

CHICAGO-MILWAUKEE ENVIRONMENTAL ASSESSMENT & SERVICE DEVELOPMENT PLAN

AGENCY STAKEHOLDER MEETING

December 2, 2014



AGENDA

- Welcome, Introductions, and Purpose of Meeting
- Project Scoping
- Review of 2012 Agency Coordination
- Project Status
- Next Steps

INTRODUCTIONS AND PURPOSE OF MEETING

*Chicago-Milwaukee EA/SDP
Agency Stakeholder Meeting
December 2, 2014*

INTRODUCTIONS

Agency
Stakeholders

Federal
Railroad
Administration

Wisconsin
Department of
Transportation

Illinois
Department of
Transportation

Amtrak

Quandel
Consultants

PURPOSE OF MEETING

Give Agency Stakeholders an update on the Project

Provide an opportunity for Agency Stakeholders to provide comments on environmental process

Describe future public outreach opportunities

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PROJECT SCOPING

*Chicago-Milwaukee EA/SDP
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PROJECT SCOPING

- Assessment of potential environmental impacts due to increase in *Hiawatha Service* from 7 round trips to 10 round trips at a maximum speed of 79 MPH and 90 MPH
- Service Development Plan to outline how the proposed service improvements will be implemented (operations, financials, capital programming)
- Using RTC modeling results, identify infrastructure improvements needed and clear projects environmentally within the



PROJECT SCOPING

WisDOT and IDOT goals

- Improve Amtrak Chicago-Milwaukee *Hiawatha Service* (add train frequencies, reduce travel time)
- Meet Purpose and Need

Completion of EA and SDP

- Meet federal/state environmental requirements
- Make Chicago-Milwaukee corridor eligible for future federal funding

Next steps (future phases)

- *Final Design*
- *Construction*

CORRIDOR INVESTMENT PLAN

Corridor
Investment Plan
(CIP)

- Environmental Assessment + Service Development Plan

REVIEW OF 2012 AGENCY COORDINATION

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REVIEW OF 2012 AGENCY COORDINATION

- Discussed the Purpose and Need of the project
- Examined the operational, route, and service alternatives
- Considered draft 79 MPH and 90 MPH schedules
- Reviewed proposed infrastructure improvement projects
- Outlined stakeholder and public outreach opportunities

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PROJECT STATUS

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RAILROAD STAKEHOLDER ENGAGEMENT

RAILROAD STAKEHOLDER ENGAGEMENT

- January 2013: Working Group Meeting
- All major players were in attendance – FRA, WisDOT, IDOT, Amtrak, CP, UP, Metra, and Quandel
- Purpose of meeting was to agree on infrastructure improvements needed to accommodate increase to 10 round trips
- Consensus among railroads was that modeling must be updated to account for current and planned freight traffic, maintenance windows, and random events

RAILROAD STAKEHOLDER ENGAGEMENT

- Working Group Meeting #2 occurred on April 5, 2013
 - Current constraints
 - Future constraints
 - Identified infrastructure/operating improvements to mitigate unreasonable impairment of freight and Metra trains
 - CP will internally assess additional infrastructure need by performing RTC modeling at their expense
- Canadian Pacific provided modeling results on August 29, 2013 – results of modeling plus improvements identified on April 5 constitutes list of improvements

RAILROAD STAKEHOLDER ENGAGEMENT

- Identified improvement projects:
 - Glenview Universal Crossover
 - UPRR Siding Extension at A-20
 - Speed Increase between Rondout and A-20
 - Deerfield Holding Track
 - Lake Forest Universal Crossover
 - Rondout Siding Extension
 - Metra Fox Lake Subdivision Second Track
 - Milwaukee Airport Rail Station Second Platform
 - Muskego Yard Signalization
 - MKE-Cut Off CTC

RAILROAD STAKEHOLDER ENGAGEMENT

Proposed Chicago-Milwaukee 79 MPH Schedule

Train Number		327	329	331	333	335	7	337	339	341	343	345
Station	Mile	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Chicago, IL	0	06:15	08:25	09:25	10:25	13:05	14:15	15:15	17:08	18:45	20:05	22:30
Glenview, IL	17	06:37	08:47	--	10:47	--	R14:39	15:37	17:32	19:07	20:27	22:52
Sturtevant, WI	62	07:14	09:24	--	11:24	--	--	16:14	18:14	19:44	21:04	23:29
MARS	79	07:29	09:39	10:33	11:38	14:13	--	16:29	18:28	19:59	21:19	23:44
Milwaukee, WI	86	07:44	09:54	10:49	11:54	14:27	R15:55	16:44	18:45	20:16	21:34	00:01
Total Travel Time		1:29	1:29	1:24	1:29	1:22	1:40	1:29	1:37	1:31	1:29	1:31

R=Receive passengers only

Train Number		328	330	332	334	336	338	8	340	342	344	346
Station	Mile	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Milwaukee, WI	0	06:15	07:25	08:10	11:03	13:00	13:56	D14:07	15:00	17:45	20:25	22:42
MARS	7	06:26	07:35	08:20	11:16	13:10	14:06	--	15:10	17:55	20:38	22:52
Sturtevant, WI	24	06:44	07:49	08:34	--	13:24	14:20	--	15:24	18:09	20:52	23:06
Glenview, IL	69	07:25	08:26	09:11	--	14:01	14:57	D15:12	16:01	18:46	21:29	23:43
Chicago, IL	86	07:57	08:59	09:39	12:34	14:29	15:29	15:55	16:29	19:14	21:57	00:11
Total Travel Time		1:42	1:34	1:29	1:31	1:29	1:33	1:48	1:29	1:29	1:32	1:29

D=Discharge passengers only

RAILROAD STAKEHOLDER ENGAGEMENT

Proposed Chicago-Milwaukee 90 MPH Schedule

Train Number		327	329	331	333	335	7	337	339	341	343	345
Station	Mile	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Chicago, IL	0	06:15	08:25	09:25	10:25	13:05	14:15	15:15	17:08	18:45	20:05	22:30
Glenview, IL	17	06:37	08:47	--	10:47	--	R14:39	15:37	17:32	19:07	20:27	22:52
Sturtevant, WI	62	07:13	09:23	--	11:23	--	--	16:13	18:13	19:43	21:03	23:28
MARS	79	07:27	09:37	10:31	11:37	14:11	--	16:27	18:26	19:57	21:17	23:42
Milwaukee, WI	86	07:42	09:52	10:47	11:52	14:25	R15:55	16:42	18:43	20:14	21:32	23:59
Total Travel Time		1:27	1:27	1:22	1:27	1:20	1:40	1:27	1:35	1:29	1:27	1:29

R=Receive passengers only

Train Number		328	330	332	334	336	338	8	340	342	344	346
Station	Mile	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Milwaukee, WI	0	06:17	07:27	08:08	11:05	13:02	13:58	D14:07	15:02	17:47	20:27	22:44
MARS	7	06:28	07:37	08:18	11:18	13:12	14:08	--	15:12	17:57	20:37	22:54
Sturtevant, WI	24	06:45	07:50	08:31	--	13:25	14:21	--	15:23	18:10	20:50	23:07
Glenview, IL	69	07:25	08:26	09:07	--	14:01	14:57	D15:12	16:01	18:46	21:26	23:43
Chicago, IL	86	07:57	08:59	09:35	12:34	14:29	15:29	15:55	16:29	19:14	21:54	00:11
Total Travel Time		1:40	1:32	1:27	1:29	1:27	1:31	1:48	1:27	1:27	1:27	1:27

D=Discharge passengers only

ENVIRONMENTAL ASSESSMENT OVERVIEW

ELEMENTS OF AN ENVIRONMENTAL ASSESSMENT

Environmental Assessment (EA) Essential Elements

- Purpose and Need
- Alternatives Analysis
- Impacts Analysis
- Mitigation
- Public Involvement / Interagency Coordination

ENVIRONMENTAL DOCUMENTATION - EA

OUTLINE

- Purpose and Need
- Alternatives Analysis
- Environmental Resources for Chicago-Milwaukee Corridor
 - 79 MPH Alternative
 - 90 MPH Alternative
- Environmental Resources for Chicago-Milwaukee Improvement Projects
 - Glenview, Lake Forest, Deerfield, etc.
- Cumulative and Indirect Impacts
- Mitigation and Permitting
- Comments and Coordination

SERVICE DEVELOPMENT PLAN OVERVIEW

ELEMENTS OF A SERVICE DEVELOPMENT PLAN

Service Development Plan (SDP) Essential Elements

- Purpose and Need
- Service Rationale
- Identification of Alternatives
- Planning Methodology
- Demand and Revenue Forecasts

ELEMENTS OF A SERVICE DEVELOPMENT PLAN

Service Development Plan (SDP) Essential Elements

- Operations Modeling
- Station and Access Analysis
- Conceptual Engineering and Capital Programming
- Operating and Maintenance Costs and Capital Replacement Forecast
- Public Benefits Analysis

ENGINEERING PLAN OVERVIEW

CONCEPT PLANS – PROJECT DESCRIPTIONS

- Glenview Universal Crossover
 - Located south of Dewes Street in Glenview, IL
 - Provides operational flexibility for scheduling maintenance windows
 - Metra and CP concur with plans
- Lake Forest Universal Crossover
 - Located north of Lake Forest Metra Station
 - Provides operational flexibility for scheduling maintenance windows
 - Revised plans submitted on 11/14

CONCEPT PLANS – PROJECT DESCRIPTIONS

- UPRR Siding Extension at A-20
 - From the west, CP exits the C&M sub at A-20 and operates on UP tracks to access its Bensenville Yard
 - CP trains will only be accepted onto UP territory if it is assured that the CP train can travel through the corridor and clear all grade crossings and the UP at Bryn Mawr
 - If CP trains are not accepted onto the UP at A-20, the CP trains are forced to hold on the CP C&M mainline north of Rondout
 - This can significantly impact Metra and Amtrak schedules
 - Solution is to build a holding track adjacent to UP where CP trains can hold
 - Revised plans submitted on 11/26

CONCEPT PLANS – PROJECT DESCRIPTIONS

- Speed Increase between Rondout and A-20
 - Located between Rondout (MP 32.3) and A-20 (MP 20.5)
 - Increase freight speeds from 40 to 50 MPH
 - Signal spacing may need to be altered to provide adequate stopping distance for freights within a signal block
 - Plans need to be finalized
- Deerfield Holding Track
 - Located north of the Deerfield Metra Station
 - New siding track constructed west of Metra main tracks allows Metra to short turn trains off the mainline
 - Revised plans submitted 11/4

CONCEPT PLANS – PROJECT DESCRIPTIONS

- Rondout Siding Extension/Metra Fox Lake Second Track
 - Rondout controls movements on the CP C&M Mainline, movements to and from the Fox Lake Subdivision, and movements to and from the EJ&E
 - Operations are impacted greatly by the fact that the 17 mile Fox Lake Subdivision has a single track configuration
 - Solution:
 - 2 track connection to the Fox Lake and CTC on Fox Lake
 - Extend new connection track south on C&M for 2.65 miles to create “third track”
 - Revised plans submitted 11/24

CONCEPT PLANS – PROJECT DESCRIPTIONS

- Milwaukee Airport Rail Station Second Platform
 - Reliability and operational issues with one platform
 - Platform will be built on the west side of the C&M mainline
 - Overhead pedestrian bridge will be constructed for access
 - Revised plans submitted on 11/20
- Muskego Yard Signalization
 - CP travels through MIS when connecting from the Watertown Sub to the C&M Sub
 - Will provide signalization and upgrades to two tracks through the yard to allow CP to divert some trains to yard
 - Concepts are in the process of being defined with CP

CONCEPT PLANS – PROJECT DESCRIPTIONS

- MKE-Cut Off CTC
 - Upgrade signals in MIS and west of the station
 - Integrate that segment into C&M CTC system
 - Will improve operations within and through MIS
 - Concepts are in the process of being defined with CP
- Questions?

AGENCY COORDINATION/ PUBLIC INVOLVEMENT

AGENCY COORDINATION / PUBLIC INVOLVEMENT

- Agency Coordination
 - First agency coordination webinars in Fall 2012
 - Second webinar on December 2, 2014
 - Presenting project update and discussing projects
 - Requesting review and identification of impacts
 - During the EA review, WisDOT and IDOT environmental personnel will be coordinating with state agencies on impacts/mitigation
 - Do any agencies require a separate review process or permitting?

AGENCY COORDINATION / PUBLIC INVOLVEMENT

- Public Involvement
 - Public involvement meetings will occur during the 30 day comment period for the EA
 - One meeting in IL and one in WI
 - Working with WisDOT and IDOT on marketing and promotions for these meetings

PROJECT SCHEDULE

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- Finalizing concept plans - Winter 2014/2015
- Environmental Documentation - Winter 2014/2015
- Receive Agency impacts/mitigation - Winter 2014/2015
- Incorporate impacts and mitigation into EA – Spring 2015
- Distribute draft EA to states and FRA for review (60 days) – Spring 2015
- Complete SDP – Spring 2015

PROJECT SCHEDULE

- Incorporate comments and produce EA for signature – Spring/Summer 2015
- Distribute to public – Spring/Summer 2015 (30 day comment period)
- Public Involvement Meetings – Spring/Summer 2015 (during EA comment period)
- Incorporate public comments into FONSI – Summer 2015
- Produce FONSI – Summer 2015



NEXT STEPS

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NEXT STEPS TO ADVANCE THE PROJECT

- Review provided engineering plans and send comments or concerns to mjohnson@quandel.com
- Check in with agencies in the next week to discuss required permitting/other issues
- Coordination on EA



THANK YOU

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