



CREATE

KEEPING THE **GO** IN CHICAGO

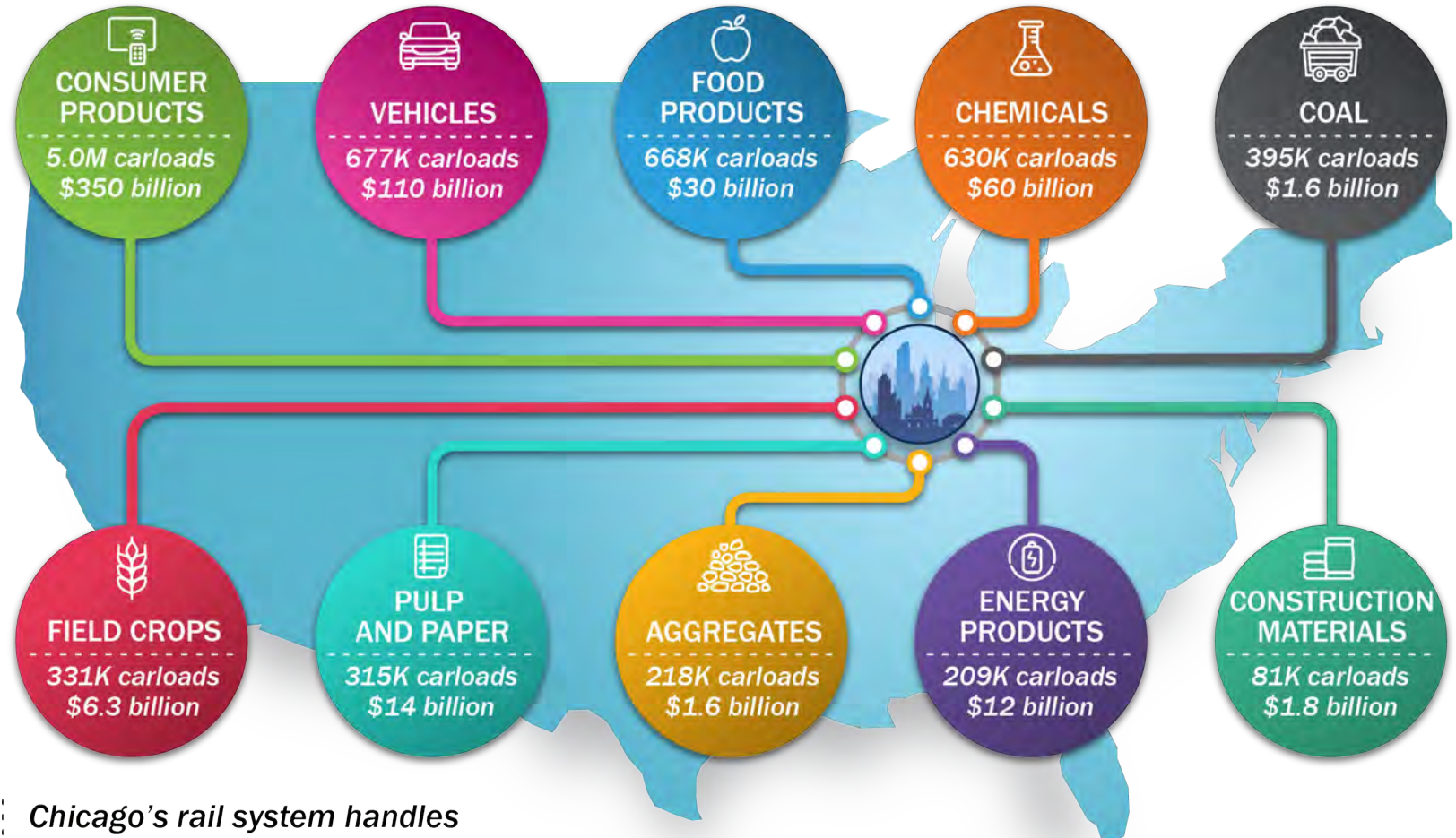
Chicago Region Environmental and Transportation Efficiency Program

April 2021



Chicago: Hub of the American Rail Network

CHICAGO REGION TOP COMMODITIES BY RAIL



Chicago's rail system handles

47% OF INTERMODAL RAIL CONTAINERS
& **28%** OF RAIL CARS IN THE U.S.

\$641 BILLION WORTH OF GOODS EACH YEAR

Source: Annual Carloads and Value, 2017 STB Confidential Waybill Sample.

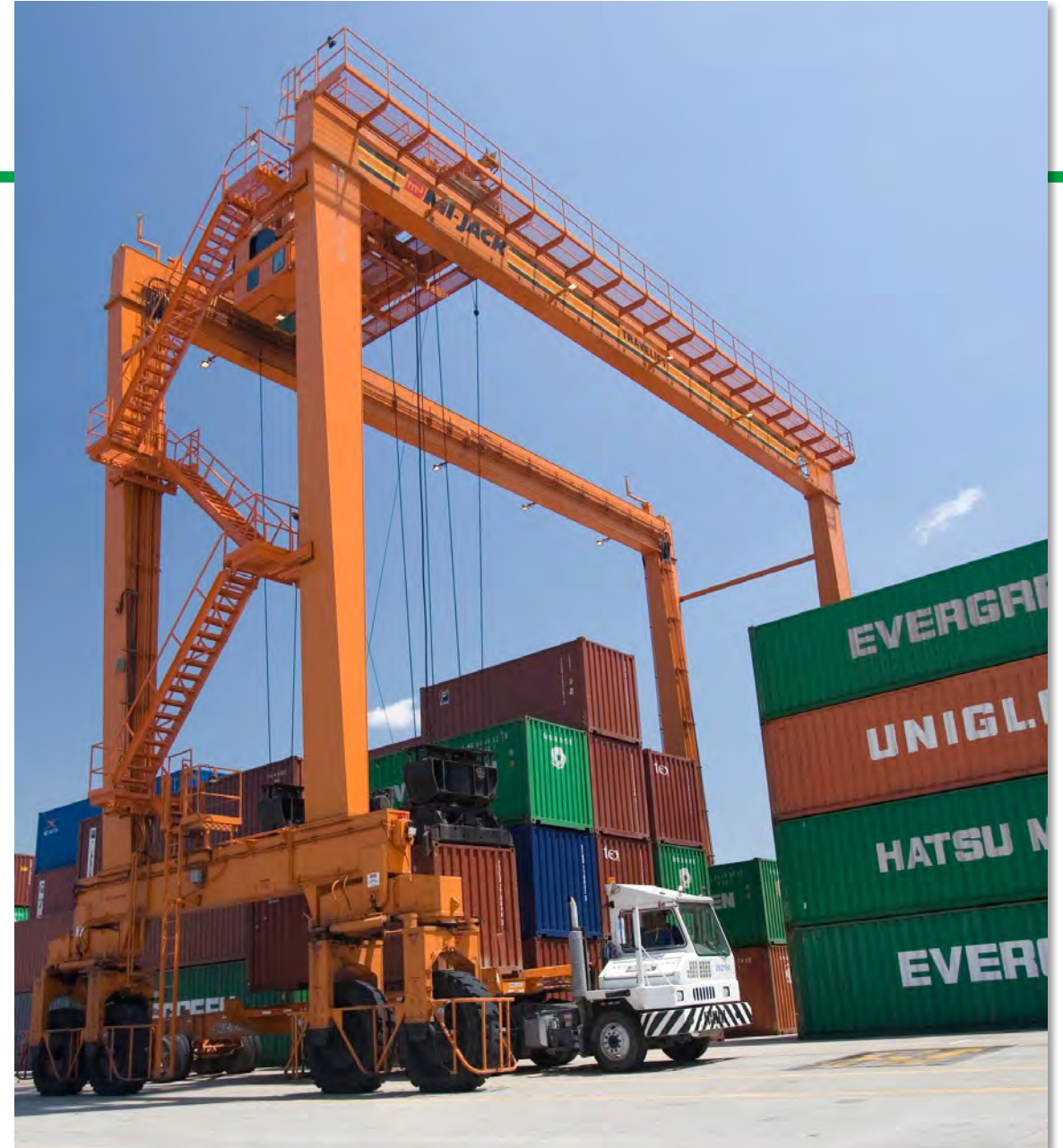
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North American Rail Trade Depends on Chicago

- 47 percent of all intermodal units in the U.S. move through Chicago
- Between 2005 and 2017, Chicago outperformed the national rail market, particularly due to increasing intermodal traffic
- California, Texas, British Columbia, and Washington are the top origins of rail traffic moving to and through Chicago*
- California, Ontario, Texas, and Pennsylvania are the top destinations of rail traffic moving from and through Chicago*

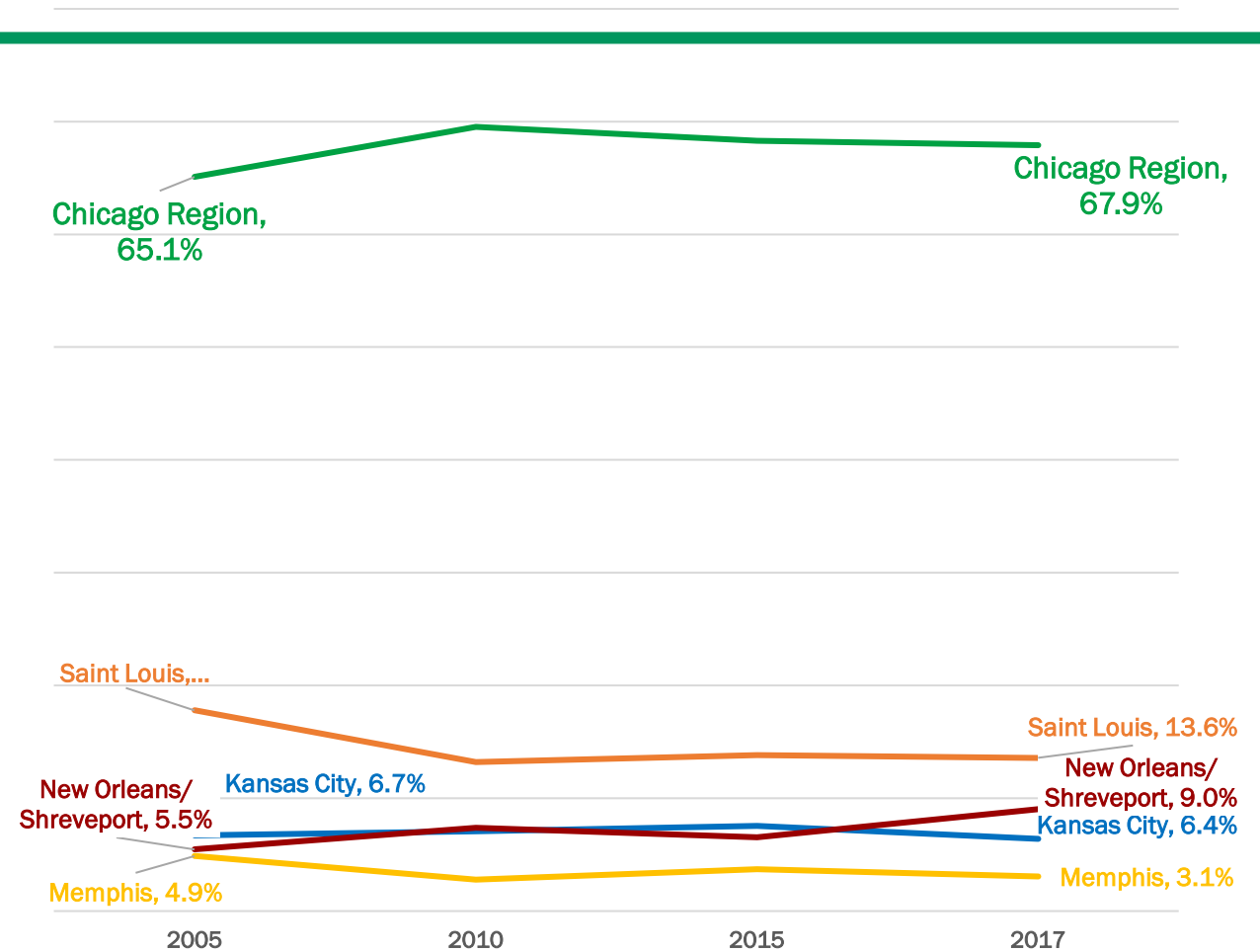
**Measured by value*

Source: Confidential Surface Transportation Board Waybill Data, 2005-2017

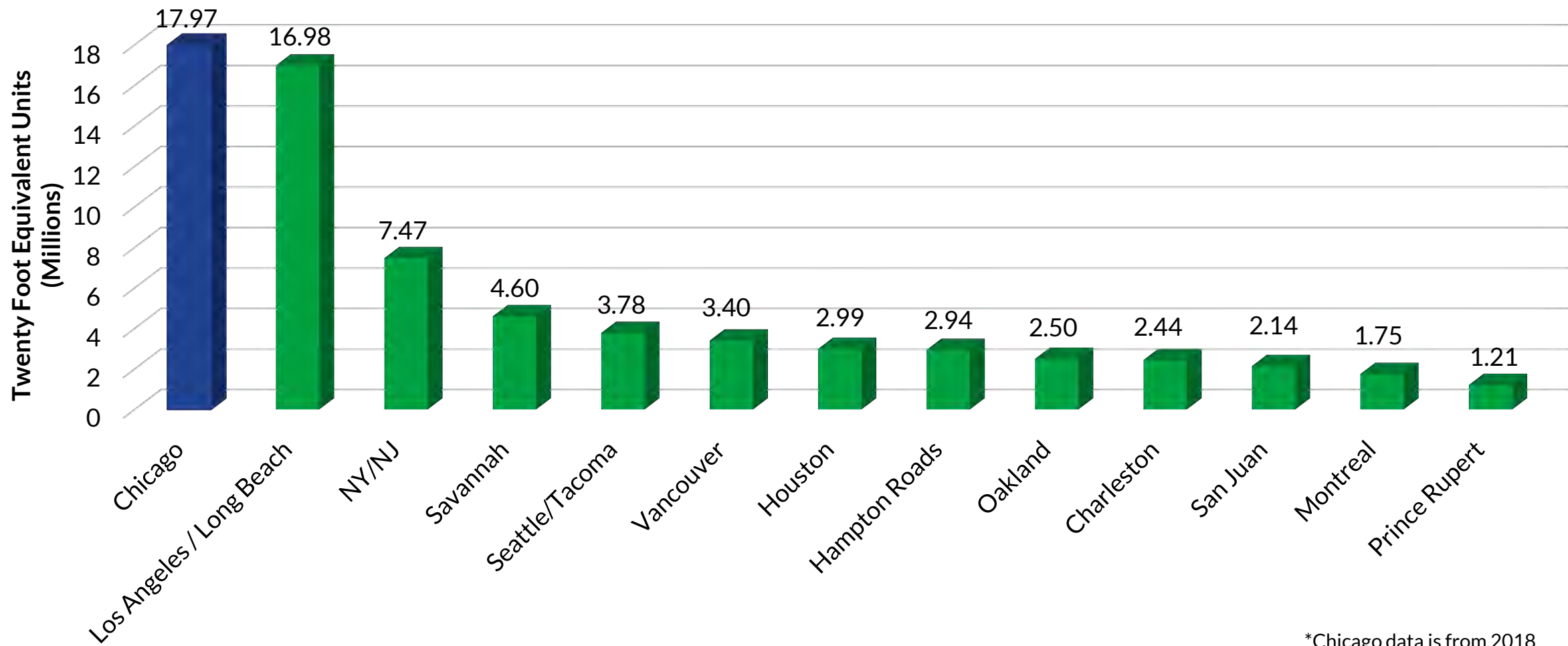


Chicago Remains the Largest North American Rail Gateway

- The Chicago region dominates the U.S. rail market in both market share and total volumes moved
 - Chicago handles about 67% of all East-West Gateway Traffic
 - Chicago handles about 85% of intermodal East-West Gateway Traffic
 - Chicago's market share among East-West Gateways is increasing

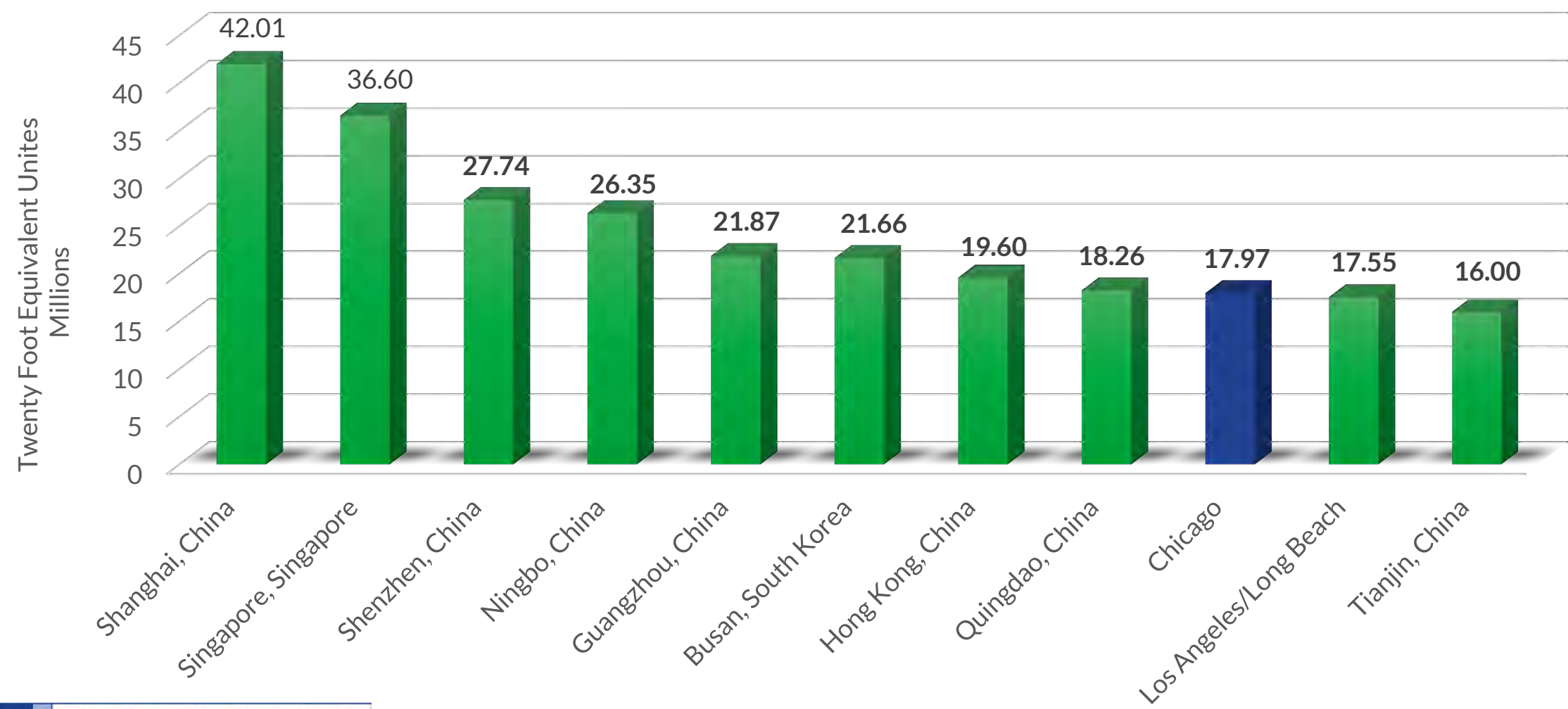


Top North American Container Ports, 2019



*Chicago data is from 2018

Top Global Container Ports, 2019



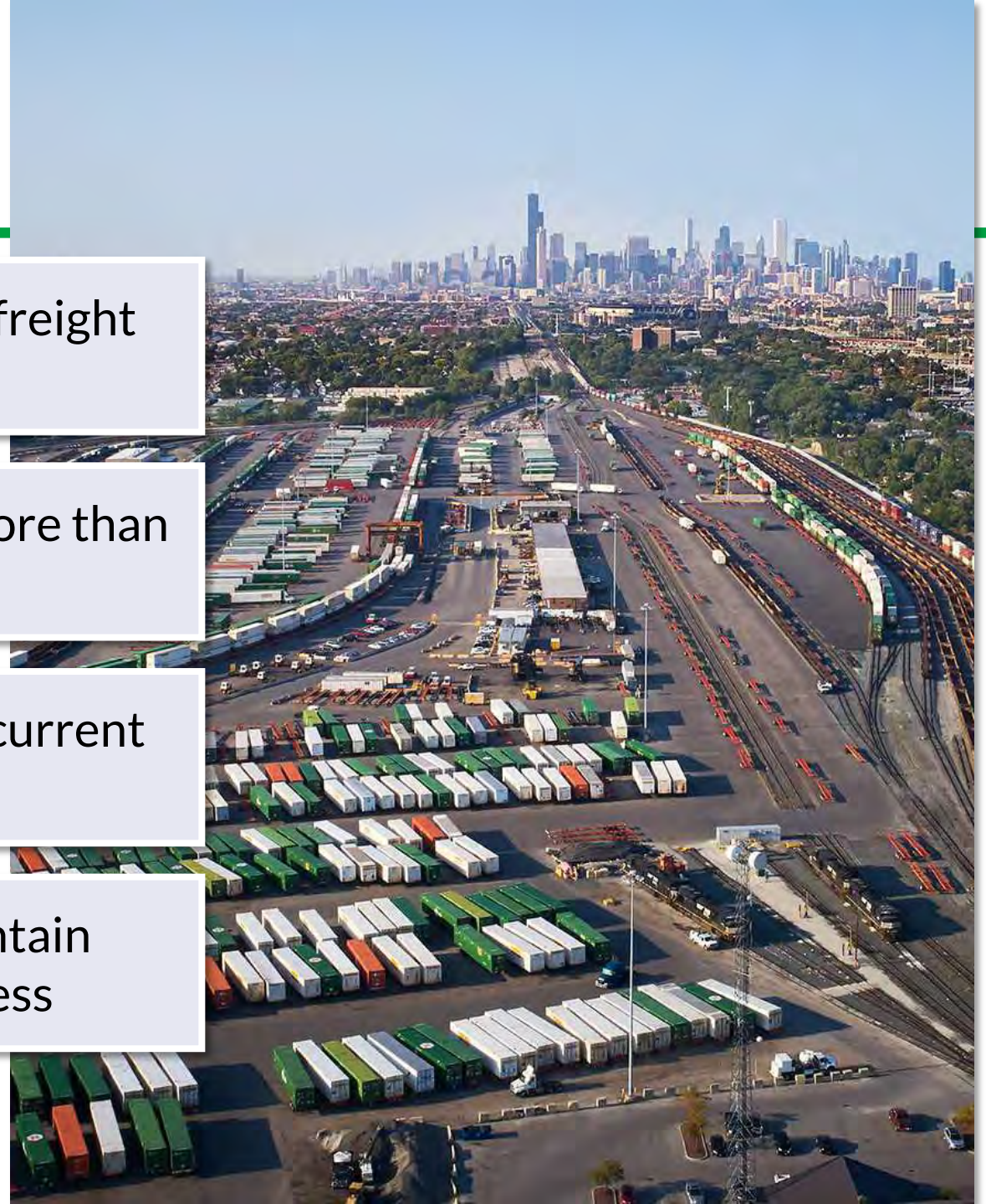
Why CREATE is Needed

The Chicago region remains the nation's premier freight and rail hub

Freight rail trade (by value) within Chicago will more than double between 2012 and 2045

Many of the region's rail lines are inadequate for current and future freight and passenger needs

Modernizing the rail network is necessary to maintain and improve our region's economic competitiveness



What is CREATE?

A \$4.6 billion Public-Private Partnership (PPP) to improve transportation through the Chicago region by:

- Increasing capacity, speed, and reliability for freight train traffic
- Separating freight and commuter trains at 6 key junctions
- Eliminating 25 road/rail grade crossings through grade separations



CREATE is a cooperative program among:

- US Dept. of Transportation (FHWA & FRA)
- Illinois Dept. of Transportation (IDOT)
- Chicago Dept. of Transportation (CDOT)
- Cook County Dept. of Transportation and Highways (DOTH)
- 6 major North American freight rail carriers and 2 switching railroads
- 2 passenger carriers (Amtrak and Metra)

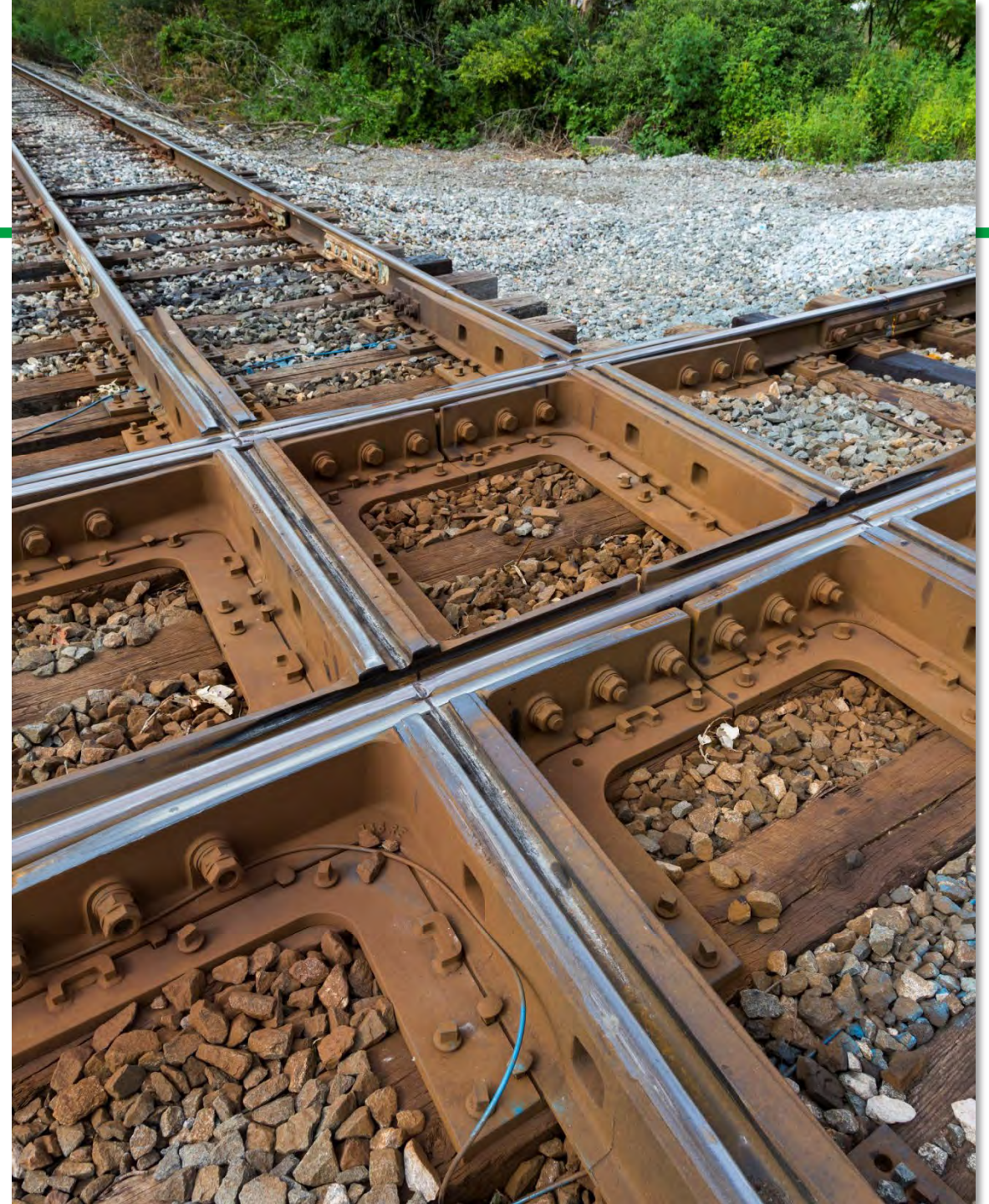
CREATE Partners



CREATE Program

70 Projects

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



Four Corridors

P

Passenger Corridors

EW

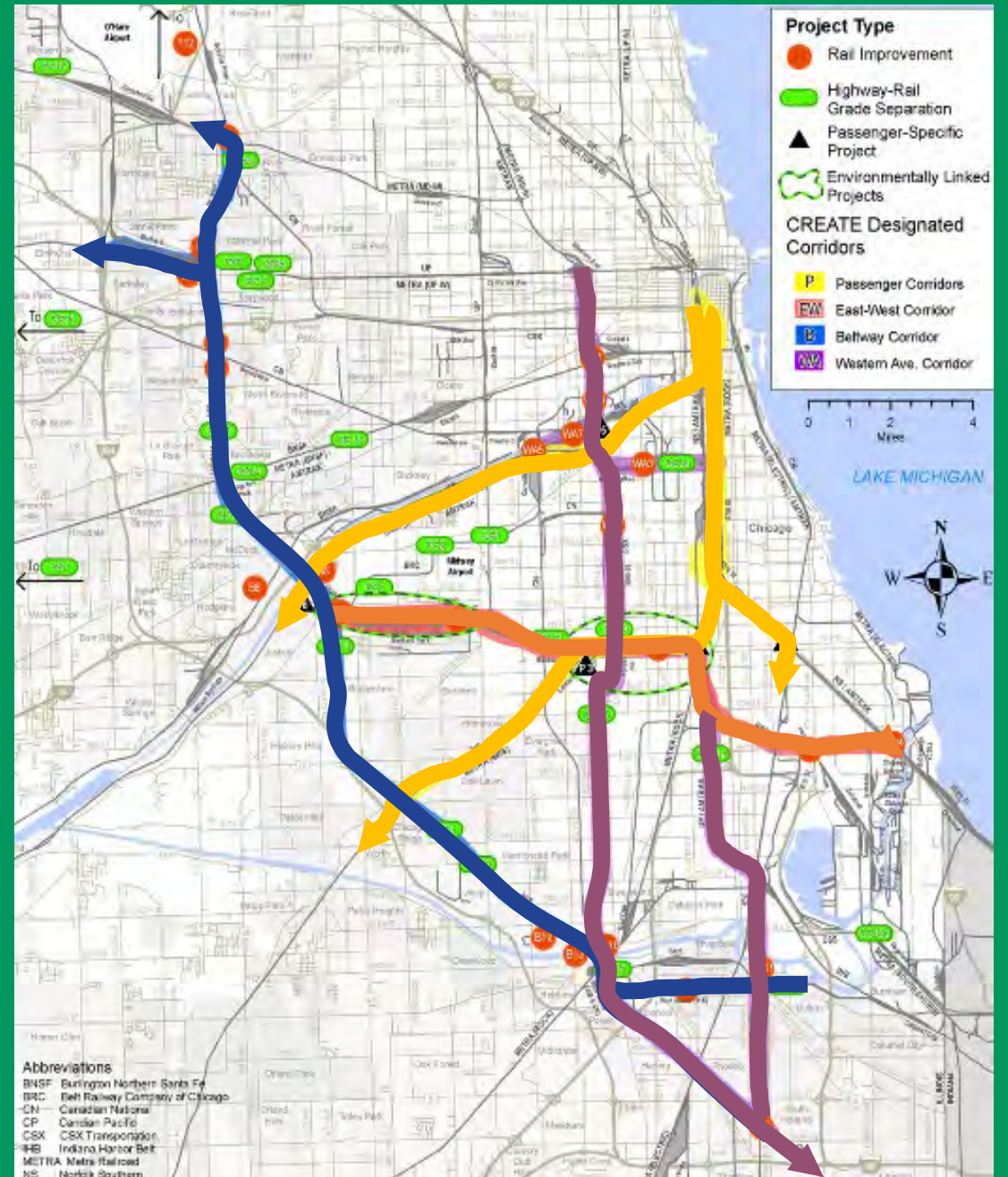
East-West Corridor

B

Beltway Corridor

WA

Western Avenue Corridor



Project Status

Completed projects

31

Projects under construction (Phase III)

4

Projects in final design (Phase II)

8

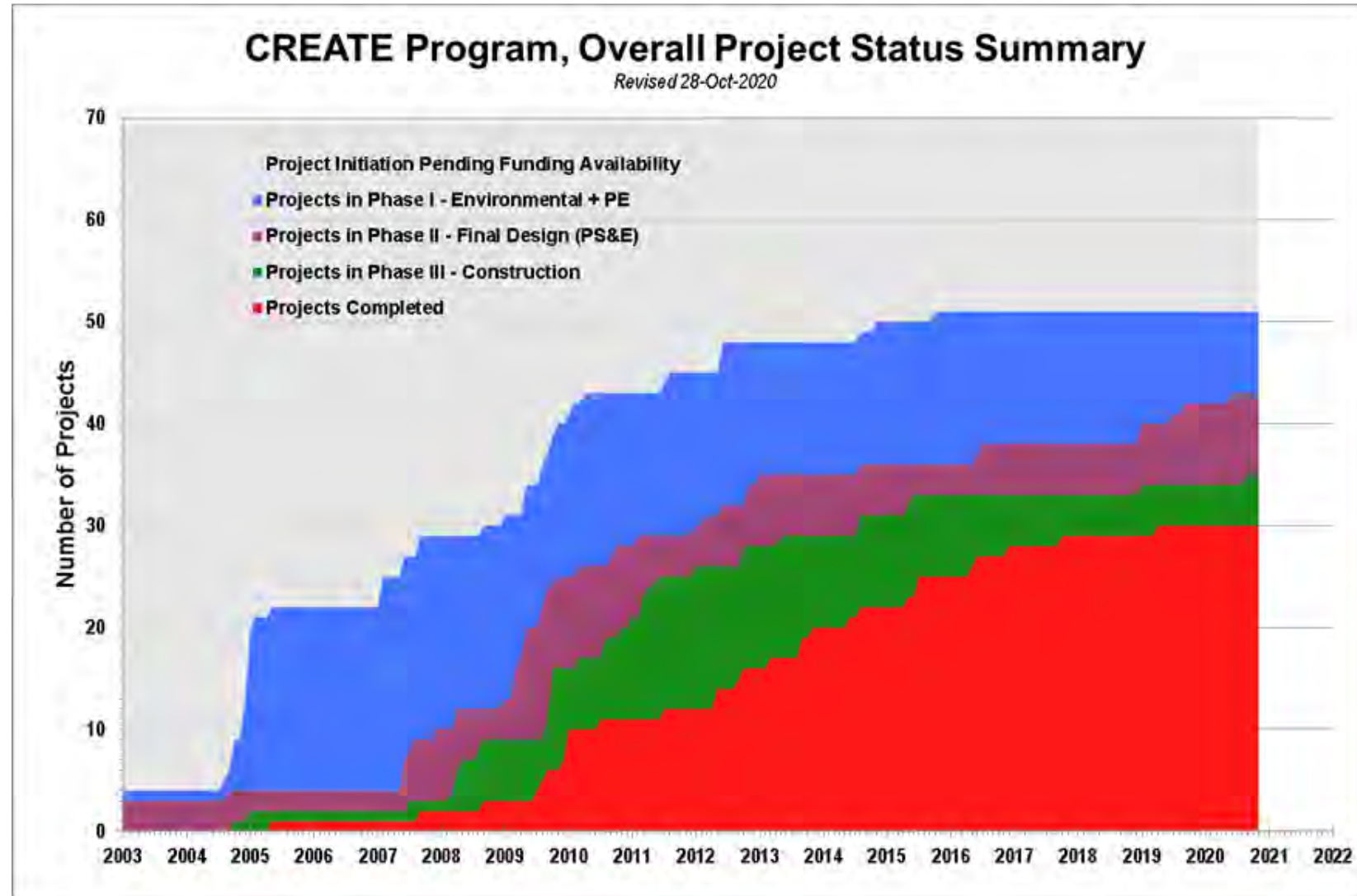
Projects in environmental review (Phase I)

8

Remaining projects

19

Project Status Summary



Rail is the Most Sustainable Way to Move People and Freight



Moving freight by rail is 4x more fuel efficient than by truck



1 train can carry the equivalent of hundreds of trucks



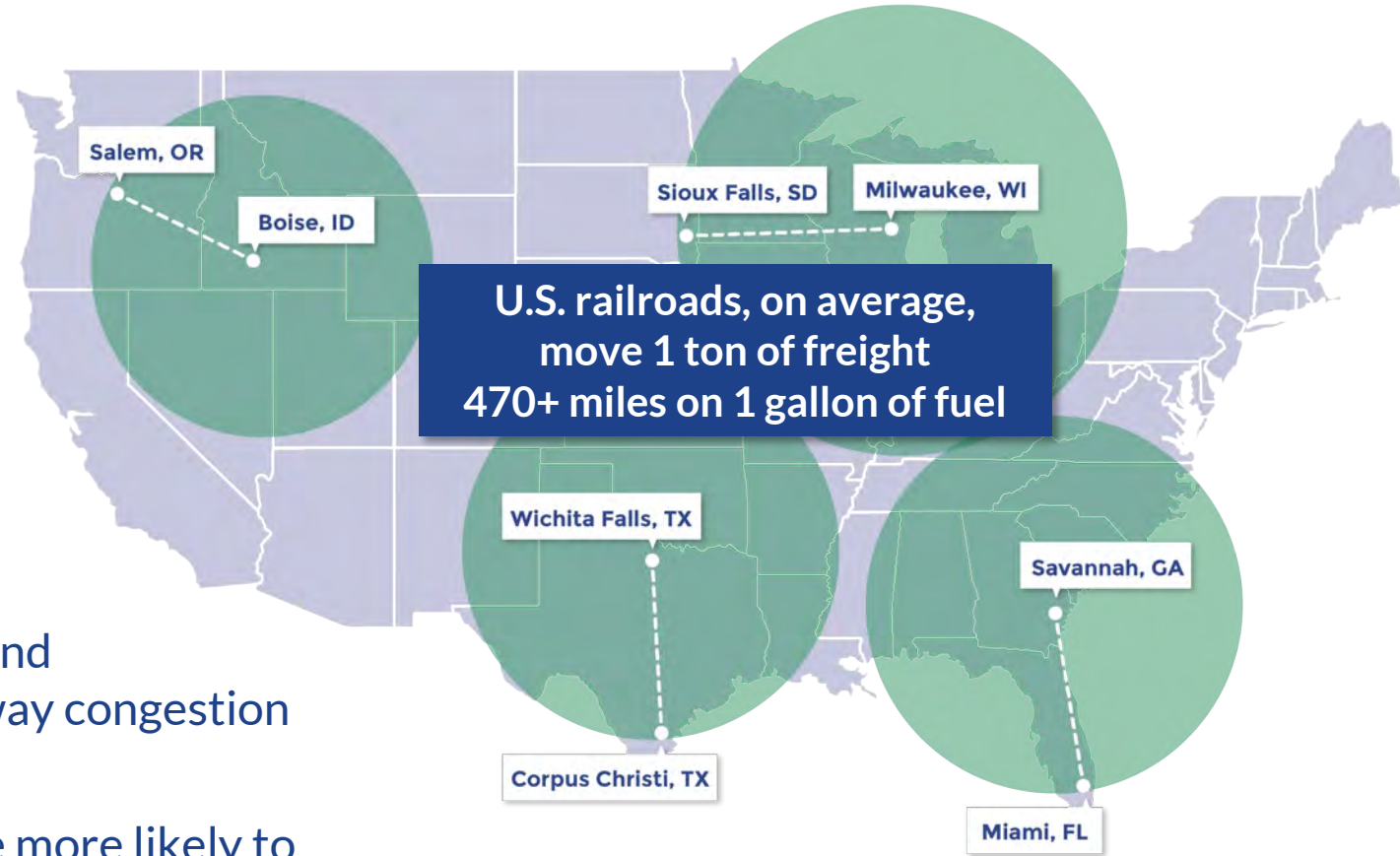
Passenger rail has the lowest impact on climate than other compatible modes



Railroads help reduce the huge economic and environmental costs associated with highway congestion



By investing in the rail system, shippers are more likely to choose to move goods by rail



How CREATE Benefits Communities

Currently, freight and passenger trains, motorists, and pedestrians are delayed at grade crossings

Communities are impacted by train idling, noise, and restricted access

Motorists and pedestrians take safety risks going through or around blocked crossings

CREATE grade separation projects and other infrastructure improvements ameliorate these issues



Benefits of CREATE



Passenger train delay reduced by over 1.3 million passenger hours annually



92,000 hours of truck delay and 230,000 hours of motorist and bus passenger delay will be saved



200 vehicle crashes with trains will be avoided



2,800 metric tons/year avoided emissions from idling vehicles



Enables extra 50,000 freight trains to travel through the greater Chicago rail network annually



122 million tons of freight per year would travel by rail, avoiding 18,500 truck trips per day on highways

Example of Local Grade Crossings



Northeastern Illinois Grade Crossing Prioritization



NORTHEASTERN ILLINOIS PRIORITY GRADE CROSSINGS



Joint evaluation between local
and state agencies of the region's
busiest railroad crossings



Illinois Department
of Transportation



CDOT

Chicago Department
of Transportation

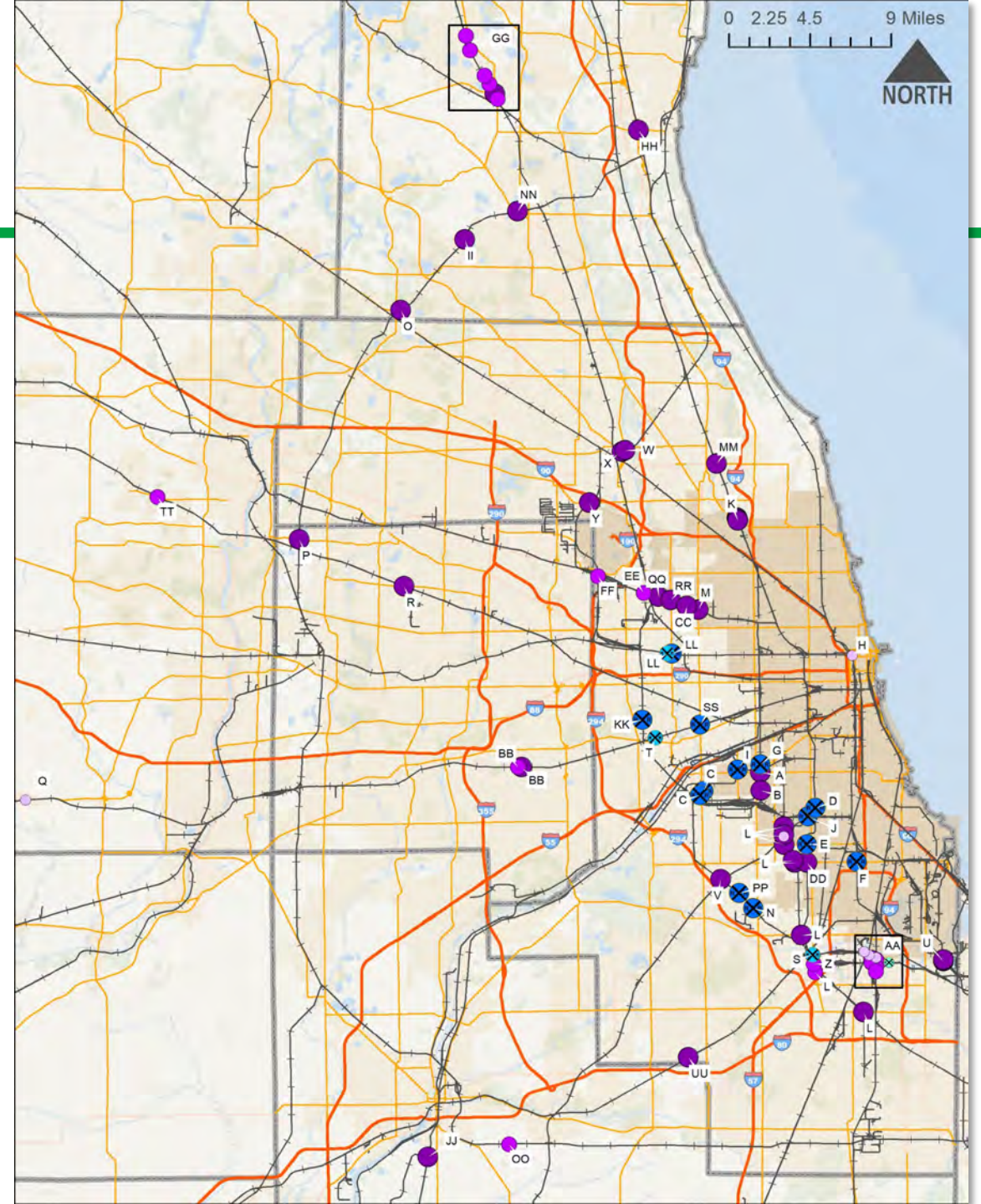
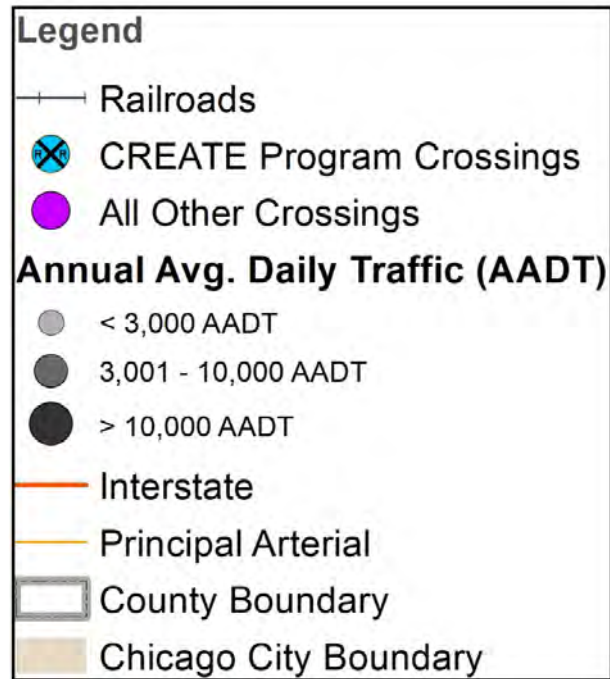


Chicago Metropolitan
Agency for Planning

Identified priority grade
separations or crossing
improvements

- 47 priority crossing locations selected
 - 9 groupings of multiple crossings
 - 16 crossings are also part of the CREATE Program

Northeastern Illinois Priority Grade Crossings 2019





Projects In Motion

Recent Grant Awards

**Argo Connections
(B9) and portions of
75th Street
Corridor
Improvement
Project (P3, GS19)**

Federal Highway
Administration
INFRA Grant

\$132 Million

June 2018

**Dolton Junction
Interlocking
Upgrade
(WA11)**

Federal Railroad
Administration
CRISI Grant

\$19 Million

June 2019

**95th Street and
Union Pacific Grade
Separation (GS21a)**

Invest in Cook
Grant

\$500,000

July 2019

**Pullman Junction
Stage A
(EW3a)**

Federal Railroad
Administration
CRISI Grant

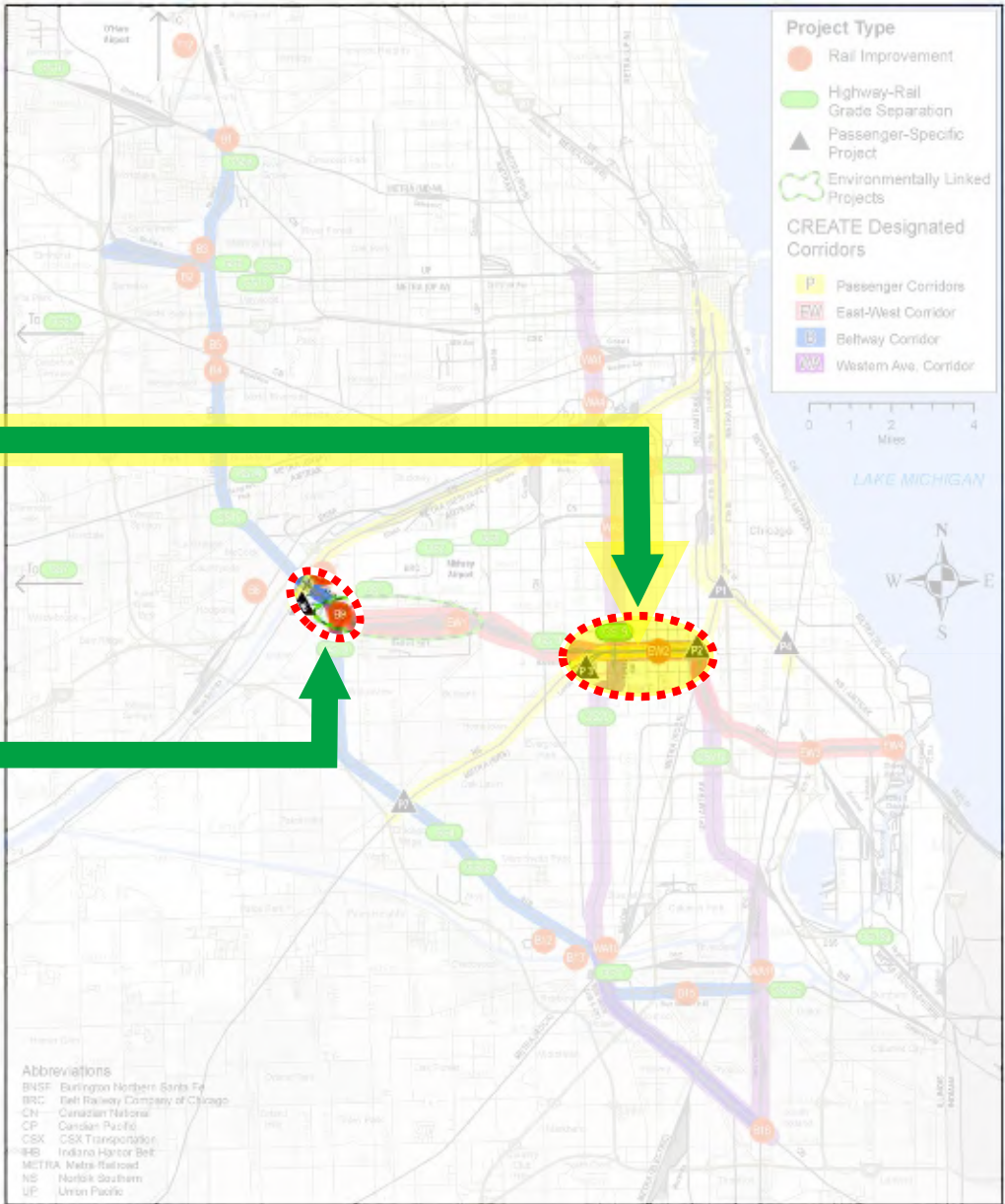
\$13 Million

March 2020

2018 INFRA Grant Award – 75th St. CIP

75th St. CIP
(design and partial construction)

Argo Connections
(construction)



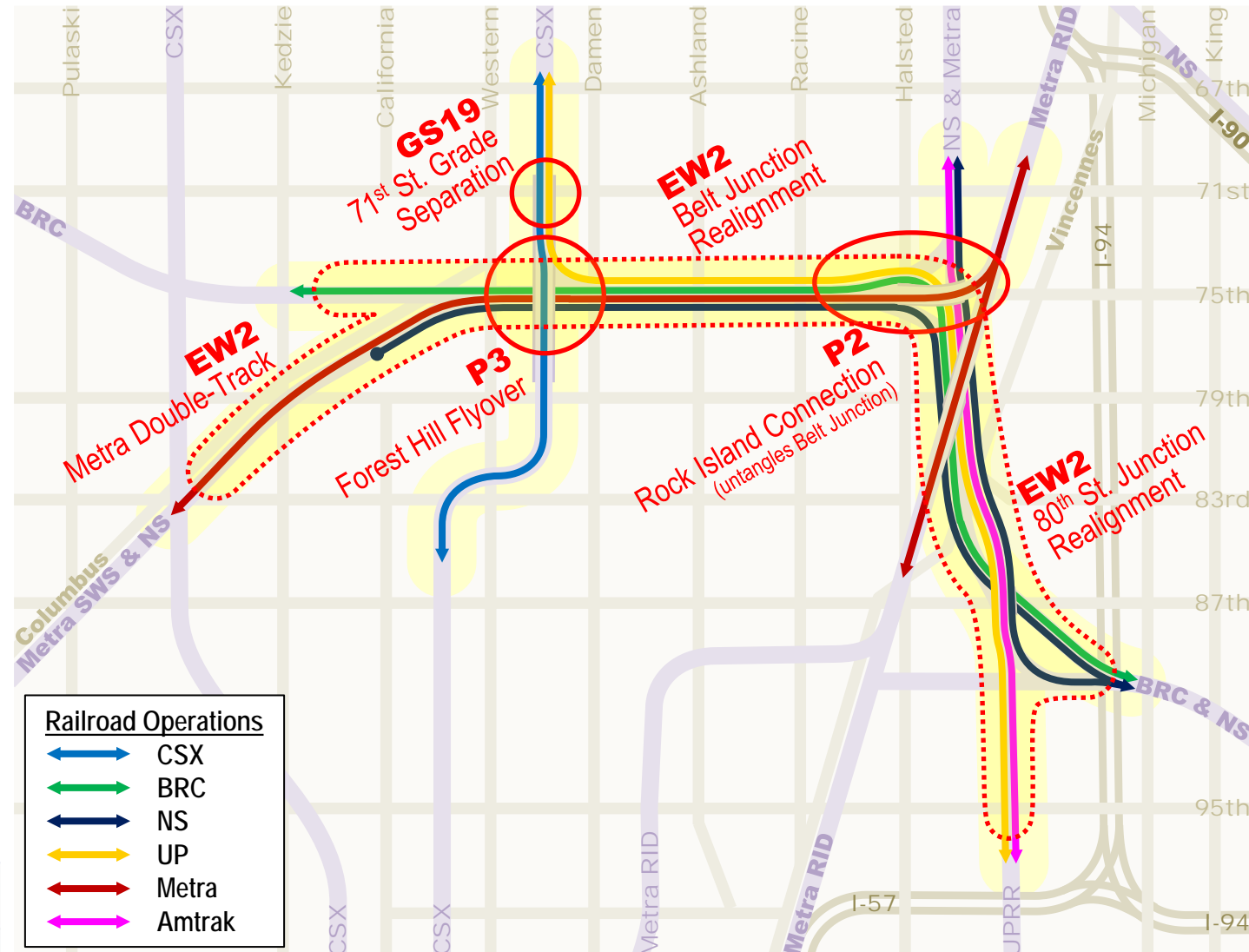
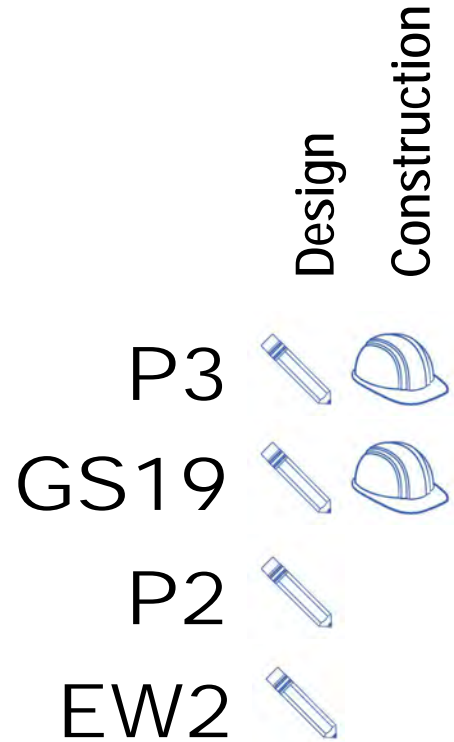
Argo Connections (B9) Summit

- Improvements benefit Amtrak, BRC, CN, CSX, IHB, Metra railroads
- Constructing a new double track connection and crossovers between the BRC and IHB/CSX line at Archer Avenue and 63rd Street in Summit, IL
- Upgrading mainline crossovers to accommodate higher speeds, from 10 mph to 25 mph
- Improving Argo Yard
- Groundbreaking April 2019



Argo Connections (B9)
Groundbreaking – April 26, 2019

75th Street Corridor Improvement Project



The CREATE partners will seek future funding to undertake construction of P2 and EW2.

75th Street Corridor Improvement Project (CIP)

National Model for Community Partnership

Community Mobility Improvements

Education Program

- CREATE in the Classroom
- Grants to science & engineering
- programs serving the community



CREATE in the Classroom



Community Advisory Group Members
Prioritizing Mobility Improvement Projects

75th Street Corridor Improvement Project (CIP)

National Model for Community Partnership

Local Hiring and Workforce Development

DBE and Minority Contracting



"As I keep going to the apprentice school and grow in the company, the tasks get bigger, and they trust me more to do certain things by myself. Everything takes time and you got to build a certain kind of relationship, so in the future, they can trust me with even bigger stuff."

Roy Barrett, Laborer on Argo Connections (B9)





Collaborati on in Motion

Cottage Grove Grade Separation (GS23A) *Dolton*

2019 CMAP STP
Grant for Phase I
Study - \$2 Million

Lead Applicant:
Village of Dolton

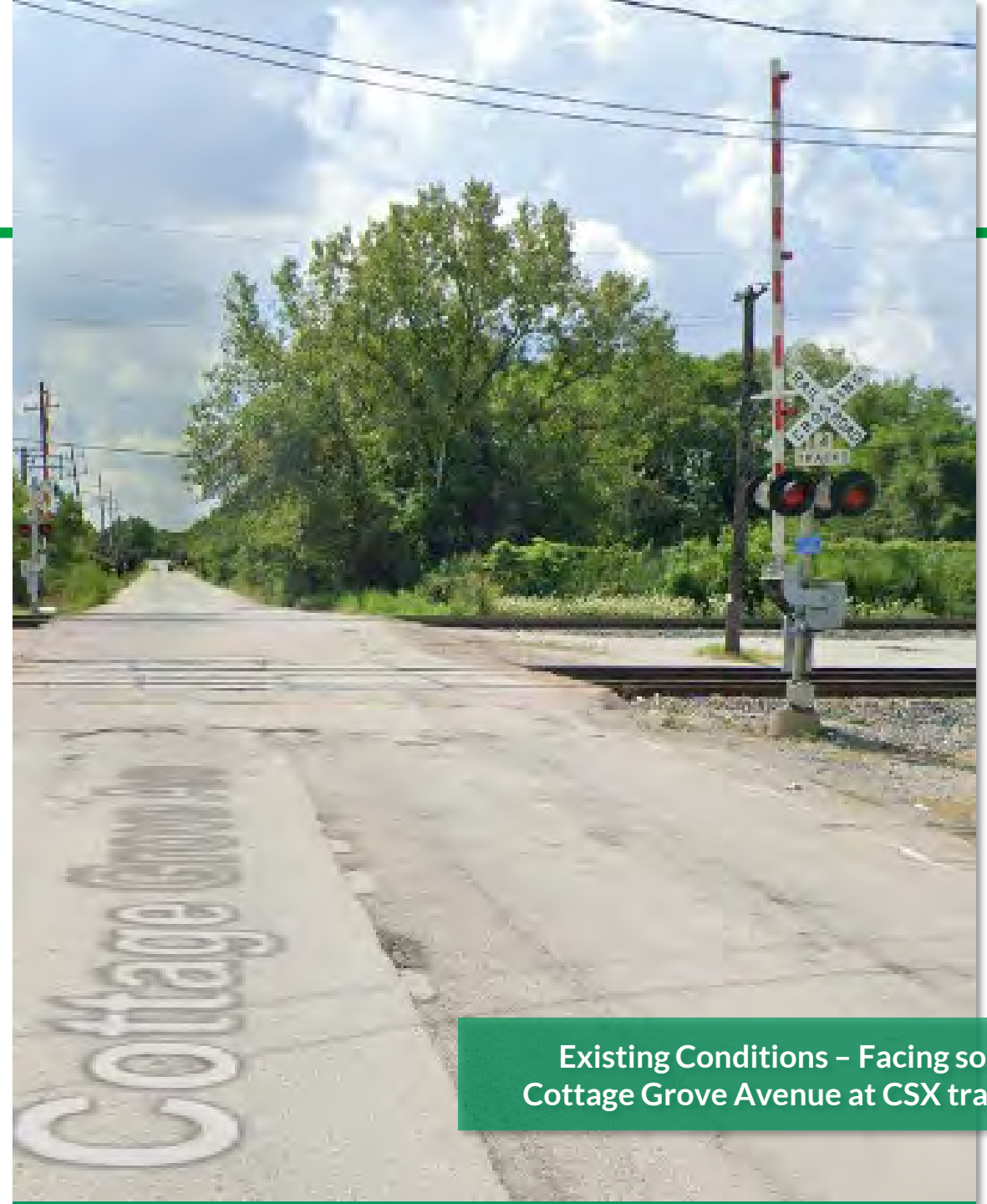
Partner:
Cook County

Cook County is
currently
conducting a grade-
separation study to
assist in planning for
Phase I

Phase I Preliminary
Engineering study
will begin in 2023

Cottage Grove Grade Separation (GS23A) – *Dolton*

- Grade separating Cottage Grove Avenue and the IHB and CSX rail tracks, from 138th Street to 142nd Street
- Eliminate delay to approximately 1,300 vehicles daily, alleviating more than 26,000 annual motorist hours of delay
- Reduce roadway congestion, improve safety, and eliminate the potential for collisions between vehicles and trains



Existing Conditions – Facing south
Cottage Grove Avenue at CSX tracks

Dolton Junction Interlocking (WA11)

Dolton and Riverdale

Current Conditions:

- 5 major railroads (CN, CSX, IHB, NS, UP) meet at Dolton Junction
- 3 active rail yards feed into the junction
- Outdated signal design and technology cause bottleneck delays

Proposed Improvements

- Upgrade and reconfigure CSX/IHB/UP connections
- Construct a third main line
- Increase freight train speeds on multiple routes from 15 mph to 30 mph



Existing Conditions –
Train approaching
Lincoln Ave



Completed Projects

Canadian Pacific Crossover Upgrades (B1) – *Franklin Park*

Improvements reduce delays for both Metra and Canadian Pacific

- Installed five crossovers and associated signaling on the Metra tracks serving the Metra Milwaukee District West Line and Canadian Pacific freight routes
- Automated freight train switching for access into and within Bensenville Yard
- Reduced the number of freight trains within Bensenville Yard, cutting delays at nearby at-grade crossings
- Completed December 2020



Photos taken during
B1 construction

25th Avenue and Union Pacific (GS6) – *Melrose Park*

- Created an overpass for vehicles using 25th Avenue
- Alleviated 28,400 annual motorist hours of delay
- Completed 2016



Before (2011)



After (2017)

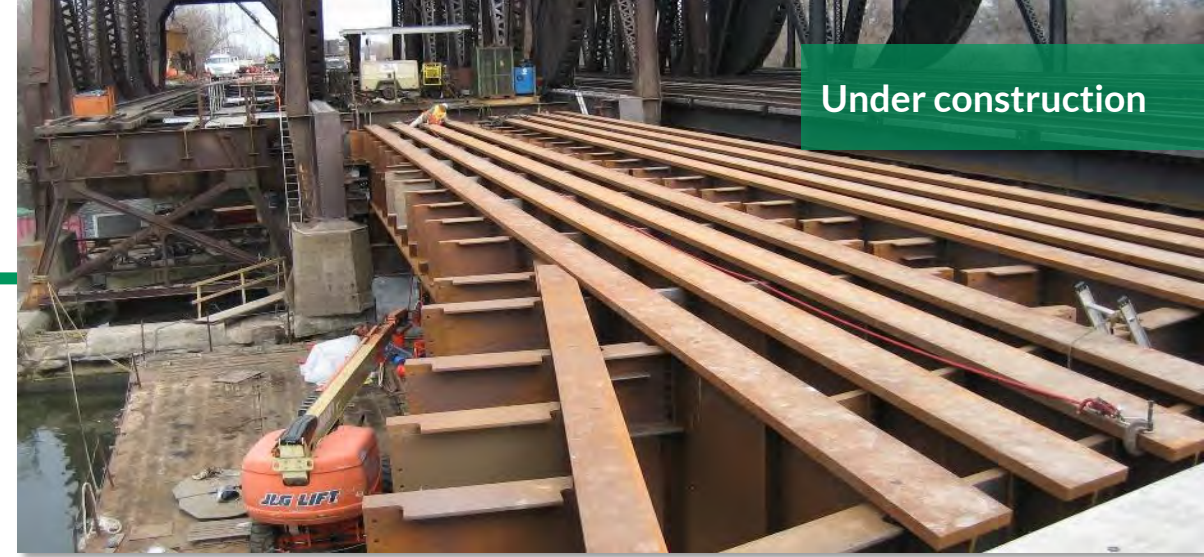
Belmont Road at Metra/BNSF (GS7) – *Downers Grove*

- Road underpass eliminated the at-grade crossing of the BNSF tracks at Belmont Road
- Metra and Amtrak also operate on these tracks
- A pedestrian tunnel was constructed as part of this improvement
- Completed 2012



BNSF (WA4) – *Chicago*

- Constructed new track connection between two BNSF Subdivisions
- Reused and reconstructed railroad bridge over the Chicago Sanitary and Ship Canal
- Replaced railroad over roadway viaducts along with sidewalks, roadway, and lighting
- Installed new connections to CN and CSX
- Installed new crossovers to improve connections for 22 freight trains daily
- Improved train travel time between two BNSF yard facilities and reduced idling time
- Completed 2019

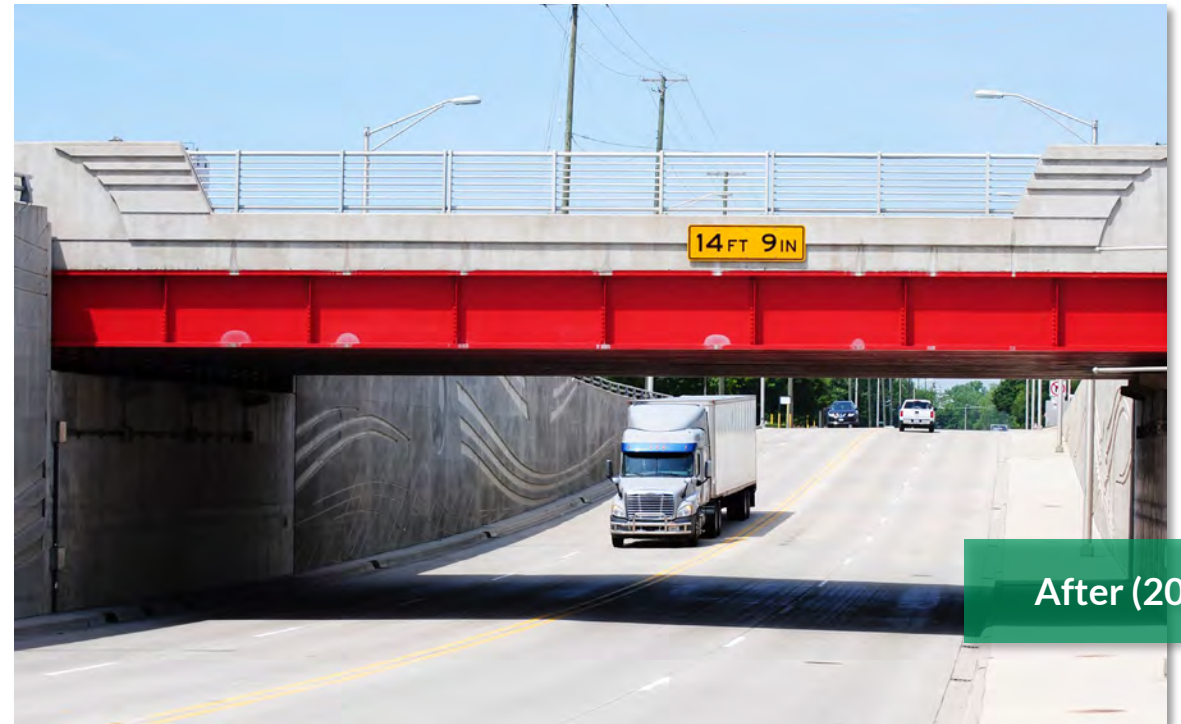


71st Street Grade Separation (GS14) – *Bridgeview*

- Road underpass built to separate 71st Street and the IHB/CSX tracks just west of Harlem Avenue
- Completed 2013



Before (2011)



After (2013)

Union Pacific Third Mainline (B2) – *Melrose Park*

- 60 freight trains and 59 Union Pacific Metra trains affected
- Constructed 3.5-mile third main track on UP
- Constructed railroad bridge over Addison Creek
- Constructed flyover connection from the Indiana Harbor Belt to the UP
- Control points reconfigured
- Upgraded track between UP and IHB
- Metra's Berkeley and Bellwood passenger stations improved; pedestrian underpasses constructed
- Completed 2013



Before



After

Englewood Flyover (P1) – *South Looking North*

- Improvements benefit Metra, NS, and Amtrak
 - Removed conflict point between commuter, passenger, and freight trains
 - Alleviated Amtrak's most severe delay point in the Midwest
 - Completed 2014



Before (2011)



After (2014)

130th Street and Torrence Avenue (GS15a) – Chicago

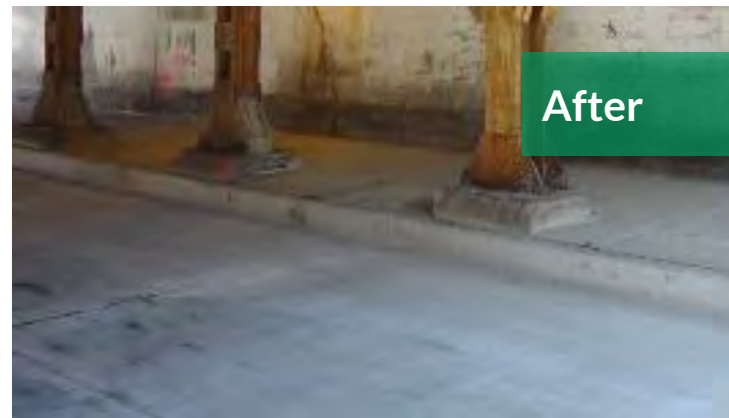
- Eliminated the at-grade crossings of the two Norfolk Southern main tracks at 130th Street and Torrence Avenue
- Eliminated conflict between railroad and Ford Plant access
- Improved Ford Plant site logistics
- Road underpass constructed
- Completed 2015



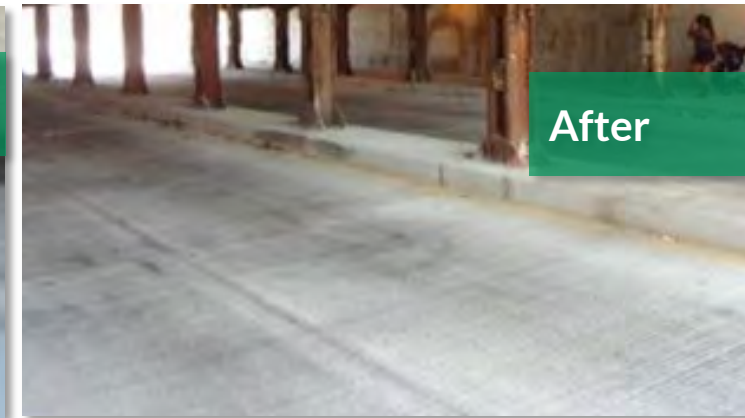
Viaduct Improvement Program – *Chicago*

- Locations in the City of Chicago
- Improved roadways, sidewalks, and drainage under railroad viaducts
- Enhanced safety and security for motorists, pedestrians, and bicyclists
- 37 locations completed in 2006
- 14 locations completed in 2012
- 11 completed in 2015–2016

Example:
1530 S Racine Avenue



Example:
1530 S Loomis Street



CREATE Funding Commitments

The CREATE Program has received funding commitments totaling \$1.6 billion so far, from a variety of public and private sources

Federal:	\$647 million*
State:	\$461 million**
Railroads:	\$375 million***
Local Governments:	\$150 million

An estimated \$3 billion remains needed to complete the full Program of projects.


* Does not reflect the \$13 million 2019 CRISI Grant



** Does not reflect the \$400 million allocated to the CREATE Program and \$118 million for the 63rd Street and Harlem Avenue Grade Separation (GS1) in the 2019 Rebuild Illinois Capital Program


*** Private railroads invest an additional \$450 million per year in the Chicago Terminal beyond CREATE Program investments

Bid Advertisements/RFPs

- Signup for bid notices at createprogram.org/bid
- This will send you CREATE Bid Advertisements for each partner
- This list also includes notification of business-to-business networking opportunities







BIDS/ RFPs

Consultants

Suppliers

Support

Bid Advertisements/RFPs

There are no open requests at this time. Stay tuned for future proposal and bid requests.

Register to Receive Bid Advertisement/RFP Notifications by Email

[Sign Up for Procurement Notifications](#)

CREATE Next Steps

- Continue to leverage all funding opportunities
- Execute 75th St. CIP grant and other grant-funded projects



*Moving
Forward
Together*



- **Complete:**
 - Remaining rail corridor projects
 - Remaining passenger-freight rail flyover projects
 - Remaining grade separation projects



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