The Future of High Speed Rail in the Midwest

Indianapolis High Speed Rail Forum

December 3, 2010
Topics

• What is High Speed Rail in Illinois?
  – 110 MPH program
  – 220 MPH program
• Chicago-St. Louis update
• Economic impact of HSR improvements
• New Amtrak routes in Illinois
• CREATE freight project – and its relationship to High Speed Rail
• Q&A
Midwest Regional Rail Initiative
The First Corridor: Chicago-St. Louis

- $1.1 billion federal grant
- Key portion of federal high speed corridor
- Adds capacity
  - At least 40-minute travel time reduction
  - New equipment
  - Reliability of at least 80%-85%
- Missouri received federal grant to improve STL-KC corridor
- Overall, train service provides balance to transportation network, and
  - Reduces congestion in urban areas
  - Provides choice in rural regions
  - Lessens dependence on imported oil
  - Improves air quality
Chicago-St. Louis Work Update

- First segment – 90 miles from Alton to Lincoln
- Lincoln-Dwight work to be completed in 2011
- New signaling to be installed in 2012-13
- Dwight-Pontiac segment expected to go to 110 in 2012
- 110 mph service between Dwight and St. Louis complete by 2014
- Finishing Chicago-Dwight will take longer
Joliet Station Project

- Public/private partnership with BNSF Railway
- $42 million project to improve safety and reliability
- Key to success of CHI-STL 110 mph program
HSR & Economic Activity

- New Normal, IL Multimodal Center
- Funded by federal Tiger I grant
- $200 million invested in downtown Normal since announcement of project, including new hotel & conference center
- Station alone expected to generate 375 jobs
HSR and Job Creation

• Nippon-Sharyo to open new railcar factory in Rochelle
• 250 jobs immediately to assemble 160-car Metra Electric District order
• Likely bidder for new equipment for Amtrak service

AAR/APTA formulas: 9-13 new jobs for every $1 million invested in rail and transit respectively
Amtrak New Service – Linking More of Illinois

- **Chicago-Rockford-Dubuque**
  - Route study underway to be eligible for possible federal funding
  - Recently met with CN
  - Work may start with Rockford-Dubuque
  - Funded for now by state

- **Chicago-Quad Cities**
  - Joint $230 million application with Iowa approved by USDOT
  - Tiger II federal application for new Moline station approved
  - Meetings underway with BNSF on upgrade work needed
  - Goal is for service to begin in late 2013
220 MPH Program

• Part of Governor Quinn’s vision for Illinois
• Want to sponsor academic study on route options
• Requires all new, dedicated infrastructure
• Many environmental issues
• 110 mph service to begin in 2012; 220 mph service will take many years
  – Congestion relief and environmental benefits of improved train travel can’t wait
If we build it...

• Will they come?
• Consider this:
  – In 2007, the state funded an expansion of Amtrak’s schedule—the same old equipment and the same spotty reliability, but ridership soared from FY2006 to FY2010:
    • Chicago-St. Louis: Up 191%
    • Chicago-Carbondale: Up 98%
    • Chicago-Quincy: Up 89%
    • And Chicago-Milwaukee, with NO CHANGE in schedule, up 33%
  – Total IL ridership: Up from 956,000 to 1.6 million
  – And all of this in a recession
• Now imagine ridership gains with much faster travel times, reliable service, and new equipment
The CREATE Program

• “Chicago Region Environmental and Transportation Efficiency”
• 71 rail and highway/rail grade separation projects
• Main goals:
  – Reduce rail and road congestion
  – Improve quality of life and motorist safety
  – Improve economic competitiveness
• $2.8B infrastructure program – 1/3 funded
Map of CREATE Projects

- Corridor-based
- Starred projects are complete
- Map and project status available at CREATE website: [www.createprogram.org](http://www.createprogram.org)
CREATE and HSIPR

• Modeling efforts did not include HSIPR, but...
  – CREATE “preserves the footprint” for HSIPR
  – Some projects improve existing AMTRAK service on HSR corridors
  – Some projects improve crossing routes
  – Example: CREATE will permit 30 Metra Southwest Service trains/day to move to LaSalle St Station, freeing up Union Station slots for HSIPR usage
CREATE Projects Will Support HSIPR

- Chicago - Detroit
  - P1 – “Englewood Flyover” at right
  - Also helps Amtrak’s other Eastern routes

- Chicago – St. Louis*
  - P5 - Brighton Park Flyover – CN and CSX/NS
  - P6 - Flyover at existing CP Canal – CN and Indiana Harbor Belt junction
  - *Assumes current CN Chicago-Joliet route is chosen as HSR alignment
CREATE Grade Separations

25 Grade Separations in the CREATE Program

In Phase I (Planning/Environmental):
GS 3a – Morgan St./Pershing Rd. and the NS, Chicago
GS 6 – 25th Ave. and the UP, Melrose Park and Bellwood
GS 19 – 71st St./Bell Ave. and the CSX, Chicago

In Phase II (Design):
GS 14 – 71st St. and the CSX, Bridgeview – ARRA TIGER AWARD RECIPIENT
GS 25 – Roosevelt Rd./Kautz Rd. and the UP, West Chicago

Approaching Phase III (Construction):
GS 15a – 130th St./Torrence Ave. and the NS, Chicago – IL CAPITAL PROGRAM
GS 16 – Irving Park Rd. and the CP, Bensenville – IL CAPITAL PROGRAM

And 16 more planned for the future!
What does a Grade Separation Look Like?

GS 5a – Grand Ave. and the Indiana Harbor Belt/CN, Franklin Park

• Completed in September 2007

• Separated IHB and CN from Grand Ave. on single rail bridge in Franklin Park

• Eliminated auto delays of 82,000 hours per year AND any possibility of a grade crossing accident
Questions?

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