I. Introductions

II. General overview and background of IDOT Chicago – St. Louis program

III. Budget & Schedule

IV. Program Delivery

V. Environmental/NEPA

VI. Public Involvement

VII. Questions
General Overview & Background

History: Chicago-St. Louis Corridor

- IDOT has actively developed the Chicago to St. Louis corridor since the mid-1980’s
- Previously completed National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) with 2004 Record of Decision (ROD)
- Sizeable ridership at intermediate stations
- Initial 15-mile 110 mph segment in service Fall 2012
Who's Involved?

- Elected Officials
- Business Community
- Regional Agencies
- General Public & Interest Groups
- Transportation Providers
- City/County Technical Staff

Project Partners
- Illinois Department of Transportation (IDOT)
- Federal Railroad Administration (FRA)
- Union Pacific Railroad (UPRR)
- Amtrak
- Illinois Commerce Commission (ICC)
- Others

Support
- WSP | Parsons Brinkerhoff - Program Manager
- IDOT Consultants (PTB Advertisements)
- UPRR Contractors/Consultants

Lines of Communication

- Illinois High-Speed Rail
- Office of Program Management
- Illinois Department of Transportation
- Local Government
- Utility Companies
- Private Sector
- Environmental
- Safety
- Financial
- Construction
- Operations
- Maintenance
- Public Outreach
What are we building?

» Upgrades for passenger speeds up to 110 mph
» Design and construction of 243 miles of main track including concrete ties, welded rail, etc between East St. Louis and Joliet
» Realignment of curves
» New second tracks and sidings
» Grade crossing warning devices
» Construction of grade crossings
» Train control signaling
» Turnouts, culverts, bridges, fencing, etc.
» Purchase six new high-speed train sets
» Seven (7) new/renovated stations

Benefits

» Reduction in travel time by about one hour
» Enhanced reliability
» New passenger cars and locomotives
» New/rehabilitated stations
» Safety improvements
» Less damage to the environment
Benefits Summary

<table>
<thead>
<tr>
<th></th>
<th>FRA Program</th>
<th>With State Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>HSR daily round trips (five existing 79 mph)</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Travel time reduction</td>
<td>45-minutes (one hour for express)</td>
<td>50-minutes (one hour for express)</td>
</tr>
<tr>
<td>Reliability</td>
<td>85%</td>
<td>85%</td>
</tr>
<tr>
<td>Safety improvements (crossings, fencing, PTC)</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>New equipment</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>New/upgraded stations</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Service upgrades (with Amtrak)</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Budget & Schedule
Chicago – St. Louis Program Budget (Overall)

- Track & Structures $723 million
- Real Estate $40 million
- Stations $35 million
- Rolling Stock / Equipment $541 million
- Signaling & Communications $205 million
- Grade Crossings, Fencing, OH Bridges $185 million
- Professional Services $231 million
  (Program Management, Environmental / Design, Construction Oversight)

Total: $1.96 billion

UP/IDOT Spent to date / Invoiced (thru Q2 2016): $1,002 million
FRA reimbursement requests to date: $850 million
Anticipated spending next Q3: $132 million

Note: This summary includes construction, all Midwest equipment, and planning studies.

Chicago – St. Louis Funding Summary

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Funding</th>
<th>Non-Federal Funding</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwight to East St Louis (2A)</td>
<td>$1,142,324,001</td>
<td>$60,122,316</td>
<td>$1,202,446,317</td>
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<tr>
<td>Tier 1 EIS (Total Build-out)</td>
<td>$1,250,000</td>
<td>$2,072,142</td>
<td>$3,322,142</td>
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<tr>
<td>Dwight to Joliet (1A &amp; 1B)</td>
<td>$186,382,500</td>
<td>$62,127,500</td>
<td>$248,510,000</td>
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<tr>
<td>Midwest Next Generation Passenger Equipment</td>
<td>$268,201,084</td>
<td>$0</td>
<td>$268,201,084</td>
</tr>
<tr>
<td>Quad Cities – Rolling Stock</td>
<td>$54,240,000</td>
<td>$13,560,000</td>
<td>$67,800,000</td>
</tr>
<tr>
<td>Fencing - &quot;Illinois Jobs Now!&quot;</td>
<td>$0</td>
<td>$38,673,523</td>
<td>$38,673,523</td>
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<tr>
<td>Safety Improvements (Illinois Jobs Now!)</td>
<td>$0</td>
<td>$14,326,477</td>
<td>$14,326,477</td>
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<tr>
<td>Grade Crossings (ICC Specific)</td>
<td>$0</td>
<td>$15,000,000</td>
<td>$15,000,000</td>
</tr>
<tr>
<td>State funded 2nd Mainline Elwood to Mazonia</td>
<td>$0</td>
<td>$101,835,155</td>
<td>$101,835,155</td>
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<tr>
<td>Total</td>
<td>$1,652,397,585</td>
<td>$307,717,113</td>
<td>$1,960,114,698</td>
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Grant Summary

» Corridor Improvement Program (CIP)
  o Primary grant funding the HSR Program. 95% Federal / 5% State share
  o Improvements generally from East St. Louis to Dwight + some rolling stock
  o Funding has a hard deadline of **September 30, 2017** is based on the American Recovery and Reinvestment Act (ARRA) requirement. All Federal reimbursements must be completed by this date.
  o Extension of this date would take an act of Congress

» Supplemental Corridor Improvement Program (SUP or CIP SUP)
  o Grant for improvements generally from Dwight to Joliet (with exceptions)
  o 75% Federal / 25% State
  o Deadline is December 31, 2017, however, FRA can grant time extension

» Midwest Next Generation Passenger Rail Equipment
  o Multi-state grant for rolling stock

Schedule Milestones

» Significant construction 2015-2017
» New locomotives start arriving fall 2016
» June 30 2017 ARRA completion target (except tapered match)
» Late 2017 or 2018 state work completion
Program Delivery

Scope of Improvements

» Joint-use corridor with UP/KCS/TRRA

» Primarily single track railroad

» Upgrades for passenger speeds of up to 110mph

» Improvements for reliable freight and passenger service

- Completed in 2010
- Completed in 2011
- Completed in 2012
- To Complete in 2017
- Reconstructed siding / 2nd ML: 2014 - 17
- New 2nd Main Track and siding construction 2014 - 17
- Signal and Grade crossing systems upgrade and bridge rehab across the corridor 2013-17
Major Components

» 262 miles of track rehabilitation (TRT complete)
» Construct 2nd Main – 39 miles (24 miles complete)
» 15 new or improved sidings/double track (10 complete)
» 250+ improved grade crossings (91 completed)
» 7 new or remodeled stations
» 6 new high-speed train sets (with California/others)
» Advanced signaling system (PTC)

UPRR Production and Material Quantities to Date

<table>
<thead>
<tr>
<th>UPRR Production Totals by Year</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>Total to date</th>
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</thead>
<tbody>
<tr>
<td>Calculated Rail Length (LF)</td>
<td>894,735</td>
<td>1,211,400</td>
<td>541,965</td>
<td>37,512</td>
<td>239,111</td>
<td>220,120</td>
<td>3,044,843</td>
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<tr>
<td>Ballast (tons)</td>
<td>411,233</td>
<td>533,084</td>
<td>240,483</td>
<td>41,150</td>
<td>204,042</td>
<td>196,265</td>
<td>1,725,147</td>
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<tr>
<td>Ties (EA)</td>
<td>207,854</td>
<td>297,424</td>
<td>134,168</td>
<td>5,774</td>
<td>60,298</td>
<td>55,830</td>
<td>765,348</td>
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<tr>
<td>Intermediate Crossings Installed</td>
<td>73</td>
<td>107</td>
<td>45</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>225</td>
</tr>
<tr>
<td>Final Crossings</td>
<td>0</td>
<td>0</td>
<td>16</td>
<td>7</td>
<td>14</td>
<td>26</td>
<td>63</td>
</tr>
<tr>
<td>Panelization (LF)</td>
<td>0</td>
<td>7,237</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7,237</td>
</tr>
<tr>
<td>Turnout #1 (EA)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Turnout #11 (EA)</td>
<td>5</td>
<td>14</td>
<td>11</td>
<td>0</td>
<td>6</td>
<td>13</td>
<td>49</td>
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<tr>
<td>Turnout #15 (EA)</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>5</td>
<td>11</td>
</tr>
<tr>
<td>Turnout #20 (EA)</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Turnout #24 (EA)</td>
<td>2</td>
<td>4</td>
<td>5</td>
<td>2</td>
<td>11</td>
<td>7</td>
<td>31</td>
</tr>
</tbody>
</table>
Mainline track rehabilitation

Before → After

Milepost 156.77

Milepost 118.12

Phased (Tiered) Design and Construction

» Construction may occur in one tier while another is in NEPA/ design phase
» Bid packaging by Tier
» Initial higher speed test segment is within Tier 1 North (Dwight to Pontiac)
**ARRA HSIPR 2A Project**

**Tiers**
- Tier 1N
- Tier 1S
- Tier 2
- Tier 3
- Tier 4
- Tier 5
- Tier 6
- Tier 7 & 8

**Grant Management**

- Grant budgets are managed and tracked by Grant Task / Phase and corresponding work orders.
- Deliverables and construction bid packages are generally completed by tier with some exceptions (bridges, signals, complex grade crossings).
- Contingency management by UPRR & IDOT

**Relative Size of Each Tier**

- Tier 1 North 7%
- Tier 1 South 22%
- Tier 2 15%
- Tier 3 24%
- Tier 4 11%
- Tier 5 2%
- Tier 6+ 19%

*not in CIP Coop*
State Funded Dwight to Joliet Improvements

- Braidwood siding MP 55.0 – 57.3
- Dwight siding MP 70.2 – 72.8
- Second Mainline MP 44.7 – 55.0
- Midewin National Prairie MP 46.6 – 51.9
- Elwood MP 62.7
- Second Mainline MP 36.7 – 44.7

ARRA Funded – Existing track to be reconstructed
ARRA Funded – New siding/double track
State Funded – New siding/double track

Major Bridge Work

- Replacements
- Raise Main Line Structure
- Replace Bearings
- Strengthen and/or Install Pans
- Add Interior Beams (BR 154.88)
Grade Crossings: State of the Art Safety Improvements

» Four quadrant gates, ped gates, fencing, loop detection (advance warning to trains)

» Extensive consensus-based liaison with IDOT Highways, local agencies, ICC, FRA, others

» Roadway configuration improvements (250+)
  o UP delivering most
  o IDOT Districts delivering 40+

Crossing Safety Features
Fencing

- Diagnostic to identify pedestrian generators and signs of trespass
- ICC requires fencing at grade crossings with pedestrian attributes

Station Overview

- Improved aesthetics with new or renovated facilities
- New ADA compliant boarding platforms
- Increased passenger safety, comfort and convenience
- Lighting, site and parking improvements
- Generate additional ridership and commercial development activity
**Rail Car Procurement**

» Rail Car Procurement
  - Joint effort between California, Illinois, Iowa, Michigan, and Missouri
    - Led by Caltrans
    - Competitive bid
  - Awarded in November 2012 to Nippon Sharyo, USA
    - Facilities located in Rochelle, IL
    - Will utilize Buy American Program

**Locomotive Procurement**

» Awarded to Siemens Rail Systems USA

» Approximately 35 high-performance diesel-electric locomotives, which will:
  - Achieve a maximum speed of 125 mph
  - Meet Federal Environmental Protection Agency Tier 4 emissions standards
  - Be equipped with the Cummins QSK95 diesel engines, which Siemens is using for its U.S.-market diesel-electric locomotives
  - Very good schedule performance so far, first locos fall 2016
Environmental / NEPA

Environmental Highlights

» Tier 1 basis of environmental clearance for current project (2003 EIS / 2004 ROD)

» Additional Tier 2 NEPA documentation under way (52+ documents)

» NEPA approval is critical path

» Development of Incidental Take Authorizations (ITAs) and environmental mitigations are ongoing
Public Involvement Opportunities

Stakeholder Outreach

- Public Meetings & Hearings
- Stakeholder Meetings/Briefings
- Small Group Meetings
- Media Outreach
- Fact Sheets
- Project Website: www.idothsr.org
- Project Hotline: 1-855-IDOT-HSR
Business Opportunities

» Visit the Doing Business section of www.idothsr.org.
  - Find details about the bidding process and current business opportunities
  - Find related links for detailed procedures

Additional High-Speed Rail Information

» Visit www.idothsr.org for project specific information, business opportunities, and to comment on the Illinois High-Speed Rail Project

» Visit the Facebook Page:
  www.facebook.com/illinoishighspeedrail

» Call the Project Hotline:
  1-855-IDOT-HSR (436-8477)