Financing Opportunities CRISI, INFRA, RAISE, RREG, State of Good Repair

Project Description and Need

Several tracks cross at-grade in Wood River outside of St. Louis, leading to congestion and delays as dispatchers sort out conflicts. This project would improve fluidity and reduce freight and Chicago-St. Louis HSR passenger train delays by rebuilding the interlocking into a more efficient configuration and replacing the control system.

Environmental Justice Consideration

This project will have a benefit to both people of color and low income populations that utilize passenger rail services that are currently being delayed by the bottleneck caused by the inefficient track layout.



ATTACHMENT 3
State of Good Repair Projects



State of Good Repair
Project Sheet

X. Bridge and Track Rehabilitation

IDOT Region 5	Project Location Marion, IL	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) COER	Approx. Capital Cost (2021 USD) \$1,800,000	Potential Funding/Financing Opportunities EDP, CRISI, State of Good Repair, CFP, RFLP

Project Description and Need

The COER operates entirely on FRA Excepted track. In addition, 10 bridges need replacement or repair. The current traffic on the line is insufficient to cover capital needs. However, there is interest in developing a major new food distribution facility along the line which would make the railroad more self-sufficient. This project would rehabilitate bridges and replace a third of the ties (~10,000 of 30,000) on the line to support current and future traffic needs.

Environmental Justice Consideration

This project is not within or adjacent to either low income and people of color populations and is not anticipated to disproportionately affect those populations.





State of Good Repair
Project Sheet

Y. Mainline Rehabilitation

IDOT Region 3	Project Location Hamilton to Mapleton, IL Corridor	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) KJRY	Approx. Capital Cost (2021 USD) \$11,000,000	Potential Funding/Financing Opportunities CRISI, RRIF, State of Good Repair, CFP, RFLP

Project Description and Need

The KJRY mainline between Keokuk, IA and Mapleton, IL currently has 25 miles of FRA Track Class 1 and 96 miles of FRA Excepted track. Pioneer Lines is working to upgrade several sections to a minimum of Track Class 1 to improve safety and reliability and decrease maintenance costs. This project would complete rehabilitation of the entire line to Track Class 1.

Environmental Justice Consideration

This project is not within or adjacent to either low income and people of color populations and is not anticipated to disproportionately affect those populations.





State of Good Repair
Project Sheet

Z. Metra Fleet Modernization Plan

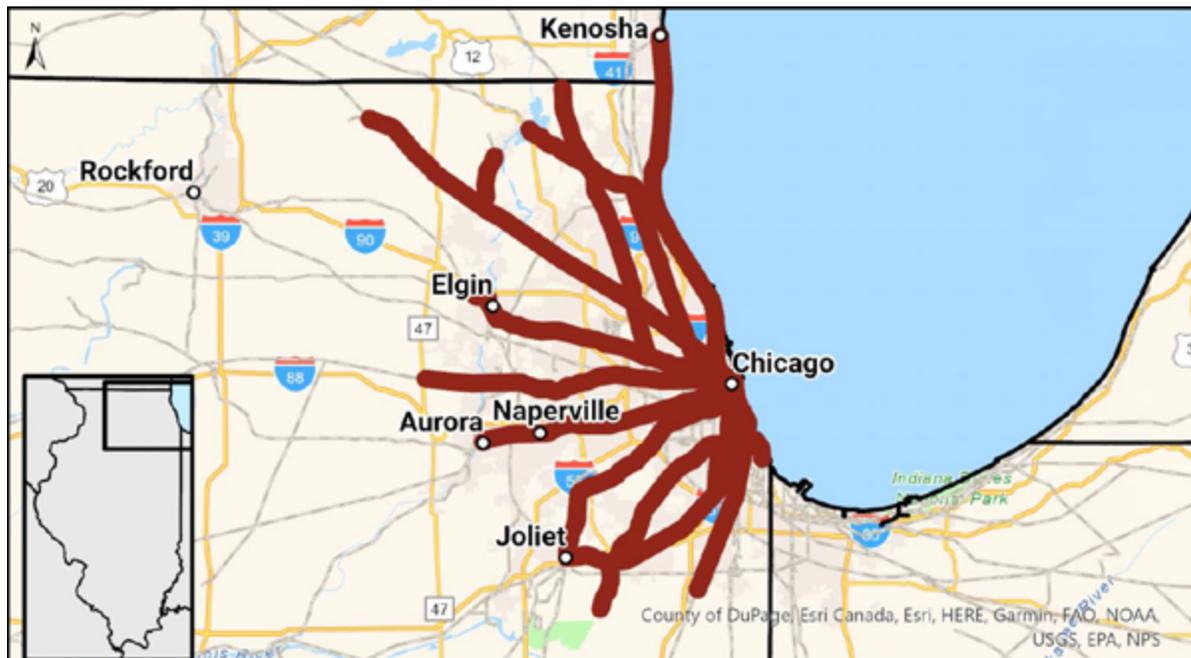
IDOT Region	Project Location	Project Readiness
1	Across Metra System	Project has defined scope with some work initiated.
Affected Railroad(s)	Approx. Capital Cost (2021 USD)	Potential Funding/Financing Opportunities
Metra	\$2,100,000,000	CRISI, CMAQ, RAISE, State of Good Repair

Project Description and Need

While all Metra rolling stock are maintained in a safe state, 40% of Metra's fleet of 840 diesel railcars is rated in marginal or poor condition, with a large number of railcars over 40 years old. Existing railcars use an outdated gallery-style configuration with only one door per side for boarding and alighting. Metra's recent base order of 200 new railcars from Alstom will start to modernize its fleet to improve reliability, comfort, accessibility, and operating efficiency. This project would provide funding for Metra to exercise options on the Alstom order and place additional orders to fully renew and expand its passenger railcar fleet. Additionally, most of Metra's diesel locomotives are over 30 years old and in need of replacement. Metra recently bought rebuilt locomotives from 1998 to "modernize" the fleet by replacing the oldest locomotives. This project would also replace aging locomotives at the end of their lives to meet the latest emissions standards, reduce operating costs, and improve reliability. Some of these new locomotives could be hybrid or zero-emission battery-powered locomotives.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have a net benefit to these populations because it improves user experience and reliability of passenger service.





State of Good Repair
Project Sheet

AA. Metra Station Improvements

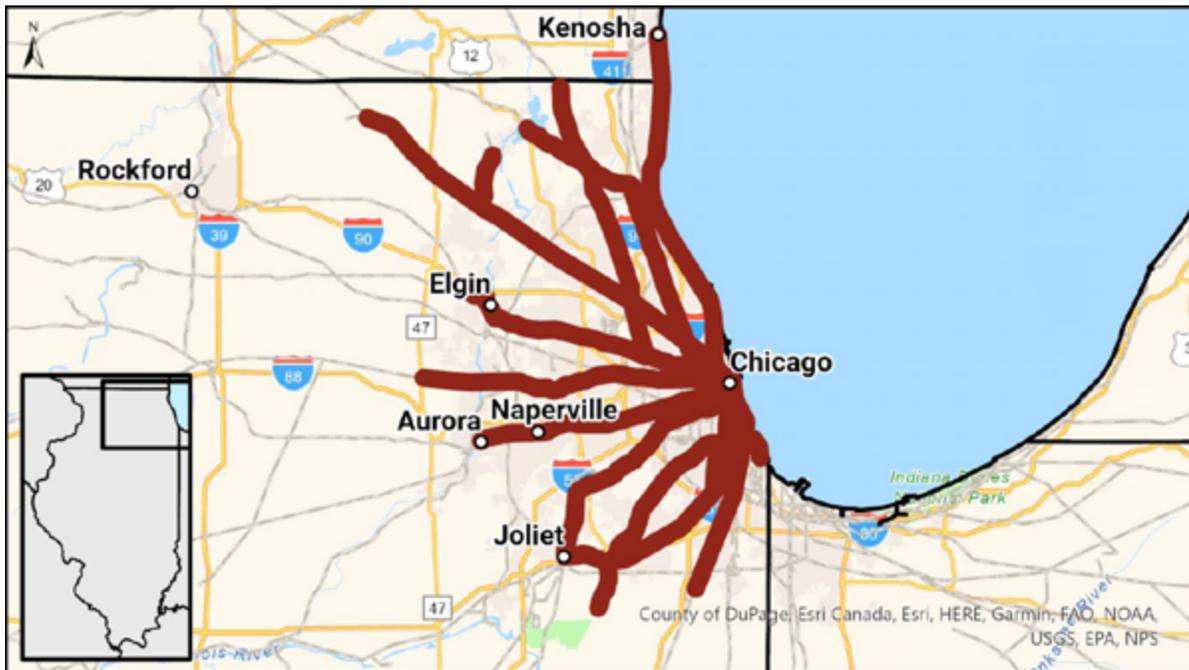
IDOT Region	Project Location	Project Readiness
1	Across Metra System	Project has defined scope with some work initiated.
Affected Railroad(s)	Approx. Capital Cost (2021 USD)	Potential Funding/Financing Opportunities
Metra, Amtrak, NICTD	\$853,000,000	ITEP, State of Good Repair

Project Description and Need

Thirty-eight stations on the Metra system are not ADA-compliant. Most of these stations require elevators to become ADA-compliant. Metra is currently working to make nine stations on the Metra Electric District ADA-compliant but may need outside support to address other stations in a timely manner. Many stations are also in need of rehabilitation. This project would rehabilitate and upgrade station buildings, platforms, and parking lots systemwide to make Metra fully accessible and improve the passenger experience.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have a net benefit to these populations because it improves access to public transportation options.





State of Good Repair
Project Sheet

BB. Mississippi River Bridge Rehabilitation

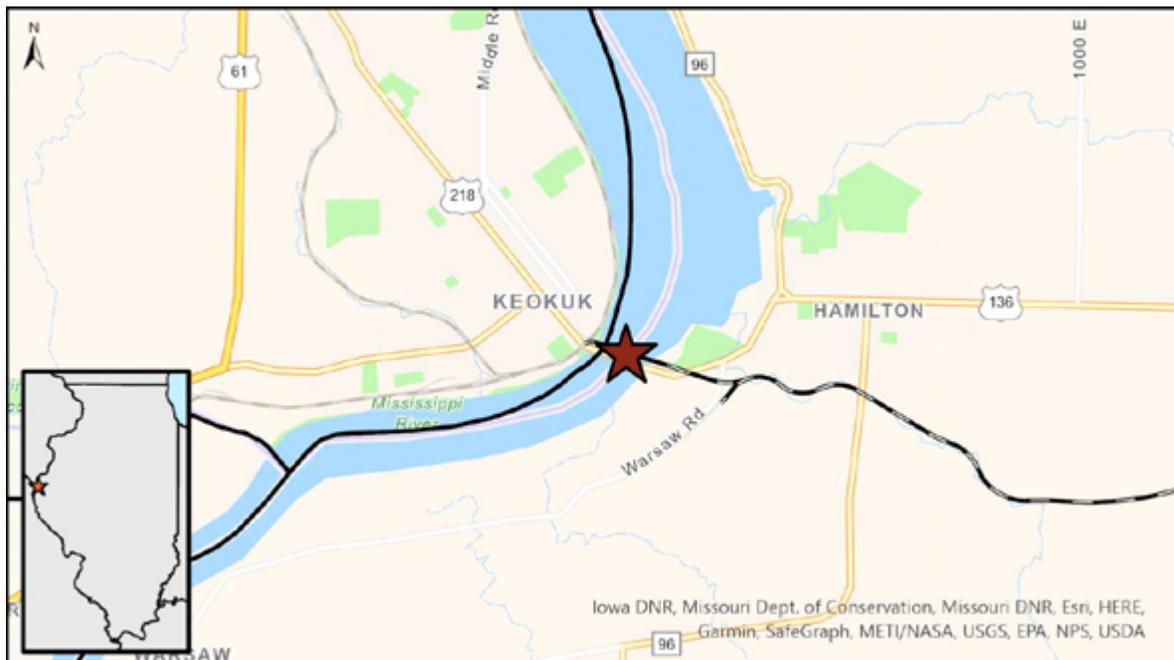
IDOT Region 4	Project Location Keokuk, IA to Hamilton, IL	Project Readiness Project has defined scope but no work has been initiated.
Affected Railroad(s) KJRY	Approx. Capital Cost (2021 USD) \$27,900,000	Potential Funding/Financing Opportunities CRISI, STBG, State of Good Repair, CFP, RFLP

Project Description and Need

The existing railroad bridge over the Mississippi River between Hamilton, IL and Keokuk, IA is a critical connection for KJRY to serve its largest customer (Roquette Grain) and an interchange location with BNSF. The swing bridge was built in 1917 and is in critical need of upgrades. The bridge is owned by the City of Keokuk and is a vital link for businesses to reach Peoria (and wider) markets. Public funding will be necessary to make all required repairs to bring the structure into a state of good repair.

Environmental Justice Consideration

This project is not within or adjacent to either low income and people of color populations and is not anticipated to disproportionately affect those populations.



Iowa DNR, Missouri Dept. of Conservation, Missouri DNR, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

ATTACHMENT 4
Passenger Improvement Projects



Passenger Improvement Project Sheet

CC. Chicago Union Station Improvements

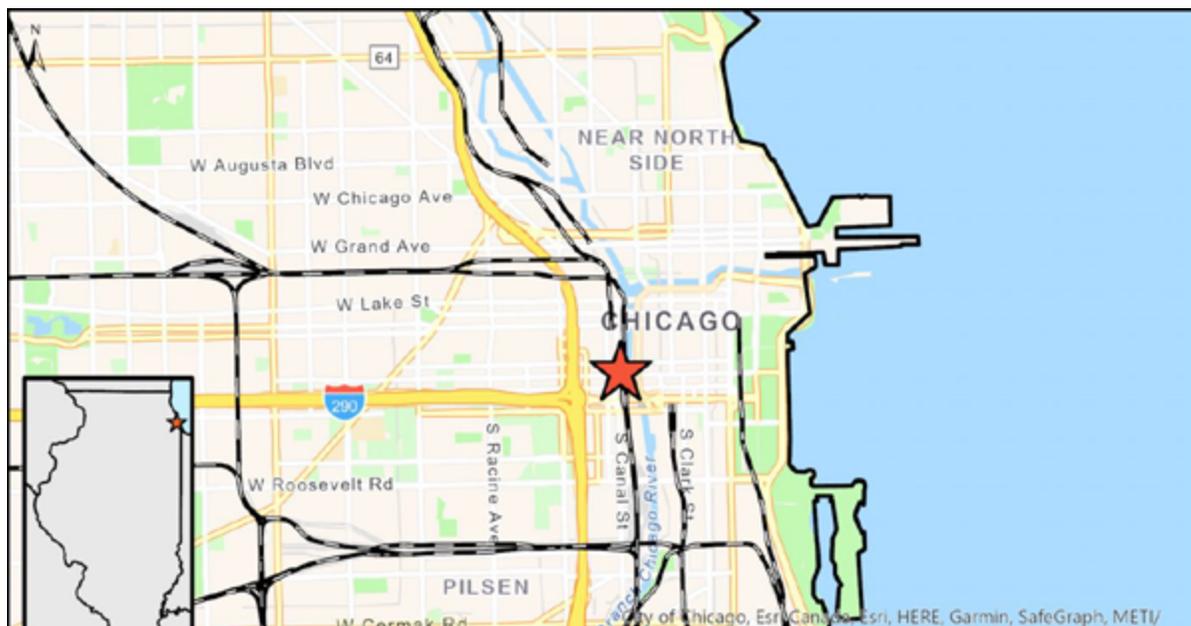
IDOT Region 1	Project Location Chicago, IL	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) Amtrak, Metra	Approx. Capital Cost (2021 USD) \$1,000,000,000	Potential Funding/Financing Opportunities CRISI, TIFIA, RRIF, ITEP, Intercity Passenger Rail Grant

Project Description and Need

CUS is a very important hub for both Amtrak and Metra and is planned to be the center of the future Midwest "Hub" Network of upgraded intercity passenger rail corridors. Pre-Covid, at peak times CUS operated at capacity. Amtrak has already completed a number of improvements including a new food hall and west entrance on Clinton Street. However, additional improvements and expansion are needed to accommodate additional service on both Metra and Amtrak and to improve the customer experience. This includes upgrades to escalators, waiting rooms, tracks, entrances, and platforms, as detailed in the Chicago Union Station Master Plan Study. This will enhance passenger safety, amenities, pedestrian flow, and accessibility. It will also increase terminal capacity for trains to support increased service. CREATE Project P2 is a related project that will reroute Metra Southwest Service trains from CUS to LaSalle Street Station, freeing up capacity.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have a net benefit to these populations because it improves passenger service reliability, efficiency, and frequency. Additionally, the project will improve pedestrian flow and accessibility.





Passenger Improvement Project Sheet

DD. Chicago-Detroit HSR Improvements

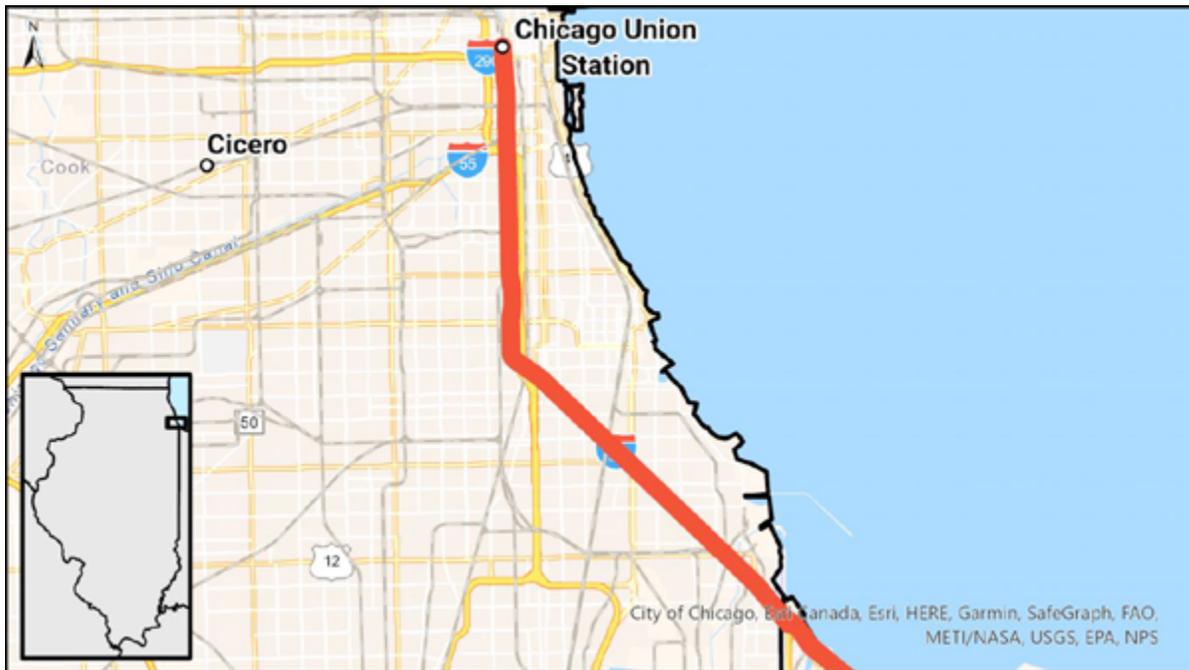
IDOT Region	Project Location	Project Readiness
1	Chicago, IL to Porter, IN Corridor	Project is conceptual with no defined scope.
Affected Railroad(s)	Approx. Capital Cost (2021 USD)	Potential Funding/Financing Opportunities
Amtrak, NS, CSX, Metra, NICTD	\$1,000,000,000	CRISI, State of Good Repair, RREG, TIFIA, RAISE, Intercity Passenger Rail Grant

Project Description and Need

The Michigan Department of Transportation and Amtrak have been working to increase speeds on passenger service between Chicago and Detroit to a maximum of 110 mph between Porter, IN and Dearborn, MI. This project would complement that effort by upgrading the Illinois portion of the "South of the Lake" corridor to HSR standards. The combined result will be reduced travel times along one spoke of the Midwest "Hub" Network, boosting economic ties between Chicago, northwest Indiana, and Michigan through a significantly improved rail connection. This will also improve freight operations on a major corridor in the Chicago terminal area.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have a net benefit to these populations because it improves passenger service reliability, efficiency, and frequency.





Passenger Improvement Project Sheet

EE. Chicago-St. Louis HSR Full Build Improvements

IDOT Region 1, 2, 3, 4, 5	Project Location Chicago, IL to St. Louis, MO Corridor	Project Readiness Project has defined scope but no work has been initiated.
Affected Railroad(s) Amtrak, UP, KCS, NS, BNSF, Metra	Approx. Capital Cost (2021 USD) \$7,000,000,000	Potential Funding/Financing Opportunities CRISI, RREG, TIFIA, RAISE, Intercity Passenger Rail Grant

Project Description and Need

Previous federal and state investments in the Chicago-St. Louis corridor were used to construct infrastructure enabling Amtrak service at speeds of up to 110 mph, including track and station reconstructions, siding extensions, bridge rehabilitations, PTC implementation, and grade crossing upgrades. This project would leverage these previous investments by completing the full build improvements, most notably double tracking the entire corridor. This will improve both passenger and freight rail operations between Chicago and St. Louis and enable increased service on a key spoke of the Midwest "Hub" Network.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have a net benefit to these populations because it improves passenger service reliability, efficiency, and frequency.





Passenger Improvement Project Sheet

FF. Hiawatha Service Expansion Project

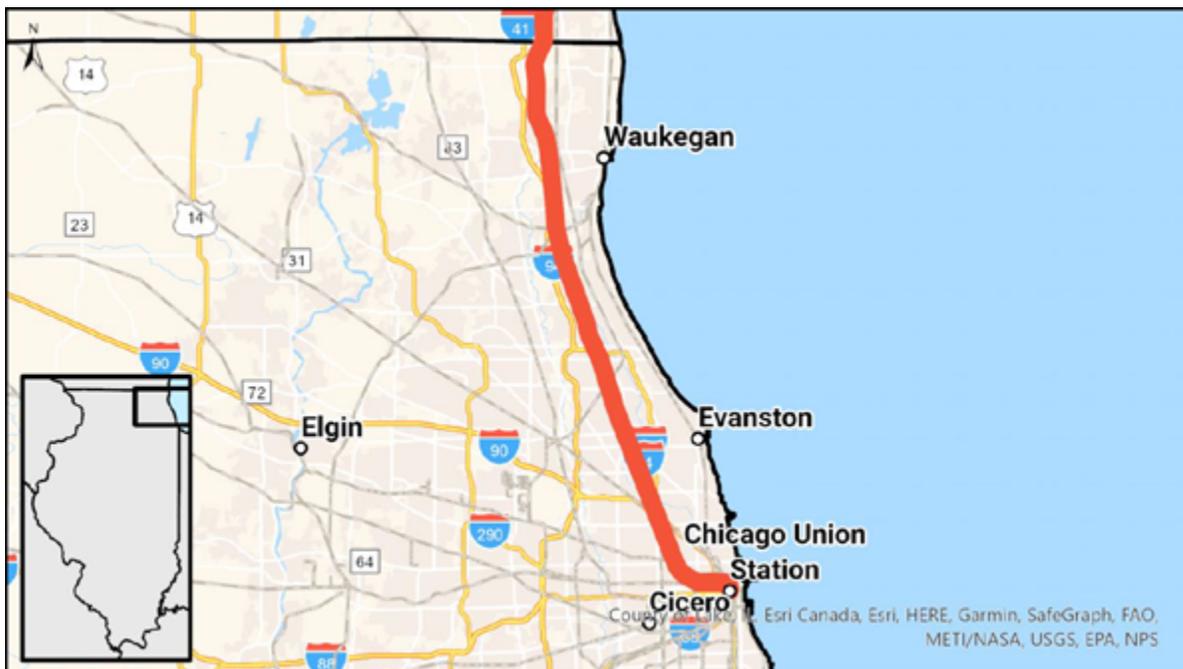
IDOT Region 1	Project Location Chicago, IL to Milwaukee, WI Corridor	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) Amtrak, Metra, CP	Approx. Capital Cost (2021 USD) \$200,000,000	Potential Funding/Financing Opportunities CRISI, State of Good Repair, RREG, TIFIA Loans, RAISE, Intercity Passenger Rail Grant

Project Description and Need

The Hiawatha Service between Chicago and Milwaukee is Amtrak's highest ridership route in the Midwest and an important spoke of the Midwest "Hub" network. This project would increase the number of round trips from 7 to 10 per day to further grow ridership and provide more departures that better fit people's schedules. Infrastructure upgrades are progressing on the Wisconsin portion of the route, notably in CP's Muskego Yard, but additional infrastructure investment is needed on the Illinois side to accommodate the planned service increase.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have a net benefit to these populations because it improves passenger service reliability, efficiency, and frequency.





Passenger Improvement Project Sheet

GG. Kensington Interlocking Improvements

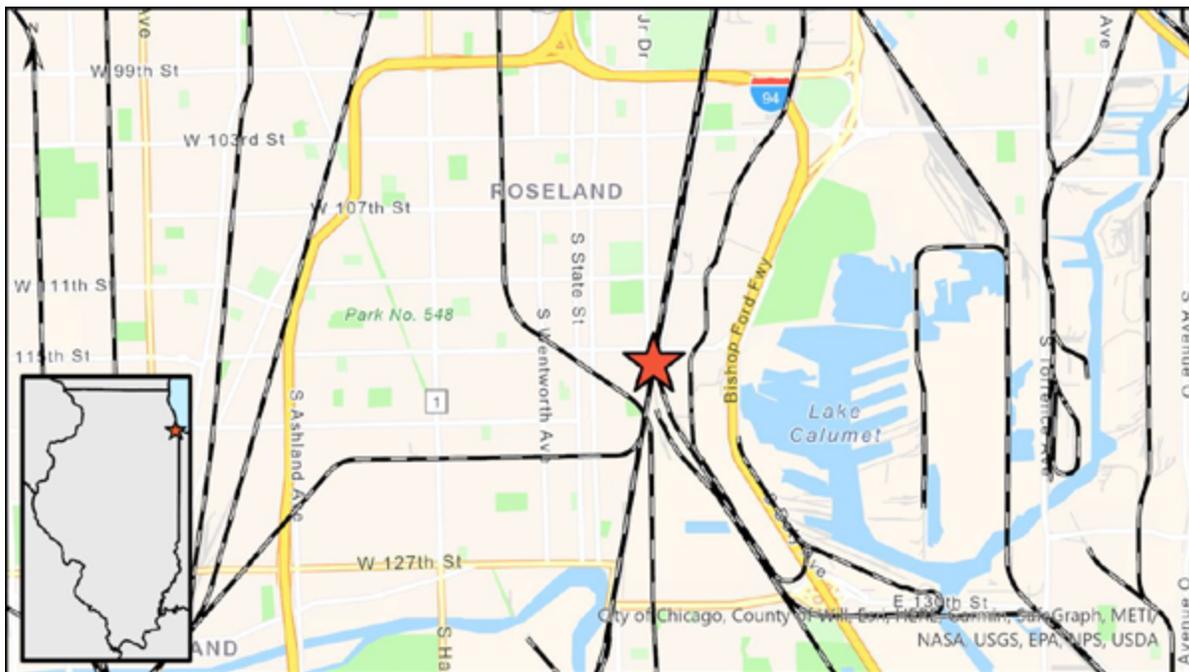
IDOT Region 1	Project Location Chicago, IL	Project Readiness Project has defined scope but no work has been initiated.
Affected Railroad(s) NICTD, Amtrak, Metra, CN	Approx. Capital Cost (2021 USD) \$10,400,000	Potential Funding/Financing Opportunities CRISI, State of Good Repair, RREG, TIFIA, Intercity Passenger Rail Grant

Project Description and Need

South Shore Line trains moving to and from the Metra Electric District at Kensington Interlocking cross CN and Metra tracks at grade. The interlocking was redesigned in 2012 to improve operational efficiency. This project would make additional improvements by upgrading two #15 crossovers north of Kensington Station to #20 crossovers to increase the speed of NICTD trains through the interlocking north of the station. South of the station, the crossover carrying eastbound NICTD trains across the CN tracks would be replaced by a #10 crossover with a curved diamond across the first CN track to provide a consistent diverging speed of 15 mph. In the long-term, constructing a rail-rail flyover would eliminate train conflicts at this location to accommodate future traffic growth on all 3 railroads.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have a net benefit to these populations because it improves passenger service reliability, efficiency, and frequency.





Passenger Improvement Project Sheet

II. Metra Milwaukee District West Improvements

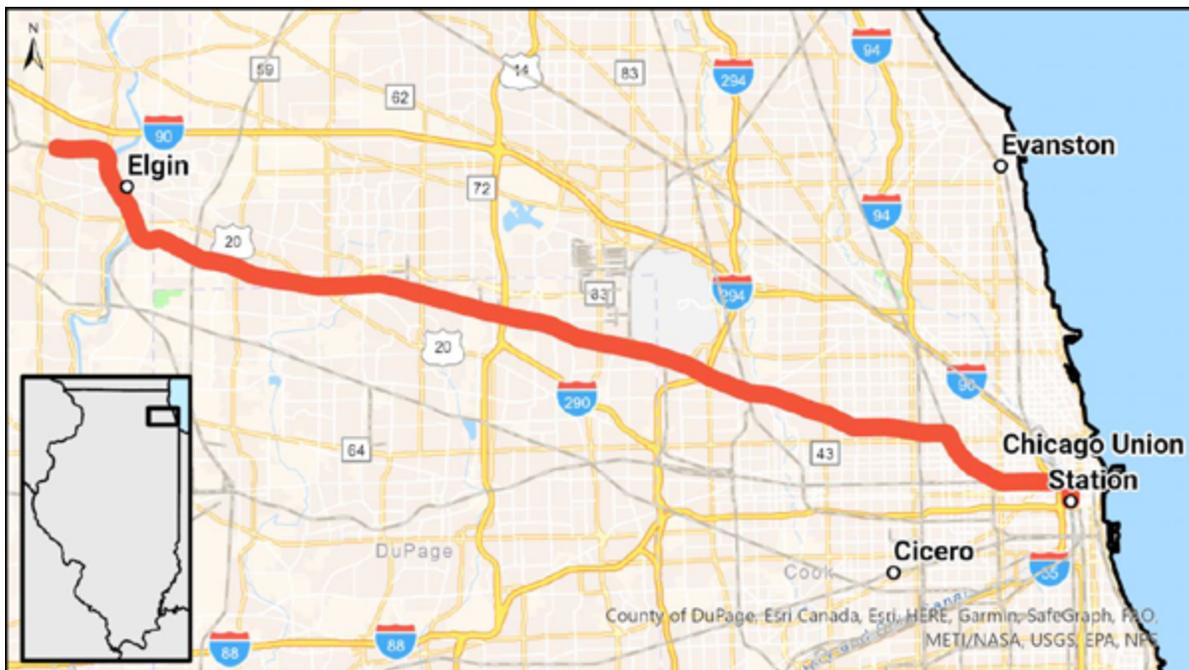
IDOT Region	Project Location	Project Readiness
1	Chicago to Elgin, IL Corridor	Project has defined scope with some work initiated.
Affected Railroad(s)	Approx. Capital Cost (2021 USD)	Potential Funding/Financing Opportunities
Metra, Amtrak, CP, WSOR, BRC	\$640,000,000	CRISI, RRIF, RAISE, CIG, Intercity Passenger Rail Grant

Project Description and Need

This project would make track, signal, and other improvements to the Milwaukee District West Line to improve capacity and reliability for passenger and freight trains. Improvements include a storage yard and maintenance facility expansion and a new fourth main track from the A-5 junction to Randolph Street in Chicago. This will enable additional peak period express and reverse commute service on the MD-W line and also benefit MD-N, NCS, Amtrak, and freight trains. This project is on the CMAP ON TO 2050 fiscally constrained list of regionally significant projects. Replacement and expansion of the bridge over the Fox River (Z-100) has been completed and removed a capacity bottleneck. However, a funding gap remains for the rest of the project.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have a net benefit to these populations because it improves passenger service reliability, efficiency, and frequency.





Passenger Improvement Project Sheet

JJ. Metra Rock Island Improvements

IDOT Region 1	Project Location Chicago to Joliet, IL Corridor	Project Readiness Project has defined scope but no work has been initiated.
Affected Railroad(s) Metra, CRL, CSX, IAIS	Approx. Capital Cost (2021 USD) \$570,000,000	Potential Funding/Financing Opportunities CRISI, TIFIA, RAISE, CIG

Project Description and Need

Improvements to the Rock Island District (RID) Line will provide capacity for additional express service, reduce congestion, improve access at Union Station, enhance coordination between freight and passenger trains. Improvements include adding a third track between Gresham Junction and a point north of 16th Street Junction, new signals, and an expanded and modernized 47th Street Yard, which will have major efficiency benefits for Metra operations. This project will also facilitate the eventual rerouting of the Southwest Service (SWS) from Union Station to LaSalle Street Station after completion of the CREATE 75th Street Corridor Improvement Project. This project is on the CMAP ON TO 2050 fiscally constrained list of regionally significant projects.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have a net benefit to these populations because it improves passenger service reliability, efficiency, and frequency.





Passenger Improvement Project Sheet

KK. Metra UP North Improvements

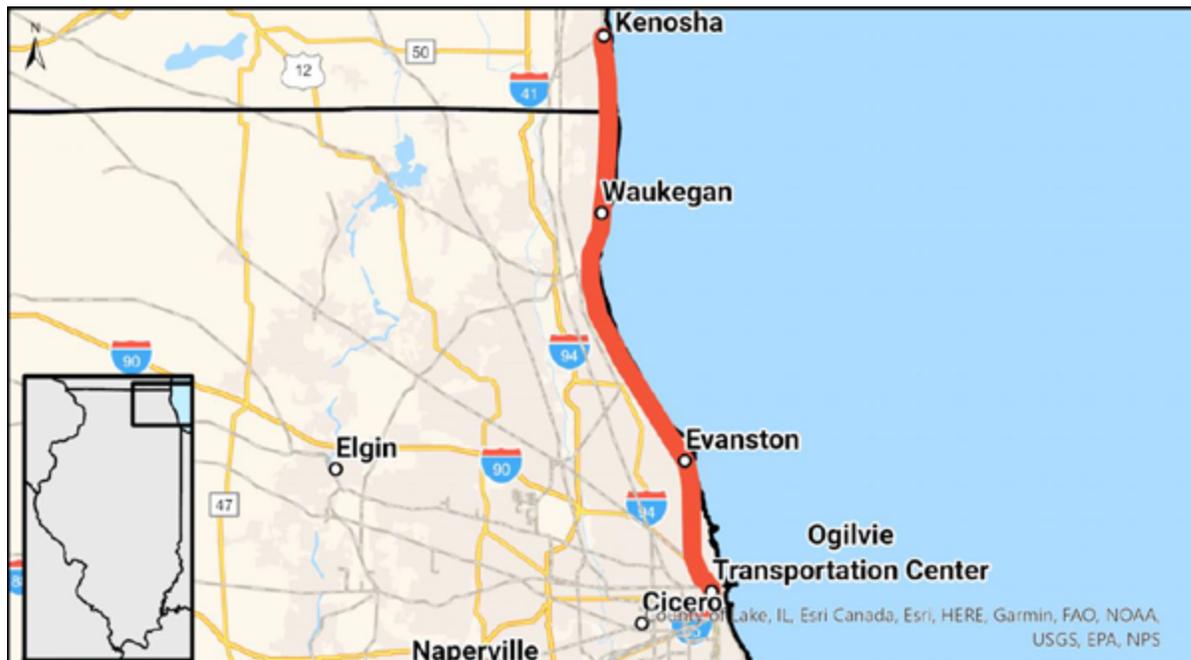
IDOT Region	Project Location	Project Readiness
1	Chicago, IL to Kenosha, WI Corridor	Project has defined scope with some work initiated.
Affected Railroad(s)	Approx. Capital Cost (2021 USD)	Potential Funding/Financing Opportunities
Metra, UP	\$980,000,000	CRISI, TIFIA, RRIF, IIC (Cook County portion only)

Project Description and Need

The UP North line has the highest percentage of trains over capacity on the Metra system and has major state-of-good-repair problems. This project will improve the capacity and reliability of the line through installation of crossovers and track improvements, while a new outlying coach yard will allow for more efficient servicing of equipment and accommodate expansion of service. Reconstruction of the bridges along the line is a major cost item in the project and will provide significant state-of-good-repair improvements. This project will also upgrade existing stations and construct a new at Peterson and Ridge avenues. This project is on the CMAP ON TO 2050 fiscally constrained list of regionally significant projects. Some bridge replacements, the reconstruction of the Ravenswood station, and the construction of the new Peterson Ridge station have been completed or are under construction. However, a funding gap remains for the rest of the project.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have a net benefit to these populations because it improves passenger service reliability, efficiency, and frequency. The project also adds new access to public transportation options by constructing a new train station.





Passenger Improvement Project Sheet

LL. Metra UP West Improvements

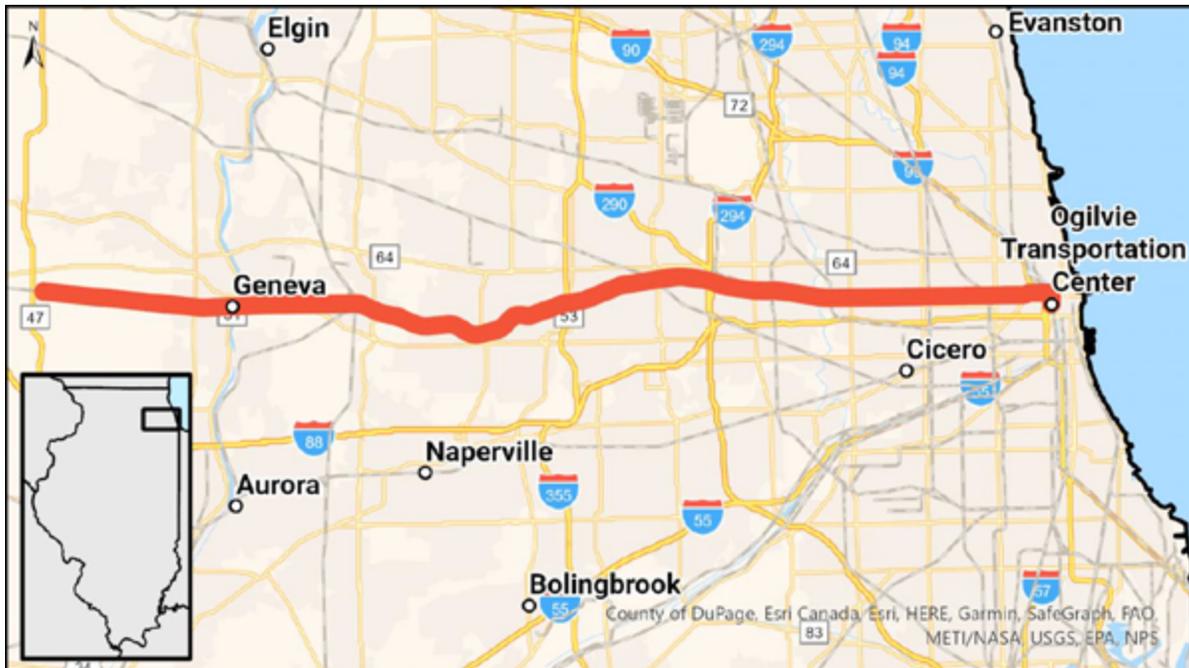
IDOT Region	Project Location	Project Readiness
1	Chicago to Elburn, IL Corridor	Project has defined scope with some work initiated.
Affected Railroad(s)	Approx. Capital Cost (2021 USD)	Potential Funding/Financing Opportunities
Metra, UP	\$390,000,000	CRISI, STBG, TIFIA, RAISE, IIC (Cook County portion only)

Project Description and Need

The UP West Improvements will provide track, signal, safety, and infrastructure improvements to increase passenger service and coordinate with freight traffic. The scope includes upgrades to signal systems, new crossovers, pedestrian safety enhancements, and several new segments of third mainline track. These improvements will increase capacity and reliability for both freight and passenger trains while enabling the UP West line to better serve as an alternative to the congested Metra BNSF line. This project is on the CMAP ON TO 2050 fiscally constrained list of regionally significant projects. Some segments of the new third track have been completed or are under construction, but a funding gap remains for the rest of the project.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have a net benefit to these populations because it improves service reliability, efficiency, and frequency.





Passenger Improvement Project Sheet

MM. Millennium Station to 11th Place Improvements

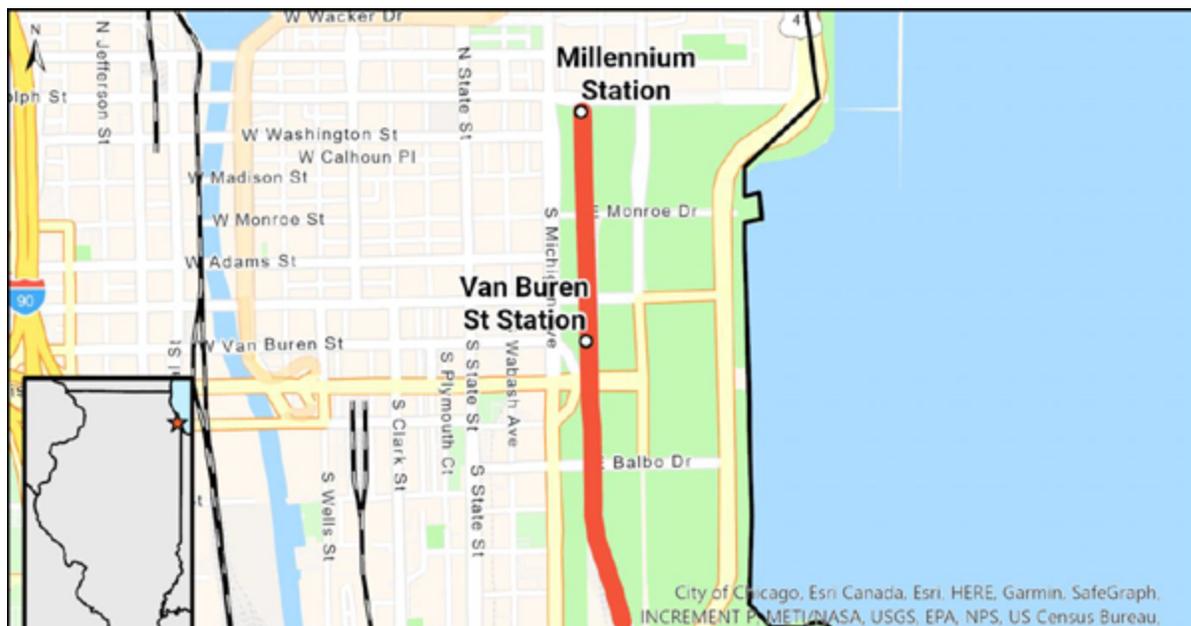
IDOT Region 1	Project Location Chicago, IL	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) NICTD, Metra	Approx. Capital Cost (2021 USD) \$56,000,000	Potential Funding/Financing Opportunities CRISI, TIFIA, CIG, RAISE

Project Description and Need

Approaching Van Buren Street Station, 4 main tracks carrying Metra Electric and NICTD trains funnel into 3 throat tracks. Furthermore, the NICTD platforms at Millennium Station can only be accessed from a single lead track branching off the throat tracks, creating a major capacity bottleneck. This project would convert an existing storage track into a 4th throat track and 2nd NICTD lead track, convert hand thrown switches to powered switches, and add crossovers to eliminate the bottleneck. This project would also construct new platforms serving existing Track 14 at Millennium Station and the new 4th main track at Van Buren Street Station and expand storage space east of Van Buren Street Station. Together, these improvements will improve existing service while accommodating future service growth anticipated from NICTD's West Lake Corridor and Double Track projects as well as MED growth. This project is NICTD's number one infrastructure improvement priority in Illinois. Many of these improvements, including the 4th throat track, new platforms, and power switches, are already under construction, but a funding gap remains for the rest of the project.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have a net benefit to these populations because it improves passenger service reliability, efficiency, and frequency.





Passenger Improvement
Project Sheet

NN. St. Charles Air Line Connection

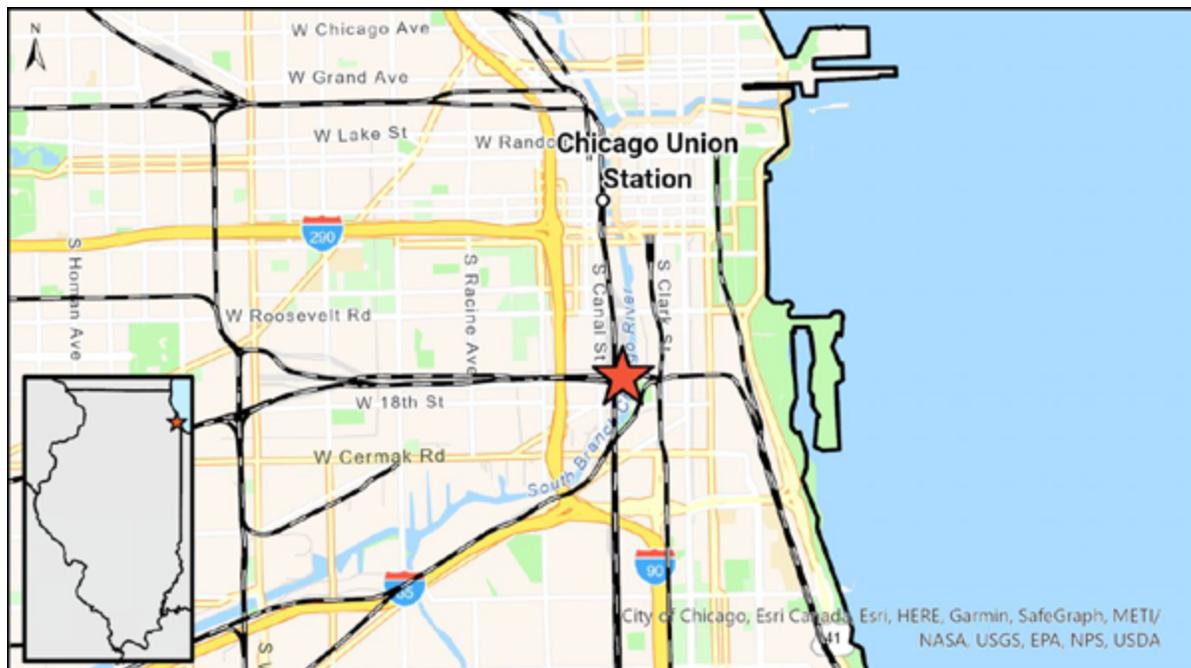
IDOT Region 1	Project Location Chicago, IL	Project Readiness Project has defined scope with feasibility study completed.
Affected Railroad(s) Amtrak, Metra, CN, BNSF, UP	Approx. Capital Cost (2021 USD) \$101,000,000	Potential Funding/Financing Opportunities CRISI, RREG, TIFIA, RAISE, CIG, Intercity Passenger Rail Grant

Project Description and Need

Currently, 6 daily Amtrak trains from Carbondale or New Orleans access CUS primarily using the CN Chicago Subdivision and St. Charles Air Line over the South Branch of the Chicago River. Due to the track and bridge configuration in the area, Amtrak trains must make a time-consuming backup move over congested BNSF tracks to connect between the St. Charles Air Line and the CUS throat tracks. This project would construct a direct track connection between CUS and the St. Charles Air Line to eliminate the backup move, saving 10 to 15 minutes in travel time and reducing congestion south of CUS.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have a net benefit to these populations because it improves passenger service reliability, efficiency, and frequency.



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ATTACHMENT 5
Safety/Grade Crossing Projects



Safety/Grade Crossing Project Sheet

00. Grade Crossing Inventory Update

IDOT Region	Project Location	Project Readiness
Statewide	Statewide	Project is conceptual with no defined scope.
Affected Railroad(s)	Approx. Capital Cost (2021 USD)	Potential Funding/Financing Opportunities
All	\$5,000,000	Rebuild Illinois

Project Description and Need

This project would update the statewide inventory of public crossings and grade separation structures encompassing about 11,000 locations. This would be a 5-year, \$5 million project with the exact scope TBD.

Environmental Justice Consideration

This project will ultimately lead to more accurate analysis of public crossings throughout the state, with a focus on improving public safety. The project will benefit all communities including those with EJ populations.



Safety/Grade Crossing Project Sheet

PP. Railroad Information and Location System Modernization

IDOT Region	Project Location	Project Readiness
Statewide	Statewide	Project is conceptual with no defined scope.
Affected Railroad(s)	Approx. Capital Cost (2021 USD)	Potential Funding/Financing Opportunities
All	\$1,000,000	Rebuild Illinois

Project Description and Need

This project would update the Illinois Commerce Commission's Railroad Information and Location System with modern technology. This would be a 1-year, \$1 million project with the exact scope TBD.

Environmental Justice Consideration

This project will ultimately lead to more accurate analysis of public crossings throughout the state, with a focus on improving public safety. The project will benefit all communities including those with EJ populations.



Safety/Grade Crossing
Project Sheet

QQ. Canal St

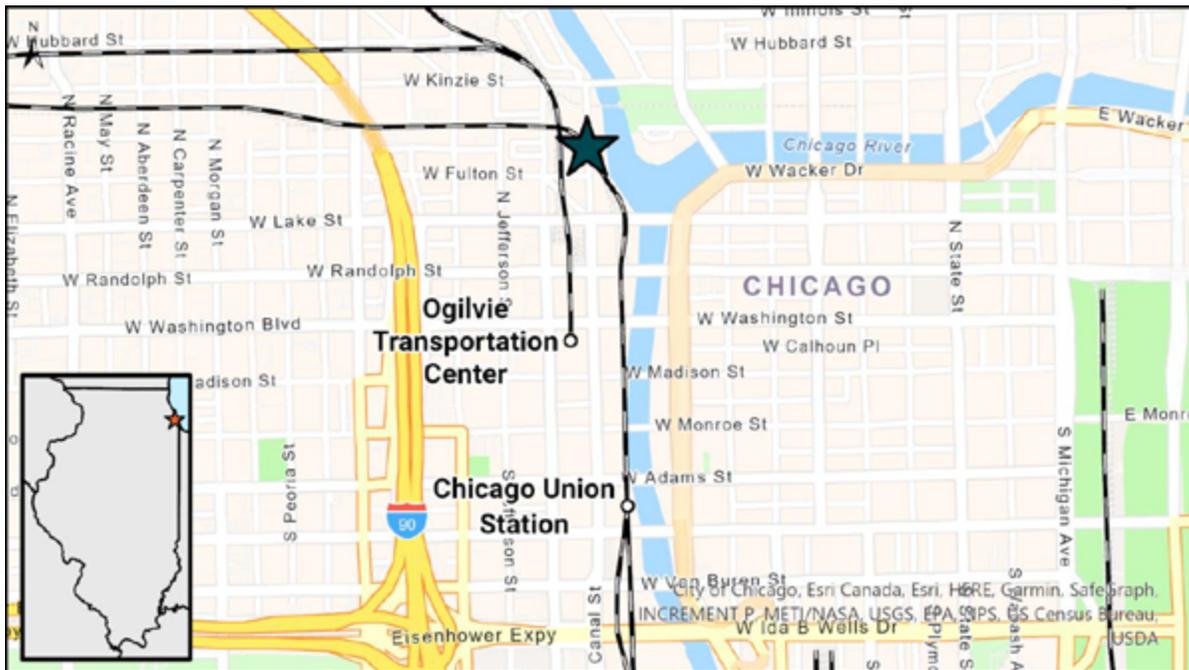
IDOT Region 1	Project Location Chicago, IL	Project Readiness Project is conceptual with no defined scope.
Affected Railroad(s) Amtrak, Metra	Approx. Capital Cost (2021 USD) No cost estimate available.	Potential Funding/Financing Opportunities CRISI, GCPF, ITEP, Section 130, IIC, Railroad Crossing Elimination Program

Project Description and Need

Canal Street is a local road in Chicago, Cook County. The angle of intersection between the roadway and railroad is at a significant skew. This project would build improvements at this CMAP Northeastern Illinois priority grade crossing with high pedestrian activity (DOT# 863849D). This could include closing the road crossing and building a grade-separated pedestrian crossing over or under the tracks leading into the north side of Chicago Union Station to eliminate conflicts between road and rail users. The project is currently not funded.

Environmental Justice Consideration

This project is not within or adjacent to either low income and people of color populations and is not anticipated to disproportionately affect those populations.





Safety/Grade Crossing
Project Sheet

RR. Devon-Caldwell-Central Ave

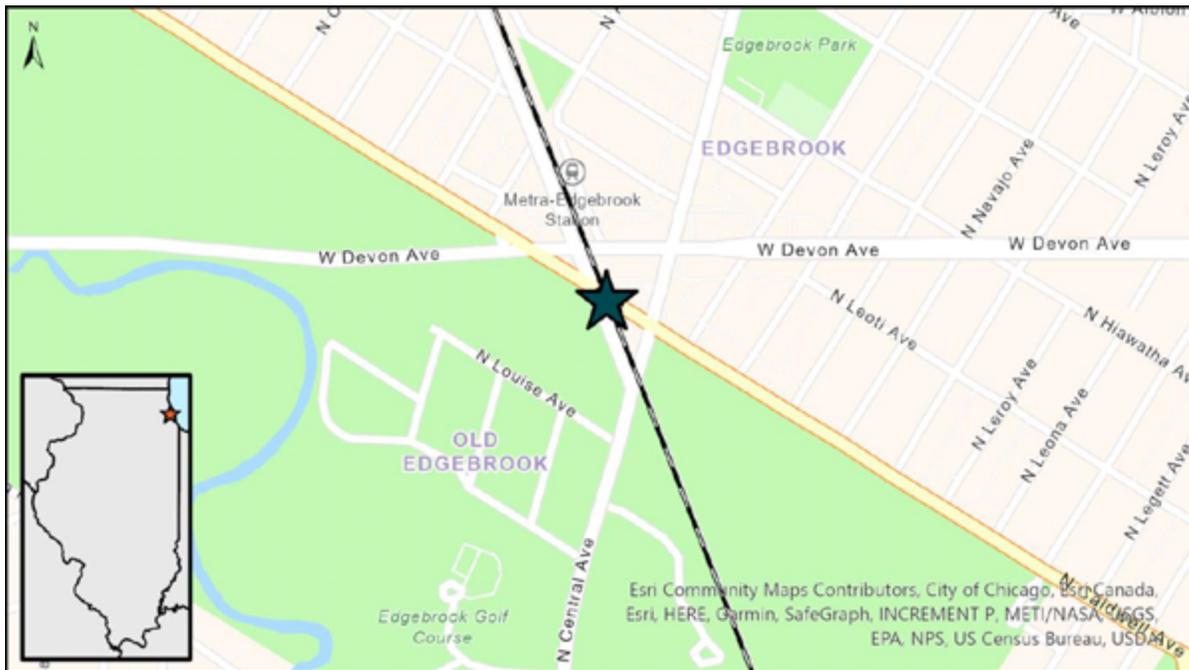
IDOT Region 1	Project Location Chicago, IL	Project Readiness Project is conceptual with no defined scope.
Affected Railroad(s) Metra, Amtrak, CP, WSOR	Approx. Capital Cost (2021 USD) No cost estimate available.	Potential Funding/Financing Opportunities CRISI, INFRA, Section 130, IIC, Railroad Crossing Elimination Program

Project Description and Need

Devon Avenue and Central Avenue are local roads and Caldwell Avenue is a state route in Chicago, Cook County. This project would grade separate these three CMAP Northeastern Illinois priority grade crossings on the Metra Milwaukee District North line (DOT# 386379G; 386378A; 386377T). The Caldwell Ave road-rail crossing is also one of the top 10 crossings on Illinois state-supported Amtrak corridors with the most historical incidents. The project is currently not funded.

Environmental Justice Consideration

This project is not within or adjacent to either low income and people of color populations and is not anticipated to disproportionately affect those populations.





Safety/Grade Crossing
Project Sheet

SS. Grand Ave

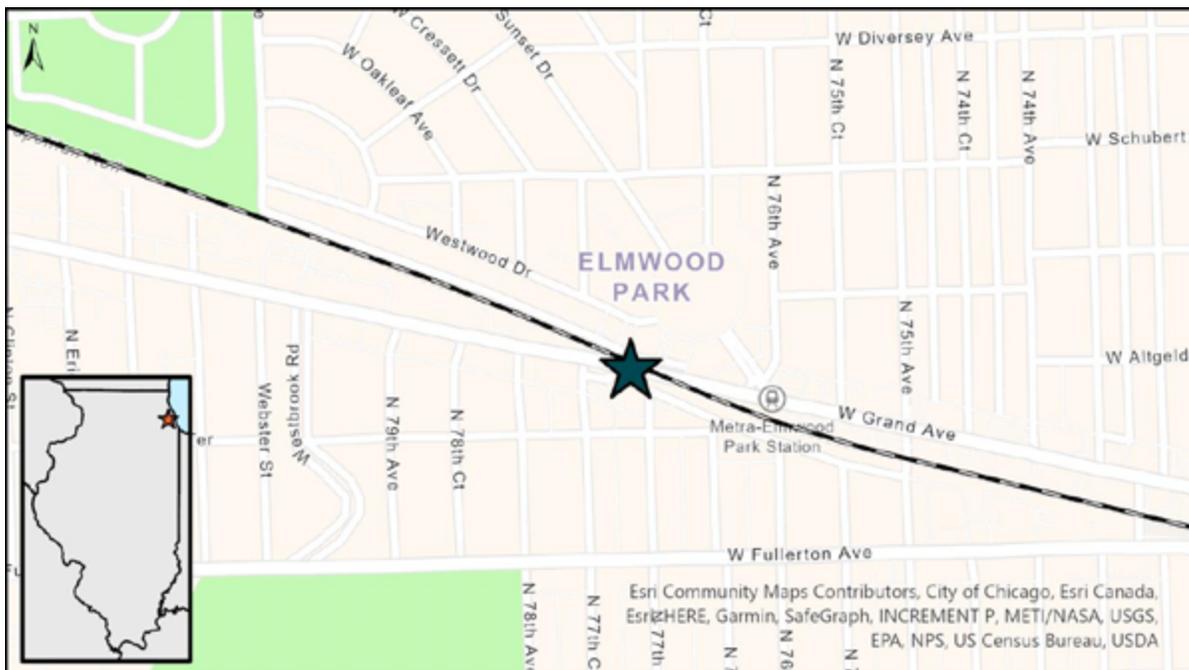
IDOT Region 1	Project Location Elmwood Park, IL	Project Readiness Project has defined scope with some work initiated.
Affected Railroad(s) Metra, CP	Approx. Capital Cost (2021 USD) \$115,000,000	Potential Funding/Financing Opportunities CRISI, GCPF, INFRA, Section 130, IIC, Railroad Crossing Elimination Program

Project Description and Need

Grand Avenue is a local road in Elmwood Park, Cook County. This crossing on the Metra Milwaukee District West line has a record of fatal accidents, in part because the tracks cross the road at a highly skewed 10-degree angle (DOT# 372131E). This project would grade separate the existing road-rail crossing at this CMAP Northeastern Illinois and Cook County Freight Plan priority grade crossing to eliminate conflicts between road and rail users. The project is partially funded. The ICC has committed \$24 million in funds through Rebuild Illinois.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have net benefits because it will improve safety by eliminating an at-grade crossing at this location.





Safety/Grade Crossing
Project Sheet

TT. Harlem Ave (CREATE Project GS18)

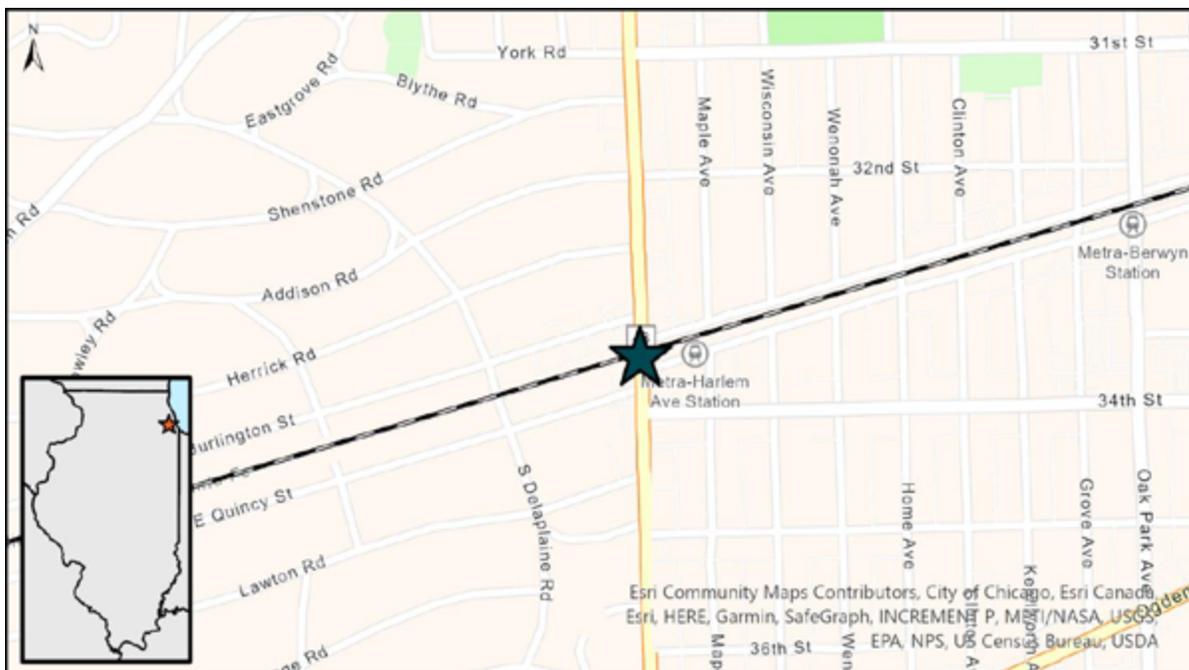
IDOT Region 1	Project Location Berwyn and Riverside, IL	Project Readiness Project has defined scope but no work has been initiated.
Affected Railroad(s) BNSF, Amtrak, Metra	Approx. Capital Cost (2021 USD) \$117,500,000	Potential Funding/Financing Opportunities CRISI, INFRA, Section 130, IIC, Railroad Crossing Elimination Program

Project Description and Need

Harlem Avenue is a state route in Riverside, Cook County. This project grade separates the at-grade crossing of Harlem Avenue and the three BNSF tracks carrying freight, Metra, and Amtrak trains (DOT# 079493L). Additionally, this road-rail crossing is one of the top 10 crossings on Illinois state-supported Amtrak corridors with the most historical incidents. This project will eliminate conflicts between road and rail users by creating either an overpass or underpass for vehicles and pedestrians at this location. This project will also result in improved access to the adjacent Harlem Avenue Metra station. The project is part of the CREATE Program (GS18) and is currently not funded.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have net benefits because it will improve safety by eliminating an at-grade crossing at this location.





Safety/Grade Crossing Project Sheet

UU. La Grange Rd

IDOT Region 1	Project Location La Grange, IL	Project Readiness Project is conceptual with no defined scope.
Affected Railroad(s) BNSF, Amtrak, Metra	Approx. Capital Cost (2021 USD) No cost estimate available.	Potential Funding/Financing Opportunities CRISI, INFRA, Section 130, IIC, Railroad Crossing Elimination Program

Project Description and Need

La Grange Road is a state route in La Grange, Cook County. This road-rail crossing is one of the top 10 crossings on Illinois state-supported Amtrak corridors with the most historical incidents (DOT# 079508Y). Furthermore, the crossing is located immediately adjacent to the shared La Grange Road Amtrak and Metra station. This project would grade separate this crossing on the Metra BNSF line. The project is currently not funded.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have net benefits because it will improve safety by eliminating an at-grade crossing at this location.





Safety/Grade Crossing
Project Sheet

VV. Laraway Rd

IDOT Region 1	Project Location Joliet, IL	Project Readiness Project is conceptual with no defined scope.
Affected Railroad(s) UP, Amtrak	Approx. Capital Cost (2021 USD) No cost estimate available.	Potential Funding/Financing Opportunities CRISI, GCPF, INFRA, Section 130, Railroad Crossing Elimination Program

Project Description and Need

Laraway Road is a local road in Joliet, Will County. This crossing is a major truck route and located on the Chicago-St. Louis High Speed Rail corridor (DOT# 289771E). This project would build a road bridge to grade separate the existing road-rail crossing at this CMAP Northeastern Illinois priority grade crossing to eliminate conflicts between road and rail users. The project is currently not funded.

Environmental Justice Consideration

This project is within or adjacent to both low income and people of color populations. The project will have net benefits because it will improve safety by eliminating an at-grade crossing at this location.





Safety/Grade Crossing
Project Sheet

WW. Lincoln Ave

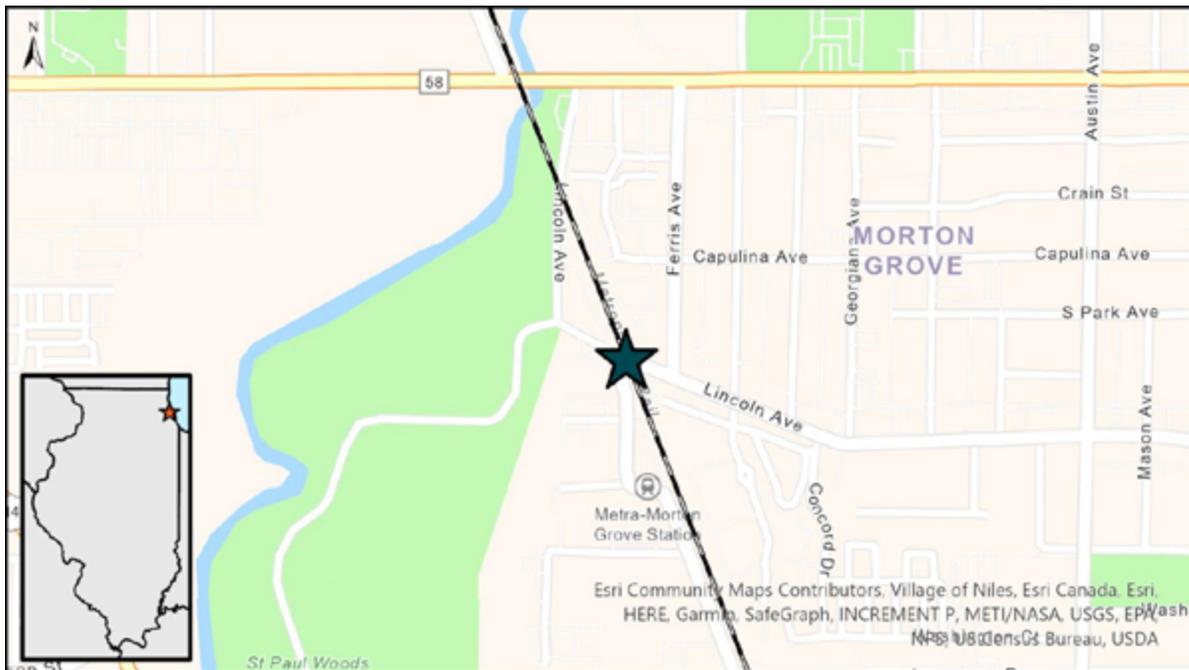
IDOT Region 1	Project Location Morton Grove, IL	Project Readiness Project is conceptual with no defined scope.
Affected Railroad(s) Metra, Amtrak, CP, WSOR	Approx. Capital Cost (2021 USD) No cost estimate available.	Potential Funding/Financing Opportunities CRISI, INFRA, GCPF, Section 130, IIC, Railroad Crossing Elimination Program

Project Description and Need

Lincoln Avenue is a local road in Morton Grove, Cook County. This road-rail crossing is one of the top 10 crossings on Illinois state-supported Amtrak corridors with the most historical incidents (DOT# 386396X). Furthermore, the crossing is located immediately adjacent to the Morton Grove Metra station. This project would grade separate this crossing on the Metra Milwaukee District North Line. The project is currently not funded.

Environmental Justice Consideration

This project is not within or adjacent to either low income and people of color populations and is not anticipated to disproportionately affect those populations.





Safety/Grade Crossing
Project Sheet

XX. Maple Ave and Fairview Ave

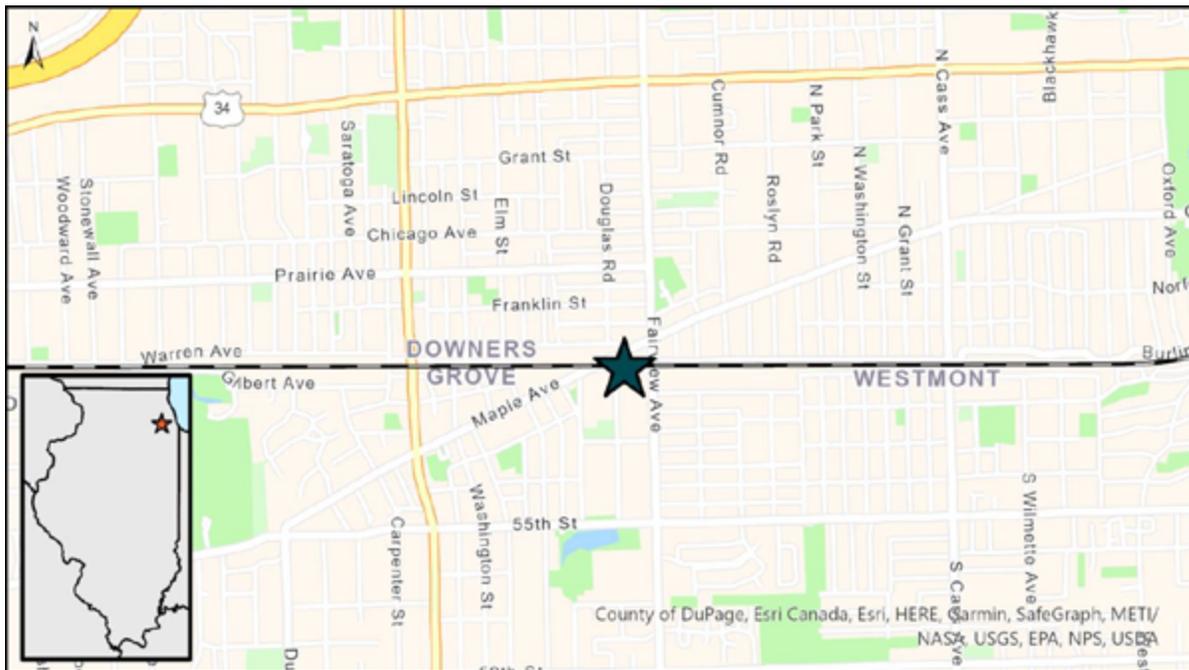
IDOT Region	Project Location	Project Readiness
1	Downers Grove, IL	Project is conceptual with no defined scope.
Affected Railroad(s)	Approx. Capital Cost (2021 USD)	Potential Funding/Financing Opportunities
BNSF, Amtrak, Metra	No cost estimate available.	CRISI, INFRA, GCPF, Section 130, IIC, Railroad Crossing Elimination Program

Project Description and Need

Maple Avenue and Fairview Avenue are local roads in Downers Grove, DuPage County. This project would grade separate the existing road-rail crossing at these two CMAP Northeastern Illinois priority grade crossings on the Metra BNSF line (DOT# 079533G, 079532A). The Fairview Ave road-rail crossing is also one of the top 10 crossings on Illinois state-supported Amtrak corridors with the most historical incidents. The project is currently not funded.

Environmental Justice Consideration

This project is not within or adjacent to either low income and people of color populations and is not anticipated to disproportionately affect those populations.



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ILLINOIS RAIL NEEDS ASSESSMENT

APPENDIX G

Proposed Stakeholder Project List



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Introduction

Table 1 lists basic information for the 234 proposed projects identified by stakeholders during the ILRNA outreach phase. The entries are separated by Project Category, sorted numerically by IDOT Region, and sorted alphabetically by Project Title.

TABLE 1 - ILRNA Proposed Stakeholder Projects

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Freight Transload / Shipper Access							
Acme Site Redevelopment	Chicago, IL	Cook	1	CRL	Environmental remediation and industrial redevelopment of the Acme Coke Plant site in the Calumet area.	OmniTRAX	Yes
Calumet Intermodal Facility - Acme Site Redevelopment	Chicago, IL	Cook	1	NS	Environmental remediation of the Acme Coke Plant site and extension of 110th St to S Stony Island Ave to facilitate expansion of the NS Calumet Intermodal Facility to the south.	NS	No
Greenleaf Transload Yard	Elk Grove Village, IL	Cook	1	CJR	Construction of a new rail-truck transload facility providing rail access to businesses near Chicago O'Hare International Airport.	Progressive Rail	Yes
Montgomery Shipper Rail Access	Montgomery, IL	Kane	1	BJRY, BNSF	Construction of new yard and spur tracks to expand rail access to new and existing industrial businesses in Montgomery.	BJRY	Yes
O'Hare Industrial Parks Rail Access Reinstatement	Elk Grove Village and Bensenville, IL	Cook, DuPage	1	CJR, CSP	Reconstruction of direct rail connections to industrial businesses near Chicago O'Hare International Airport.	Progressive Rail	Yes
Alworth Rail Transload Facility	Alworth, IL	Winnebago	2	CN	Construction of a rail-truck transload facility capable of loading a 100-car unit grain train at DeLong's existing grain elevator in Alworth.	The DeLong Company	No
Dwight Industrial Mega-Site	Dwight, IL	Livingston	2	NS, UP	Construction of truck access infrastructure to facilitate development of a large industrial site served by two Class 1 railroads.	NS	Yes
Milan Branch Bridge and Rail Upgrades	Rock Island and Milan, IL	Rock Island	2	IAIS	Upgrade of 6 bridges and replacement of light rail on the IAIS Milan Branch to increase the maximum allowable gross railcar weight to 286,000 lb. (286k).	IAIS	No
Mississippi River Port Development	Blackhawk, IL	Jo Daviess, Carroll	2	RVPR, BNSF	Development of a Mississippi River port within the Savanna Industrial Park to enable transloading of commodities between rail, water, and road modes.	RVPR	No
Rochelle Agricultural Transload Facility Conversion	Rochelle, IL	Ogle	2	CIR	Conversion of an old frac sand transload facility to handle grain.	City of Rochelle	Yes
Rochelle Rail Access Expansion	Rochelle, IL	Lee, Ogle	2	CIR	Track extensions to serve a large new industrial development near Rochelle.	City of Rochelle	Yes

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Rochelle Transload Center Expansion	Rochelle, IL	Ogle	2	CIR	Expansion of an existing rail-truck transload facility that handles intermodal containers and other commodities.	City of Rochelle	Yes
South Beloit Rail Access Upgrades	South Beloit, IL and Beloit, WI	Winnebago	2	UP, CP	Rehabilitation of a short segment of CP track on the IL/WI border to enable longer UP unit trains to serve DeLong's largest grain transload facility in South Beloit.	The DeLong Company	No
Waterman Rail Transload Facility	Waterman, IL	DeKalb	2	BNSF	Construction of a rail-truck transload facility capable of loading a 100-car unit grain train at DeLong's existing grain elevator in Waterman.	The DeLong Company	No
Bushnell Shipper Rail Access Reinstatement	Bushnell, IL	McDonough	3	KJRY	Construction of spur tracks and sidings to reinstate direct rail access to shippers in the Bushnell area.	Pioneer Lines	No
Bushnell Transload Facility	Bushnell, IL	McDonough	3	KJRY	Construction of a new rail-truck transload facility in the Bushnell, IL area.	Pioneer Lines	No
Putnam Bridge Clearance	Putnam, IL	Putnam	3	IAIS	Extension of a county road enabling removal of a road bridge imposing overhead clearance restrictions on the IAIS rail line near Putnam.	IAIS	No
New Berlin Industrial Park	New Berlin, IL	Sangamon	4	NS, KCS	Construction of truck access infrastructure to facilitate development of a large industrial site served by two Class 1 railroads near Springfield.	NS	Yes
Taylorville Sub Reinstatement	Tovey to Taylorville, IL Corridor	Christian	4	IMRR	Reinstatement of part of the out-of-service segment of the Taylorville Sub east of Tovey to serve local shippers.	Genesee & Wyoming	No
Conologue Line Reconstruction	Cahokia Heights, IL	St. Clair	5	TRRA, UP, ALS	Construction of a track connection between the TRRA in Sauget, UP in Dupo, and several grain exporters on the Mississippi River to improve network resiliency and provide competitive rail access to shippers.	TRRA	No
Granite City Harbor Storage Track	Granite City, IL	Madison	5	PHRR, NS	Reinstatement of an out-of-service track to store excess railcars on days when outbound demand from Granite City Harbor shippers exceeds the number of railcars NS will accept.	America's Central Port	No
Granite City Harbor-Madison Harbor Track Connection	Granite City, IL	Madison	5	PHRR, TRRA	Construction of a track connection between the Granite City and Madison Harbors to increase operational efficiency and provide competitive rail access to shippers.	America's Central Port	No
Greenville to Smithboro Industrial Track	Greenville to Smithboro, IL	Bond	5	ILW, BNSF, CSX	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.	ILW	No

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Herrin Water Transload	Herrin, IL	Williamson	5	HR	Construction of a transload facility in Herrin to enable export of potable treated wastewater to western states experiencing drought.	City of Herrin	No
I-57 Logistics Center Track Connection	Marion, IL	Williamson	5	COER	Construction of a track connecting the Crab Orchard & Egyptian Railway to a new food distribution facility near Marion.	Progressive Rail	Yes
Kellogg Dock Rail Loop	Brewerville, IL	Randolph	5	KRPD, UP	Construction of a rail loop and conversion of an old coal transload facility to handle a wide variety of commodities moving between barge and rail.	KRPD	No
MidAmerica St. Louis Airport Spur Track	Mascoutah, IL	St. Clair	5	NS	Construction of a 2-mile spur track off the NS mainline providing rail access to current and future businesses on the eastern side of the MidAmerica St. Louis Airport.	St. Louis Regional Freightway 2022 Priority Infrastructure Project List	No
New Rail Yards at KRPD #2	Griggs, IL	Randolph	5	KRPD, CN	Construction of rail yards north and south of the KRPD #2 port terminal to expand KRPD/CN interchange capacity and handle planned growth.	KRPD	No
Red Bud Rail Spur	Griggs to Red Bud, IL	Randolph	5	KRPD, CN	Construction of a ~6-mile spur track on an old railbed from KRPD #2 to Red Bud to provide rail and barge access to shippers around in the area.	KRPD	No
Red Dock Rail Expansion	Granite City, IL	Madison	5	PHRR, NS	Construction of a third transload track enabling simultaneous processing of a full unit train at the Red Dock terminal within the Granite City Harbor.	St. Louis Regional Freightway 2022 Priority Infrastructure Project List; America's Central Port	No
Second Herrin Rail Connection	Herrin to Hurst, IL	Williamson	5	HR, UP	Construction of a 6-mile rail spur on an existing railbed between Herrin and the UP mainline in Hurst to provide competitive rail access to local shippers.	City of Herrin	No
Upgrades to Lead Rail Track and New Second Loop Track at KRPD Port Terminal #1	New Athens, IL	St. Clair	5	KRPD, CN	Construction of a second loop track and loading equipment to increase rail-barge transload capacity.	KRPD; St. Louis Regional Freightway 2022 Priority Infrastructure Project List	No
US Steel Dock Upgrades	Granite City, IL	Madison	5	PHRR	Rebuild of the rail tracks serving the US Steel Dock within the Granite City Harbor to expand rail-to-barge transload capabilities.	America's Central Port	No

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Rail Capacity							
2nd NS/BNSF/UP Intermodal Interchange Route	Chicago, IL	Cook	1	Amtrak, NS, BNSF, UP, Metra, CN	Removal of vertical clearance restrictions under the 18th St and Canal St bridges and through the Amtrak bridge across the Chicago River to open a second mainline route for interchange of double-stack intermodal trains between NS, UP, and BNSF.	NS; Amtrak	No
47th St Intermodal Facility Expansion	Chicago, IL	Cook	1	NS	Construction of rail bridges over Garfield Blvd and 59th St to facilitate expansion of the NS 47th St Intermodal Facility.	NS	No
A-2 Flyover	Chicago, IL	Cook	1	Metra, UP, Amtrak	Construction of a rail-rail flyover eliminating train delays at the busiest junction on the Metra system.	Metra; CMAP ON TO 2050 Plan	Yes
A-5 (CREATE Project T3)	Chicago, IL	Cook	1	CP, Metra, Amtrak, WSOR	Modernization of signal and communications equipment at a key rail junction.	CREATE Program	No
Additional PTC-Equipped Locomotives	Chicago and Blue Island, IL	Cook	1	CRL	Equipping additional CRL locomotives with PTC systems to increase operational flexibility when running trains on Metra tracks.	OmniTRAX	No
B-17 (CREATE Project T5)	Bensenville, IL	DuPage	1	CP, Metra	Modernization of signal and communications equipment at a key rail junction.	CREATE Program	No
Belt and 80th St Junction Realignments (CREATE Project EW2)	Chicago, IL	Cook	1	BRC, Metra, UP, NS, Amtrak	Track realignments that, together with CREATE Project P2, will eliminate train conflicts across the east end of the 75th St Corridor.	CREATE Program; 75th St Corridor Improvement Project; CMAP ON TO 2050 Plan	Yes
Blue Island (CREATE Project T9)	Blue Island, IL	Cook	1	Metra	Modernization of signal and communications equipment at a key rail junction.	CREATE Program	No
Brighton Park Connection (CREATE Project WA7)	Chicago, IL	Cook	1	NS, CSX, CN, Amtrak, Metra	Track, structure, and signal improvements in the middle of the CREATE Western Avenue Corridor, including a new direct connection to the CN Joliet Subdivision.	CREATE Program	No
Brighton Park Flyover (CREATE Project P5)	Chicago, IL	Cook	1	Metra, Amtrak, CN, CSX, NS	Construction of a rail-rail flyover eliminating train conflicts between two busy freight and passenger rail corridors in Chicago.	CREATE Program	Yes

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Calumet Intermodal Facility Expansion	Chicago, IL	Cook	1	NS	Lengthening of the bridge structure carrying 103rd St over the NS Calumet Intermodal Facility to enable extension of pad tracks under the street.	NS	No
Chicago Ridge Flyover (CREATE Project P7)	Chicago Ridge, IL	Cook	1	Metra, IHB, NS	Construction of a rail-rail flyover eliminating train conflicts between two busy freight and passenger rail corridors in Chicago Ridge.	CREATE Program	Yes
Clearing Main Lines (CREATE Project EW1)	Chicago, Bedford Park, Bridgeview, and Summit, IL	Cook	1	BRC, Amtrak, Metra, CSX, IHB	Construction of two new main tracks around the south side of the BRC Clearing Yard and associated interlocking improvements.	CREATE Program	No
CP Canal Flyover (CREATE Project P6)	Summit, IL	Cook	1	Metra, Amtrak, CN, IHB, CSX	Construction of a rail-rail flyover eliminating train conflicts between two busy freight and passenger rail corridors in Summit.	CREATE Program	Yes
Cragin Junction Wye	Chicago, IL	Cook	1	WSOR, BRC, CP, Metra, Amtrak	Construction of a track connection between the south and east legs of Cragin Junction allowing direct moves for freight trains between Tower A5 and the BRC.	Watco/WSOR	No
Deval Grade Separation	Des Plaines, IL	Cook	1	UP, CN, Metra	Grade separate the rail-rail diamond crossing in Des Plaines, IL	Public Comment	No
IHB Blue Island Yard Power Switches	Riverdale, IL	Cook	1	IHB, NS	Upgrade of hand-thrown switches to powered switches in IHB's Blue Island Yard to increase capacity at the hump classification yard.	IHB	No
New Calumet River Lift Span	Chicago, IL	Cook	1	NS, Amtrak, CP, CSX, BRC, SCIH	Expansion of the crossing carrying freight and passenger trains over the Calumet River in South Chicago to eliminate a major capacity bottleneck.	NS	Yes
Ogden Junction (CREATE Project WA1)	Chicago, IL	Cook	1	UP, CSX, NS, Metra	Track, signal, and switch improvements to reduce freight train congestion at the northern end of the CREATE Western Avenue Corridor.	CREATE Program	Yes
Pullman Junction (CREATE Project EW3)	Chicago, IL	Cook	1	BRC, NS, CRL, CP, CSX, UP, SCIH	Track and signal improvements to reduce freight train congestion at the east end of the CREATE East-West Corridor.	CREATE Program	No
Rock Island Connection (CREATE Project P2)	Chicago, IL	Cook	1	Metra, BRC, NS, Amtrak	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.	CREATE Program; 75th St Corridor Improvement Project; CMAP ON TO 2050 Plan	Yes

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Signalization - Ogden Junction to 75th Street (CREATE Project WA2)	Chicago, IL	Cook	1	CSX, UP, CN, Amtrak, Metra	Track, signal, and switch improvements to reduce freight train congestion in the middle of the CREATE Western Avenue Corridor.	CREATE Program	Yes
West Chicago Flyover	West Chicago, IL	DuPage	1	UP, Metra, CN	Construction of a rail-rail flyover eliminating train conflicts between two busy freight and passenger rail corridors in West Chicago.	UP	Yes
Chicago Freight Rail Bypass	North-Northeast Illinois	Winnebago, Ogle, Lee, LaSalle, Grundy, Kankakee	2		Construct a freight rail route around the Chicago region to allow freight trains to bypass Chicago and its suburbs, reducing congestion for freight and passenger trains and vehicles.	Public Comment	No
Interchange Track Expansion and BNSF/CIR Switch	Rochelle, IL	Lee	2	CIR, BNSF, UP	Extension of interchange tracks to enable more efficient interchange of railcars between BNSF and CIR away from highway-rail grade crossings and the UP/BNSF diamond in Rochelle.	City of Rochelle	No
Mississippi River Bridge Replacement at Clinton	East Clinton, IL to Clinton, IA	Whiteside	2	UP	Construction of a high clearspan bridge across the Mississippi River between East Clinton, IL and Clinton, IA to replace the existing low-level swing span that is over 100 years old.	UP	No
Peru Switching Track Expansion	Peru, IL	LaSalle	2	PIR, IR	Construction of additional yard and switching tracks to serve shippers more efficiently in Peru.	OmniTRAX	No
Quad Cities Mississippi River Rail Crossing	Rock Island, IL and Davenport, IA	Rock Island	2	IAIS, BNSF, CP	Construction of a new, high, fixed span carrying rail traffic across the Mississippi River in the Quad Cities area and replacing the over 100-year-old, movable Government and Crescent Bridges.	Bi-State Regional Commission Mississippi River Rail Crossing Study	No
Railcar Storage Tracks	TBD	TBD	2	IR, PIR, CRL	Construction of railcar storage tracks to provide an additional source of revenue for Illinois short line railroads owned by OmniTRAX.	OmniTRAX	No
Railcar Weight Limit Increase	Blackhawk, IL	Jo Daviess, Carroll	2	RVPR	Replacement of old locomotives and 67.5 lb. rail with a more powerful switching locomotive and heavier rail to enable storage of fully loaded railcars at the former Savanna Army Depot.	RVPR	No
UP/CIR Interchange Switch and Tracks	Rochelle, IL	Ogle	2	CIR, UP	Construction of new interchange and block switching tracks and two new switches on the UP mainline to enable more efficient interchange of railcars between UP and CIR away from highway-rail grade crossings and the UP/BNSF diamond in Rochelle.	City of Rochelle	No

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Bement Wye	Bement, IL	Piatt	3	NS	Construction of a direct track connection between the north and east legs of the wye in Bement, IL to serve expected rail traffic growth more efficiently to and from the Bloomington-Normal region.	NS	No
Chrisman Siding	Chrisman, IL	Edgar	3	DREI	Construction of a 6000' siding west of Chrisman to hold a train without having to make a backwards shove move across multiple grade crossings in town.	Watco/DREI	No
Danville Siding	Danville, IL	Vermilion	3	VVRR	Construction of a double-ended siding track to facilitate locomotive runaround moves and reduce the need for trains run with two locomotives.	Midwest Bluegrass Rail	No
Danville Warehouse Crossover	Danville, IL	Vermilion	3	VVRR	Construction of a crossover between the VVRR mainline and a spur track to a warehouse in Danville to improve operational efficiency.	Midwest Bluegrass Rail	No
Infrastructure Upgrades to Facilitate 286k Railcars	Keokuk, IA to Mapleton, IL Corridor	Hancock, McDonough, Fulton, Peoria	3	KJRY	Remove existing weight restrictions on the Keokuk Junction Railway mainline between Keokuk, IA and Mapleton, IL to support maximum gross railcar weight of 286,000 lb. (286k).	Pioneer Lines	No
Mainline Sidings	Effner and Gridley, IL	McLean, Iroquois	3	TPW	Construction of two new sidings totaling about 14,000 track feet at Effner and Gridley, IL. Consideration of new sidings at Fairbury and El Paso, IL.	Genesee & Wyoming	No
New Storage/ RIP Track	Wapella, IL	DeWitt	3	ITB	Construction of a new storage and repair-in-place track replacing an existing inactive siding planned to be reinstated to serve a customer.	Motive Rail	No
Siding Reconstruction	Keokuk, IA to Mapleton, IL Corridor	Hancock, McDonough, Fulton, Peoria	3	KJRY	Rehabilitation and reinstatement of 8 sidings on the Keokuk Junction Railway mainline.	Pioneer Lines	No
DH Line Siding Extension	Dawson and Riverton, IL	Sangamon	4	NS	Closure or grade separation of the Petal Road grade crossing (DOT# 479297) to enable extension of the Dawson siding on the NS Decatur-Hannibal line to accommodate longer trains.	NS	No
Springfield Flyover	Springfield, IL	Sangamon	4	UP, NS, Amtrak, CN, KCS	Construction of a rail-rail flyover eliminating train conflicts between freight trains and Chicago-St. Louis Amtrak trains south of Springfield.	UP; IDOT Office of Intermodal Project Implementation	Yes
Springfield Rail Improvements Project	Springfield, IL	Sangamon	4	UP, NS, Amtrak, KCS	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.	UP; Rebuild Illinois Capital Plan	Yes

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Illinois Transfer 3rd Main Track	Venice to East St. Louis, IL	Madison, St. Clair	5	TRRA, BNSF, KCS, CSX, UP, NS	Construction of a third main track along TRRA's Illinois Transfer route between Madison Yard and Willows Tower to improve network fluidity.	TRRA	No
Madison Yard Expansion	Venice, IL	Madison	5	TRRA, BNSF, KCS, CSX, UP, NS	Expansion of TRRA's Madison Yard hump classification facility and installation of loop tracks to process longer trains more efficiently.	TRRA	No
Wood River Interlocking Reconstruction	Wood River, IL	Madison	5	Amtrak, NS, UP, KCS	Modernization of the existing rail interlocking to reduce delays for freight and Chicago-St. Louis Amtrak trains in Wood River.	IDOT Office of Intermodal Project Implementation	Yes
Chicago-St. Louis HSR Siding Expansion	Joliet to Godfrey, IL Corridor	Madison, Jersey, Macoupin, Sangamon, Logan, McLean, Livingston, Grundy, Will	State-wide	UP, Amtrak	Extension of sidings on UP's section of the Chicago-St. Louis HSR Corridor to 16,000 feet to accommodate typical modern freight train lengths.	UP	No
State of Good Repair							
Blue Island Intermodal Yard Access Improvements	Blue Island, IL	Cook	1	IAIS, CRL, Metra	Regrading and paving of Division St south of 119th St to improve truck access to the IAIS Blue Island Intermodal Yard.	IAIS	No
Flood Mitigation and Drainage Improvements	Chicago and Blue Island, IL	Cook	1	CRL	Construction of flood mitigation measures to improve the long-term resiliency of the Chicago Rail Link's infrastructure.	OmniTRAX	No
Fox Lake to Wisconsin Bridge Replacements	Fox Lake, IL to IL/WI Border	Lake, McHenry	1	WSOR	Replacement of 12 bridges over 100 years old on the WSOR between Fox Lake and the Wisconsin border.	Watco/WSOR	No
Fox Lake to Wisconsin Rail Replacement	Fox Lake, IL to IL/WI Border	Lake, McHenry	1	WSOR	Replacement of rail over 100 years old and renewal of the track structure on the WSOR between Fox Lake and the Wisconsin border.	Watco/WSOR	No
Irondale Yard Rebuild	Chicago, IL	Cook	1	CRL	Rehabilitation of the Chicago Rail Link's Irondale Yard in Calumet to ensure it can continue to reliably serve shippers in the area.	OmniTRAX	No
CRL Mainline Rebuild	Chicago, IL	Cook	1	CRL	Rehabilitation of the Chicago Rail Link mainline on the South Side of Chicago to upgrade it to FRA Track Class 2.	OmniTRAX	No
Metra Fleet Modernization Plan	Across Metra System	Cook, Will, DuPage, Kane, McHenry, Lake	1	Metra	Renewal of Metra's passenger railcar and locomotive fleets to improve the passenger experience, lower emissions, and reduce maintenance costs.	Metra	Yes

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Metra Station Improvements	Across Metra System	Cook, Will, DuPage, Kane, McHenry, Lake	1	Metra, Amtrak, NICTD	Systemwide station rehabilitations to make Metra fully accessible and improve the passenger experience.	Metra	Yes
Replace BNSF Bridge over Ogden Ave (US-34).	Naperville, IL	DuPage	1	BNSF, Metra	Replace BNSF's Ogden Ave. bridge. The structure has a low clearance of 13' 10" (less than the standard 16') it also has signs of concrete scaling, and rusty steel.	Public Comment	No
Serving Yard West Side Reconstruction	Elk Grove Village, IL	Cook	1	CJR	Replacement of switches, tracks, and ties in the Chicago Junction Railway's Serving Yard in the Centex Industrial Park.	Progressive Rail	No
Illinois Railway La Salle Sub Rebuild	Peru to Zearing, IL	LaSalle	2	IR, PIR	Rehabilitation of the Illinois Railway between Peru and Zearing to support operation of modern frac sand unit train lengths and weights.	OmniTRAX	No
Ottawa Illinois River Bridge and Track Rehabilitation	Ottawa to Streator, IL	LaSalle	2	IR	Rehabilitation of the Illinois River bridge and track carrying the Illinois Railway between Ottawa and Streator to reestablish an active rail connection to the area and attract shippers.	OmniTRAX	No
BLOL Rail Replacement and Tie Renewal	Strawn to Cullom, IL	Livingston	2	BLOL	Replacement of light, jointed rail with continuous welded rail at the north end of the Bloomer Line to increase the maximum allowable gross railcar weight to 286,000 lb. (286k).	Alliance Grain	No
TPW/TZPR Mainline Rail Rehabilitation	Peoria to Effner, IL Corridor	Peoria, Tazewell, Woodford, McLean, Livingston, Ford, Iroquois	3	TPW, TZPR	Replacement of light, jointed rail with higher-strength continuous welded rail on segments of the TPW and TZPR between Peoria and the Indiana border.	Genesee & Wyoming	No
KJRY Mainline Rehabilitation	Hamilton to Mapleton, IL Corridor	Hancock, McDonough, Fulton, Peoria	3	KJRY	Upgrade of the Keokuk Junction Railway mainline between Keokuk, IA and Mapleton, IL to FRA Track Class 1.	Pioneer Lines	Yes
KJRY Stone Arch Structures Rehabilitation	McDonough County	McDonough	3	KJRY	Repair of three stone arch structures carrying the Keokuk Junction Railway mainline.	Pioneer Lines	No
KJRY Subgrade Improvements Between MP 158 and 162	Along Spoon River Near Marietta, IL	Fulton	3	KJRY	Stabilization of the subgrade and improvement of water drainage on a section of the Keokuk Junction Railway mainline along the Spoon River.	Pioneer Lines	No
Use of Excess Rail Inventory	TBD	TBD	3	TPW, TZPR, IMRR	Installation of excess 109 lb rail sitting in inventory on a segment of the TPW, TZPR, or IMRR.	Genesee & Wyoming	No

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
INRD Bridge Rehabilitation Program	Newton, IL to IL/IN Border	Jasper, Crawford	4	INRD	Replacement of 9 timber bridges and repair of piers on two other bridges on the Indiana Rail Road between Newton, IL and the Wabash River on the Indiana border.	INRD	No
DREI Charleston Yard Rebuild	Charleston	Coles	4	DREI	Complete reconstruction of the Decatur & Eastern Illinois Railroad's Charleston Yard to enable storage of loaded railcars.	Watco/DREI	No
KJRY Mississippi River Bridge Rehabilitation	Keokuk, IA to Hamilton, IL	Hancock	4	KJRY	Rehabilitation of the railroad bridge carrying the Keokuk Junction Railway over the Mississippi River between Keokuk, IA and Hamilton, IL.	Pioneer Lines	Yes
BJRY/BNSF Quincy Bridge and Grade Crossing Upgrades	Quincy, IL	Adams	4	BJRY, BNSF	Rehabilitation of a bridge and improvement of grade crossings in and near Quincy.	BJRY	No
INRD Track and Grade Crossing Renewal	Newton, IL to IL/IN Border	Jasper, Crawford	4	INRD	Renewal of track and highway-rail grade crossings on the Indiana Rail Road between Newton, IL and the Indiana border.	INRD	No
COER Bridge and Track Rehabilitation	Marion, IL	Williamson	5	COER	10 bridge replacements and tie renewal throughout the mainline of the Crab Orchard & Egyptian Railway.	Progressive Rail	Yes
Herrin Railroad Improvements	Herrin, IL	Williamson	5	HR, BNSF	Track, bridge, and grade crossing improvements and construction of new switches and sidings in Herrin to improve operational efficiency and safety and to support shipper growth in the area.	City of Herrin	No
Passenger Improvement							
Chicago Union Station Improvements	Chicago, IL	Cook	1	Amtrak, Metra	Rehabilitation and expansion of Chicago Union Station to improve the passenger experience, increase train capacity, and accommodate service growth.	Amtrak; Metra; IDOT Office of Intermodal Project Implementation	Yes
Chicago-Detroit HSR Improvements	Chicago, IL to Porter, IN Corridor	Cook	1	Amtrak, NS, CSX, Metra, NICTD	Upgrade of the "South of the Lake" corridor to reduce passenger rail travel times between Chicago, north-west Indiana, and Michigan.	IDOT Office of Intermodal Project Implementation	Yes
Chicago - Elgin Amtrak Service	Elgin, IL	Kane	1	UP, Amtrak	Provide Amtrak passenger service to Elgin, IL.	Public Comment	No

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Chicago -Gurnee Passenger Rail Service	Gurnee, IL	Lake	1	CP, Metra	Provide passenger rail service between Chicago and Gurnee.	Public Comment	No
Chicago-O'Hare-Madison, WI-Eau Claire, WI-Twin Cities Amtrak Service	Chicago Metro, Wisconsin, Minnesota	Cook, Lake	1	Amtrak	Add passenger service between Chicago and the Twin Cities through O'Hare, Madison, and Eau Claire on the UP, WSOR, and CP	Public Comment	No
Chicago - Union Passenger Rail Service	Union, IL	McHenry	1	UP, Metra	Provide passenger rail service to the Illinois Rail Museum in Union, IL.	Public Comment	No
Chicago - Wauconda Passenger Rail Service	Wauconda, IL	Lake	1	Metra	Construct track to Wauconda, IL to provide passenger service.	Public Comment	No
Grand Crossing Flyover (CREATE Project P4)	Chicago, IL	Cook	1	NS, Amtrak, Metra, CN, BNSF	Construction of a direct track connection between the grade-separated CN and NS tracks at Grand Crossing and associated capacity improvements on the NS Chicago Line to provide Amtrak trains from Carbondale and New Orleans a more direct route into Chicago Union Station.	CREATE Program	No
Hiawatha Service Expansion Project	Chicago, IL to Milwaukee, WI Corridor	Cook, Lake	1	Amtrak, Metra, CP	Infrastructure upgrades to increase the frequency of Amtrak Hiawatha trains between Chicago and Milwaukee from 7 to 10 daily round trips.	IDOT Office of Intermodal Project Implementation	Yes
Kensington Interlocking Improvements	Chicago, IL	Cook	1	NICTD, Amtrak, Metra, CN	Track improvements to reduce congestion at the junction where NICTD trains cross CN freight tracks to join the Metra Electric District.	NICTD	Yes
Metra BNSF Improvements	Chicago to Aurora, IL Corridor	Cook, DuPage, Kane	1	Metra, BNSF, Amtrak	Infrastructure improvements to expand service and alleviate crowding on the BNSF line, Metra's highest ridership line.	CMAP ON TO 2050 Plan; Metra	Yes
Metra Downtown Yard Capacity Expansion	Chicago, IL	Cook	1	Metra	Expansion of Metra's Western Avenue Yard to store additional trains close to the downtown Chicago terminals.	Metra	No
Metra Electric District 47th Street and 67th Street Interlocking Improvements	Chicago, IL	Cook	1	Metra, NICTD	Reconfiguration of the 67th St Interlocking and construction of a new interlocking near 47th St.	NICTD	No
Metra Electric District 79 mph Operation	Chicago to University Park, IL Corridor	Cook, Will	1	Metra, NICTD	Reconfiguration of signals on the Metra Electric District to support 79 mph passenger train operation.	Metra; NICTD	No

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Metra Electric District Bidirectional Signaling and Weldon Yard Escape Tracks	Chicago, IL	Cook	1	Metra, NICTD	Implementation of modern, bidirectional CTC signals between 11th and 67th Street and new track connections from the south end of Weldon Yard near Soldier Field.	Metra; NICTD	No
Metra Electric District Power Upgrades	Multiple	Cook	1	Metra, NICTD	Upgrade of power system on the Metra Electric District to handle higher loads from future Metra and NICTD service increases and enable faster train acceleration.	NICTD	No
Metra Heritage Corridor Service Increase	Chicago, IL	Cook	1	Metra, CN	Increase frequency on the Metra Heritage Corridor.	Public Comment	No
Metra Milwaukee District West Improvements	Chicago to Elgin, IL Corridor	Cook, DuPage, Kane	1	Metra, Amtrak, CP, WSOR, BRC	Infrastructure improvements to improve capacity and reliability for passenger and freight trains along the MD-W line.	CMAP ON TO 2050 Plan; Metra	Yes
Metra Rock Island Improvements	Chicago to Joliet, IL Corridor	Cook, Will	1	Metra, CRL, CSX, IAIS	Infrastructure improvements to improve capacity and reliability for passenger trains along the Rock Island line and accommodate rerouting of SouthWest Service trains to LaSalle Street Station.	CMAP ON TO 2050 Plan; Metra	Yes
Metra Suburban Transit Access Route (STAR Line)	Chicago Metro Area	Cook, Will, DuPage, Lake	1	CN, Metra	Connect Metra's services using the EJ&E to directly link several Chicago suburbs along with providing them access to O'Hare International airport	Public Comment	No
Metra UP North Improvements	Chicago, IL to Kenosha, WI Corridor	Cook, Lake	1	Metra, UP	Bridge and other infrastructure improvements to improve capacity and reliability for passenger trains along the UP-N line.	CMAP ON TO 2050 Plan; Metra	Yes
Metra UP Northwest Improvements and Extension	Chicago to Harvard, IL Corridor	Cook, Lake, McHenry	1	Metra, UP, CCUO	Yard, signal, and track improvements to improve capacity and reliability and increase maximum allowable gross railcar weight to 286,000 lb. (286k). Also, construction of two new stations at Prairie Grove and Ridgefield.	CMAP ON TO 2050 Plan; Metra; The DeLong Company	No
Metra UP Northwest Increased Frequencies to Woodstock	Chicago Metro Area	McHenry, Cook	1	Amtrak, UP	Increase Metra's frequency to Woodstock by constructing overnight storage tracks in Woodstock	Public Comment	No
Metra UP West Improvements	Chicago to Elburn, IL Corridor	Cook, DuPage, Kane	1	Metra, UP	Infrastructure improvements to improve capacity and reliability for passenger and freight trains along the UP-W line.	CMAP ON TO 2050 Plan; Metra	Yes

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Millennium Station Entrances Rehabilitation	Chicago, IL	Cook	1	Metra, NICTD	Rehabilitation of pedestrian entrances to Millennium Station to improve the customer experience.	NICTD	No
Millennium Station to 11th Place Improvements	Chicago, IL	Cook	1	NICTD, Metra	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.	NICTD	Yes
NICTD Pullman Crossovers	Chicago, IL	Cook	1	NICTD, Metra	Construction of a crossover enabling NICTD trains to stop at the existing 111th St (Pullman) Metra station and the adjacent Pullman National Monument.	NICTD	No
O'Hare Express Service	Chicago Union Station to O'Hare Transfer Corridor	Cook	1	Metra, CN, CP, Amtrak	Infrastructure upgrades to accommodate Metra express service between Chicago Union Station and the O'Hare Transfer Station. People would connect to the terminals using the Airport Transit System.	Metra; Lake County Board Member	No
St. Charles Air Line Connection	Chicago, IL	Cook	1	Amtrak, Metra, CN, BNSF, UP	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.	Amtrak	Yes
University Park Metra Station Reconstruction	University Park	Will	1	Metra	Upgrades to the University Park Metra Station to address flooding issues and create a gateway to Will County.	CMAP Transportation Improvement Program	No
Van Buren Station Improvements	Chicago, IL	Cook	1	Metra, NICTD	Rehabilitation of facilities at Van Buren Street Station to bring it into a state of good repair.	NICTD	No
Chicago - Ottawa Passenger Rail Service	Chicago, IL - Ottawa, IL Corridor	Statewide	1, 2	Amtrak	Provide passenger rail service to Ottawa, IL.	Public Comment	No
Amtrak Chicago-Carbondale Route Improvements	Chicago, IL to Carbondale, IL Corridor	Cook, Will, Kankakee, Iroquois, Champaign, Douglas	1, 2, 3	Amtrak, CN	Double Track Del Ray (south of Gilman) to Tuscola, Increase speed on a 5-mile-long double track section in Kankakee, A new "control point" and cross over at the Homewood station in Harvey	Public Comment	No
Metra BNSF Line Kendall County Extension	Chicago, IL to Kendall County Corridor	Cook, DuPage, Kane, Kendall	2	Metra, BNSF, Amtrak	Infrastructure improvements to facilitate extending the Metra BNSF line from Aurora to a new terminus in Kendall County.	Public Comment; Village of Oswego	No

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Metra UP-W Line Extension to DeKalb	Elburn to DeKalb, IL	Kane, DeKalb	2	Metra, UP	Infrastructure improvements to facilitate extending the Metra UP West line from Elburn to DeKalb.	DeKalb-Sycamore Area Transportation Study 2045 Metropolitan Transportation Plan	No
Rockford-Dubuque Passenger Rail Extension	Rockford, IL to Dubuque, IA Corridor	Jo Daviess, Stephenson, Winnebago	2	Amtrak, Metra, UP, CN, BNSF	Extension of planned Chicago-Rockford passenger rail service to Dubuque, IA.	East Central Intergovernmental Association; IDOT Office of Intermodal Project Implementation	No
Stateline Area Passenger Rail Service	TBD	Winnebago, Boone, McHenry	2	Amtrak, Metra, CP, UP	Reinstatement of passenger rail service to South Beloit and other communities on the IL/WI border and in Wisconsin.	Stateline Area Transportation Study (SLATS) Passenger Rail Study	No
Peoria Passenger Rail Expansion	Peoria, IL (Preferred Corridor TBD)	Peoria	3	Amtrak	Reintroduction of intercity passenger rail service to the Peoria area.	Amtrak; City of Peoria; McLean County RPC; Tri-County RPC	No
Amtrak Locomotive Re-Striping and Graphics Renewal	Statewide	Statewide	Statewide	Amtrak	Repainting of 33 Siemens Charger locomotives in the Amtrak Midwest fleet to address wear and tear and maintain a consistent brand for intercity passenger rail service in the region.	IDOT Office of Intermodal Project Implementation	No
Amtrak Locomotive Shunt Enhancers	Statewide	Statewide	Statewide	Amtrak	Retrofit of 33 Siemens Charger locomotives in the Amtrak Midwest fleet with shunt enhancement devices to increase the reliability of passenger trains activating warning devices at highway-rail grade crossings.	IDOT Office of Intermodal Project Implementation	No
Amtrak Midwest Locomotive Fleet Expansion	Statewide	Statewide	Statewide	Amtrak	Purchase of additional locomotives to support service increases on existing and planned Amtrak Midwest routes.	IDOT Office of Intermodal Project Implementation	No
Amtrak Midwest Locomotive Overhauls	Statewide	Statewide	Statewide	Amtrak	Establishes a fund covering regular overhauls of locomotives in the Amtrak Midwest fleet.	IDOT Office of Intermodal Project Implementation	No
Amtrak Midwest Passenger Rail Car Fleet Expansion	Statewide	Statewide	Statewide	Amtrak	Purchase of 41 additional Siemens Venture railcars to fully replace legacy railcars in the Amtrak Midwest fleet.	Amtrak; IDOT Office of Intermodal Project Implementation	No

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Amtrak Railcar Audio Induction Loops	Statewide	Statewide	State-wide	Amtrak	Retrofit of 17 Siemens Venture railcars with audio induction loops to assist hearing-impaired passengers.	IDOT Office of Intermodal Project Implementation	No
Chicago – Cairo Passenger Rail Service	Chicago, IL-Cairo, IL Corridor	Statewide	State-wide	Amtrak	Provide passenger rail service to Cairo, IL.	Public Comment	No
Chicago - Decatur Passenger Rail Service	Chicago, IL-Decatur, IL Corridor	Statewide	State-wide	Amtrak	Provide passenger rail service to Decatur, IL.	Public Comment	No
Chicago - Marion Passenger Rail Service	Chicago, IL-Marion, IL Corridor	Statewide	State-wide	Amtrak	Provide passenger rail service to Marion, IL.	Public Comment	Yes
Chicago - Monmouth Passenger Rail Service	Chicago, IL-Monmouth, IL Corridor	Statewide	State-wide	Amtrak	Provide passenger rail service to Monmouth, IL.	Public Comment	Yes
Chicago-St. Louis 220 mph High Speed Rail Line	Chicago, IL to St. Louis, MO Corridor	Statewide	State-wide	Amtrak, Metra	Construction of a passenger-dedicated, electrified, high-speed rail line between Chicago and St. Louis as planned by the new Illinois High-Speed Rail Commission.	IDOT Office of Intermodal Project Implementation; Champaign County; Lake County Board Member	No
Chicago-St. Louis HSR Full Build	Chicago, IL to St. Louis, MO Corridor	St. Clair, Madison, Jersey, Macoupin, Sangamon, Logan, McLean, Livingston, Grundy, Will, Cook	State-wide	Amtrak, UP, KCS, NS, BNSF, Metra	Double-tracking of the full Chicago-St. Louis HSR corridor to increase passenger train frequencies and improve reliability.	IDOT Office of Intermodal Project Implementation	Yes
Safety/Grade Crossing							
115th St Grade Separation (CREATE Project GS22)	Alsip, IL	Cook	1	IHB, CSX	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 163576D)	CREATE Program	No
1st Ave Grade Separation (CREATE Project GS12)	Maywood, IL	Cook	1	UP, Metra	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 173996K)	CREATE Program	No
25th Ave / Belmont Ave / Franklin Ave Grade Separation	Franklin Park, IL	Cook	1	Metra, CP	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 372138C)	CMAP Northeastern Illinois Priority Grade Crossings	No

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
31st St Grade Separation (CREATE Project GS13)	La Grange Park, IL	Cook	1	IHB	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 326859E)	CREATE Program	No
47th St/East Ave Grade Separation (CREATE Project GS10)	La Grange and McCook, IL	Cook	1	IHB	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 326851A)	CREATE Program	No
55th St Grade Separation	Chicago, IL	Cook	1	BRC	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 843807M)	CMAP Northeastern Illinois Priority Grade Crossings	No
5th Ave Grade Separation (CREATE Project GS8a)	Maywood, IL	Cook	1	UP, Metra	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 173998Y)	CREATE Program	No
63rd St Grade Separation	Chicago, IL	Cook	1	BRC	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 843810V)	CMAP Northeastern Illinois Priority Grade Crossings	No
80th Ave Grade Separation	Tinley Park, IL	Cook	1	Metra, CRL, CSX, IAIS	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 608953Y)	CMAP Northeastern Illinois Priority Grade Crossings	No
87th St / Rockwell St Grade Separation (CREATE Project GS20)	Chicago and Evergreen Park, IL	Cook	1	CSX	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 163437H)	CREATE Program	No
95th St Grade Separation	Evergreen Park, IL	Cook	1	CSX	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 163433F)	CMAP Northeastern Illinois Priority Grade Crossings; Cook County Freight Program	No
95th St / Eggleston Ave Grade Separation (CREATE Project GS21a)	Chicago, IL	Cook	1	UP, Amtrak	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 867231E)	CREATE Program	No
Army Trail Rd Grade Separation	Bloomington, IL	DuPage	1	CN	Grade separation of or installation of safety improvements at the at-grade road-rail crossing to mitigate conflicts between road and rail users. (DOT# 28989IV)	CMAP Northeastern Illinois Priority Grade Crossings	No

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Burnham Ave Grade Separation	Burnham and Chicago, IL	Cook	1	NICTD, NS, CSX, IHB	Grade separation of three adjacent, at-grade road-rail crossings to eliminate conflicts between road and rail users. (DOT# 478708J; 163649L; 867226H)	NS; NICTD; CMAP Northeastern Illinois Priority Grade Crossings; Cook County Freight Program	No
Canal St Safety Improvements	Chicago, IL	Cook	1	Amtrak, Metra	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. (DOT# 863849D)	CMAP Northeastern Illinois Priority Grade Crossings	Yes
Cass Ave Safety Improvements	Westmont, IL	DuPage	1	BNSF, Amtrak, Metra	Grade separation of or installation of safety improvements at the at-grade road-rail crossing to mitigate conflicts between road and rail users. (DOT# 079530L)	IDOT Office of Intermodal Project Implementation	No
Central Ave Grade Separation (CREATE Project GS4)	Chicago Ridge and Oak Lawn, IL	Cook	1	IHB, CSX	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 163578S)	CREATE Program	No
Central Ave / 54th St Grade Separation (CREATE Project GS2)	Chicago, IL	Cook	1	BRC	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 326918E)	CREATE Program	No
Cottage Grove Ave Grade Separation (CREATE Project GS23a)	Dolton, IL	Cook	1	IHB, CSX	Grade separation of two adjacent, at-grade road-rail crossings to eliminate conflicts between road and rail users. (DOT# 163613D; 326886B)	CREATE Program	No
Crete-Monee Rd Grade Separation	Crete, IL	Will	1	UP, CSX	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 167504N)	ICC Crossing Safety Improvement Program 2022-2026	No
Dempster St Grade Separation	Morton Grove, IL	Cook	1	Metra, Amtrak, CP, WSOR	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 386399T)	CMAP Northeastern Illinois Priority Grade Crossings	No
Des Plaines River Rd Grade Separation	River Grove, IL	Cook	1	Metra, CP	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 372135G)	CMAP Northeastern Illinois Priority Grade Crossings	No

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Des Plaines River Rd Grade Separation	Des Plaines, IL	Cook	1	UP, CP	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 174107H)	CMAP Northeastern Illinois Priority Grade Crossings	No
Devon / Caldwell / Central Ave Grade Separation	Chicago, IL	Cook	1	Metra, Amtrak, CP, WSOR	Grade separation of the adjacent, at-grade Devon, Caldwell, and Central Ave road-rail crossings to eliminate conflicts between road and rail users. (DOT# 386379G; 386378A; 386377T)	CMAP Northeastern Illinois Priority Grade Crossings; IDOT Office of Intermodal Project Implementation	Yes
Dundee Road Grade Separation	Wheeling, IL	Cook	1	Metra	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 689689P)	Public Comment	No
East Ave Grade Separation	Berwyn, IL	Cook	1	BNSF, Amtrak, Metra	Grade separation of or installation of safety improvements at the at-grade road-rail crossing to mitigate conflicts between road and rail users. (DOT# 079488P)	IDOT Office of Intermodal Project Implementation	No
Elsdon Subdivision Highway-Rail Grade Crossing Safety Improvements	Multiple	Cook	1	CSX, CN, BRC	Grade separation of or installation of safety improvements at nine at-grade road-rail crossings to mitigate conflicts between road and rail users. (DOT# 283144K; 283147F; 283149U; 283151V; 283158T; 283145S; 283146Y; 283164W; 283180F)	CSX; CMAP Northeastern Illinois Priority Grade Crossings	No
Gougar Rd Grade Separation	New Lenox, IL	Will	1	CN	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 260611F)	CMAP Northeastern Illinois Priority Grade Crossings; ICC 2022-2026 Crossing Safety Improvement Program; Will County Center for Economic Development	No
Grand Ave Grade Separation	Elmwood Park, IL	Cook	1	Metra, CP	Grade separation of the skewed, at-grade Grand Ave road-rail crossing to eliminate conflicts between road and rail users. (DOT# 372131E)	CMAP Northeastern Illinois Priority Grade Crossings; ICC Crossing Safety Improvement Program 2022-2026; Metra; Cook County Freight Program	Yes

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Hafenrichter Road Pedestrian Crossing Improvements	Aurora, IL	DuPage	1	CN	Pedestrian crossing safety improvements at at-grade road-rail crossing (DOT# 260564A)	Public Comment	No
Harlem Ave Grade Separation	Chicago and Elmwood Park, IL	Cook	1	Metra, CP	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 372126H)	CMAP Northeastern Illinois Priority Grade Crossings	No
Harlem Ave Grade Separation (CREATE Project GS18)	Berwyn and Riverside, IL	Cook	1	BNSF, Metra, Amtrak	Grade separation of the at-grade Harlem Ave road-rail crossing to eliminate conflicts between road and rail users. (DOT# 079493L)	CREATE Program; IDOT Office of Intermodal Project Implementation	Yes
IL 137 / Buckley Rd Grade Separation	Green Oaks, IL	Lake	1	UP	Grade separation of or installation of safety improvements at the at-grade road-rail crossing to mitigate conflicts between road and rail users. (DOT# 176818J)	CMAP Northeastern Illinois Priority Grade Crossings	No
IL 60-83 Grade Separation	Mundelein, IL	Lake	1	CN	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 260496B)	CMAP Northeastern Illinois Priority Grade Crossings	No
Jackson Street Grade Separation	Joliet, IL	Will	1	BNSF	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 289760S)	Public Comment	No
Keating Drive Pedestrian Safety Improvements	Aurora, IL	DuPage	1	CN	Pedestrian crossing safety improvements at at-grade road-rail crossing (DOT# 260563T)	Public Comment	No
La Grange Rd Grade Separation	La Grange, IL	Cook	1	BNSF, Amtrak, Metra	Grade separation of the at-grade La Grange Rd road-rail crossing to eliminate conflicts between road and rail users. (DOT# 079508Y)	IDOT Office of Intermodal Project Implementation	Yes
Laraway Rd Grade Separation	Joliet, IL	Will	1	UP, Amtrak	Grade separation of the at-grade Laraway Rd road-rail crossing to eliminate conflicts between road and rail users on a major truck route. (DOT# 289771E)	CMAP Northeastern Illinois Priority Grade Crossings	Yes
Lincoln Ave Grade Separation	Morton Grove, IL	Cook	1	Metra, Amtrak, CP, WSOR	Grade separation of the at-grade Lincoln Ave road-rail crossing to eliminate conflicts between road and rail users. (DOT# 386396X)	IDOT Office of Intermodal Project Implementation	Yes

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Lorenzo Rd Grade Separation	Coal City, IL	Will	1	BNSF	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users on a truck route. (DOT# 004396U)	ICC 2022-2026 Crossing Safety Improvement Program	No
Maple Ave Grade Separation (CREATE Project GS24)	Brookfield, IL	Cook	1	BNSF, Metra, Amtrak	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 079503P)	CREATE Program	No
Maple Ave and Fairview Ave Grade Separation	Downers Grove, IL	DuPage	1	BNSF, Amtrak, Metra	Grade separation of the adjacent, at-grade Maple Ave and Fairview Ave road-rail crossings to eliminate conflicts between road and rail users. (DOT# 079533G; 079532A)	CMAP Northeastern Illinois Priority Grade Crossings; IDOT Office of Intermodal Project Implementation	Yes
Montgomery Road Pedestrian Safety Improvements	Aurora, IL	DuPage	1	CN	Pedestrian crossing safety improvements at at-grade road-rail crossing (DOT# 260562L)	Public Comment	No
Morgan St / Pershing Rd Grade Separation (CREATE Project GS3a)	Chicago, IL	Cook	1	NS	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users (DOT# 243177N).	CREATE Program	No
Nesler Rd / Bowes Rd Safety Improvements	South Elgin, IL	Kane	1	CN	Grade separation of or installation of safety improvements at the at-grade road-rail crossing to mitigate conflicts between road and rail users. (DOT# 289917V)	CMAP Northeastern Illinois Priority Grade Crossings	No
Northwest Highway / IL-14 Grade Separation	Barrington	Lake	1	CN	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 260514W)	CMAP Northeastern Illinois Priority Grade Crossings	No
Oak Park Ave Safety Improvements	Berwyn, IL	Cook	1	BNSF, Amtrak, Metra	Grade separation of or installation of safety improvements at the at-grade road-rail crossing to mitigate conflicts between road and rail users. (DOT# 079489W)	IDOT Office of Intermodal Project Implementation	No
Old McHenry Rd Safety Improvements	Hawthorn Woods, IL	Lake	1	CN	Grade separation of or installation of safety improvements at the at-grade road-rail crossing to mitigate conflicts between road and rail users. (DOT# 260503J)	CMAP Northeastern Illinois Priority Grade Crossings	No

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Rand Rd Grade Separation	Des Plaines, IL	Cook	1	UP, CP	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 174106B)	CMAP Northeastern Illinois Priority Grade Crossings	No
Ridgeland Ave Grade Separation	Chicago Ridge, IL	Cook	1	IHB; CSX	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 163580T)	CMAP Northeastern Illinois Priority Grade Crossings	No
Stearns Rd Safety Improvements	Bartlett, IL	DuPage	1	CN	Grade separation of or installation of safety improvements at the at-grade road-rail crossing to mitigate conflicts between road and rail users. (DOT# 260533B)	CMAP Northeastern Illinois Priority Grade Crossings	No
Thatcher Ave Grade Separation	River Grove, IL	Cook	1	Metra, CP	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 372133T)	CMAP Northeastern Illinois Priority Grade Crossings	No
Thornton Road Grade Separation	Dixmoor, IL	Cook	1	IHB	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 326901B)	IHB	No
Western Ave Grade Separation	Dixmoor, IL	Cook	1	IHB	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 326905D)	CMAP Northeastern Illinois Priority Grade Crossings	No
Western Ave Grade Separation (CREATE Project GS17)	Blue Island, IL	Cook	1	CSX	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 163415H)	CREATE Program	No
19th St / IL 84 Grade Separation	Silvis and East Moline, IL	Rock Island	2	IAIS	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 605942B)	IAIS	No
Cleveland Rd Grade Separation	Colona, IL	Henry	2	IAIS, BNSF	Grade separation of the two adjacent, at-grade road-rail crossings to eliminate conflicts between road and rail users. (DOT# 606977F; 065668W)	Bi-State Region Freight Plan	No
E 2000 N Rd Safety Improvements	Pontiac Township, IL	Livingston	2	UP, Amtrak	Installation of safety improvements at the at-grade road-rail crossing to mitigate conflicts between road and rail users. (DOT# 290748G)	IDOT Office of Intermodal Project Implementation	No

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
E 23rd Rd Safety Improvements	Adams Township, IL	LaSalle	2	BNSF, Amtrak	Installation of safety improvements at the at-grade road-rail crossing to mitigate the safety issues related to humped crossings. (DOT 079613A)	BNSF	No
Main Ave Grade Separation	Kankakee, IL	Kankakee	2	NS	Grade separation of two adjacent, at-grade road-rail crossings to eliminate conflicts between road and rail users adjacent to an NS rail yard. (DOT# 949876S; 534396G)	NS	No
Bement Grade Separation	Bement, IL	Piatt	3	NS	Construction of a new grade-separated vehicle and pedestrian crossing in Bement to mitigate the impacts of blocked crossings on the community. (DOT 479969M, 479967Y, 479966S)	NS	No
Bowman Ave Grade Separation	Danville, IL	Vermilion	3	CSX, NS	Grade separation of the two nearby, at-grade road-rail crossings to eliminate conflicts between road and rail users. (DOT# 353714P; 479856G)	Danville Area Transportation Study	No
Bradley Ave Safety Improvements	Champaign, IL	Champaign	3	CN, Amtrak	Installation of safety improvements at the at-grade road-rail crossing to mitigate conflicts between road and rail users. (DOT# 289067H)	IDOT Office of Intermodal Project Implementation	No
E Curtis Rd Grade Separation	Savoy, IL	Champaign	3	CN, Amtrak	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 289084Y)	ICC 2022-2026 Crossing Safety Improvement Program	No
Paris Grade Crossing Safety Improvements	Paris, IL	Edgar	3	DREI	Installation of safety improvements at at-grade road-rail crossings in Paris to mitigate conflicts between road and rail users.	Watco/DREI	No
Peoria UP Spur Grade Crossing Upgrades	Peoria, IL	Peoria	3	PPHW	Rehabilitation of the road surface at several at-grade road-rail crossings on a City of Peoria-owned spur track connecting to UP. (DOT# 175652D; 175656F; 930442W; 926836E)	City of Peoria	No
27th St Grade Separation	Decatur, IL	Macon	4	CN	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 291377C)	Decatur Urbanized Area Transportation Study (DUATS) 2045 Long Range Transportation Plan	No

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Ash St Grade Separation	Springfield, IL	Sangamon	4	CN, IMRR	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 295614A)	Springfield Area Transportation Study (SATS) 2045 Long Range Transportation Plan	No
Bluffs St Grade Separation	Bluffs, IL	Scott	4	NS	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users adjacent to an NS rail yard in the center of Bluffs. (DOT# 479445B)	NS	No
Eldorado St (US 36) Safety Improvements	Decatur, IL	Macon	4	CN, Amtrak, DREI	Grade separation of or installation of safety improvements at the at-grade road-rail crossing to mitigate conflicts between road and rail users adjacent to a DREI rail yard (DOT# 291236T)	Decatur Urbanized Area Transportation Study (DUATS) 2045 Long Range Transportation Plan; Watco/DREI	No
N Grand Ave Grade Separation	Springfield, IL	Sangamon	4	IMRR, NS	Grade separation of three adjacent, at-grade road-rail crossings next to a railroad diamond to eliminate conflicts between road and rail users. (DOT# 479313R; 169960V; 479310V)	Springfield Area Transportation Study (SATS) 2045 Long Range Transportation Plan	No
S Grand Ave Grade Separation	Springfield, IL	Sangamon	4	CN, IMRR	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 295611E)	Springfield Area Transportation Study (SATS) 2045 Long Range Transportation Plan	No
Alton, IL to East St. Louis, IL Grade Crossing Improvements	Hartford, IL; Granite City, IL; Madison, IL	Madison	5	UP	Installation of safety improvements at nine at-grade road-rail crossings on the Chicago-St. Louis HSR line (DOT# 294454K, 294455S, 294457F, 294459U, 294465X, 294467L, 294471B, 294468T, 294473P)	UP	No
Boulevard St Grade Separation	Marion, IL	Williamson	5	UP	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 167651B)	Southern Illinois MPO 2045 Long Range Transportation Plan	No
Falling Springs Rd Grade Separation	Sauget, IL	St. Clair	5	TRRA, ALS, KCS	Grade separation of two adjacent, at-grade road-rail crossings to eliminate conflicts between road and rail users. (DOT# 803118j; 846923L)	ICC 2022-2026 Crossing Safety Improvement Program	No

Project Title	Location	County	IDOT Region	Affected Railroad(s)	Description	Project Source	Presented Project?
Illinois Route 149 Safety Improvements	Eldorado, IL	Saline	5	UP	Sight improvements at the at-grade road-rail crossing of IL-149 and UPRR in Eldorado, IL (DOT# 431078j)	Public Comment	No
Illinois Route 3 Grade Separation	Sauget, IL	St. Clair	5	ALS, TRRA, KCS	Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users on a truck route. (DOT# 803121S)	St. Louis Regional Freightway 2022 Priority Infrastructure Project List	No
Digital Document Management System	Statewide	Statewide	State-wide	All	Creation and implementation of a digital document management system for ICC.	ICC	No
Grade Crossing Inventory Update	Statewide	Statewide	State-wide	All	Update of the data in the Illinois Commerce Commission's statewide inventory of public crossings and grade separation structures.	ICC	Yes
Railroad Information and Location System Modernization	Statewide	Statewide	State-wide	All	Update of the Illinois Commerce Commission's RAIL system with modern technology.	ICC	Yes



ILLINOIS RAIL NEEDS ASSESSMENT

APPENDIX H

Potential Funding and Financing Opportunities Matrix



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Introduction

Table 1 summarizes the potential federal, state, and local funding and financing opportunities for future rail-related projects in Illinois. The matrix does not include other local funding sources such as Tax Increment Financing revenues or Enterprise Zone tax credits. These sources can be considered in the future once a project's scope and budget are well-defined.

Discretionary grant funds are typically awarded through a competitive application process. Projects are selected based on program eligibility, evaluation criteria, and program priorities. Financing programs leverage Federal funds to attract private and other non-Federal co-investment for transportation projects.

On November 15, 2021, President Biden signed the Bipartisan Infrastructure Law (BIL).¹ Authorized funding through the BIL for FY 2022 through 2026 is included in **Table 1**. Available funding, award size, match requirements, and eligible projects are current as of January 31, 2022.

TABLE 1 - Potential Funding and Financing Opportunities

Program	Administering Agency/ Entity	Revenue Mechanism	Available Funding	Award Size	Match Requirements	Eligible Projects
Federal						
Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) ²	Federal Railroad Administration	Discretionary	\$1B per year from FY 2022 through 2026	No maximum or minimum	20 percent minimum Selection preference for projects with 50 percent match or greater	CRISI invests in a wide range of projects to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger and freight rail chokepoints; enhance multi-modal connections; and lead to new or substantially improved Intercity Passenger Rail corridors.
Federal-State Partnership for State of Good Repair	Federal Railroad Administration	Discretionary	\$198M in appropriated FY 2021 funds	No maximum or minimum Average \$26.5M	20 percent	Capital projects to repair, replace or rehabilitate qualified railroad assets and improve intercity passenger rail performance including replacement with assets in-kind, with assets that increase capacity, or with rehabilitated assets (state of good repair).
Railroad Restoration and Enhancement Grants (RREG) ³	Federal Railroad Administration	Discretionary	\$50M per year from FY 2022 through 2026	No maximum or minimum but FRA to award no more than six awards	Minimum 20 percent of first year, 40 percent of second year, and 60 percent of third year operating costs	These funds are limited to operating assistance to initiate, restore, or enhance intercity rail projects.

¹ U.S. Department of Transportation. *The Bipartisan Infrastructure Law Will Deliver for Illinois.*
<https://www.transportation.gov/briefing-room/bipartisan-infrastructure-law-will-deliver-illinois>

² Federal Railroad Administration. *Consolidated Rail Infrastructure & Safety Improvements Grant Program Fact Sheet.*
<https://railroads.dot.gov/library/consolidated-rail-infrastructure-safety-improvements-grant-program-fact-sheet>

³ Federal Railroad Administration. *Restoration and Enhancements Grant Program Fact Sheet.*
<https://railroads.dot.gov/library/restoration-and-enhancements-grant-program-fact-sheet>

Program	Administering Agency/ Entity	Revenue Mechanism	Available Funding	Award Size	Match Requirements	Eligible Projects
Transportation Infrastructure Finance and Innovation Act (TIFIA) Loans ⁴	Federal Railroad Administration	Financing	\$300M in FY 2020 funds	TIFIA has not financed greater than 33 percent of the cost of any project	67 percent	Transit capital projects of regional or national significance costing at least \$50 million (\$10 million for rural infrastructure).
Railroad Rehabilitation and Improvement Financing (RRIF) ⁵	Federal Railroad Administration	Financing	\$35B with \$7B reserved for non-Class I projects	No maximum or minimum. The smallest loan to date is \$56,000 and the largest is \$2.5B	0 percent (RRIF will finance up to 100 percent of project costs, but the loan must be fully repaid)	Acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, and shops and development of new intermodal or railroad facilities.
Railroad Crossing Elimination Program ⁶	Federal Railroad Administration	Discretionary	\$500M per year from FY 2022 through 2026	Unspecified	Unspecified	Highway-rail or pathway-rail crossing improvement projects that focus on improving the safety and mobility of people and goods.
Federal-State Partnership for Intercity Passenger Rail Grant Program ⁷	Federal Railroad Administration	Discretionary	\$1.5B per year from FY 2022 through 2026	Unspecified	Unspecified	Capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	US Department of Transportation	Discretionary	\$15B	\$25M maximum	20 percent minimum	Capital projects that have a significant impact on the nation, a region, or a metropolitan area including road, rail, transit, port, and intermodal improvements.

⁴ Build America Bureau. TIFIA Program Overview. Accessed November 2021. <https://www.transportation.gov/buildamerica/financing/tifia>

⁵ Build America Bureau. Railroad Rehabilitation & Improvement Financing Overview. Accessed May 2022. <https://www.transportation.gov/buildamerica/financing/rrif>

⁶ Federal Railroad Administration. Railroad Crossing Elimination Grant Program Fact Sheet. <https://railroads.dot.gov/elibrary/railroad-crossing-elimination-grant-program-fact-sheet>

⁷ Federal Railroad Administration. Federal-State Partnership for Intercity Passenger Rail Grant Program Fact Sheet.

<https://railroad.dot.gov/elibrary/federal-state-partnership-intercity-passenger-rail-grant-program-fact-sheet>

Program	Administering Agency/ Entity	Revenue Mechanism	Available Funding	Award Size	Match Requirements	Eligible Projects
Infrastructure for Rebuilding America (INFRA)	US Department of Transportation	Discretionary	\$14B	No maximum or minimum for any given project.	20 percent	Capital projects for national and regionally significant freight and highway projects that improve the safety, efficiency, and reliability of the movement of freight and people. Funds are reserved for projects on the National Highway Freight Network or National Highway System.
Section 5339 Bus and Bus Facilities	Federal Transit Administration	Discretionary	\$2B	No maximum or minimum amount.	20 percent	This competitive program awards funds to capital projects to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities to enhance service and operations.
Capital Investment Grants (CIG)	Federal Transit Administration	Discretionary	\$23B (\$8B guaranteed and \$15B authorized in future appropriations)	Any, with separate large and small project programs	20 percent minimum	Fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcar, bus rapid transit, and heavy rail.
Surface Transportation Block Grant (STBG)	Federal Highway Administration (FAST Act)	Discretionary	\$12.1B nationally	N/A	20 percent	Surface Transportation Block Grant projects are intended to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and tunnel for any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
Congestion Mitigation and Air Quality Improvement (CMAQ)	Federal Highway Administration (FAST Act)	Discretionary	\$ 2.5B national and \$118M in Illinois in FY 2020.	N/A	20 percent	CMAQ funding can be used for the capital costs of transit projects and active transportation projects and up to three years of the O&M costs of new transit service. The CMAQ program was implemented to support surface transportation projects and other related efforts that contribute to air quality improvements and provide congestion relief.

Program	Administering Agency/ Entity	Revenue Mechanism	Available Funding	Award Size	Match Requirements	Eligible Projects
Railway-Highway Crossings Program (Section 130)	Federal Highway Administration (FAST Act)	Discretionary	\$245M authorized annually for FY 2022 through 2026	No maximum or minimum amount.	10 percent Note: Federal share increased from 90 to 100 percent with BIL	The Section 130 program funds are eligible for projects at all public crossings including roadways, bike trails, and pedestrian paths. With BIL, incentive payments for closures have been increased from \$7,500 to \$100,000.
Brownfields Program	Environmental Protection Agency	Discretionary	Varies	Varies	Varies	EPA's Brownfields Program provides direct funding for brownfields assessment, cleanup, revolving loans, environmental job training, technical assistance, training, and research. The Brownfield program solicits various types of grants depending on specific needs, such as Multipurpose, Cleanup, and Job Training grants.
Economic Adjustment Assistance (EAA)	Economic Development Agency	Discretionary	\$500M for all U.S. Economic Development Administration (EDA) grants 300 projects to be funded under EAA	\$500,000 to \$5M	20 percent	EDA's American Rescue Plan Act (ARPA) EAA Notice of Funding Opportunity (NOFO) is designed to provide a wide range of financial assistance to communities and regions as they respond to, and recover from, the economic impacts of the coronavirus pandemic, including long-term recovery and resilience to future economic disasters. EAA grants are expected to fund projects supporting communities negatively impacted by the downturn in the coal economy, supporting transitioning away from coal.

Program	Administering Agency/ Entity	Revenue Mechanism	Available Funding	Award Size	Match Requirements	Eligible Projects
State						
Economic Development Program ⁸ (EDP)	Illinois DOT	Discretionary	\$15M per year	\$2M maximum per project	\$30,000/ new job created \$10,000/ job retained 50% state funds for local roadways 100% state funds for state-owned routes	The purpose of the EDP grant is to provide state assistance for roadway improvements or new construction that are necessary for access to new or expanding industrial, manufacturing or distribution type companies. The program awards funds based on how many jobs will be created and/or retained.
Illinois Transportation Enhancement Program (ITEP)	Illinois DOT (Funding from FHWA)	Discretionary	\$106M for selected cycle 2020 projects	\$2M maximum per project	20 percent	ITEP aims to provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and improve the quality of life for members of the communities
Rebuild Illinois Capital Plan	Illinois DOT	Discretionary	\$45B over six years	Varies	Varies	Rebuild Illinois will make \$45B worth of investments in roads, bridges, railroads, universities, early childhood centers and state facilities over the next six years, creating and supporting an estimated 540,000 jobs over the life of the plan and revitalizing local economies across the state. ⁹
Illinois Competitive Freight Program (CFP)	Illinois DOT	Discretionary	\$245M for FY 2018 through 2022	Varies	20 percent	The Illinois Competitive Freight Program seeks to improve freight mobility throughout Illinois by implementing the goals of the State Freight Plan to improve safety, efficiency, and to grow the economy. The program will focus on achieving the following outcomes: 1. Reducing Bottlenecks 2. Improving Freight Related Safety 3. Improving Intermodal Accessibility to/from Freight Corridors 4. Technology Deployment

⁸ Illinois Department of Transportation. Economic Development Program. 2021. Accessed November 2021.

<https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/economic-development-program>

⁹ <https://idot.illinois.gov/about-idot/stay-connected/blog/rebuild-illinois>

Program	Administering Agency/ Entity	Revenue Mechanism	Available Funding	Award Size	Match Requirements	Eligible Projects
Rail Freight Loan Program (RFLP)	Illinois DOT	Financing	Unspecified	Unspecified	Unspecified	The purpose of the Rail Freight Loan Program is to provide capital assistance to communities, railroads, and shippers to preserve and improve rail freight service in Illinois. The primary role of the program is to facilitate investments in rail service by serving as a link between interested parties and channeling government funds to projects that achieve statewide economic development.
Crossing Safety Improvement Program ¹⁰ - Grade Crossing Protection Fund (GCPF)	Illinois Commerce Commission	Discretionary	\$39M annually from state Motor Fuel Taxes.	Typically, less than \$1M (projects requesting more must file a petition with the ICC)	Unspecified	These funds are appropriated by the state to IDOT from Motor Fuel Taxes but are administered by the ICC to pay for safety improvements at highway-railroad crossings on local roads and streets. State routes are not covered.
Illinois Bike Path Program ¹¹	Illinois Department of Natural Resources	Discretionary	\$1M for FY 2020	\$200,000 maximum per project	50 percent	The Program was created in 1990 to financially assist eligible units of government to acquire, construct, and rehabilitate public, non-motorized bicycle paths, and directly related support facilities.
Federal Recreational Trails Program Grant	Illinois Department of Natural Resources (funding from FHWA)	Discretionary	\$1.5M annually, final amount subject to yearly state approval	\$200,000 maximum per project	20 percent	Trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support facilities and amenities; and acquisition from willing sellers of trail corridors.
Local						
Invest in Cook (IIC)	Cook County Department of Transportation and Highways	Discretionary	\$8.5M for FY 2021	No minimum or maximum. FY 2021 projects ranged from \$50,000 to \$600,000	N/A	Invest in Cook grants help municipalities in Cook County, IL further their transportation projects by covering the cost of planning, engineering, right-of-way acquisition, and construction associated with transportation improvements sponsored by local governments and private partners.

¹⁰ Illinois Commerce Commission. Crossing Safety Improvement Program. 2021. <https://www.icc.illinois.gov/rail-safety/crossing-safety-improvement-program>

¹¹ Illinois Department of Natural Resources. Bike Path Program. 2021. Accessed November 2021. <https://www2.illinois.gov/dnr/grants/pages/bikepathprogram.aspx>

REPORT PREPARED BY QUANDEL IN ASSOCIATION WITH THEIR PARTNERS.



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