



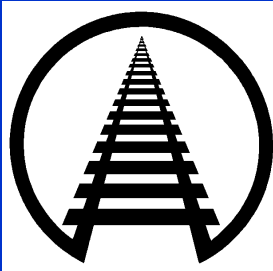
Chicago Region Environmental and Transportation Efficiency Program

CREATE

Project of National and Regional Significance

Mississippi Valley Freight Coalition
April 1, 2008

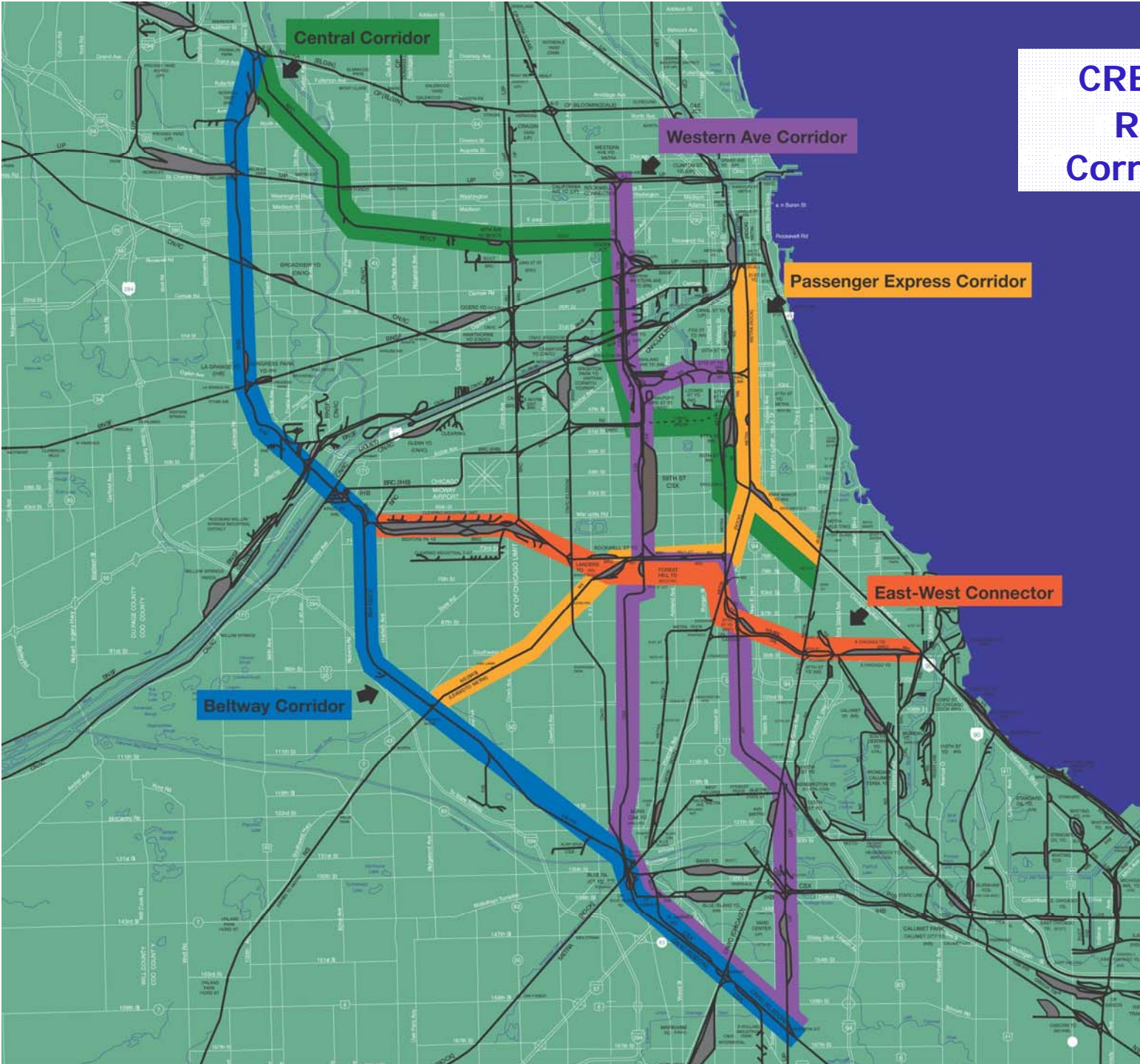
CREATE Partners





CREATE Program – 78 Projects

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



CREATE Rail Corridors

Passenger Express Corridor

East-West Connector

Beltway Corridor

Western Ave Corridor

Central Corridor



Why CREATE?

- Six of seven Class I railroads converge in Chicago
 - One third of the nation's freight shipments touch Chicago
- Freight rail trade with Chicago will increase 86% (by value) by 2035* .
- Passenger, freight and motorist delays are experienced on current system daily
- The region needs to mitigate the environmental impacts of freight

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

-UPS

*Freight Analysis
Framework 2.2



CREATE Funding

- Project estimated at \$1.5 billion (in 2003)
 - **Private Rail**
 - \$212 mil. Freight Railroads
 - \$20 mil. Metra / Passenger
 - **Public Sources**
 - Federal
 - State of IL
 - City of Chicago





CREATE Financing

- First round of funding (secured or *pledged*):

\$100 million – SAFETEA-LU

\$100 million – Railroads

\$30 million – City of Chicago

\$100 million – Illinois anticipated state bonding program

\$330 million



CREATE Three-Year Plan (2007-2009)

- 6 Highway/Rail grade separations
- 4 Freight/Passenger rail separations
- 21 railroad infrastructure projects
- Viaduct and Grade Crossing Safety Improvement program

32 of 78 projects will be in design or construction by 2009



2 CREATE/1 pre-CREATE Projects Completed



Deval Interlocking, Des Plaines



Grand Avenue Grade Crossing,
Franklin Park



Brighton Park Interlocking,
Chicago



CREATE Program Status Update

	Railroad Projects	Metra Projects	Public Projects	Project Totals
Environmental Started	28	3	8	39
Environmental Complete	10	0	3	13
Phase I Start	32	3	8	43
Phase I Complete	8	0	3	11
Phase II Start	7	0	1	8
Phase II Complete	2	0	1	3
Construction Start	2	0	1	3
Construction Complete	1	0	1	2
Total Projects	47	6	25	78

Note: columns cannot be added. These numbers represent the number of projects that have achieved the stated milestone

As of Jan 1, 2008



The Importance of Chicago in an Efficient National Rail Network





The U.S. Rail Network Depends on Chicago

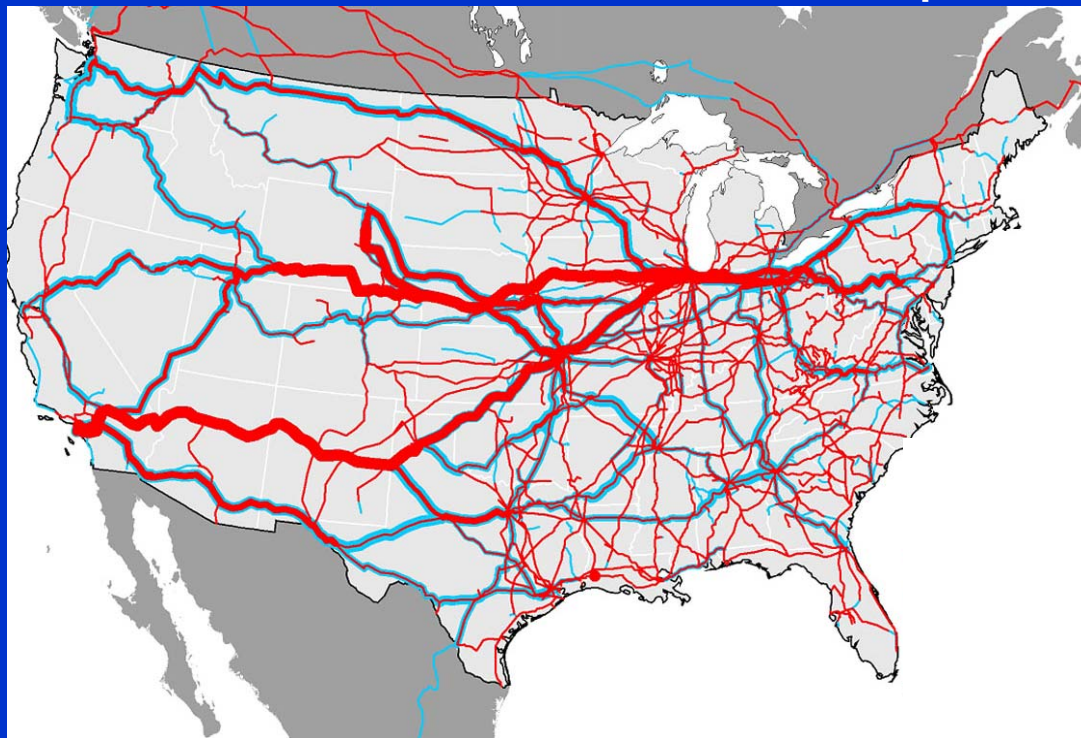
- Ports of **Seattle/Tacoma** ship 75 percent of freight to Chicago
- 50 percent of **Los Angeles/Long Beach** containers leave the region by rail, much destined to Chicago
- 5 million tons of merchandise originate daily in Illinois and terminate in **New York** and vice versa



Freight Rail Demand

- National rail freight demand is expected to increase 88 percent by 2035

2005 – 2035 Forecasted Rail Volume-Railcars per Year

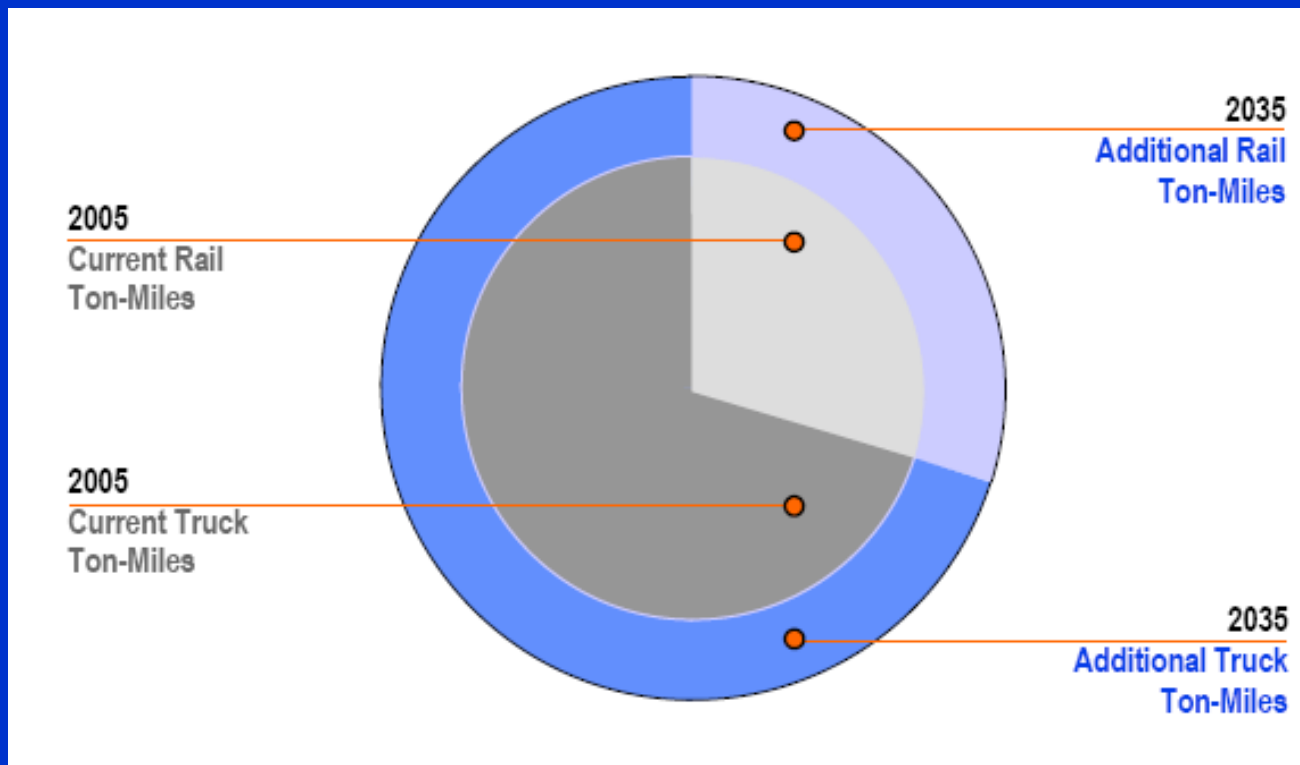


Source: Global Insight for AASHTO Freight Bottom Line Report



How will freight move?

Truck and Rail market share (ton-miles)



“It is important to increase the market share for freight rail....”

--National Surface Transportation Policy and Revenue Study Commission

Source: AAR

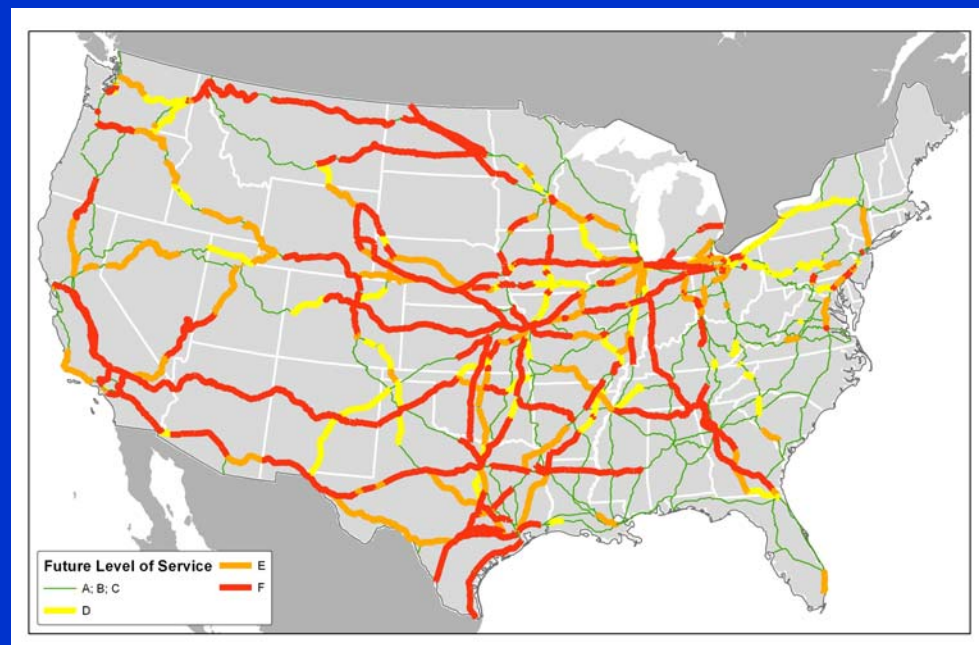


We Must Invest in Rail

- \$148 billion needed for rail infrastructure expansion in next 28 years
- Without investment, 30 percent of the primary freight and passenger system demand will exceed capacity by 2035

2035 Rail Level of Service Without Investment

LOS Grade	Description
A	Below Capacity
B	
C	
D	Near Capacity
E	At Capacity
F	Above Capacity



Source: AAR



The Future for Freight in the U.S.





National Surface Transportation Policy and Revenue Study Recommendations

- **Creation of a National Freight Transportation Program**
 - Implement rail, highway, and other improvements
 - Eliminate chokepoints
 - Increase throughput

“It is not an overstatement to say that the Nation’s potential for the creation of wealth will depend in great part on the success of its freight efficiency.”

**--National Surface
Transportation Policy and
Revenue Study Commission**



National Surface Transportation Policy and Revenue Study Recommendations, continued

- Surface Transportation Trust Fund (instead of HTF)
- New processes for streamlined delivery of projects
- Congestion Relief: A Program to Improve Metropolitan Mobility
- Increased funding for transportation



CREATE Next Steps

- Continue moving projects to construction
- Participate actively in national debate on freight policy
 - Engage the shipper community
- Seek additional CREATE funding in next National Transportation Authorization





www.createprogram.org