



CREATE: Benefits to U.S. Seaports

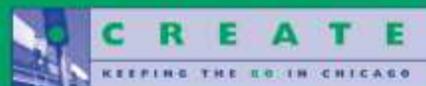
American Association of Port Authorities
Maritime Economic Development Workshop

June 27, 2013

CREATE Partners



Illinois Department
of Transportation



Chicago Terminal Operation and Railroad

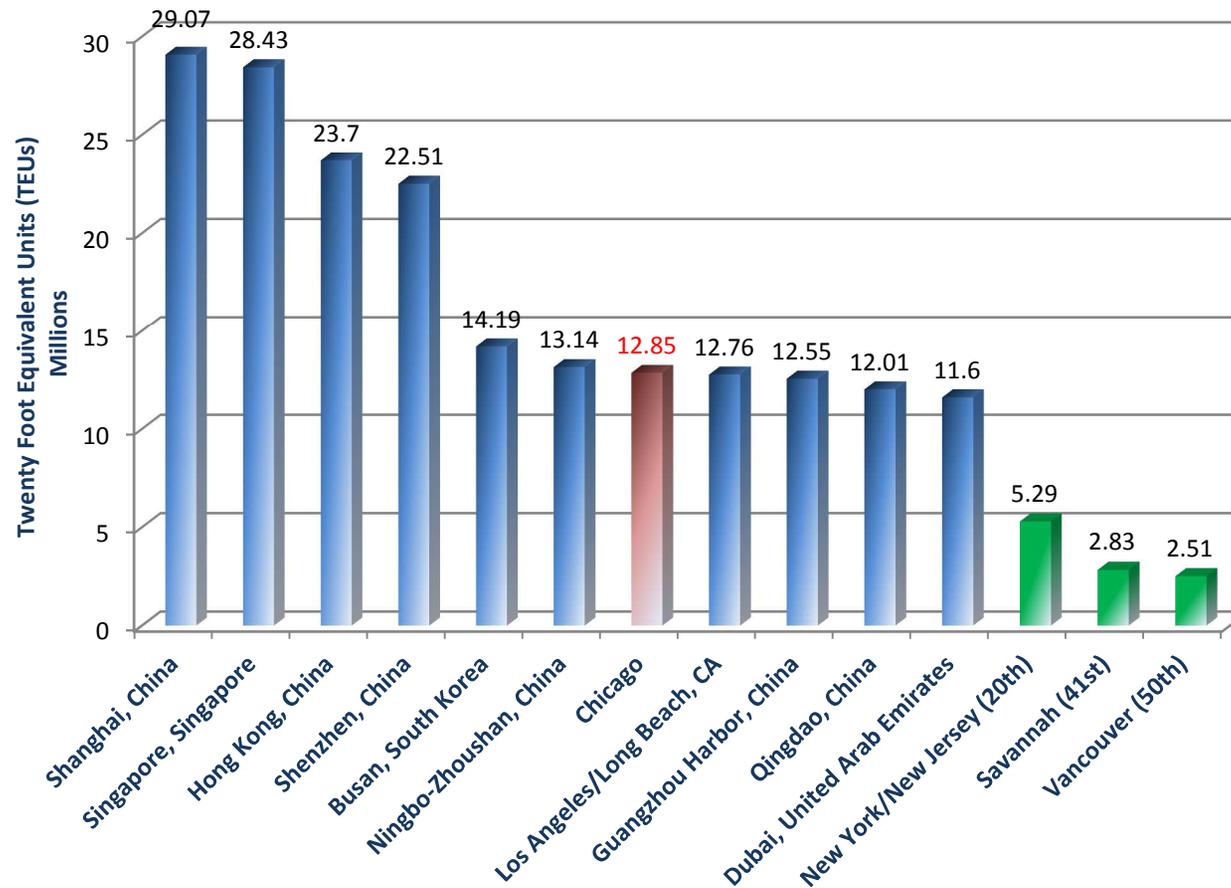
Daily Activity:

- 1,300 trains (500 freight, 800 passenger)
- 37,500 rail cars in route to Chicago every day
- 20,000 truck moves through intermodal gates

Chicago Rail Infrastructure:

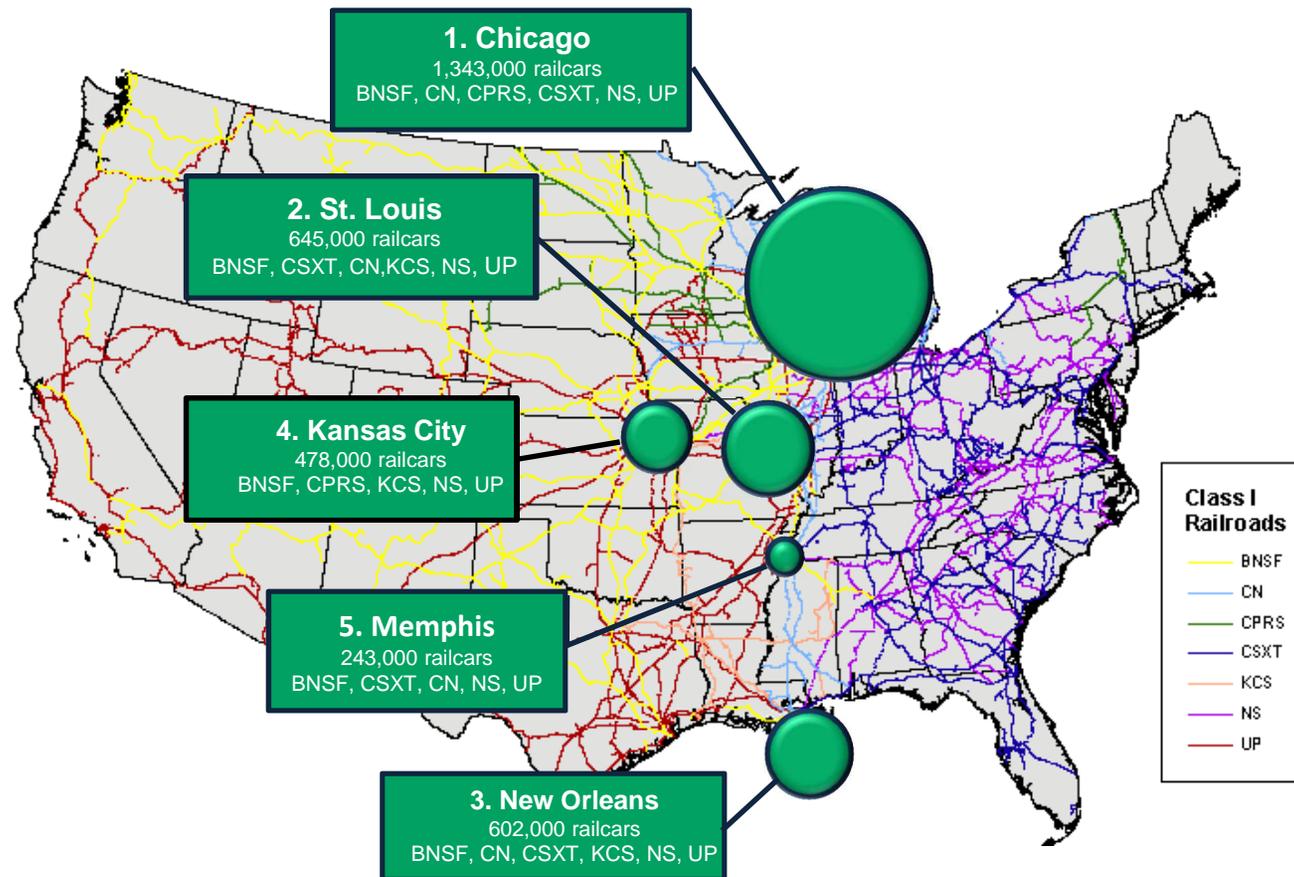
- 16,000 acres
- 78 yards, including 19 intermodal (rail-truck)
- 2,800 route-miles of track
- 12 commuter rail routes
- 1,100 viaducts and bridges

Top Global Container Ports, 2010



Source: Chicago – Chicago Metropolitan Agency for Planning Freight Snapshot; World Shipping Council for other data

East-West Freight Rail Gateways Ranked by Loaded Railcars per year, 2010

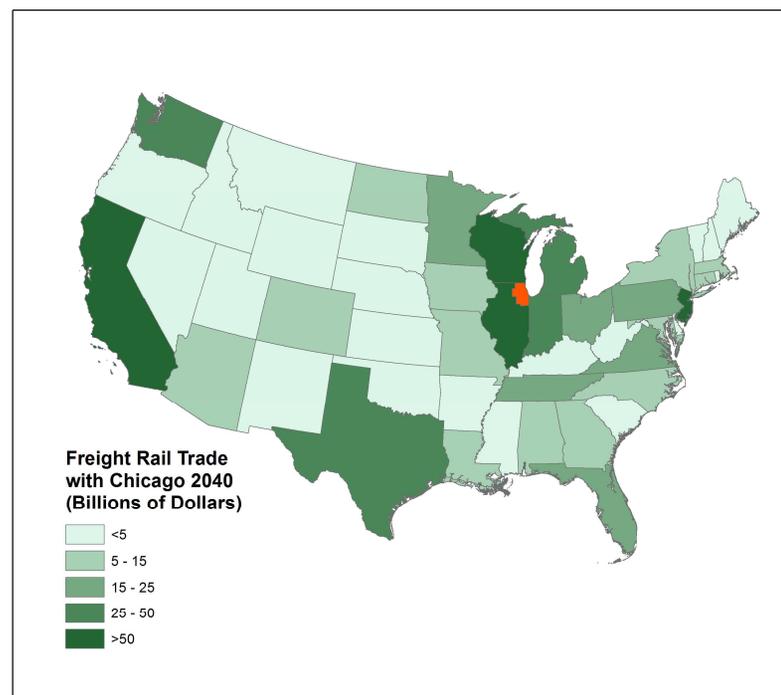


Source – U.S. DOT Freight Analysis Framework 3.3, includes freight originating and terminating at gateways – does not include through-freight

The U.S. Rail Network Depends on Chicago

- 25 percent of all U.S. rail traffic touches Chicago
- 46 percent of all intermodal units in the U.S. touch Chicago
- 54 percent of intermodal units to/from the ports of Seattle/Tacoma touch Chicago
- 26 percent of intermodal units to/from Los Angeles/Long Beach touch Chicago

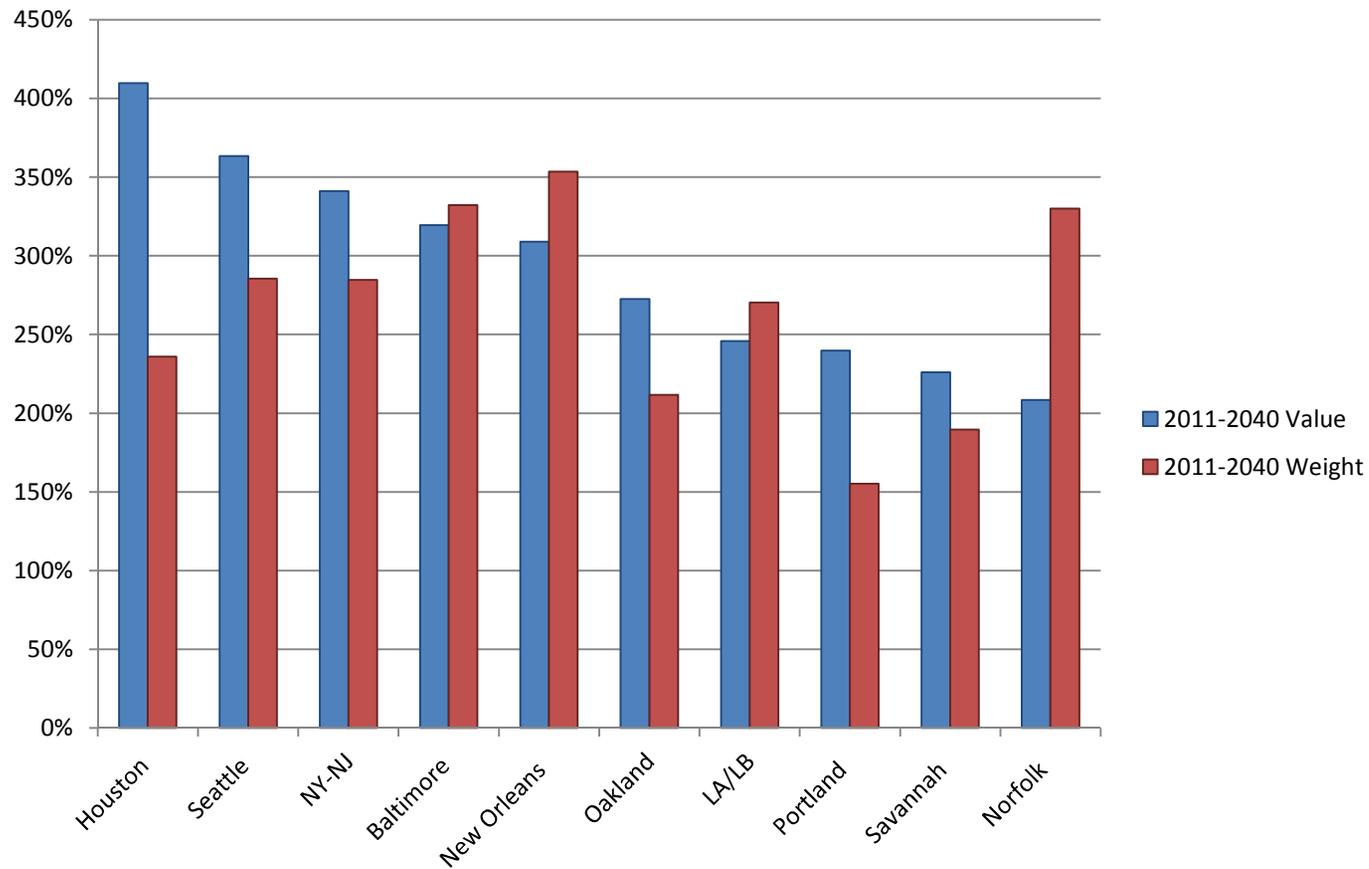
Forecasted Rail Trade with Chicago, 2040



Source: 2006 Waybill Sample, based on traffic analysis by ALK Assoc.

Source: USDOT Freight Analysis Framework 3.4

Forecasted Growth in Rail Trade Between Major U.S. Ports and Chicago, 2011-2040



Source: Freight Analysis Framework 3.4

CREATE – The Beginning

- Jan 1999 blizzard ties up freight traffic in Chicago for months
- Railroads established the Chicago Planning Group (CPG)
- Mayor Daley writes STB's Linda Morgan
- Railroads establish the Chicago Transportation Coordination Office (CTCO)

Chicago Transportation Coordination Office

- Established Jan. 3, 2000
- Representatives from BNSF, BRC, CN, CP, CSX, IHB, NS, UP and WC
- Tasked to fix Chicago rail operations
- Efforts fell into three categories
 - Action Initiative
 - Task Improvements
 - Operation Coordination

Process Improvements

- Alert Plan
- Protocol
- Line-up Sharing / Daily Conference Calls
- Score Card / Indicators
- M&W Planning
- 911 Crossing reporting
- Metra Performance

Structure

- **SOMC (Safety & Operations Management Committee)**
 - Chicago Planning Group
 - Chicago Transportation Coordination Office
 - CRCA = Senior Management Chicago Terminal
 - Alert Level Plan Owners
 - Service Design

Then Came CREATE

Once process and communication improvements were implemented, what needed to be done next?

- Chicago Terminal rail simulation
- Became apparent that 100+ year old infrastructure needed upgrade
- RR's presented proposals for improvements
- Collaboratively developed the "Chicago Plan" in 2002
- Mayor Daley announced CREATE in 2003

Why CREATE?

- Freight rail trade (by value) with Chicago is forecasted to triple by 2040*
- Passenger, freight and motorist delays are experienced daily on the current system
- The region must improve freight movement and mitigate negative impacts

"Global trade follows the path of least resistance. It will go where there are the fewest impediments." -UPS

Railyards' relationship to CREATE projects



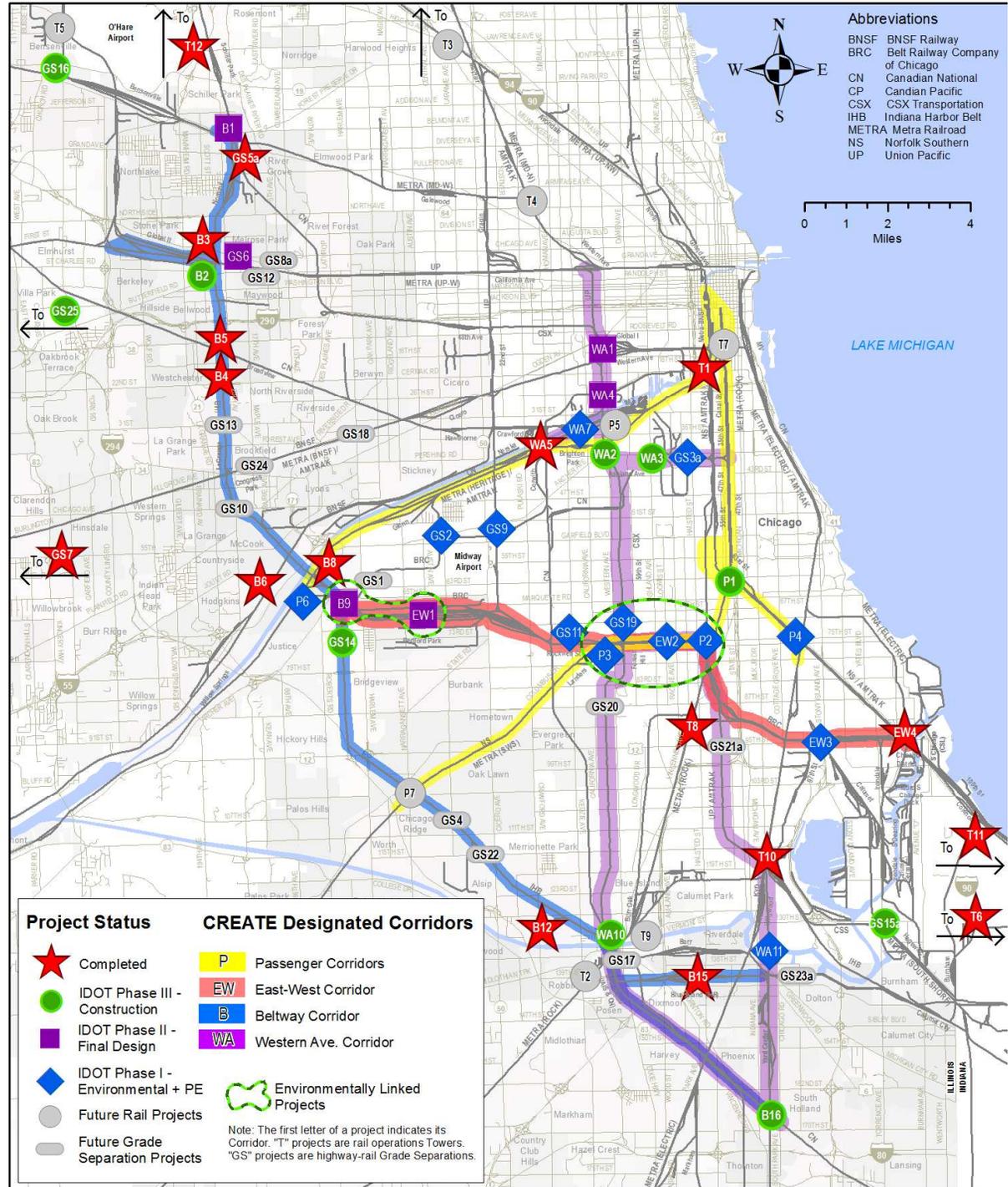
CREATE Program

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



Project Status

Completed Projects	17
Under Construction	12
Final Design	6
Environmental Review	13
Remaining Projects	22
TOTAL	70



CREATE Funding Status

Total Cost estimated at \$3.2 Billion

Funding Secured \$1.2 Billion

Funding Need = \$2.0 Billion



CREATE Funding Received

\$110.4 million - TIGER I & TIGER IV Grants

\$100 million - SAFETEA-LU PNRs

\$126.5 million - ARRA High Speed Rail

\$1.9 million - Federal Rail Line Relocation Funds

\$236.6 million - Pre-CREATE funding (various sources)

CREATE Funding Committed

\$234 million - Railroad partners

- Additional funding agreement

\$410 million - Illinois DOT

- Illinois Jobs Now!, PNRS/TIGER match & grade separations

\$10.1 million - Chicago DOT

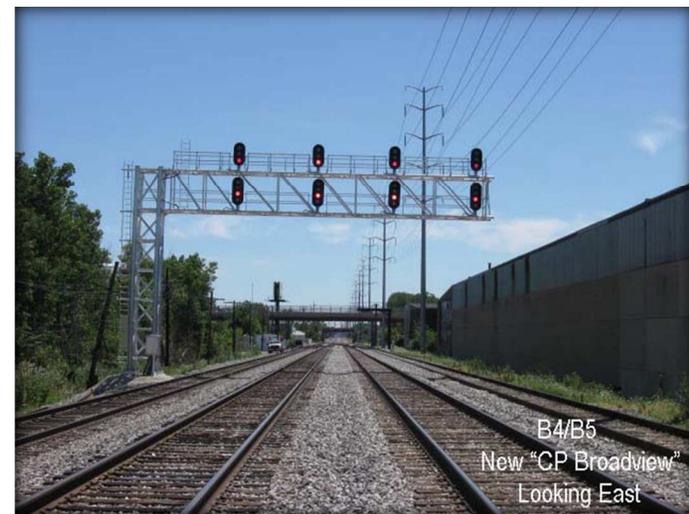
CREATE CONSTRUCTION



B4/B5 – IHB Signalization, LaGrange/Broadview

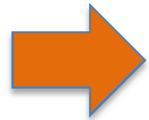
- Upgraded 21 hand thrown switches to computerized systems
- Increased maximum train speed from 1-20 mph to 30 mph

 Increased rail speed and reliability



B15 – IHB Signalization Blue Island Yard

- Installed signal systems and crossovers
- Eliminated hand-thrown switches
- Increased maximum train speed from 15 mph to 30 mph



Trains pass through area in as little as 6 minutes, compared to up to one hour before the project



B2 Third Mainline construction

- Third mainline track (3.5 mi.) on UP Geneva Subdivision; will reduce conflict with Metra trains
- New railroad bridge over Addison Creek, will increase speed on the current connection between IHB and UP
- New flyover connection from the IHB to the UP for better connections to Proviso Yard; speeds will increase from 10 mph to 20 mph



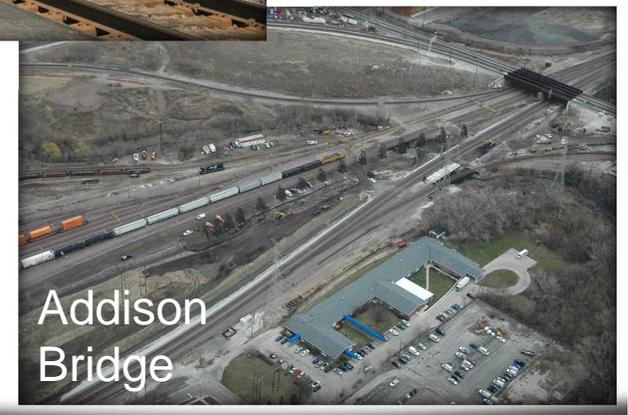
Will increase number of simultaneous train movements and routing options possible - reliability



Flyover construction



Operating through Bellwood Metra station where 3rd mainline will be added



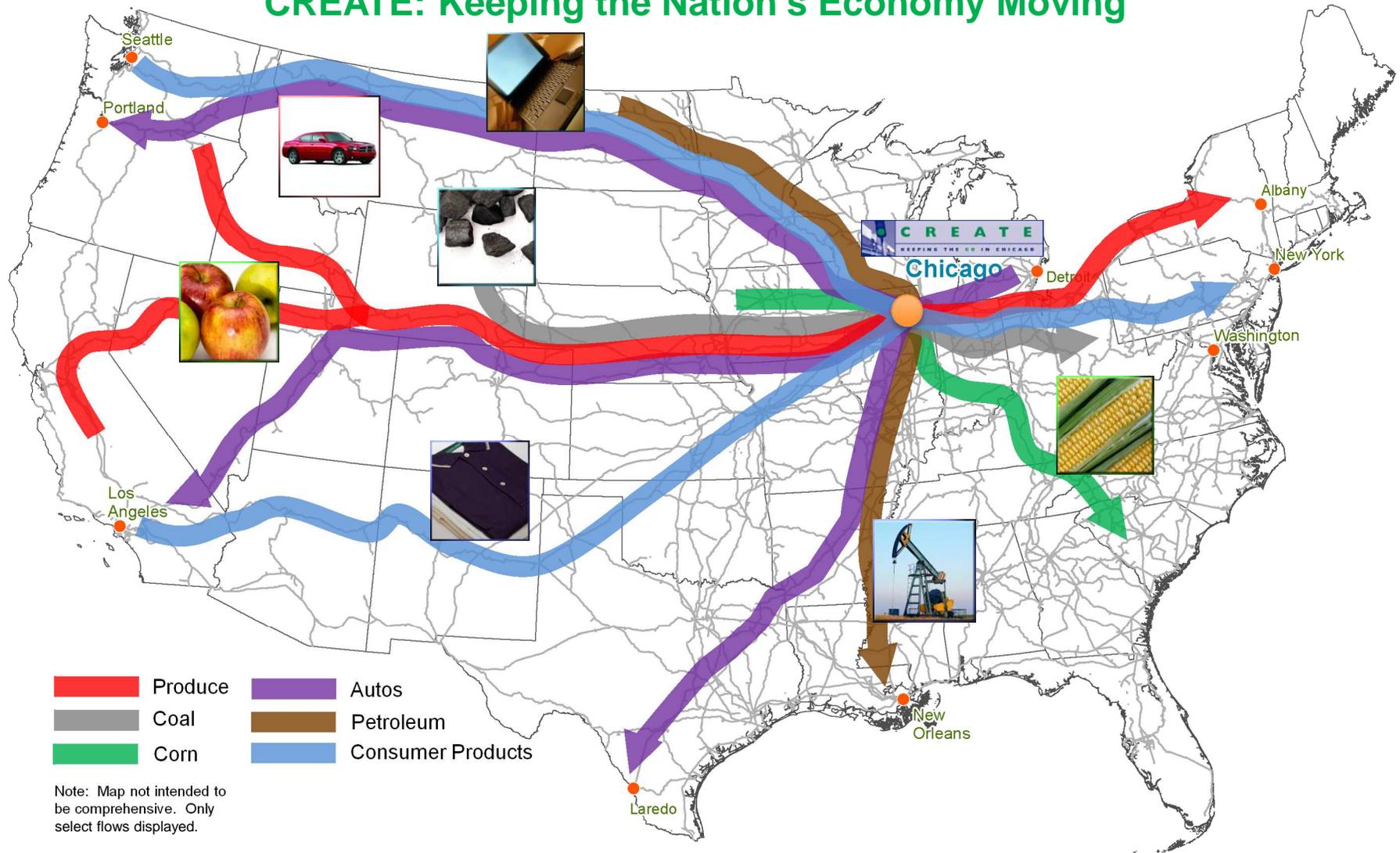
Addison Bridge

GS15a: 130th and Torrence, Chicago



CREATE BENEFITS

CREATE: Keeping the Nation's Economy Moving



CREATE Rail Benefits

Based on 2011 freight rail simulation:

- The investment to date has resulted in a 28 percent reduction in freight rail delay and 33 percent reduction in passenger delay.
- If CREATE progress stops freight delay will triple within 20 years and passenger delay will increase fivefold.
- If all the CREATE projects are built within 20 years freight delay would be reduced by 50 percent. Passenger delay would be reduced by two thirds.

Chicago Rail Terminal Benefits

Before CREATE

48 hours to pass through the Terminal (intermodal/manifest)

With CREATE Projects Completed So Far

32 hours to pass through the Terminal (intermodal/manifest)

Unit trains: 20 hours  <15 hours



Public Benefits

Passenger Rail Delay Reduction

- 19 projects benefit Amtrak
- 21 projects benefit Metra Commuter Rail

Auto delay reduction at
25 grade crossings

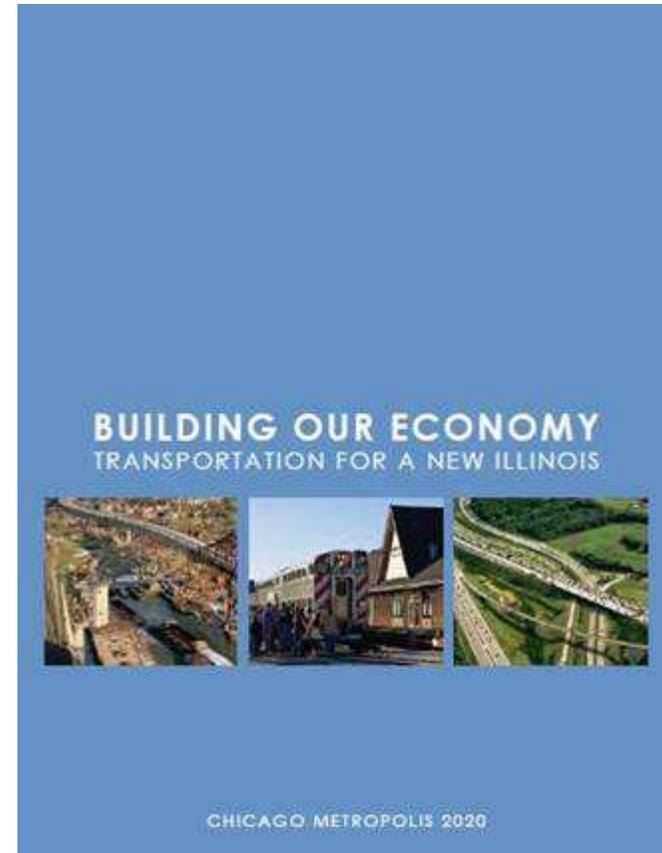
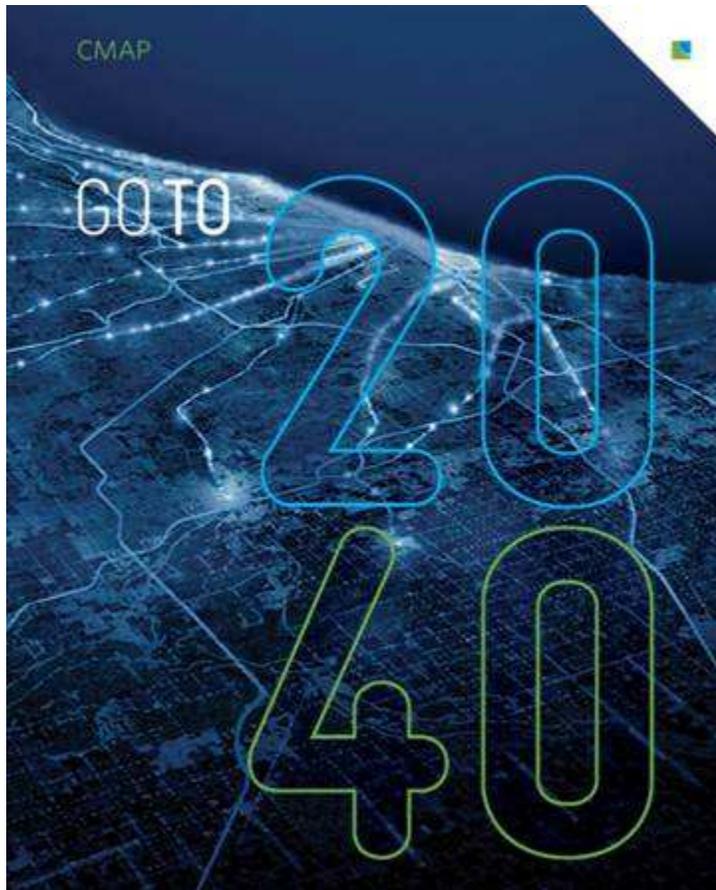
Air quality benefits



KEEPING CREATE MOVING



Regional Support



National Support for CREATE



“Imperative to Complete CREATE”



Ongoing Activities

- Continue environmental studies & construction
- Seek additional funding opportunities
- Media attention
 - Crain's
 - NY Times
- Review benefits to date
- Continue Presentations & Tours



House T&I Field Roundtable,
Chicago, June 10, 2013

Next Steps

- Advocate for freight funding in Federal Transportation Authorization
- Complete remaining Rail Corridor Projects
- Complete remaining Passenger-Freight Rail Flyover Projects
- Complete remaining Grade Separation Projects
- Continue cooperation/ integration with Midwest High Speed Rail initiatives



Sharing the Story

- As CREATE continues to seek additional funding, individual stories are critical
- How do improved Chicago freight rail operations due to CREATE benefit U.S. seaports?
 - Case studies

We want to hear from you!

Contact Us



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