

# 70 Projects to CREATE Chicago's Transportation Future

Achieving \$31.5 billion in economic benefits



Better Roads



Improved Crossings



Increased Safety



Fewer Delays



Economic Growth



Reduced Congestion

A More Vital Chicago



# TODAY'S URGENT CHALLENGES

Critical transportation challenges face the greater Chicago region and impact both regional and national economic competitiveness. Congested roads are criss-crossed by train tracks, requiring motorists, trucks and transit bus riders to wait at crossings while 500 freight trains and 800 passenger trains pass through the region each day. The result is hundreds of thousands of hours of delays every year; increased air pollution; potential for train/vehicle collisions; and a range of other negative impacts felt by local communities.

Delay to Cars, Trucks and Trains  
Increased Air Pollution  
Safety Concerns

Delays to rail freight in our region mean that many of the 37,000 railroad cars traveling through the region per day have to wait to deliver their goods and supplies to the market place. These times have been reduced but without further action, delays will again increase as demand for goods movement to and from Chicago is forecasted to more than double by 2045.

Full implementation of the CREATE Program will generate an estimated 44,000 job years\*

Metra and Amtrak trains traveling into and out of the Chicago rail hub serve more than 83 million passengers annually. These trains also experience delay and reduced reliability due to congestion on the tracks they share with freight trains. This negatively impacts quality of life for commuters and travelers.

## CREATE PROGRAM BENEFITS SUMMARY

The CREATE Partners have used a rail simulation model and other economic analysis tools to determine the benefits of completing the full CREATE Program.

### Scenario 1 – Without CREATE Program

Without any CREATE improvements, the Greater Chicago rail network would reach saturation in 2025. Although demand for goods would continue to increase, no additional freight trains could be added to the system and future freight would be forced to move via truck on already congested roadways. Insufficient capacity also would cause increased passenger and freight rail delays, with associated increases in fuel consumption and emissions. Motorists, trucks, and transit bus riders would see additional delays at grade crossings and due to highway congestion.

### Scenario 2 – Full CREATE Implementation

Improvements to freight rail will enable Chicago to handle increased demand for goods via rail rather than having to shift massive amounts of freight to trucks on our region's the roadways. These improvements also will improve the efficiency and speed of commuter, passenger and freight rail traffic to and from Chicago. Motorists, trucks, and transit bus riders will see reduced delay and increased safety from 25 rail-highway grade separation projects throughout the region.

### The 70 CREATE Projects Include



7 Passenger Rail



35 Freight Rail



25 Grade Separations



3 Other Projects

30-Year Benefits (2015\$) **\$31.5 Billion**

\*A job year is equivalent to one full time job worked for one year, or two full time jobs worked for six months, etc. A rate of 10 job years created per \$1 million in investment has been used. This rate was developed based on averaging the rates of 9 job years per \$1 million of investment for rail projects and 11 job years per \$1 million of investment for highway projects, which were calculated by Illinois DOT based on American Reinvestment and Recovery Act data.



# READY TO CREATE SOLUTIONS

The U.S. DOT, State of Illinois, City of Chicago, Metra, Amtrak and the nation's freight railroads have responded to these needs by joining forces in a first-of-its-kind partnership: the Chicago Region Environmental and Transportation Efficiency Program (CREATE).

Since 2003, the CREATE Partners have worked to enhance the quality of life for Chicago area residents and the economic health of the nation by investing in critically needed improvements to improve the efficiency of the region's commuter, passenger and freight rail infrastructure while mitigating community impacts.

CREATE calls for \$4.4 billion in infrastructure investment that over a 30-year period will generate an estimated \$31.5 billion in economic benefits. Some of these benefits are already being realized with the projects constructed to date. Fully achieving all of the regional and national benefits depends upon completing the remaining CREATE projects.

Further investment in the CREATE Program is also necessary to ensure the success of many other high priority regional passenger and commuter rail projects. Many of the CREATE projects form a foundation that enables other priorities such as Union Station capacity expansion and high-speed rail between Chicago and Detroit and Chicago and St. Louis. CREATE's 75<sup>th</sup> Street Corridor Improvement Project will eliminate the most congested rail chokepoint in the region where 30 Metra and 90 freight trains per day cross each other's paths. Key elements of this Project as well as CREATE's Grand Crossing Project are necessary to provide capacity for increased Amtrak service between Chicago and destinations to the east and south.

**CREATE is a first-of-its-kind partnership**

CREATE Program Benefit Type		Yearly Average	30-Year Total
<b>Increased Rail System Capacity/Avoided Truck Traffic</b>	Travel-Time Savings	\$1,032M	\$13,939M
	Safety Benefits	\$141M	\$1,908M
	Sustainability	\$18M	\$232M
	Logistics Cost Savings	\$668M	\$9,016M
	Avoided Pavement Damage	\$392M	\$5,297M
	Passenger Train Delay Savings	\$17M	\$254M
	Freight Train Delay Savings	\$30M	\$525M
<b>Grade Separation</b>	Travel-Time Savings	\$15M	\$237M
	Safety Benefits	\$7M	\$115M
	Sustainability	\$1M	\$20M
<b>Total Benefits</b>		<b>\$2,3B</b>	<b>\$31,5B</b>

Grade crossing separations provide major economic and community livability benefits including:

- Eliminating physical separations within communities
- Encouraging business expansion by removing transportation barriers
- Improving community traffic flows
- Improving air quality by reducing vehicle idling



A recently completed CREATE grade separation in Downers Grove on Belmont Road at the BNSF Railway



# THREE KEYS TO ACHIEVING MANY BENEFITS

A rail traffic controller simulation was used to perform an independent analysis to rigorously evaluate the CREATE projects and estimate their regional and national benefits.

- **Increasing rail network capacity** will allow the Chicago region to handle up to 50,000 more freight trains per year by 2047 while still accommodating commuter and passenger rail growth. This will ensure regional and national economic activity can grow on the rail system and minimize diversion of freight to trucks on already-congested highways. Growing rail activity will be crucial to improving safety and sustainability, providing logistics cost savings that are passed on to consumers, and avoiding reconstruction and repair of the region's roadways.
- Increased rail system capacity will enable more efficient movement of trains through the greater Chicago rail network and **reduce delays freight, commuter and passenger trains.**
- **Rail-highway grade separations** will decrease travel time and improve reliability for motorists, truck and transit bus riders while also improving safety and enhancing sustainability.

**Freight rail trade with Chicago is forecast to more than double from 2012 to 2045**

**Source: U.S. DOT Freight Analysis Framework 4.0**

## Rail Benefits

### System Capacity

Chicago can accommodate growth in freight and passenger trains

### Efficiency

Reduced delay to freight and passenger trains

### Cost Savings

Reduced shipping costs may be passed on to consumers

### Safety

Elimination of rail – roadway conflicts at 25 grade crossing sites

## Roadway Benefits

### Efficiency

Reduced delay to vehicles from from eliminating 25 grade crossings

### Sustainability

Reduced fuel consumption and emissions

### Congestion

Fewer trucks on the roadways