

FY 1997 Proposed Rail Improvement Program



Illinois Department
of Transportation

**FISCAL YEAR 1997
PROPOSED RAIL IMPROVEMENT
PROGRAM**

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**ILLINOIS DEPARTMENT OF TRANSPORTATION
FISCAL YEAR 1997**

**RAIL FREIGHT IMPROVEMENT
AND
INTERCITY RAIL PASSENGER PROGRAM**

PREFACE

The Illinois Department of Transportation has, in the past, published its Rail Program yearly, and its Rail Plan as needs dictate. The department, with this issue, will combine both documents into one, which will be published yearly. This new document, as with those Programs and Plans that have preceded it, will present the major issues affecting rail freight and passenger service in the state.

For those interested in reviewing the rail plan amendments which have been published since the last Rail Plan of 1991-92, we have published a supplement to this Program. To secure a copy of the supplement, please send your request to the Illinois Department of Transportation, Attention: Chief, Bureau of Railroads, Room 302, 2300 South Dirksen Parkway, Springfield, Illinois, 62764.

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INTRODUCTION

The problems facing Illinois' rail system reflect the broad, nationwide changes that have affected the rail industry as a whole. Over the years, the railroad industry has made dramatic strides in its attempt to generate an adequate return on investment--not without a cost to the public, however. Many miles of track have been abandoned and mergers, oftentimes mega-mergers, have become commonplace. Railroad employees have been displaced, rail-using industries have been forced to divert to less economical transportation alternatives or cease business entirely, and growth and expansion opportunities for "rust-belt" communities have been lost. On the upside, however, many Illinois businesses have been able to capitalize upon the benefits related to system consolidations, such as transportation cost savings through more efficient single-line routings, better equipment supply through equipment pooling, and enhanced business opportunities due to greater marketing and operating coordinations.

During the past few years, Illinois has witnessed the consummation of two large railroad mergers, and is in the process of watching a third unfold. In February of 1995, the Union Pacific (UP) acquired the Chicago and NorthWestern (CNW), effectively creating a major western carrier system approximately 22,600 miles in length. In August of 1995, the Burlington Northern (BN) and Atchison, Topeka and Santa Fe (ATSF) merged, exceeding the UP/CNW combination by approximately 6,400 miles. Shortly after, and in reaction to the BNSF merger, the UP announced its full consolidation with the CNW. As a consequence, 900 Illinois railroad jobs were lost to Nebraska and elsewhere. Presently, Illinois and its rail-using public are monitoring the proposed merger of the UP and Southern Pacific (SP) (a decision by the federal Surface Transportation Board on control authority is expected in August of this year). This latter transaction, upon a successful completion, would create a system over 34,000 miles in length. Recently, the Illinois Central (IC) announced plans to acquire the Chicago, Central and Pacific (CCP) railroad, as well. The western rail system has been completely restructured.

The rail passenger network has not remained untouched during this tumultuous time. Indeed, due to decreased federal funding, Amtrak, in its attempt to achieve self-sufficiency by the year 2000, has had to scale back its operations through service reductions and route eliminations. Illinois, as with the other eleven states that subsidize Amtrak service, has increased state subsidy support to avoid drastic changes in service. During this period, moreover, the department has continued to develop plans for high speed rail for Illinois. A significant portion of these efforts has been directed toward grade crossing safety issues – a component that is important from both rail freight and rail passenger perspectives.

The narrative that follows presents the department's proposed Rail Freight, Rail Passenger and High Speed Rail Improvement Programs. It also provides a discussion of the department's overall rail planning process.

THE ILLINOIS RAILROAD SYSTEM

Rail System

Unlike highways, waterways and airways, the rail system in Illinois is primarily privately owned by a number of corporate entities. With a combined route mileage of approximately 7,900 miles (shortlines, regionals and major interstate railroads), Illinois ranks second only to Texas. By virtue of its Midwestern location, Illinois is served by carrier systems that extend to the East, West and Gulf coasts as well as to Canada and Mexico. (The orientation of all rail lines in the state is shown on Figure I.) Illinois is a significant gateway or interchange point among railroads serving either eastern or western states, with Chicago and East St. Louis being principal rail gateways. As shown on Table 1, the eight largest railroads of the 45 operating railroads in existence in Illinois operate approximately 92 percent of the state's total route miles.

Illinois Railroads

Illinois Department of Transportation

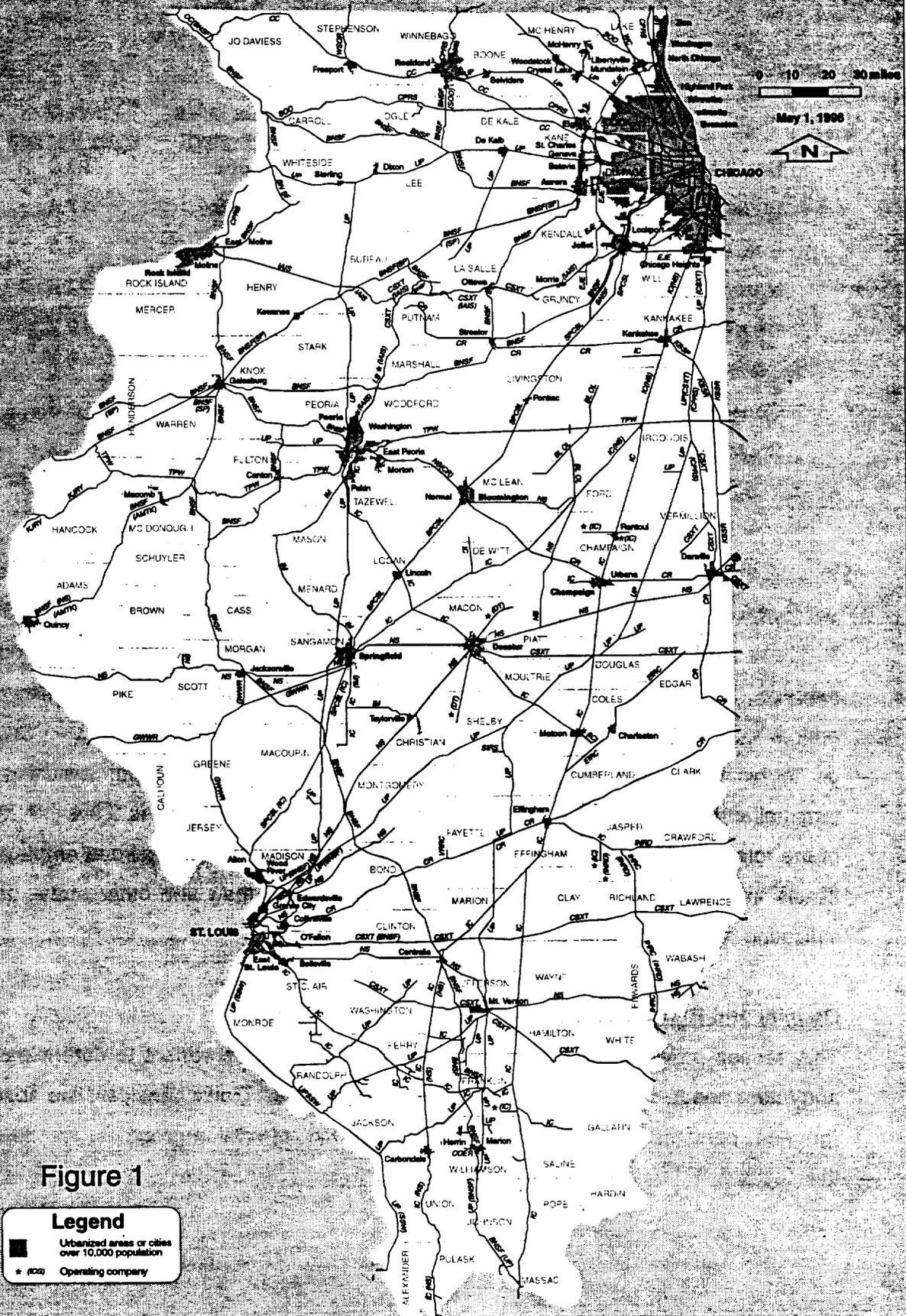


Figure 1

Legend	
■	Urbanized areas or cities over 10,000 population
★ (IC)	Operating company

Table 1
Illinois' Largest Railroad Systems
As Of 1995

	Route Miles <u>Operated</u>	Percent of <u>State System</u>
Union Pacific	1,658	21.0
Burlington Northern Santa Fe	1,378	17.4
Illinois Central	1,183	15.0
Norfolk Southern Railway Co.	1,017	12.9
CSXT Corporation	655	8.3
CP Rail System	576	7.3
Consolidated Rail Corporation	526	6.6
Southern Pacific	282	3.6
Total:	7,275	92.1

In total, there are 45 railroad companies operating within Illinois. Of these, Class I railroads account for nine, regional railroads for six, local for ten and switching and terminal for 20. A "Class I" railroad is one which earns greater than \$253.7 million in annual operating revenue. A "regional" railroad, a non-Class I, generally operates at least 350 miles of road; and, a "local" railroad, also a non-Class I, generally operates under 350 miles. "Switching" or "terminal" railroads are primarily non-line-haul carriers and perform switching and/or terminal services for other railroads. Railroad employment in Illinois is 6.8% (13,295 jobs) of the total U.S. railroad employment. This is, however, 31% less railroad employment in Illinois than in 1991. Illinois still has more employees than any other state, however, indicating that the industry contraction is nationwide.

Density and Rail Line Status

This section provides rail line specific data used by the department to determine immediate and future needs of the state in the rail planning process. Traffic densities, line abandonments (granted, pending and potential), along with service restoration progress, are detailed within this section.

Illinois has approximately 7,900 route-miles of track (excluding yard tracks and sidings), of which approximately one-fifth is categorized as light-density. Light-density lines are those that carry under five million gross tons of freight traffic per mile annually. These lower volume lines are also referred to as "branchlines" and generally serve agricultural businesses in rural areas or industrial firms in urbanized areas. The higher density lines, which make up the balance of Illinois' rail network, carry over five million gross tons of freight per mile annually and are generally referred to as "mainlines."

As it strives to achieve an improved rate of return, the rail industry will continue to rid itself of unprofitable lines and to consolidate through mergers. Likewise, deregulation has made abandonments easier to obtain. (On the other hand, deregulation has resulted in fewer abandonments through encouraging the formation of shortlines to take over service.) Since 1976, over 3,000 miles have been abandoned in Illinois. The department estimates that more than a thousand shippers, since 1976, have gone out of business, or changed to other modes in order to continue in business, after a rail line has been abandoned. The latter, in many instances, has meant an increase in transportation costs. Abandonment of rail lines in Illinois will continue in the future largely due to railroad consolidation proceedings. At present, 300 miles of rail line in the state have been categorized as pending or potential abandonments.

The loss of direct rail service has a profound effect on business and communities. In cases where a business is in a highly competitive market environment or has a marginal operation, the loss of rail service may force the firm to either close or greatly reduce its operations due to the increased costs of trucking. For some businesses, particularly grain elevators, the loss of rail service may result in the loss of a market due to greatly increased transportation costs. It has also been found that an elevator shifting to truck from rail will pay farmers 5-7 cents/bushel less for their grain, to account for their own higher transportation costs. That 5 cents/bushel is often greater than the farmers' profit margin. In either case, the local community often must bear the resulting increases in unemployment and reductions in disposable income. Figure 2 depicts those lines abandoned since January 1, 1983, those lines on which service has been retained, and those on which an effort is being made to restore or retain viable rail freight services. Table 2 and Figure 3 includes current data on the status of line abandonments in Illinois.

The department recognizes the importance of an adequately balanced transportation system for the movement of commodities to market. Without an adequate rail system for the movement of these products, highways in Illinois will be congested and highway deterioration will increase at a rapid rate.

Rail Line Abandonment Status and Categories

Line status includes several different categories which were established by the Interstate Commerce Commission (ICC), now the Surface Transportation Board (STB). While the rules may change in the near future, every year railroads have had to file a System Diagram Map (SDM) with the ICC and the Department of Transportation. The SDM has been important because it provides the preliminary information as to where planning efforts must occur. Railroads have been required to place lines into one of five categories, as described below:

Category 1 are lines anticipated for abandonment within three years of the filing of the system diagram map. This designation means that a railroad is determining the line's contribution to the rail system (i.e., revenues vs. costs). Nearly all rail lines move from Category 1 to Category 3. A rail line may stay in Category 1 as little as 4 months or up to several years.

Category 2 are lines that a railroad is studying for future abandonment. A line in Category 2 usually does not remain at this status for several years and must be put into Category 1 prior to filing an abandonment application. A railroad usually determines to either move the line to Category 1 or remove the Category 2 designation altogether, if they intend to keep it in their system.

Category 3 are lines for which abandonment or discontinuance application are pending. Four months must pass after a line is in Category 1 on the system diagram map before a railroad can place a line in Category 3. Likewise, each rail user must be notified via a local newspaper. This notification or "Notice of Intent" to abandon must also be sent to state rail agencies, the STB and shippers. The Stagger's Act limits the period the proceeding can take. If no protests are filed, the STB must issue a certificate of abandonment or discontinuance of service within 45 days. If an investigation is ordered and the decision is appealed, the STB proceedings can take as long as 330 days. Appeals outside the STB to federal courts can extend this maximum time limit until the case is decided.

Category 4 lines are operated under subsidy. With the expiration of federal funding eligibility for subsidies on September 30, 1981, all federal subsidies were discontinued. Some states offered subsidies after this time, but it is believed that all have now discontinued the practice.

Category 5 and all other lines. Lines in this category are considered viable by the railroads at the time of the filing of the System Diagram Map. A line in Category 5 can be filed in Category 1 or 2 within the same year only if the railroad files an amended system diagram map.

Table 2

SUMMARY OF ILLINOIS RAIL LINE STATUS

Railroad	Category 1	Category 2	Category 3	Total Miles
BNSF	68.22	--	--	68.22
CR	75.40	--	--	75.40
CSXT	13.06	--	--	13.06
UP	86.90	--	--	86.90
IHRC	--	--	52.10	52.10
CPRS	1.04	--	--	1.04
EJE	3.50	--	--	3.50
TOTAL	248.12		52.10	300.22

*Total railroad route mileage in Illinois is approximately 7,900. These pending or potential abandonments represent 3.8 percent of the total.

Traffic Density

Figures 4 and 5 depict the most current information available on density for all railroads in Illinois. For the most part the information is based upon 1995 data.

Illinois Railroads

Illinois Department of Transportation

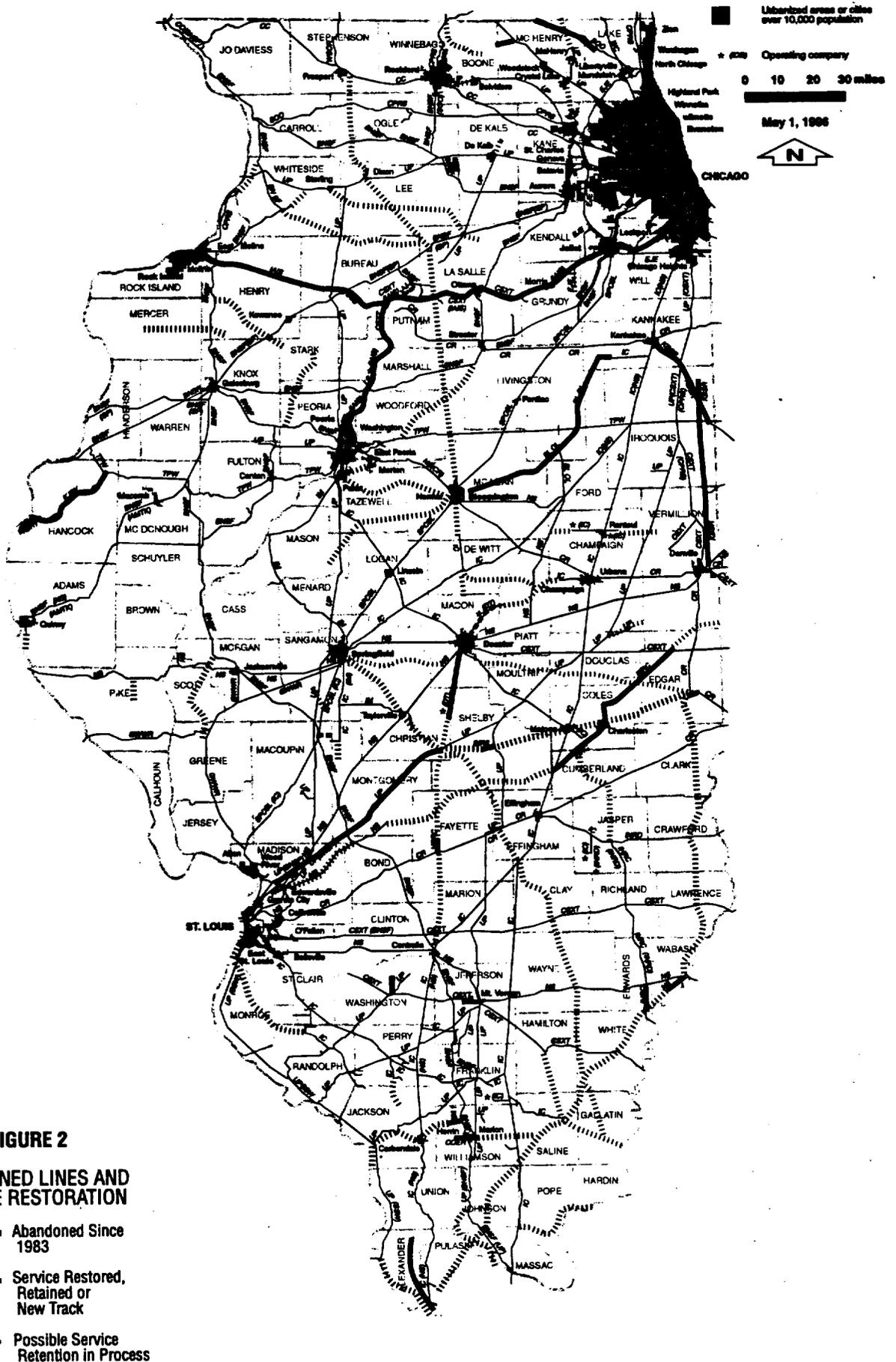


FIGURE 2

ABANDONED LINES AND SERVICE RESTORATION

Illinois Railroads

Illinois Department of Transportation

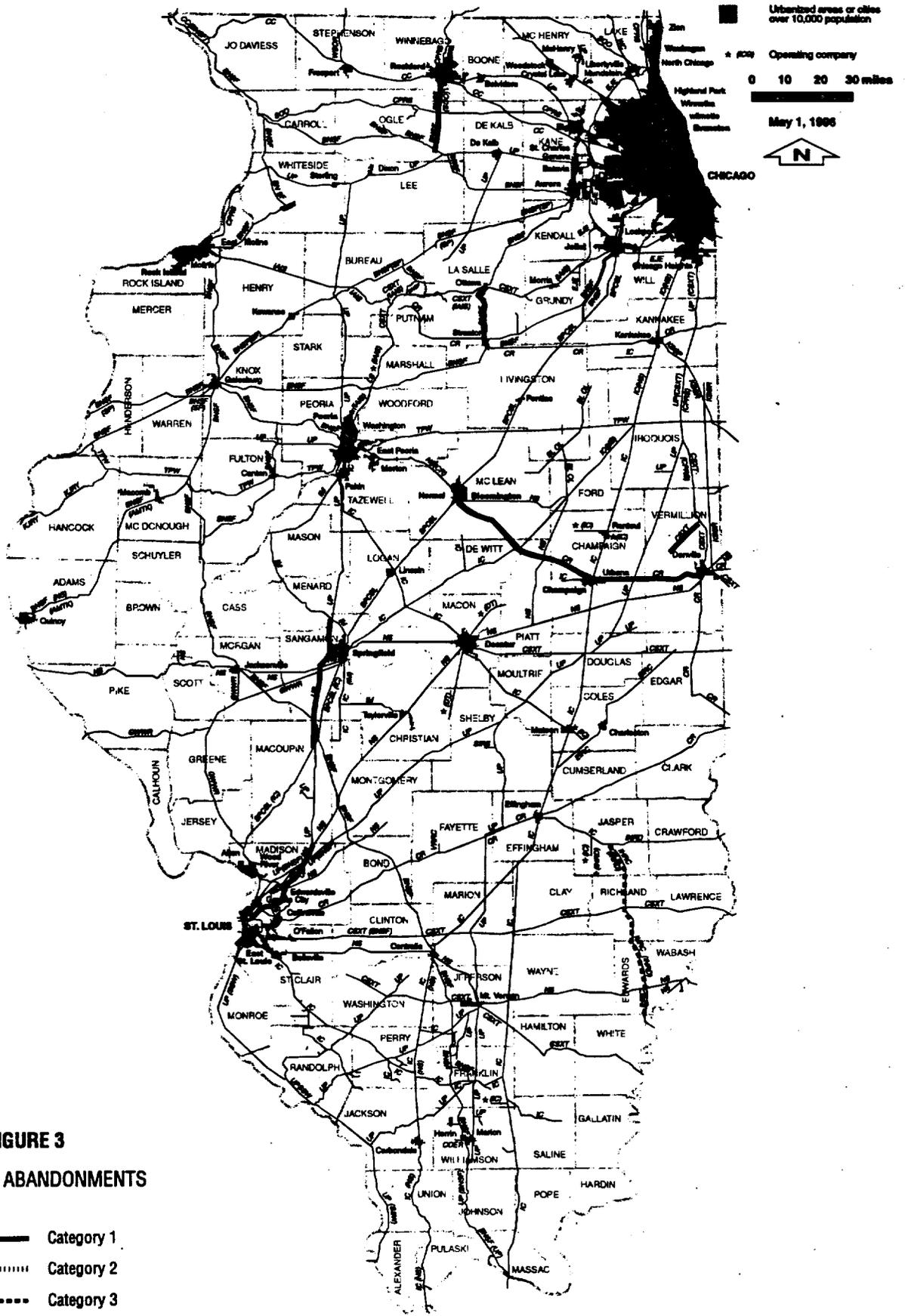


FIGURE 3
POTENTIAL ABANDONMENTS

Illinois Railroads

Illinois Department of Transportation



FIGURE 4
ANNUAL GROSS TONNAGE:
0 - 4.9 MILLION

- 0.0 TO 0.9
- - - - - 1.0 TO 2.9
- 3.0 TO 4.9

Illinois Railroads

Illinois Department of Transportation

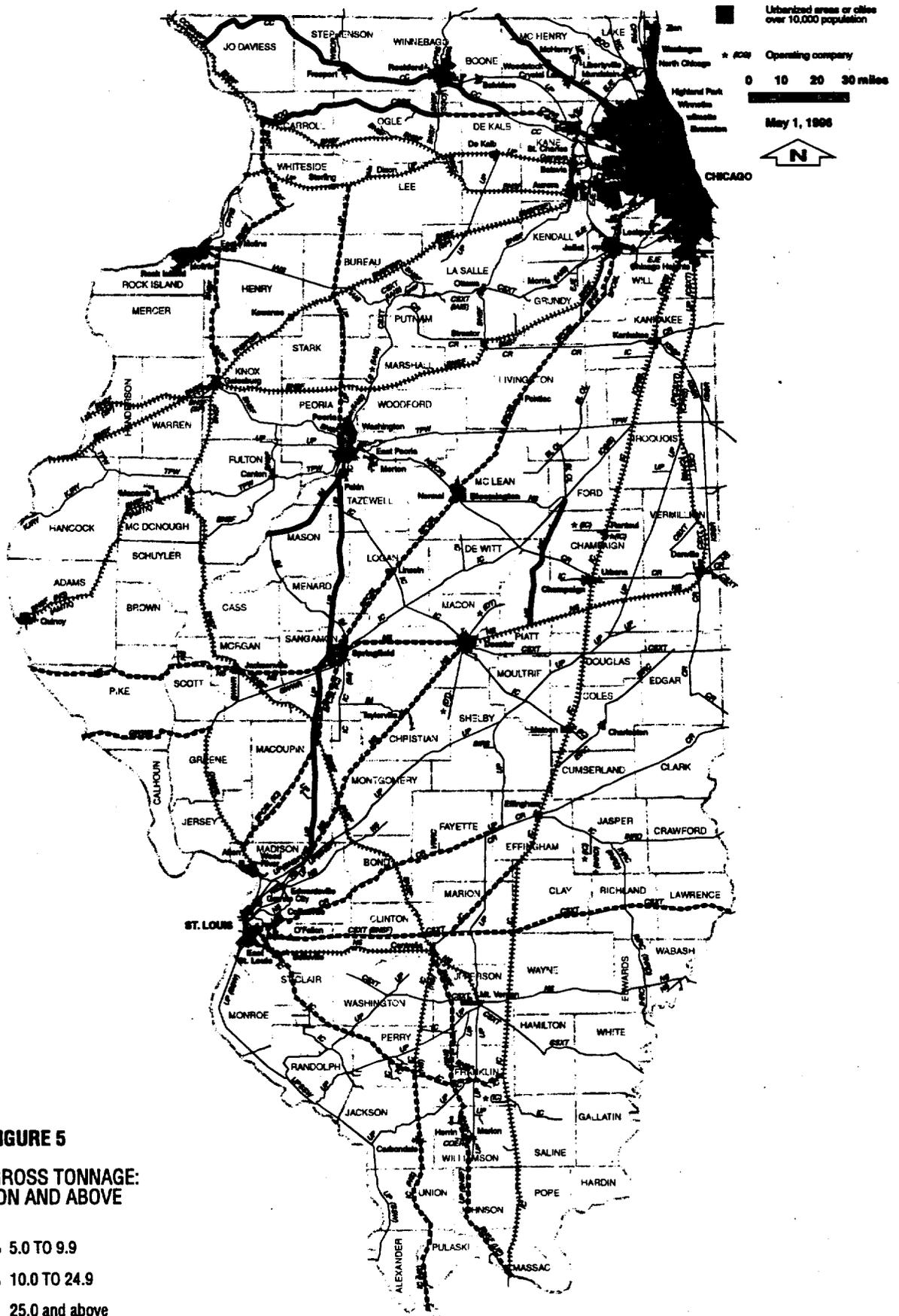


FIGURE 5
ANNUAL GROSS TONNAGE:
5 MILLION AND ABOVE

RAIL FREIGHT PROGRAM

Programming rail freight projects is a dynamic process that requires a flexible approach to changing situations. Most projects are complex, requiring shipper, local, state and federal governments, and railroad cooperation and financial involvement before agreements can be reached and implemented.

The Rail Freight Program was originally created as a grant program. To stretch limited funding resources, the department formulated the policy of loaning rather than granting funds, whenever possible. The General Assembly subsequently enacted legislation establishing two revolving loan funds: the Rail Freight Loan Repayment Fund for federal loan funds and the State Loan Repayment Fund for state loan funds. Loan repayments are recycled for new projects.

The Fiscal Year 1997 Rail Freight Program is funded from three sources:

- State General Revenue Funds (GRF). A portion of the GRF expenditures is reimbursed by the federal government.
- Rail Freight Loan Repayment Fund. The state has the opportunity to reuse federal funds that are loaned and then repaid to the state. The state places the federal share in an interest-bearing account (Rail Freight Loan Fund) then loans or grants these funds for eligible projects. A 30 percent state match is required from the state GRF.
- The State Loan Repayment Fund. The state also has the opportunity to reuse state funds that are loaned and then repaid to the state. The repayments are placed in an interest-bearing account (State Loan Repayment Fund), then are loaned or granted for eligible projects.

The funding for Fiscal Year 1997 is shown below and graphically on page 14.

• General Revenue Funds	\$3,171,800
• Rail Freight Loan Repayment Fund	700,000
• State Rail Freight Loan Repayment Fund	1,950,000
Total Freight Program	\$5,821,800

Fiscal Year 1997 Program

The program for FY 1997 is listed on Table 3, which identifies project investment, the number of industries that will directly benefit, and the number of jobs saved or created. The state and federal statutory requirements for rail service investments

mandate the department to analyze and quantify the benefits and costs associated with a project. Generally, only two options are analyzed: to invest funds in rehabilitation or new construction, and no investment. The department must demonstrate that the benefits exceed the costs before a project is deemed eligible. Although these projects meet eligibility criteria, priorities may change which could delay or alter project funding.

Table 4 lists projects that were placed under contract in Fiscal Year 1996, but will not be completed until Fiscal Year 1997. Figure 6 on page 17 shows the statewide location for all improvement projects.

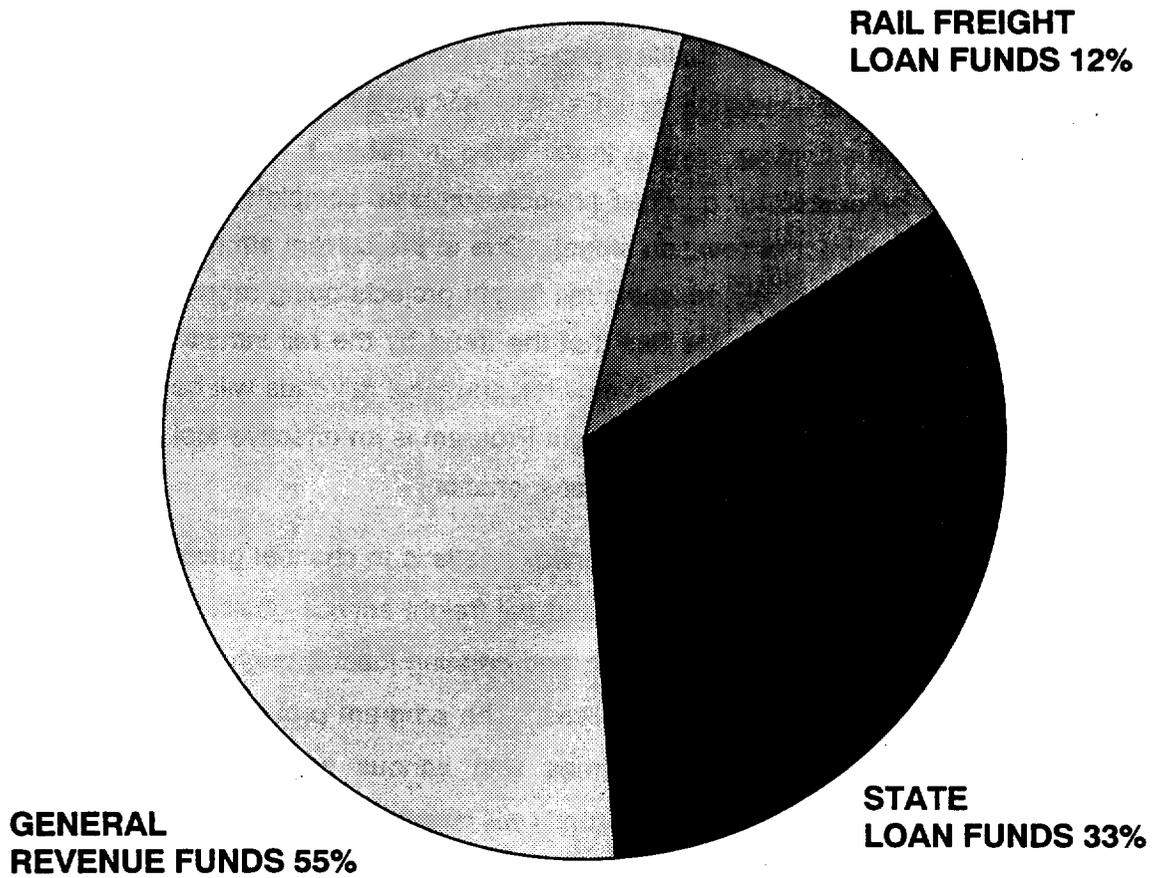
Future Rail Freight Projects

Because the project request/qualification process is an on-going exercise and because it is the department's goal to fund qualified projects expeditiously in order to realize their economic, public and transportation benefits, it is not possible to list specific projects under consideration for funding beyond those listed in Table 3. An average of \$5.8 million per year is requested for qualified projects (projects completed, currently under contract and in the contract negotiation stage). Due to the current strong economy, the number and magnitude of highly desirable rail freight projects being requested is on the increase. Adding to demand is the fact that the trend by the rail industry to abandon unprofitable lines is continuing, and new regional and local railroads will be formed as a result of restructuring. The state's Rail Freight Program is an effective tool in protecting access for shippers and businesses to rail transportation.

The state's role in addressing rail freight service needs is to channel government funds to projects that achieve statewide economic and rail freight service goals. The Rail Freight program is helping businesses by retaining and creating jobs through the construction of new and improved rail freight service facilities. The program provides the state with the leverage to draw together different parties with various needs to solve a shared transportation problem. In this way, state funds will leverage private investment for greater economic benefits to shippers, railroads and communities in Illinois.

FY1997 Rail Funding Sources

RAIL FREIGHT PROGRAM • \$5,821,800



**TABLE 3
FISCAL YEAR 1997
TENTATIVE PROJECTS**

Project		State/Federal Investment (\$000)	Industries Benefiting	Private & Other Leveraged (\$000)	Loan or Grant	Jobs Saved/ Created	Project Description
Location	Owner/ Operator						
Lowder	BN	\$440	3	N/A	L	--	Construct 1,146' of track to increase capacity for unit rates
Marion	COER	218	1	\$12,000	L/G	200	Construct 1,830' spur to new manufacturing plant
No. Chicago	EJE	220	1	N/A	L	5	Construct 260' rail spur for existing paper company
Pisgah	BN	395	4	N/A	L	--	Construct 3,000' of track to increase capacity for unit rates
Cadwell	UP	465	4	N/A	L	--	Construct 4,400' of track to increase capacity for unit rates
Granite City	NS	1,750	1	117,000	L	226	Construct 2.4 miles of intraplant trackage for new processing plant
McLean	SP	884	2	N/A	L	2	Construct 1.2 miles of track to increase capacity for unit rates
Allen	UP	1,000	2	500	L	2	Construct 1.0 miles of track to increase capacity for unit rates
Kankakee	IC	450	1	46,000	L	35	Construct additional 1,500' trackage to serve major plant expansion
Totals		\$5,822	19	\$175,500		470	

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TABLE 4
PROJECTS UNDER CONSTRUCTION OR PENDING

Project		State/Federal Investment (\$000)	Industries Benefiting	Private & Other Leveraged (\$000)	Loan or Grant	Jobs Saved/ Created	Project Description
Location	Owner/ Operator						
Bourbonnais	IC	350	1	4,014	L	30	Construct 500' rail spur for expanding scrap steel processing plant
Chicago	BRC	1,500	5	--	L	--	Raise two existing bridges to improve overhead clearances for "Double Stack" intermodal traffic
Crest Hill	EJ&E	290	1	250	L	6	Rehabilitate 235' and construct 1,315' of rail line for a rail/barge facility
Marsailles	CSX	430	1	2,000	L	25	Construct 2,540' of track to new steel processor
Coal City	ATSF	840	1	1,000	L	37	Construct 3,340' rail spur to serve expanding industries
WANN-WR (Phase I)	GWE	1,300	5	--	L	--	Install welded rail, reverse signaling to 13 miles of regional railroad to improve speed and safety
Oakford	I&M	900	3	--	L	--	Replace a bridge on the railroad's mail line
Totals		\$5,610	17	7,264		98	

Fiscal Year 1997 Rail Freight Improvement Projects



Figure 6

FISCAL YEAR 1997 RAIL PASSENGER PROGRAM

Rail passenger service in Illinois is at a crossroads. The structure of the program is changing as federal support for Amtrak is being reduced. One result is that states must shoulder more of the costs associated with continuing their existing services. In Illinois a variety of cost reduction strategies have been proposed to help preserve service, including frequency reductions, eliminating or subcontracting food service and enlisting the assistance of local communities with costs related to station operations.

The department has contracted with Amtrak to operate supplementary, intra-state rail passenger service since the corporation was created in 1971. Initially service was provided between Chicago and downstate communities on three routes: Chicago-Quincy, Chicago-St. Louis and Chicago-Carbondale. In 1986 a train was added between Chicago and Springfield and in 1989 the program was further expanded with an agreement to share with Wisconsin in funding service between Chicago and Milwaukee. Despite these expansions the cost of the program to the state has remained fairly constant at around \$3 million per year, including marketing and station improvements. Program objectives are to provide a convenient, comfortable, and reliable alternative for travel within the state at reasonable cost and to increase public awareness of the service so as to maximize ridership and minimize state expenditure.

Original cost-sharing arrangements called for the state to contribute 65% of the operating loss of each train, with Amtrak paying the remainder. However, the only cost elements included in that calculation were those directly and easily attributed to a particular train's operation, while fixed costs and overhead expenses were allocated to Amtrak's "system cost". Recent efforts to reduce the federal budget have forced Amtrak to reanalyze and redefine its cost structure, redistributing the "system costs" among all the trains.

Over the past two years this process has resulted in a re-engineering of the corporation and a rationalization of the service. Financial relationships with states have also been re-examined in light of Amtrak's need to reduce its dependence on federal funds.

Operating Support

For State Fiscal Year 1996 the department received \$2.6 million from the General Revenue Fund (GRF) to finance the operation of eight daily round trips to downstate Illinois and provide a portion of the cost of the Chicago-Milwaukee service, based on the historical cost-sharing formula. Later in the year Amtrak submitted a revised formula based on a more comprehensive allocation of costs, with the result that the state cost for train operations increased. By negotiating, implementing a fare increase and reducing service on the Loop, the department narrowed the funding gap. A special appropriation of \$2.5 million was granted to cover the projected short-fall for March to June, 1996.

With the expectation that federal funds for rail passenger service would be phased out over the next three to five years, Amtrak and the department developed a plan for preserving the core of the state sponsored service. The cost to the state is projected to increase, but the program includes strategies to manage the increases. For Fiscal Year 1997 the department is seeking \$6.5 million from the GRF to operate the state sponsored intercity rail passenger system as follows and provide marketing and architectural/engineer service:

- The **State House** serves primarily business, government and student travel between Chicago and St. Louis. In 1995 more than 82,000 passengers rode between the termini and stops in Summit, Joliet, Dwight, Pontiac, Bloomington-Normal, Lincoln, Springfield, Carlinville and Alton. Although the corridor also has two other Amtrak system trains, neither is convenient for business or government travelers. The **Loop** train between Chicago and Springfield is being discontinued in FY97 to reduce program costs.
- The **Illini** serves the communities of Homewood, Kankakee, Gilman, Rantoul, Champaign, Mattoon, Effingham, Centralia, DuQuoin and Carbondale. It carried 96,064 passengers in 1995, including many students attending the universities in Urbana, Charleston and Carbondale. In addition, many business travelers rely on the **Illini** for access to Chicago.
-
- The **Illinois Zephyr** carried about 80,000 riders in 1995 to/from stops in LaGrange, Naperville, Plano, Mendota, Princeton, Kewanee, Galesburg, Macomb and Quincy. Many students from the Chicago area rely on the **Zephyr** for transportation to schools and colleges in western Illinois. Since there is no bus or air service within the corridor area, the train also accommodates a good deal of business travel.

- The ***Hiawatha Service*** provides six daily round-trips between Chicago and Milwaukee which carried 334,000 riders in 1995. The 90-mile trip takes just over an hour and the train is an ideal mode for business and leisure travelers bound for Chicago's Loop. Illinois pays 25% of the state share for the service.

Marketing

The core of the marketing program is the advertising that informs the public of the availability and advantages of the state's Amtrak service. The primary goal is to increase ridership, thereby maximizing revenue and minimizing state assistance.

The costs of the marketing program are shared with Amtrak. For Fiscal Year 1997, the total advertising budget is approximately \$250,000, with the state share being \$240,000 and Amtrak's share \$10,000. The cooperative advertising effort is augmented with combined with non-profit and in-house agency advertising rates; promotional assistance from the Illinois Bureau of Tourism and other tourist organizations; advertising trades; free space in Metra/RTA stations, buses and rail cars; Amtrak's absorption of talent fees and miscellaneous ad agency costs; and free public display of posters.

The media used for the Fiscal Year 1997 marketing program will be television, newspaper, radio, display cards on mass transit vehicles, billboards, direct mail, brochures, and other informational items. Advertising is placed in all communities served by state-supported trains and in all other Illinois communities served by Amtrak. In conjunction with the standard media program, Fiscal Year 1997 funds will be used for the following new element:

- To promote the new Amtrak Thruway connecting bus service between the Peoria Bus Center and Amtrak trains at Normal and Thruway bus extensions to Champaign and Galesburg.

Architectural/Engineering

In Fiscal Year 1997 the department will continue its program to maintain and improve the state's Amtrak stations. To ensure the technical expertise necessary to guide these investments, the state will contract with an architectural/engineering firm to provide structural engineering and construction inspection services for the capital program.

Station Improvement Program

The state will continue its program of addressing deferred station maintenance needs, safety repairs, energy conservation and other improvements. In the past this work has been conducted on a shared-cost basis with Amtrak and some support from local communities. However, in view of the limitation on Amtrak's resources, the larger share of future projects will likely be assumed by the state. Local investment in station projects will become more important as the Amtrak share contracts. Figure 7 on page 22 shows Amtrak and state-supported passenger service routes throughout the state, as well as stations included in the capital program.

The Station Improvement Program for Fiscal Year 1997 proposes improvements to 16 stations at an estimated cost of \$724,000. The state share will be funded from bond funds and General Revenue Funds. (See Table 5.) A number of projects planned for 1996 will also be completed in 1997, as several were deferred pending decisions about the future of the Rail Passenger Program. Many of the projects scheduled for 1997 involve the installation of video ticketing machines at unstaffed stations. These machines will allow patrons to communicate with the closest staffed station to ask questions about schedules, fares and local amenities, as well as to purchase tickets using checks or credit cards. Proposed locations for these machines include Centralia, Kankakee, Kewanee, Princeton, Homewood, Mattoon, Rantoul, Effingham and DuQuoin.

AMTRAK RAIL PASSENGER ROUTES

May 1996

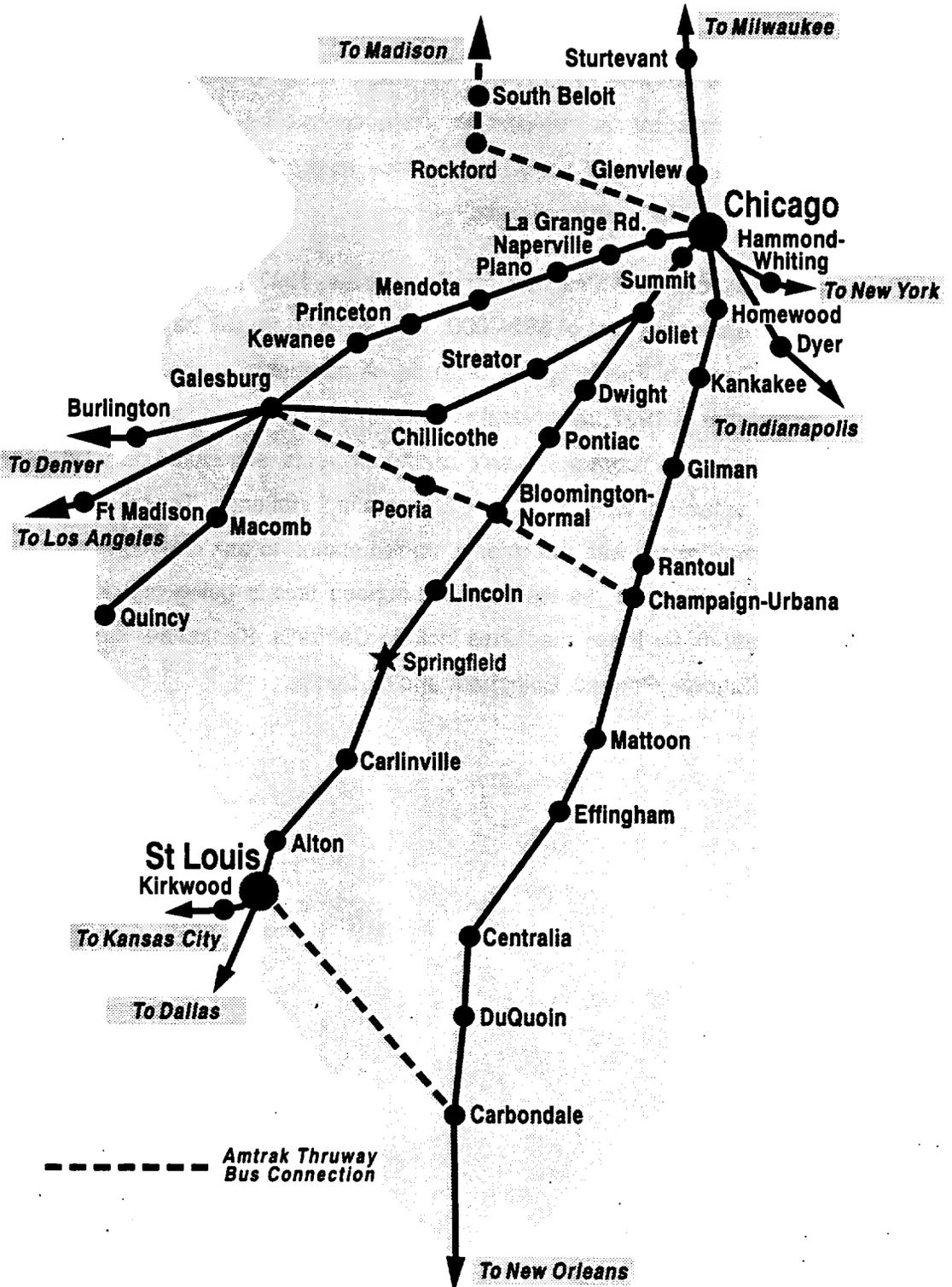


FIGURE 7

TABLE 5
FISCAL YEAR 1997 STATION IMPROVEMENT PROJECTS

Corridor/Station	Project Description	Total Cost	State	Amtrak
<u>Chicago-Carbondale</u>				
Homewood	Construct wheelchair lift and install video ticketing system	\$ 26,000	\$ 20,000	\$ 6,000
Kankakee	Construct wheelchair lift	\$ 6,000	\$ 3,000	\$ 3,000
Rantoul	Construct wheelchair lift	\$ 6,000	\$ 3,000	\$ 3,000
Mattoon	Construct wheelchair lift and install video ticketing system	\$ 45,000	\$ 30,000	\$ 15,000
Champaign	Construct temporary station	\$ 30,000	\$ 15,000	\$ 15,000
Effingham	Construct wheelchair lift and install video ticketing system	\$ 26,000	\$ 16,000	\$ 10,000
Centralia	Construct wheelchair lift and install video ticketing system	\$ 26,000	\$ 16,000	\$ 10,000
Corridor Total		\$165,000	\$103,000	\$ 62,000
<u>Chicago-St. Louis</u>				
Joliet	Repair platform	\$ 40,000	\$ 40,000	
Lincoln	Construct wheelchair lift	\$ 6,000	\$ 3,000	\$ 3,000
Carlinville	Construct wheelchair lift	\$ 6,000	\$ 3,000	\$ 3,000
Corridor Total		\$ 52,000	\$ 46,000	\$ 6,000
<u>Chicago-Quincy</u>				
Mendota	Station rehabilitation	\$400,000	\$ 90,000	\$310,000
Kewanee	Install video ticketing system	\$ 20,000	\$ 10,000	\$ 10,000
Princeton	Construct wheelchair lift and install video ticketing system	\$ 75,000	\$ 45,000	\$ 30,000
Macomb	Construct wheelchair lift	\$ 6,000	\$ 3,000	\$ 3,000
Quincy	Construct wheelchair lift	\$ 6,000	\$ 3,000	\$ 3,000
Corridor Total		\$507,000	\$151,000	\$356,000
TOTAL PROGRAM - FY 1997		\$724,000	\$300,000	\$424,000

High Speed Rail

The Chicago to St. Louis corridor was designated as a high speed rail corridor under the federal Intermodal Surface Transportation Efficiency Act (ISTEA) in 1992. In May 1994, the state published a report entitled, *Chicago-St. Louis High Speed Rail Financial and Implementation Plan*. This report indicated that high speed rail can be developed and operated with minimal new public funding. By upgrading existing track shared with freight trains, achieving passenger train speeds up to 125 miles per hour is a realistic goal. The department believes that development of high speed rail between Chicago and St. Louis would offer travelers an attractive alternative to highway travel while bringing environmental benefits and energy savings.

The department is currently in the process of preparing an environmental impact statement along with a more detailed analysis of proposed grade crossing safety improvements for the Chicago-St. Louis corridor. Work with local communities is underway to develop an acceptable grade crossing treatment plan. Other major components of the study process involve analysis of potential train operating speeds, updating and correcting annual average daily traffic counts at all crossings, and an analysis of train control and grade crossing signal system needs along the proposed high speed rail corridor.

In addition, the department intends to utilize Federal Section 1010 funds to demonstrate new grade crossing warning system technologies. A vehicle arresting barrier (VAB) system will be installed at three locations to test the applicability of the system to rail/highway grade crossings. The VAB system has been used in various highway applications to prevent vehicles from entering dangerous situations. The department included a VAB system as part of the reversible lane traffic redirection and access control system for the Kennedy Expressway reconstruction project, and it intends that the proposed field tests will show the applicability of the system to rail/highway grade crossings.

The idea behind using the VAB system at grade crossings stems from the need to develop new protection devices which could guarantee non-intrusion of a vehicle at existing grade crossings on high speed rail corridors. The proposed sites are T.R. 35A, 3.03 miles south of Chenoa in McLean County; U.S. 136 in McLean also in McLean County; and Hawthorne Street in Hartford, Madison County. These crossings were selected as test sites because they will provide a range of vehicle types and traffic conditions with which to test the VAB systems. The T.R. 35A crossing will allow the department to test the system with rural and farm equipment traffic. The U.S. 136 and Hawthorne Street crossings will allow testing of the VAB's with a high percentage of urban and tractor-trailer traffic.

Installation of the units is anticipated to begin in the fall of 1996. Included as part of the technology demonstrations will be an impact detection system. The detection system will allow for a videotape record to be made every time one of the VAB is activated. The system will also send an electronic signal to the local police authority and VAB system maintenance contractor to alert them. This detection system will help the department analyze the performance of the VAB system.

While Section 1010 funds will be used to fund the VAB demonstration project, they will cover only a small portion of crossing improvement needs for high speed rail. The \$6 million anticipated from Section 1010 falls far short of the estimated \$70-100 million needed. However, existing funding sources are available which could be used to reduce this need.

The department was awarded a \$3 million grant from the Federal Railroad Administration (FRA) that will be used to rebuild and signalize tracks in the East St. Louis area. This project, along with track improvements from East St. Louis to Granite City, funded jointly by two freight railroads and the department, will shorten the current Amtrak route and will cut travel time by 20 minutes. It will ultimately also benefit the high speed rail service. The project is a small but important incremental step toward the development of the high speed rail corridor.

The demonstration project is intended to address "bottleneck" segments along an existing shared passenger/freight route, which is a common objective in the initial increment of high speed rail development. This initial increment is distinguished by adapting facilities designed and built for freight trains, and currently used by Amtrak, to high speed operations. The project will demonstrate a remedy to a typical problem of slow travel times along the approaches to stations within congested metropolitan areas. In addition, the project will demonstrate the benefit not only for incremental high speed rail development, but also for high speed rail projects where the end-point station access must be accomplished over existing shared trackage.

The department has also been awarded a federal grant for development of an advanced train control system in a portion of the Chicago-St. Louis corridor, a 110-mile segment between Springfield and Dwight. An advanced train control system is a critical component of high speed rail development in a rail corridor with numerous grade crossings, such as Chicago-St. Louis, where slower moving freight trains and high speed passenger trains would share the same right-of-way. Development and implementation of the advanced train control system is estimated to take approximately four years. The first phase of the project will include preliminary engineering and preparation of the corridor segment to accept the advanced train control components.

A recent \$1 million FRA grant has allowed IDOT to hire a consultant to provide preliminary engineering services for phase one of the advanced train control project. FRA has included an additional \$6 million in its Fiscal Year 1996 budget for continuation of phase one work. IDOT will use the additional grant funds, along with other state and railroad funds, to install basic signal system components required for the advanced train control system. Coded track circuits, which provide a more efficient transmission method for the railroad's signal system, will be installed to replace the railroad's existing wire-based system. In addition, control circuitry for all existing public crossings within the demonstration segment will be upgraded to ensure it is compatible with the High Speed Positive Train Control (HSPTC) system. This initial work is expected to begin within the

next 6-9 months, with completion within one year from project startup. For Fosca; Uear 1997 the department is requesting \$1.75 million in GRF appropriation to match \$7.0 million in federal funds for this project.

In addition, the department will be overseeing the technical preparations for implementing the service design, engineering, equipment specifications and financing arrangements required to continue development of high speed rail in the Chicago-St. Louis corridor. Currently, the department is directing the work of a consultant team in the preparation of an environmental impact statement (EIS) for the Chicago-St. Louis corridor. The EIS work began in February 1995. A Draft EIS is expected to be completed by the end of 1996. Following a review by state and federal agencies, and a thorough public involvement process with public hearings and evaluation of all comments received, a draft Final EIS is expected to be delivered to the department by the end of 1997. For Fiscal Year 1997 the department is requesting \$150,000 in GRF appropriation to match \$600,000 in federal funds to continue the EIS process.

ILLINOIS RAILROADS AND ABBREVIATIONS

<u>Railroad</u>	<u>Abbreviation</u>
Alton & Southern Railway	ALS
Baltimore & Ohio Chicago Terminal Railroad ^{1/}	BOCT
Belt Railway Company of Chicago	BRC
Bloomer Shippers Connecting Railroad Co.	BLOL
Burlington Northern Santa Fe	BNSF
Cairo Terminal Railroad	CTML
Chicago, Central & Pacific Railroad	CC
Chicago-Chemung Railroad Co.	CCRC
Chicago & Western Indiana Railroad	CWI
Chicago Heights Terminal Transfer Railroad	CHTT
Chicago Rail Link ^{2/}	CRL
Chicago Short Line Railway	CSL
Chicago, South Shore & South Bend Railroad ^{3/}	CSS
Chicago, West Pullman & Southern Railroad	CWP
Consolidated Rail Corporation (Conrail)	CR
CP Rail System	CPRS
Crab Orchard & Egyptian Railroad	COER
CSX Transportation, Inc. ^{4/}	CSXT
Eastern Illinois Railroad Co.	EIRC
East St. Louis Junction Railroad	EJR
Elgin, Joliet & Eastern Railway	EJE
Gateway Western Railroad	GWWR
Grand Trunk Western Railroad Company ^{5/}	GTW
Illinois Central Railroad	IC
Illinois Midland Railroad, Inc.	I&M
Indiana Harbor Belt Railroad	IHB
Indiana Hi-Rail Corp.	IHRC
Indiana Railroad	INRD
Iowa Interstate Railroad, Ltd.	IAIS
Joppa and Eastern Railroad	JE
Kankakee, Beaverville & Southern Railroad	KBSR
Kaskaskia Regional Port District Railroad	KPRD
Keokuk Junction Railway	KJRY
Lincoln and Southern Railroad Company	L&S*
Manufacturers' Railway	MRS
Manufacturers Junction Railway	MJ
Norfolk Southern Railway Co.	NS*
Peoria and Peoria Union Railway	PPU
Peoria, Peoria Heights & Western Railroad ^{6/}	PPW
St. Louis Southwestern Railway Company ^{7/}	SSW
Shelbyville Industrial Rail Spur	SIRS
Southern Pacific Transportation Company	SP
SPCSL Corporation ^{8/}	SPCSL
Toledo, Peoria and Western Railway Corp.	TPW
Terminal Railroad Association of St. Louis	TRRA
Union Pacific Railroad	UP
Vandalia Railroad Company	VRR
Wisconsin & Calumet Railroad	WICT
Wisconsin Central Ltd.	WC

* These corporations do not operate lines in the state, but own the land and track over which various railroads operate, or own out-of-service lines.

- ^{1/} The B&OCT is a subsidiary railroad of CSX Corporation and is scheduled to be merged into CSX Transportation.
- ^{2/} Purchased by CWP.
- ^{3/} The Northern Indiana Commuter Transportation District (NICTD) operates passenger service over the lines of the CSS.
- ^{4/} CSX Transportation in Illinois encompasses the lines and operations of the former Seaboard System Railroad (owner of the LN) and B&O.
- ^{5/} Recently merged with Canadian National and renamed CN-North America.
- ^{6/} Lines formerly shown as NW and SOU
- ^{7/} A wholly-owned subsidiary of Southern Pacific.
- ^{8/} Union Pacific Railroad incorporates lines and operation of the Missouri Pacific Railroad and former Chicago North Western