



# \$1.1 Billion Funding In Action



**BEFORE**



**AFTER**



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In September 2010, **one of the first construction projects in the national High-Speed Intercity Passenger Rail (HSIPR) program began** along the Chicago to St. Louis route to prepare it for future train operation at up to 110 mph.

**Illinois was the first state in the HSIPR program to sign a Cooperative Agreement with the Federal Railroad Administration (FRA).**

The \$1.1 billion allocated for corridor improvements between Dwight and St. Louis includes upgrading track built to 110 mph standards, sidings and crossovers, grade crossing surfaces, signals and crossing warning systems, stations, and trainsets (locomotives and cars).

## 2010 Construction: Completed Improvements

The 2010 construction improvements included the installation of rail on over 76.5 miles of track, installation of 201,000 new concrete ties, spread of 390,000 tons of stone ballast, renewal of 73 crossing surfaces and approaches, and installation of 7 switches.

Union Pacific is using a modern track renewal train, the TRT 909, which installs rail and concrete ties in one pass. The TRT can install up to 5,000 ties in a twelve-hour day. The track renewal train consists of approximately 30 rail cars, with each car capable of carrying 210 concrete ties. Three sets of gantry cranes move the concrete ties forward for the TRT to drop into place and the machine then threads the new rail onto the ties. The old wooden ties are picked up and loaded onto railcars for movement to a facility for sorting. The old rail is threaded out as the machine works its way down the track and is picked up to be recycled. To view the TRT in action, visit [www.idothsr.org](http://www.idothsr.org).



*TRT shown working in western United States*

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FAST FACTS

About half of the funding is dedicated to infrastructure improvements such as tracks, highway/rail grade crossings, earthwork, and related construction. Below is an approximate breakdown of what the FRA funds will be used for:

- » Track and Infrastructure: \$570M
- » Stations: \$50M
- » Locomotives and Cars: \$220M
- » Signaling and Communications: \$170M
- » Other: \$130M

This track renewal project will be completed over two construction seasons: 2010 and 2011. The 2010 construction, completed in early December, included upgrading 76.5 miles of existing track from Brighton, IL to just south of Springfield and just north of Springfield to Elkhart, IL, excluding the Springfield area. A study is currently underway to determine the best route through Springfield.

The next round of construction is scheduled to begin mid March or early April 2011 (weather permitting) in Elkhart, IL and proceed north to Dwight, IL. Information regarding temporary crossing closures will be available under the Construction section of the project website ([www.idothsr.org](http://www.idothsr.org)) prior to the 2011 start.

*(continued on page 2)*



## Message from IDOT...

I am pleased to announce the Illinois Department of Transportation (IDOT), Federal Railroad Administration, Union Pacific Railroad (UP), and Amtrak have recently signed the necessary agreements that outline the future plans for 110 mph service along the Chicago to St. Louis route. The future plans include continued rail improvements, installation of new signals and crossing warning systems for enhanced safety, station improvements, and the purchase of new locomotives and passenger cars.

During the past year, IDOT and our partners have made great strides in the High-Speed Intercity Passenger Rail (HSIPR) program. In September 2010, construction began on our signature Chicago to St. Louis high-speed rail route. This marked one of the first construction projects in the national HSIPR program throughout the country. IDOT and the UP have met with numerous stakeholders in cities and towns along the route, we have held elected officials briefings, presented to interested organizations and have launched a re-design of our project website to facilitate public input and provide information on the project process and schedule.

We look forward to your continued involvement and our continued efforts to be the first state in the nation to deliver high-speed rail service as part of the HSIPR program.

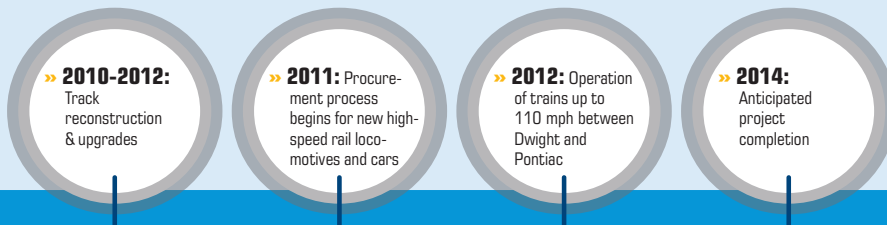
Sincerely,

**Gary Hannig**  
Secretary  
Illinois Department of Transportation

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## KEY PROJECT MILESTONES



## Next Steps:

The next steps for the corridor improvement project from Dwight to St. Louis include 2011 design work that will incorporate a Positive Train Control (PTC) system along with other signal and crossing warning enhancements, new train equipment specifications, and a Tier 2 Environmental Impact Statement (EIS) study. The Tier 2 EIS will look at specific environmental impacts within the location of the selected preferred alternative, which will be selected at the end of the Tier 1 EIS Study. The environmental impact analysis in the Tier 2 EIS will study the effects on the natural and physical environment, and surrounding communities.

### FAST FACTS

Made in the USA: Track construction includes 708,000 concrete railroad ties and 2,833,000 feet of steel rail.

Enhanced signals and crossing warning systems will be implemented on the Chicago to St. Louis corridor.

New HSR passenger trains and equipment will adhere to the Federal Transit Administration's "Buy America" regulations.

IDOT contracts will meet established Disadvantaged Business Enterprises (DBE) goals. ☉



## Jog, Run, Sprint: 110 mph vs. 220 mph

IDOT is taking an incremental approach when it comes to passenger train speeds. The Chicago to St. Louis corridor is being developed for train operations at up to 110 mph. The public will get its first glimpse of 110 mph passenger service between Dwight and Pontiac as early as 2012. IDOT embraces the idea that a network of different but connecting rail services operating at up to both 110 mph and 220 mph may best serve the state's travel and economic development needs. Trains operating at 220 mph will be subject to an even higher level of safety standards which require grade separations for any rail/highway crossings, dedicated passenger only right-of-way and fencing. The development of such a system will take a considerable length of time to implement as it will also involve a separate environmental review process from that of the 110 mph study. IDOT will continue to support the development of both 110 mph and 220 mph alternatives through the High-Speed Intercity Passenger Rail program. ☉

## Who's Involved...



The Illinois Department of Transportation's Bureau of Railroads and the Federal Railroad Administration will act as joint lead agencies on this project. Project Partners include: **Union Pacific Railroad** (owner and dispatcher), **Amtrak** (service provider), **other railroads (Canadian National, Kansas City Southern, Norfolk Southern, and the Terminal Railroad Association of St. Louis)**, **Illinois Commerce Commission**, and **key stakeholders**.

## Safety

- » Enhanced grade crossing warning: four quadrant gates and pedestrian gates (subject to federal and state approvals).
- » Implementation of enhanced signals and crossing warning systems.
- » Installation of new premium rail and concrete ties to support higher speed operations.

## Economy and Community

- » New or restored station facilities with technology enhancements to promote economic development.
- » Improved transportation connections at stations.
- » Business opportunities for rail and station construction, train operation and maintenance.
- » Improve the movement of people, goods, and services.
- » Creation of approximately 6,000 jobs.\*‡
- » 80,000 new tourists will visit Chicago each year.\*
- » \$510 million in direct and indirect spending, of which \$320 million will be from new tourist direct spending.\*‡
- » State and local tax revenues will increase by \$120 million.\*‡
- » \$2.6 billion of additional income from job creation.\*‡

\* Source: Metropolitan Planning Council

‡ Occurring over the next 10 years

## New Passenger Cars and Locomotives (Trainsets)

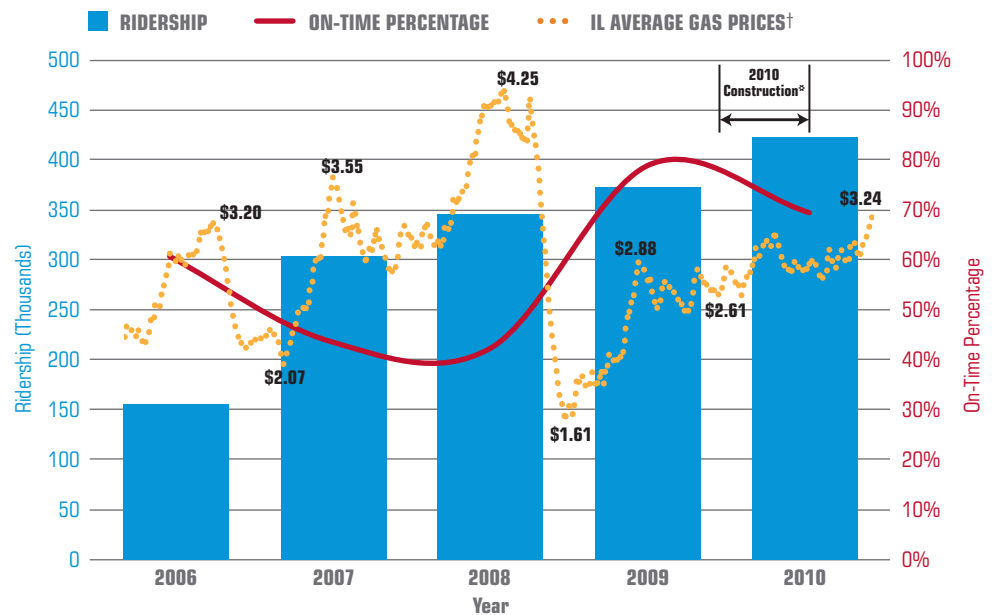
- » Purchase of six new high-speed trainsets for improved ride quality and passenger comfort.
- » New state-of-the-art coach and business class seating.
- » Premium onboard amenities: Wi-Fi, variable message signs, food/beverage service, and automated announcements.



## New Environmental Study To Begin

The \$1.25 million allocated to complete a Tier 1 Environmental Impact Statement (EIS) will study the impacts of potential additional improvements along the Chicago to St. Louis corridor and determine the preferred route from Chicago to Joliet. IDOT is required to complete a Tier 1 EIS before applying for future funding applications for these potential additional improvements. If future funding applications were to be selected by the Federal Railroad Administration, the potential additional upgrades to the Chicago to St. Louis corridor would include the addition of a second mainline track, additional new train equipment to operate more frequent service, additional station improvements, and additional segments of track capable of 110 mph operation. ☉

## Ridership and Reliability



In October 2006, increased state funding allowed for the addition of two new trains on the Chicago to St. Louis route.  
**\*Despite a modest reduction in on-time performance due to construction in 2010, the ridership has continued to increase.**

†Source: GasBuddy.com

## Environmental

- » Improves air quality and energy efficiency.
- » Reduces greenhouse gases.
- » Reduces Illinois' demand for oil.

## Service Reliability and Time Savings

- » Faster and more convenient travel - no security check points or congestion.
- » The existing five daily round trips will include three high-speed round trips.
- » On-time performance of 80 percent.

## Illinois Selected For Additional Rail Funding

On December 9, 2010, U.S. Secretary of Transportation Ray LaHood announced the reallocation of federal high-speed rail funding. This funding, originally appropriated to other states, will be redistributed to thirteen states currently supporting high-speed rail programs.

- » **Illinois will receive \$42.3 million in additional funding to support improvements to the Chicago to St. Louis corridor. These improvements will allow additional segments of track to be built for future passenger train operations at up to 110 mph.**

Along with Illinois, twelve other states will receive additional funding including California, Florida, Washington, New York, Maine, Massachusetts, Vermont, Missouri, Oregon, North Carolina, Iowa, and Indiana. ☉

### KEY TIER 1 EIS MILESTONES

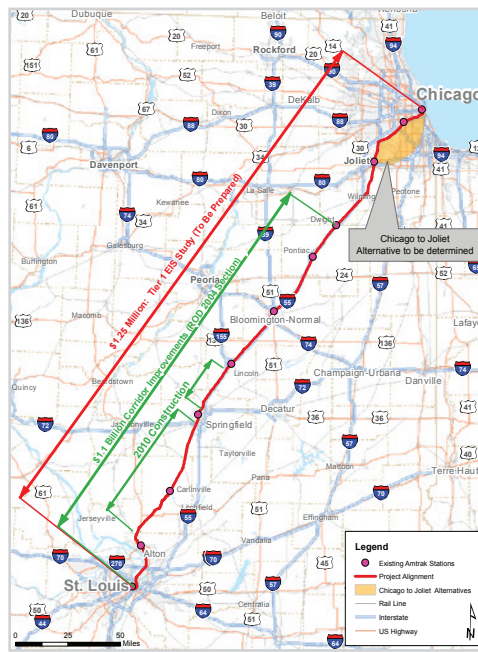
- **Early 2011:** Tier 1 EIS begins/ Notice of Intent issued
- **Summer 2012:** Tier 1 Final EIS/Record of Decision issued



**BACKGROUND:**

**Illinois' High-Speed Rail Signature Route Funded**

In January 2010, President Obama announced that Illinois was selected for a total of \$1.2 billion in American Recovery and Reinvestment Act (ARRA) funds for high-speed passenger rail – one of the few states receiving more than \$1 billion. Illinois' high-speed rail signature route, Chicago to St. Louis, was allocated \$1.1 billion of the total funds for corridor improvements. The route is approximately 284 miles long with trains operating primarily on Union Pacific Railroad track with service provided by Amtrak. The improvements will allow future passenger rail service from Chicago to St. Louis to operate at speeds up to 110 mph. Illinois additionally received \$1.25 million to complete a Tier 1 Environmental Impact Statement (EIS) to study potential additional corridor improvements including a second track. 🌐



**PUBLIC INVOLVEMENT:** A key planning tool for the Illinois High-Speed Rail Chicago to St. Louis project is a public outreach program to facilitate communications between IDOT, Union Pacific, Amtrak, and the municipalities, townships, counties, and other stakeholders along this corridor. The public outreach program has been designed to encourage participation throughout the project. There are many opportunities for stakeholders to become involved throughout the process: elected officials/county briefings, small group meetings, public meetings, workshops, media briefings, and fact sheets will coincide with key project milestones throughout the duration of the project.

- » Visit [www.idohtsr.org](http://www.idohtsr.org) for project specific information and to comment on the Illinois High-Speed Rail project; or call **1-855-IDOT HSR (436-8477)**
- Visit us at <http://www.facebook.com/IllinoisHighSpeedRail>
- » For business and job opportunities, please visit the **Related Web Links** section of [www.idohtsr.org](http://www.idohtsr.org).
- » Visit [www.connectthemidwest.com](http://www.connectthemidwest.com) for up-to-date information on other Midwest High-Speed Rail Projects
- Visit us at <http://www.facebook.com/MidwestHighSpeedRail>
- Visit us at <http://twitter.com/MWHighSpeedRail>
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