



January 18, 2024

# Illinois State Freight ADVISORY COUNCIL

# AGENDA

- Leadership Update
- High Speed Rail Commission
- Illinois State Rail Plan
- Canadian Pacific/Kansas City Railroad Presentation
- Freight Update
- Oversize Overweight Update
- Legislative Update
- US DOT Funding Update
- Round Table Discussion



# Leadership Update

Secretary Osman,  
Illinois Department of Transportation



# Highspeed Rail Commission

Tim Butler

President

Illinois Railroad Association





# Illinois High Speed Rail Commission Update

Tim Butler

Illinois Railroad Association

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# Illinois High Speed Rail Commission

- Created in 2021 by Public Act 102-261
- Commissioners (21, currently two vacancies) include appointments by Governor and Legislative Leaders, encompassing railroad industry (passenger & freight), labor, state government, local government, planning councils, etc.
- IDOT provides staff support
- First meeting April 11, 2023; six meetings in 2023
- Approved Mission Statement
- Approved Bylaws
- IDOT selected (July 2023) Quandel for rail planning and technical support
- 2023 Annual Report forwarded to Governor and General Assembly Leaders



# Illinois High Speed Rail Commission

## **The enacting legislation identifies the duties of the IL HSRC**

“shall create a statewide plan for a high-speed rail line and feeder network connecting St. Louis, Missouri and Chicago, Illinois that includes current existing Amtrak and Metra services, connects the cities of Rockford, Moline, Peoria, and Decatur, and uses inter-city bus service to coordinate with the rail line. The Commission shall conduct a ridership study and shall make findings and recommendations concerning a governance structure, the frequency of service, and implementation of the plan.”

The Commission shall report to the Governor and the General Assembly at the end of each year, with work being concluded by December 31, 2026.  
(Enacting legislation is repealed on January 1, 2027)



# Illinois High Speed Rail Commission

## Mission Statement Guides IL HSRC Work

“A plan which benefits the people of Illinois through enhancements to passenger & freight rail mobility, positive environmental benefits, potential economic development, and positioning the state for future funding opportunities.”



# Illinois High Speed Rail Commission

## 2024 Work for IL HSRC

- Commission has scheduled monthly meetings
- Jan/Feb Objectives/Goals Workshops to create a roadmap identify what needs to be a statewide plan (will also help define technical support scope for Quandel)
- Begin technical analysis feasibility of HSR in Illinois



# Illinois High Speed Rail Commission

## Long-range Goals of IL HSRC (by 2027)

- Identify HSR Corridor
- Actionable, achievable recommendations which engage local/state/federal government
- Recommend a governance structure for future HSR efforts
- Recommend frequency of service
- Recommend how plan can be implemented



# Illinois High Speed Rail Commission

More information on IL HSRC

<https://idot.illinois.gov/transportation-system/transportation-management/planning/rail/high-speed-rail-commission.html>



# Illinois State Rail Plan

Alex King  
Vice President  
WSP





# Introduction

The 2023 Illinois State Rail Plan (Rail Plan) is an update of the prior Illinois State Rail Plan that was completed in 2017.

The Rail Plan describes

- the current condition of the Illinois rail network and performance of rail services in the state
- trends that will impact rail in the future
- the state's vision for the future Illinois rail network and services
- strategies and investments that will help the State of Illinois to realize that vision

The Rail Plan is consistent with the federal rail plan requirements from the 2008 Passenger Rail Investment and Improvement Act, the Federal Railroad Administration State Rail Plan Guidance of 2013

The Rail Plan has been coordinated with the:

- Illinois 2023 State Freight Plan
- Illinois 2021 Grade Crossing Safety and Trespass Prevention Action Plan
- Illinois Rail Needs Assessment



## Modes Covered by the Rail Plan

The Rail Plan covers rail services provided on the U.S. national rail system, including freight rail, intercity passenger rail (provided by Amtrak in Illinois), and commuter rail (provided by Metra and NICTD in Illinois). Excluded are rail transit services that rely on their own separate rights-of-way.

### Illinois Rail Needs Assessment

Illinois Rail Needs Assessment (ILRNA) was completed to provide input to the Rail Plan. To identify key issues impacting freight and passenger rail visions, the ILRNA conducted the following:



#### Stakeholder Outreach

Feedback from Stakeholders was solicited to identify needs and projects and policies to fulfill those needs by conducting meetings and other outreach with railroads, shippers, public agencies and the public.



#### Illinois Rail Network Overview and System Inventory

Using data from the Stakeholder Outreach effort and public sources, the existing conditions and overarching needs of the state rail network were identified and analyzed.



#### Featured Projects

To illustrate potential solutions to the diverse needs of the Illinois rail network 50 Featured Projects were selected from the list of proposed projects identified during the Stakeholder Outreach effort.



#### Revenue Sources and Funding Strategy

To guide future conversations on implementing proposed projects and to identify unfulfilled funding needs, existing local, state and federal programs for rail infrastructure that were identified.



### Freight Rail



### Intercity Passenger Rail



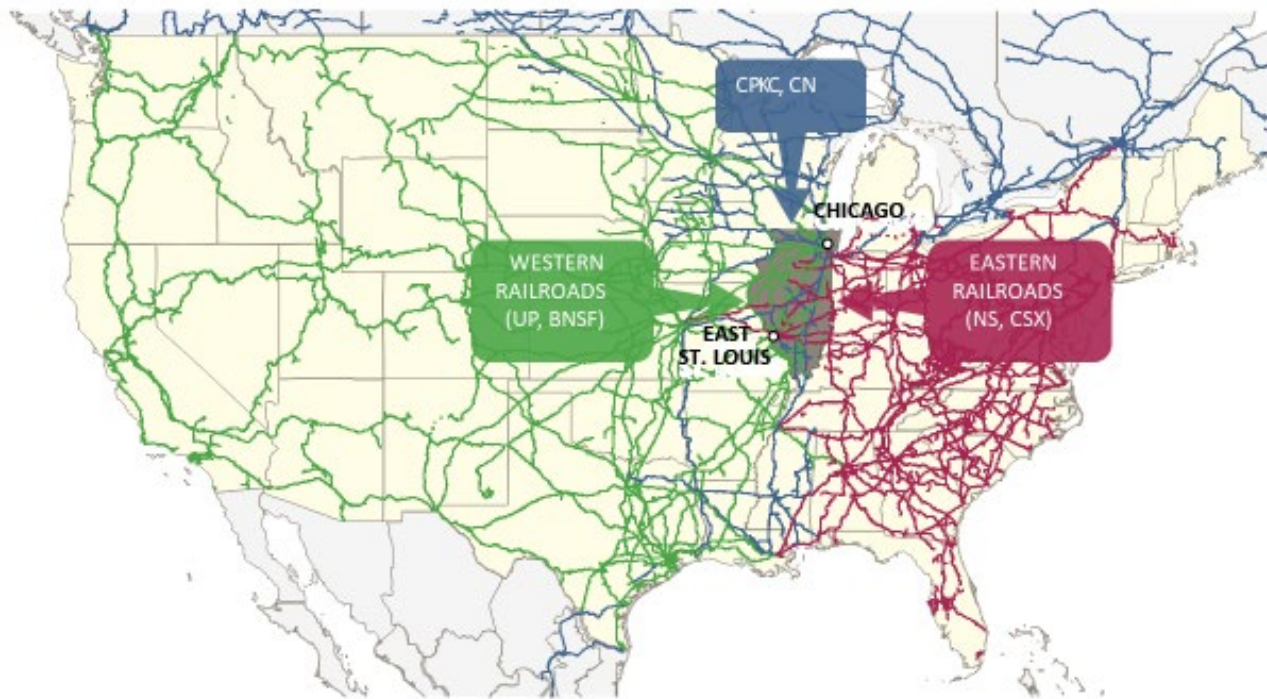
### Commuter Rail





### Illinois Serves as a Hub to the U.S. Freight Rail Network

Chicago and East St. Louis are primary gateways for rail traffic to interchange between railroads from different parts of North America. Eastern railroads (NS and CSX) western U.S. (UP and BNSF), CN, CPKCS also converge with other Class I carriers in Illinois.





## Illinois Freight Rail Lines

At 6,747 miles, Illinois has the second largest rail network in the nation. Private freight railroads own and operate all but 197 miles that are owned and operated by Chicago-area commuter rail agencies. Some of the rail lines owned by freight railroads are also used by intercity passenger/commuter trains.

- All North American Class I railroads operate in Illinois (6 total).

Class I railroads, which have operating revenues over \$505 million, focus on long-distance, line-haul freight service, providing connections across the United States, Canada, and Mexico. Class I railroads operate 79% of Illinois rail miles.

### Railroad Classification

- Class I
- Regional
- Short Line



- Four Regional Railroads (Class II)

These railroads earn annual revenues over \$40 million but under the Class I threshold. They connect regions within Illinois or connect Illinois to adjacent states. Regional railroads operate 5% of Illinois rail mileage.

- 55 Short Line Railroads (Class III)

Short line railroads focus on "last-mile" service, providing a connection for Illinois businesses to the rail transportation network, often on rail lines with inadequate freight volume to support service by a Class I railroad. Class III railroads can also provide switching (movements of railcars) for other carriers. Short line railroads operate 16% of the Illinois rail network.





## Illinois Rail Freight Lines

Within Illinois are multiple types of multimodal facilities

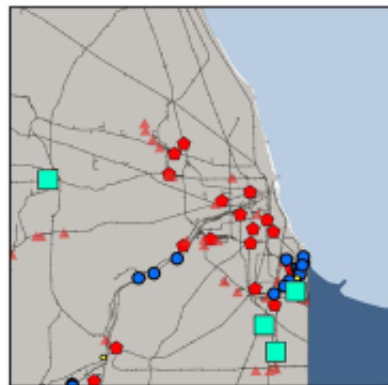
**Intermodal terminals** are locations where containers and trailers are lifted on and off railcars. Illinois is the nation's intermodal hub with 23 facilities operating in the state.

**Rail-served port terminals** are marine facilities that are also served by rail.

**Automotive ramps** are either assembly plants where automobiles are loaded onto railcars or regional distribution centers where automobiles are transferred from train to truck for regional distribution.

**Grain elevators** are frequently rail served and can load grain into railcars.

**Transload facilities** enable the transfer of freight between truck and rail and do not fall within one of the other categories



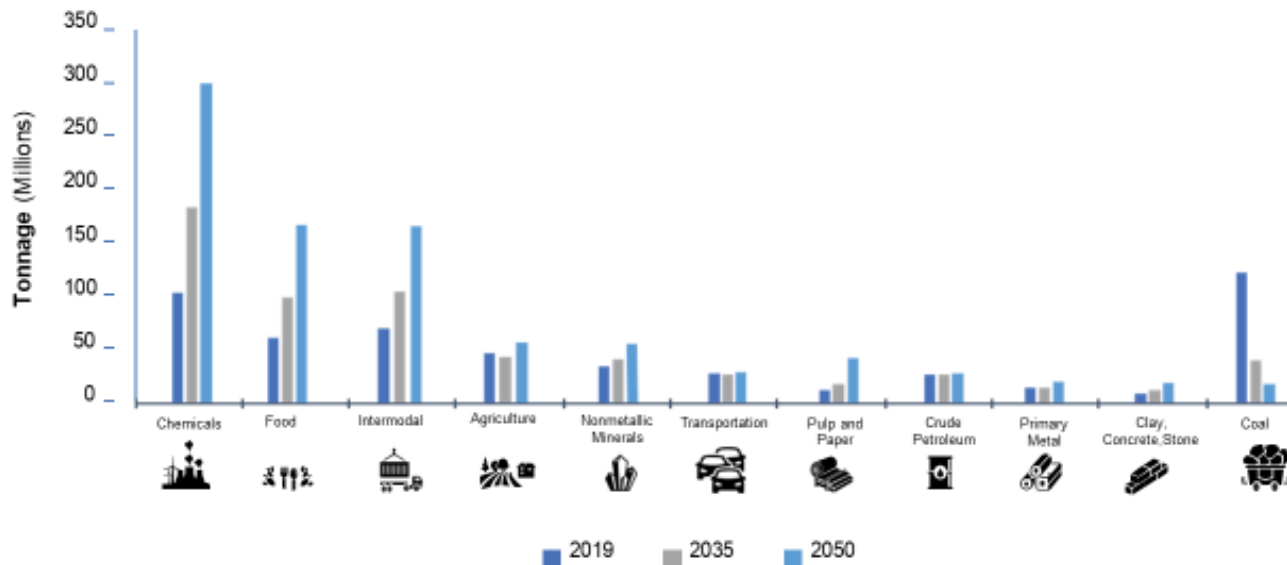
### Rail Served Terminals

- Illinois Rail Network
- Port Terminal
- Automotive Facility
- Intermodal Terminal
- ▲ Transload Facility
- Grain Elevator



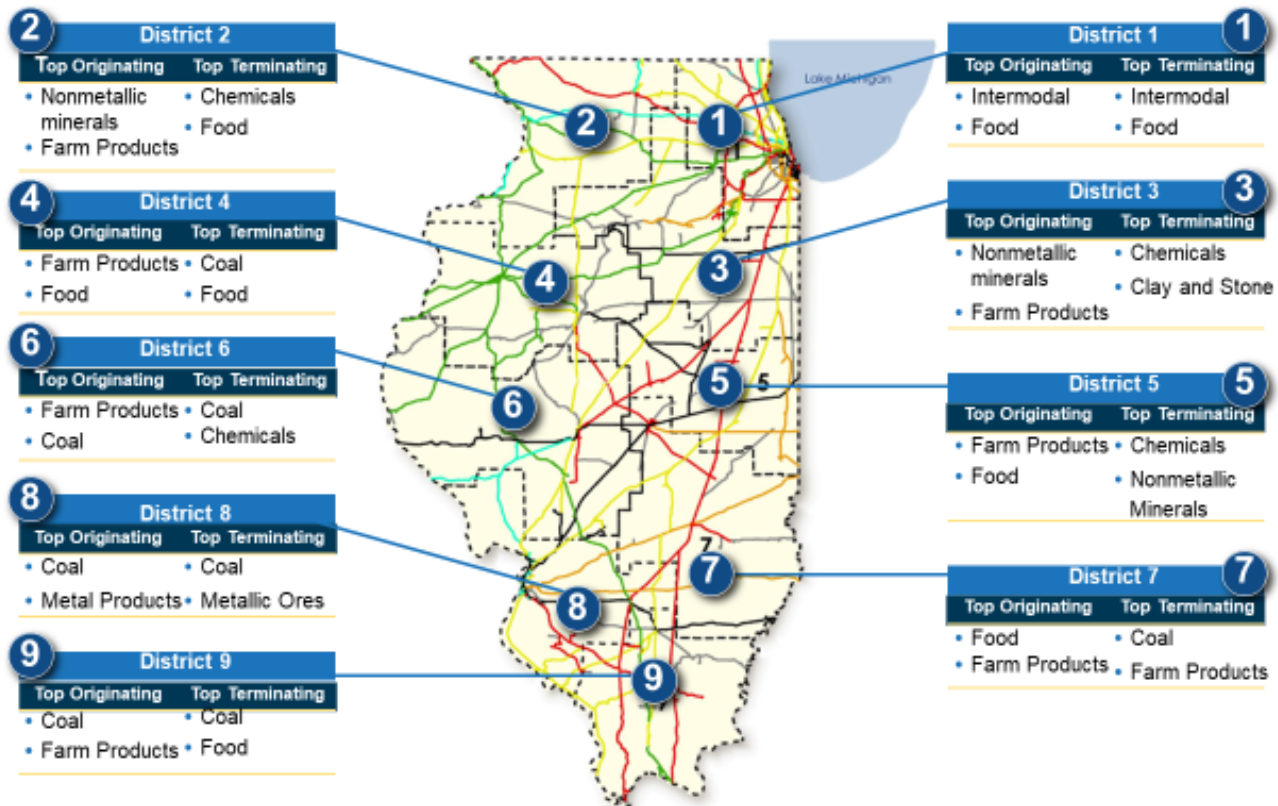
### Forecast Illinois Rail Traffic by Commodity

Freight rail volumes of chemicals, food, and intermodal are expected to grow significantly, while coal volumes are expected to decline in the future





## Top Commodities Originating or Terminating by Rail Vary by Location in Illinois



Stakeholder outreach to support this Rail Plan was conducted as part of the Illinois Rail Needs Assessment included the following:



### Interviewed:

7

Class I railroads

3

passenger railroads

4

regional railroads

31

short line railroads



### Virtual public meetings

Online presentations

Survey and comment areas

4,120

visitors

996

comments



### Agency and Shipper Outreach

5 virtual listening sessions

8 one-on-one meetings

MetroQuest Survey



### Organizations included:

State and local agencies and municipalities

Metropolitan and regional planning organizations

Economic development groups

Shippers, trucking companies, and logistics providers








Stakeholder outreach was the primary means to identify issues, opportunities, and potential rail improvements



## Illinois Rail Needs Assessment Project Categories

The Illinois Rail Needs Assessment Identified 234 Projects from Stakeholders and Evaluated these by Category to Select 50 “Presented Projects”

Project Category	Project in this Category	Typical Scope
 <b>Freight Transload/Shipper Access</b>	Expand or improve shipper access to the freight rail network.	<ul style="list-style-type: none"><li>• New or expanded rail-truck transload yards</li><li>• Expanded railcar loading and unloading facilities</li><li>• Competitive rail access spurs</li><li>• Direct Industrial spurs to a shippers' property</li></ul>
 <b>Rail Capacity</b>	Increase capacity, reduce train delays, and/or improve the operation fluidity of the rail network.	<ul style="list-style-type: none"><li>• New or expanded sidings</li><li>• Rail-rail flyovers</li><li>• Modernized signal and interlocking systems</li><li>• Additional mainline tracks</li></ul>
 <b>State of Good Repair</b>	Ensure the long-term reliability, maintainability, safety, and viability of the rail network.	<ul style="list-style-type: none"><li>• Bridge rehabilitations and replacements</li><li>• Mainline, siding, or yard track renewal</li><li>• Flood mitigation</li><li>• Station or locomotive rehabilitation</li></ul>
 <b>Passenger Improvement</b>	Expand or improve the commuter or intercity passenger rail network.	<ul style="list-style-type: none"><li>• Service extensions to new communities</li><li>• Rolling stock or locomotive purchases</li><li>• Capacity project primarily improving passenger train frequency, reliability, and/or travel times</li></ul>
 <b>Safety/Grade Crossings</b>	Address safety and operational issues at highway-rail grade crossings.	<ul style="list-style-type: none"><li>• Highway-rail grade separation</li><li>• Warning device upgrades</li><li>• Crossing closures</li></ul>

Projects were scored by a series of criteria that considered

- **Passenger and freight volumes**
- **Economic development, user benefits**
- **Rail corridor preservation impacts**
- **Safety**
- **Environmental impacts**
- **Environmental justice, project readiness**

A tiered approach was used for project scoring so that successive rounds of project evaluation were used to narrow the list of presented projects to 50

### 234 Proposed Projects from Outreach Phase



#### TIER 1 SCORING

Economics, travel time, resiliency, environmental, project support



#### TIER 2 SCORING

Environmental justice (non-grade crossing projects) and ICC-identified criteria (grade crossing projects)



#### TIER 3 SCORING

IDOT and ICC reviews for consistency with existing state policies, plans, programs, & priorities



50 Presented Projects



## Freight Transload/Shipper Access Projects

Stakeholders identified 33 projects that would improve freight shipper access to the railroad network, of which 10 were selected as presented.

### Montgomery Shipper Rail Access

Construction of new yard and spur tracks to expand rail access to new and existing industrial businesses in Montgomery.

### Rochelle Agricultural Transload Facility Conversion

Conversion of an old frac sand transload facility to handle grain.

### Rochelle Rail Access Expansion

Track extensions to serve a large new industrial development near Rochelle.

### Rochelle Transload Center Expansion

Expansion of an existing rail-truck transload facility that handles intermodal containers and other commodities.

### New Berlin Industrial Park

Construction of truck access infrastructure to facilitate development of a large industrial site served by two Class 1 railroads near Springfield.

### I-57 Logistics Center Track Connection

Construction of a track connecting the Crab Orchard & Egyptian Railway to a new food distribution facility near Macon.



### Greenleaf Transload Yard

Construction of a new rail-truck transload facility providing rail access to businesses near Chicago O'Hare airport.

### O'Hare Industrial Parks Rail Access Reinstatement

Reconstruction of direct rail connections to industrial businesses near Chicago O'Hare airport.

### Acme Site Redevelopment

Environmental remediation and industrial redevelopment of the Acme Coke Plant site in the Calumet area.

### Dwight Industrial Mega-Site

Construction of truck access infrastructure to facilitate development of a large industrial site served by two Class 1 railroads.



## Rail Capacity Projects

### West Chicago Flyover

Construction of a rail-rail flyover eliminating train conflicts between two busy freight and passenger rail corridors in West Chicago.

### A-2 Flyover

Construction of a rail-rail flyover eliminating train delays at the busiest junction on the Metra system.

### Springfield Flyover

Construction of a rail-rail flyover eliminating train conflicts between freight trains and Chicago-St. Louis Amtrak trains south of Springfield.

### Springfield Rail Improvements Projects

Consolidation of rail traffic through downtown Springfield to an improved 10th St corridor to improve safety, reliability, and capacity for both road users and trains.

### Wood River Interlocking Reconstruction

Modernization of the existing rail interlocking to reduce delays for freight and Chicago-St. Louis Amtrak trains in Wood River.

(following on the right side of the map)

### Road Island Connection (CREATE Project P2)\*

Construction of a grade-separated track connection rerouting Metra SouthWest Service trains to LaSalle Street Station that, together with CREATE Project EW2, will eliminate train conflicts across the east end of the 75th St Corridor.

### Signalization - Ogden Junction to 75th Street (CREATE Project WA2)

Track, signal, and switch improvements to reduce freight train congestion in the middle of the CREATE Western Avenue Corridor.

\*Component of the 75th Street Corridor Improvement Project (75th St. CIP)



Stakeholders identified **46 rail capacity improvement projects**, of which **13 were selected as presented projects**. Generally, capacity projects increase the volume of freight and/or passenger rail traffic that can pass over the rail network. They also improve the reliability of the rail network, reducing instances of delay.

### Bell and 80th St Junction Realignments (CREATE Project EW2)\*

Track realignments that, together with CREATE Project P2, will eliminate train conflicts across the east end of the 75th St Corridor.

### Brighton Park Flyover (CREATE Project P5)

Construction of a rail-rail flyover eliminating train conflicts between two busy freight and passenger rail corridors in Chicago.

### Chicago Ridge Flyover (CREATE Project P7)

Construction of a rail-rail flyover eliminating train conflicts between two busy freight and passenger rail corridors in Chicago Ridge.

### CP Canal Flyover (CREATE Project P6)

Construction of a rail-rail flyover eliminating train conflicts between two busy freight and passenger rail corridors in Summit.

### New Calumet River Lift Span

Expansion of the crossing carrying freight and passenger trains over the Calumet River in South Chicago to eliminate a major capacity bottleneck.

### Ogden Junction (CREATE Project WA1)

Track, signal, and switch improvements to reduce freight train congestion at the northern end of the CREATE Western Avenue Corridor. (continue with R and S on the left side of the map)



## State of Good Repair Projects



### Mainline Rehabilitation

Upgrade of the Keokuk Junction Railway mainline between Keokuk, IA and Mapleton, IL to FRA Track Class 1.

### Mississippi River Bridge Rehabilitation

Rehabilitation of the railroad bridge carrying the Keokuk Junction Railway over the Mississippi River between Keokuk, IA and Hamilton, IL.

### Bridge and Track Rehabilitation

10 bridge replacements and tie renewal throughout the mainline of the Crab Orchard & Egyptian Railway.



Stakeholders identified 25 projects that would bring rail infrastructure or rolling stock that is currently or soon to be in poor condition to a state of good repair.

Of these, 5 were selected as presented projects. By improving the condition of railroad infrastructure and equipment, these projects enhance the reliability of service and ensure that service will not deteriorate in the future.

### Metra Station Improvements

Systemwide station rehabilitations to make Metra fully accessible and improve the passenger experience.

### Metra Fleet Modernization Plan

Renewal of Metra's passenger railcar and locomotive fleets to improve the passenger experience, lower emissions, and reduce maintenance costs.





## Safety/Grade Crossing

### Canal St Safety Improvements

Implementation of safety improvements at the at-grade Canal St road-rail crossing, which could include closure and construction of a grade-separated pedestrian crossing.

### Devon/Caldwell/ Central Ave

Grade separation of the adjacent, at-grade Devon, Caldwell, and Central Ave road-rail crossings to eliminate conflicts between road and rail users.

### Harlem Ave (CREATE Project GS18)

Grade separation of the at-grade Harlem Ave road-rail crossing to eliminate conflicts between road and rail users.

### Laraway Rd

Grade separation of the at-grade Laraway Rd road-rail crossing to eliminate conflicts between road and rail users on a major truck route.

### La Grange Rd

Grade separation of the at-grade La Grange Rd road-rail crossing to eliminate conflicts between road and rail users.

### STATEWIDE PROJECTS:

#### Grade Crossing Inventory Update

Update of the data in the Illinois Commerce Commission's statewide inventory of public crossings and grade separation structures.

#### Railroad Information and Location System Modernization

Update of the data in the Illinois Commerce Commission's statewide inventory of public crossings and grade separation structures.



Stakeholders recommended **80 projects to improve safety**, most of which would improve the safety at highway-rail grade crossings by grade separating road and rail right-of-ways.

Of the 80, **10 projects were selected as "featured projects"**.

**Grand Ave**  
Grade separation of the skewed, at-grade Grand Ave road-rail crossing to eliminate conflicts between road and rail users.

**Lincoln Ave**  
Grade separation of the at-grade Lincoln Ave road-rail crossing to eliminate conflicts between road and rail users.

**Maple Ave and Fairview Ave**  
Grade separation of the adjacent, at-grade Maple Ave and Fairview Ave road-rail crossings to eliminate conflicts between road and rail users.

## \$ Projects to Consider for a Federal Grant Application

### 1st Ave (CREATE Project GS12) Grade Separation

Grade separation of the at-grade road-rail crossing to eliminate conflicts between road and rail users. (DOT# 173996K)

### BJRY/BNSF Quincy Bridge and Grade Crossing Upgrades

Rehabilitation of a bridge and improvement of grade crossings in and near Quincy.

### Granite City Harbor-Madison Harbor Track Connection

Construction of a track connection between the Granite City and Madison Harbors to increase operational efficiency and provide competitive rail access to shippers.

### Red Dock Rail Expansion

Construction of a third transload track enabling simultaneous processing of a full unit train at the Red Dock terminal within the Granite City Harbor.



To account for federal funding priorities, the Rail Plan provides an overlay onto the Illinois Rail Needs Assessment scoring methodology, which provided additional points for adhering to priorities found in federal discretionary grant program criteria.

Under the new scoring system, the same original 50 projects were identified as "presented" as in the Illinois Rail Needs Assessment, but an additional six were elevated in addition to the top 50 presented projects.

### Bradley Ave Safety Improvements

Installation of safety improvements at the at-grade road-rail crossing to mitigate conflicts between road and rail users. (DOT# 289067H)

### Greenville to Smithboro Industrial Track

Construction of spur and interchange tracks between an under-development industrial park in Greenville and the BNSF line in Smithboro to provide competitive rail access to shippers.

Additional points were awarded based on project support for the following:

- Resiliency
- Sustainability
- Equity
- Innovation
- Rural benefits

## Recent Funding Increases Create Opportunities for Rail Projects in Illinois

### Federal Bipartisan Infrastructure Law Funding Program

Program	FY22 – 26 Pre-Appropriated (\$B)	FY22 – 26 Subject to Congressional Appropriations (\$B)
Funding to Amtrak	22	19
Consolidated Rail Infrastructure and Safety	5	5
Railroad Crossing Elimination	3	2.5
Fed-State Partnership for Intercity Pass. Rail Restoration & Enhancement (for restoring/initiating intercity passenger rail service)	36 0.25	7.5 0.25
RAISE (Multimodal program that can fund rail projects)	7.5	7.5
MPDG (Multimodal programs that can fund rail projects)	15	16

Rebuild Illinois was passed by the Illinois legislature in 2019 and includes:

**\$491M**

CREATE projects

**\$275M**

New intercity passenger rail corridor between  
Chicago - Rockford

**\$225M**

New intercity passenger rail corridor between  
Chicago - Quad Cities

**\$122M**

Springfield Rail Improvement Program

**\$100M**

Intercity passenger rail improvements to the  
Chicago – Carbondale route

**\$98M**

Chicago Belt Railway Yard noise abatement

**\$43M**

Track maintenance, locomotive overhauls, rolling  
stock: \$43M



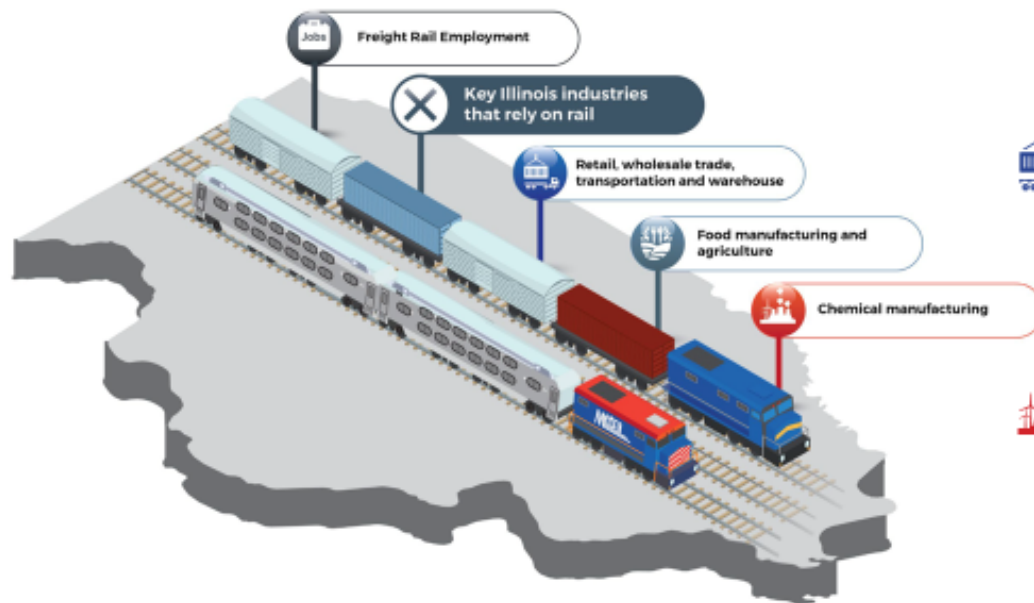
## Improvements to the Rail Network Benefit the Illinois Economy & Communities

### Rail has a major economic impact on Illinois



Illinois has the second highest freight rail employment of any state in the nation behind Texas

Including purchases from other industries and employee purchases, nearly 65,000 Illinois jobs are attributable to freight, commuter, and intercity passenger rail and \$2.8 billion in gross domestic product (GDP)



- Key Illinois industries rely on rail. For example,



Retail, wholesale trade, transportation and warehouse are collectively 16% of the Illinois economy by GDP and rely not only on rail intermodal, but other rail services as well



Food manufacturing and agriculture are 3% of the Illinois economy by GDP and rely on rail not only for outputs like export grain, milled food products, and oils, but also inputs like fertilizer or animal feed



Chemical manufacturing is nearly 3% of the Illinois economy, and over half of chemicals shipped to or from Illinois are shipped by rail

### Rail is a relatively safe and efficient mode of transportation

**Freight railroad transportation consumes**  
**31%** of the fuel required by truck transportation to ship one ton of freight one mile (ton-mile)

**Intercity passenger rail consumes**  
**54%** of the energy required by automobiles to carry one passenger one mile

**Intercity commuter rail consumes**  
**57%** of the energy required by automobiles to carry one passenger one mile

**The frequency of rail fatalities per billion ton-miles**  
**33%** compared to the frequency of fatalities for truck transportation

**The frequency of rail injuries per billion ton-miles**  
**20%** compared to the frequency of injuries for truck transportation

**Rail can decrease roadway congestion**  
**6 days** Metra saves a commuter on average six days of travel time per year. (Metra 2019 Fact Book)



# Canadian Pacific Kansas City Railroad

Larry Lloyd

Senior Director of Government Affairs  
Canadian Pacific Kansas City Railroad



Michael Deegan

Director – Business Development  
Canadian Pacific Kansas City Railroad







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# ONE RAILROAD CONNECTED

**Michael Deegan**

Director – Business Development

**Larry Lloyd**

Senior Director – Government Affairs



# WE GO WHERE OTHERS CAN'T

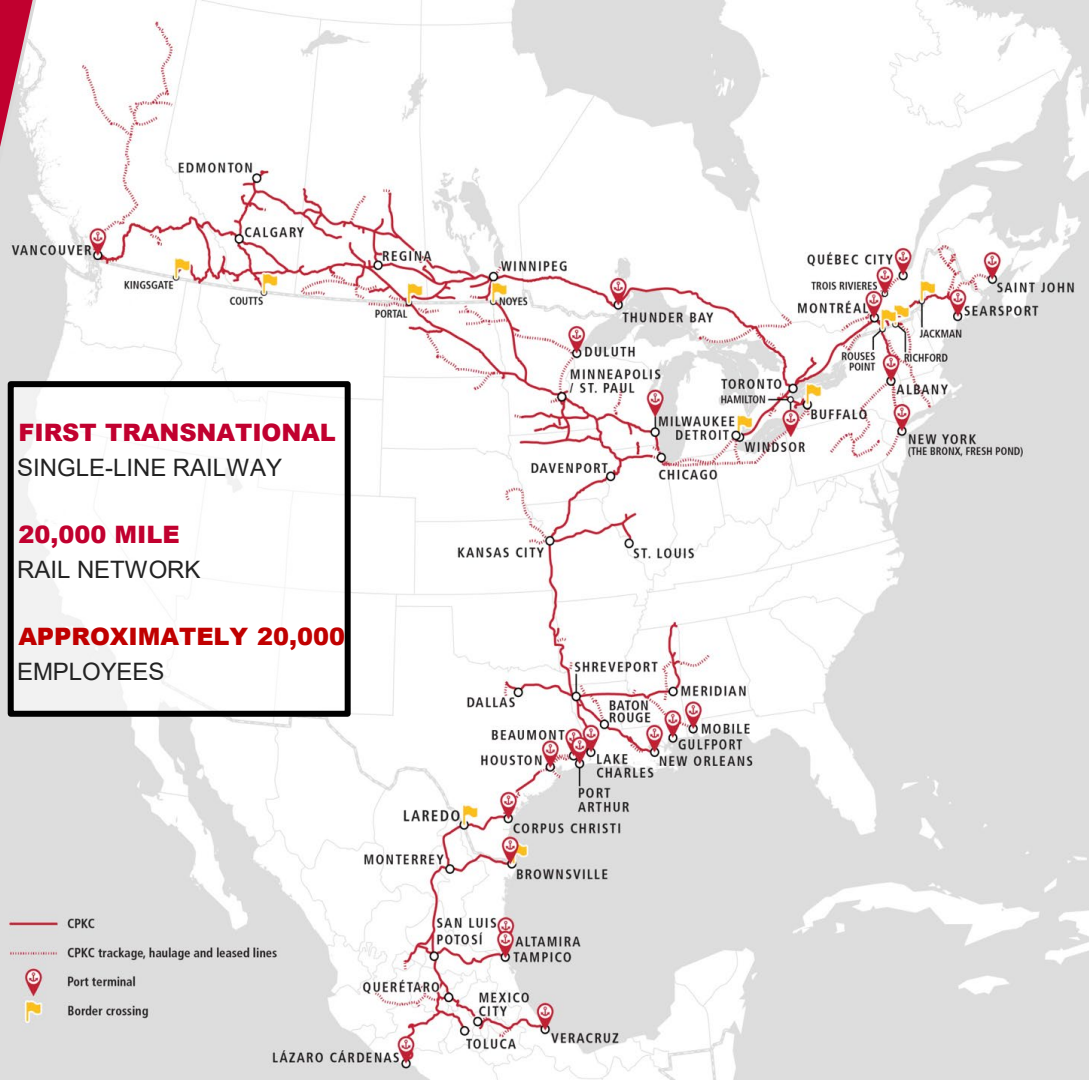
Transforming the future of freight rail by creating the **safest**, most **reliable** and **relevant** railroad in North America, serving as the backbone for commerce and economic growth.

**FIRST TRANSNATIONAL**  
SINGLE-LINE RAILWAY

**20,000 MILE**  
RAIL NETWORK

**APPROXIMATELY 20,000**  
EMPLOYEES

- CPKC
- ..... CPKC trackage, haulage and leased lines
- 🚢 Port terminal
- 🚧 Border crossing







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## A CULTURE OF SAFETY

It's who we are

Operating safely is fundamental to who we are. Our goal is to be the safest class 1 railroad in North America.

CP led the industry with the lowest FRA reportable train accident frequency in North America for 17 straight years.

CPKC is building on that unwavering commitment to safeguarding our people, our communities, the environment and our customers' goods.

# OUR MARKETS

You produce it, we ship it. Anywhere you want to go.



Canadian Grain



U.S. Grain



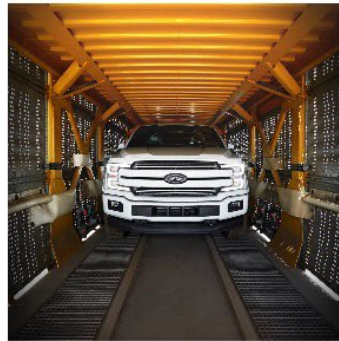
Bulk



Intermodal



Energy, Chemicals, Plastics



Automotive



Consumer, Industrial & Forest Products



Transload



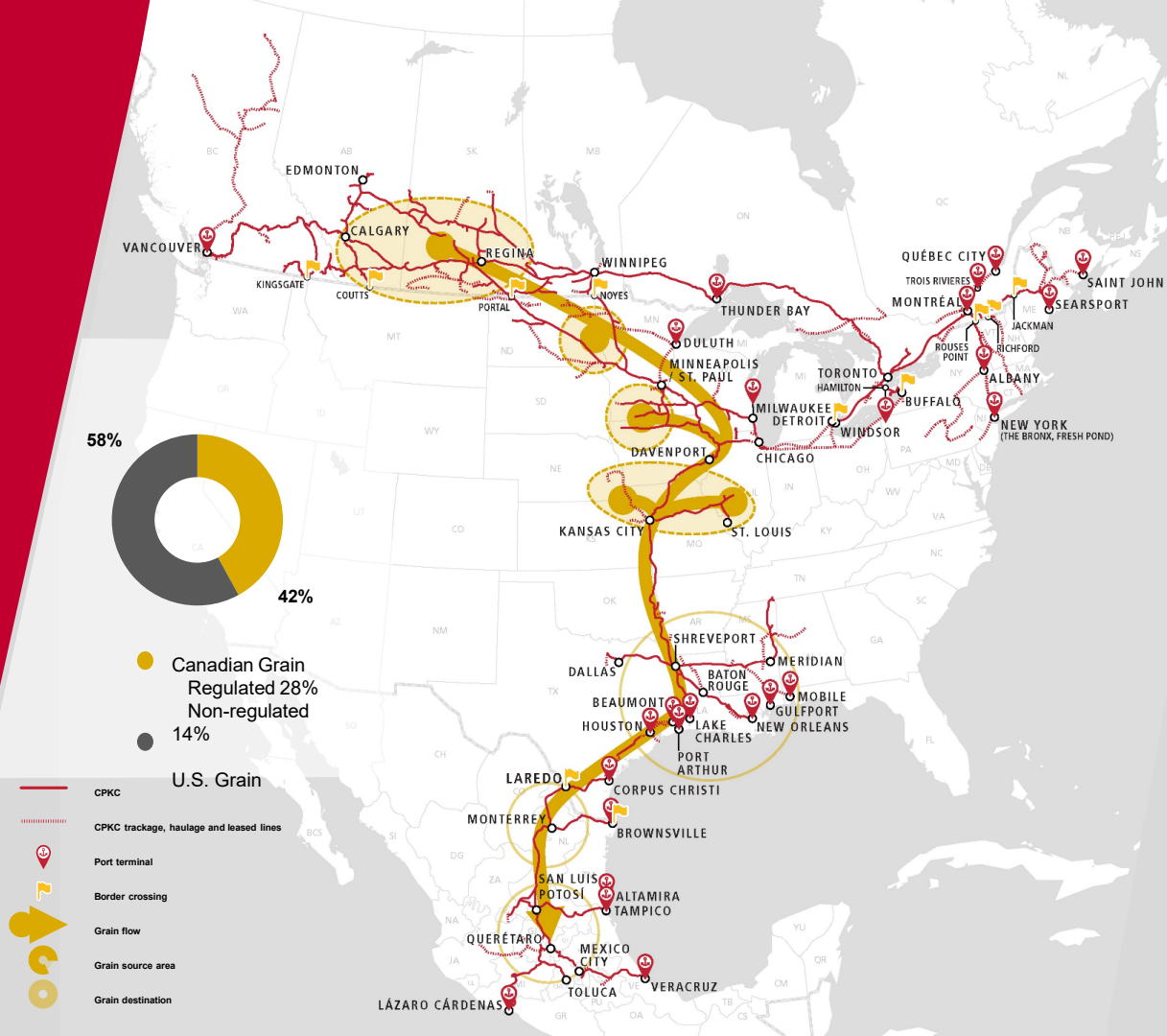
# BULK GRAIN

Grain is our largest market segment and we are the best at servicing it. CPKC is the only Class 1 railway with meaningful grain franchises in both Canada and the U.S. Our network is strategically positioned through the heart of the grain-producing regions of Western Canada and the Upper Midwest. We provide direct access from high-throughput unit train loading elevators to markets in the southern U.S. and Mexico, and to major export port terminals for shipments overseas.

## SPOTLIGHT

### The future of grain transportation

By the end of 2024, 61% of the high-throughput elevators we service in Canada will be 8,500-foot high efficiency product capable (“HEP”), and we are working with our customers to add the HEP model to their elevators in the U.S. and Mexico as well. The 8,500-foot HEP grain train, when combined with our investment in new hopper cars, will enable >40% more grain to be moved per train, with 30% fewer cycles and ~300 fewer train starts.





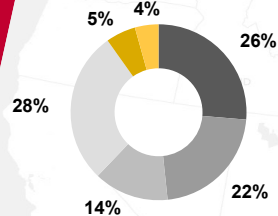
# MERCHANDISE AUTOMOTIVE

CPKC's extensive rail network and vehicle distribution centers provide manufacturers with direct rail access to automotive compounds across Canada, the U.S. Midwest and Mexico. Assembly plants have direct routing options to major markets including Chicago, Houston, the Twin Cities, Kansas City, as well as markets within Canada and Mexico. CPKC has access to 25 automotive production facilities in North America, including 90% of the automotive assembly plants in Mexico.

## SPOTLIGHT

### A closed-loop solution

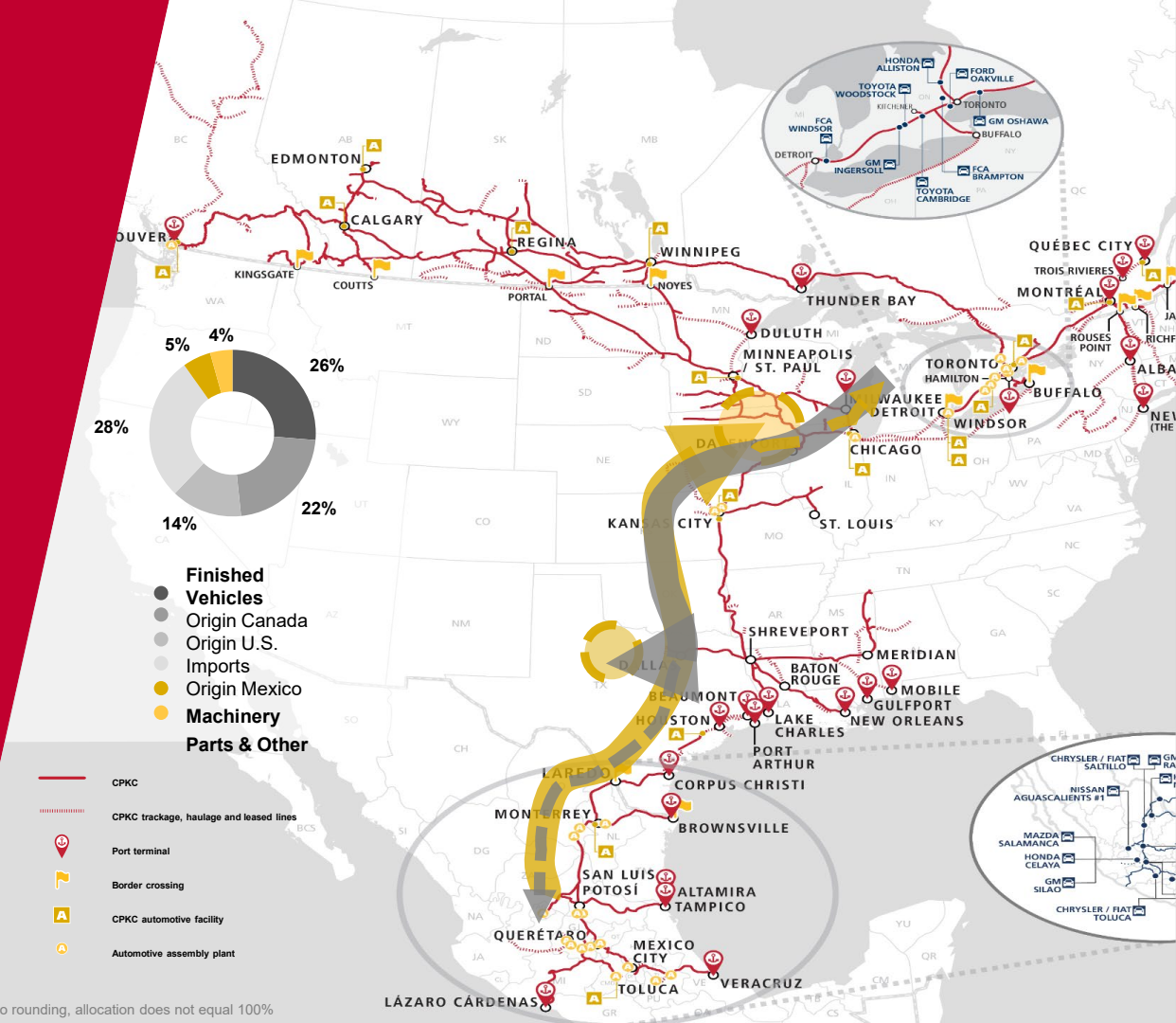
CPKC offers automotive customers the unique ability to create a closed-loop supply chain. Combining our superior access to automotive assembly plants in the greater Toronto area and Mexico, with automotive compounds located across our network, CPKC offers its customers the opportunity to place automotive equipment in a closed-loop supply chain – improving asset utilization, speed to market and consistency of service.



- Finished Vehicles
- Origin Canada
- Origin U.S.
- Imports
- Origin Mexico
- Machinery
- Parts & Other

- CPKC
- CPKC trackage, haulage and leased lines
- 📍 Port terminal
- 🚧 Border crossing
- 🏭 CPKC automotive facility
- 🏠 Automotive assembly plant

Due to rounding, allocation does not equal 100%



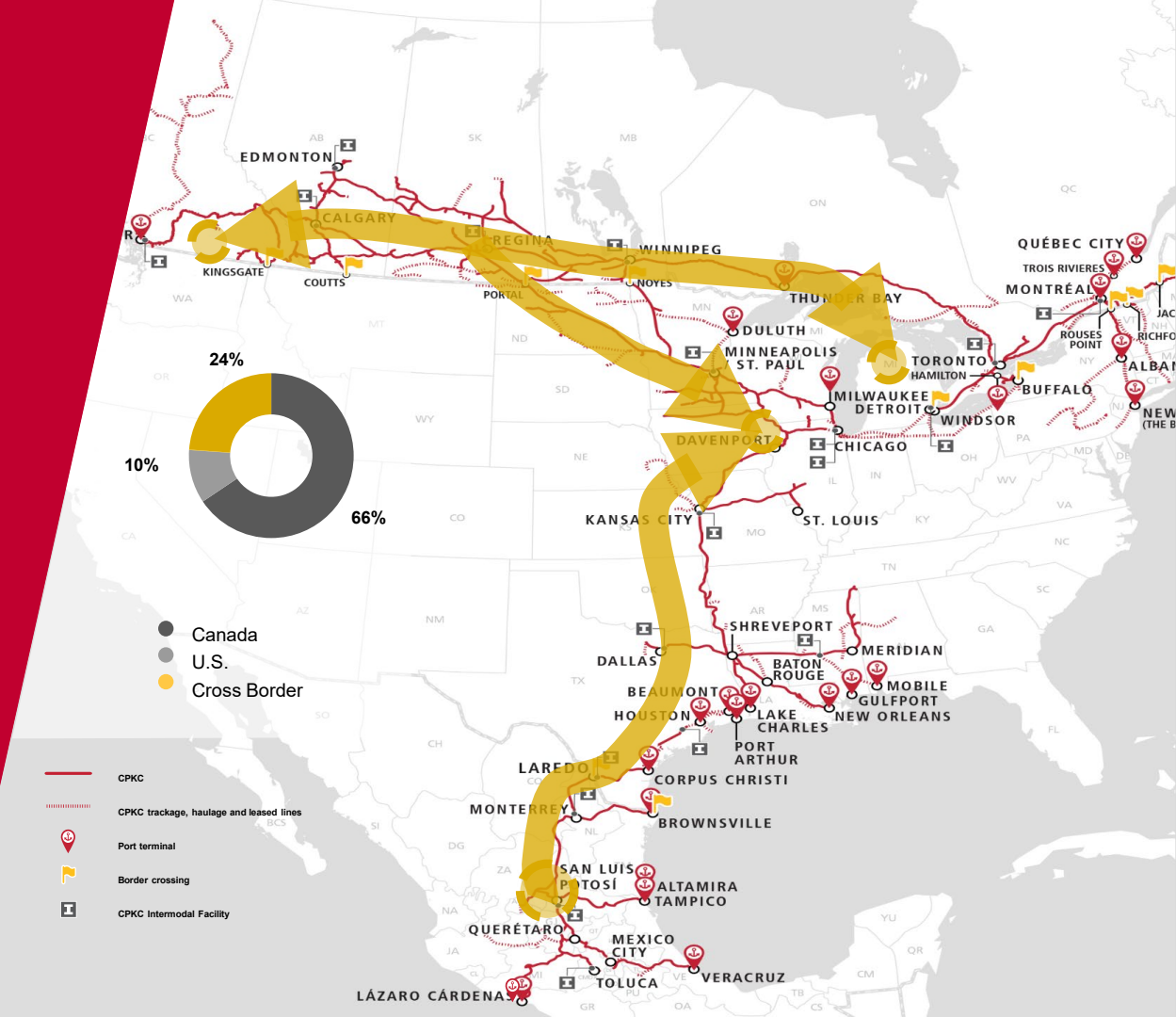
# INTERMODAL DOMESTIC

As the only single-line service connecting Mexico, the U.S. and Canada, we're capitalizing on our industry-leading performance and unparalleled reach to convert trucks to rail. Our unique cross-border advantage with truck competitive service and 24-hour rail crossing at the Laredo border (vs 16-hour per day for trucks) offers a superior alternative to over-the-road service.

## SPOTLIGHT

### Mexico Midwest Express (MMX)

Our flagship MMX service is the first and only single-line rail connection between Mexico and the U.S. Midwest. CPKC offers truck competitive daily intermodal service with the fastest transit times in the rail industry. Our superior service offers an environmentally-friendly alternative to trucking, reducing emissions and making highways safer.



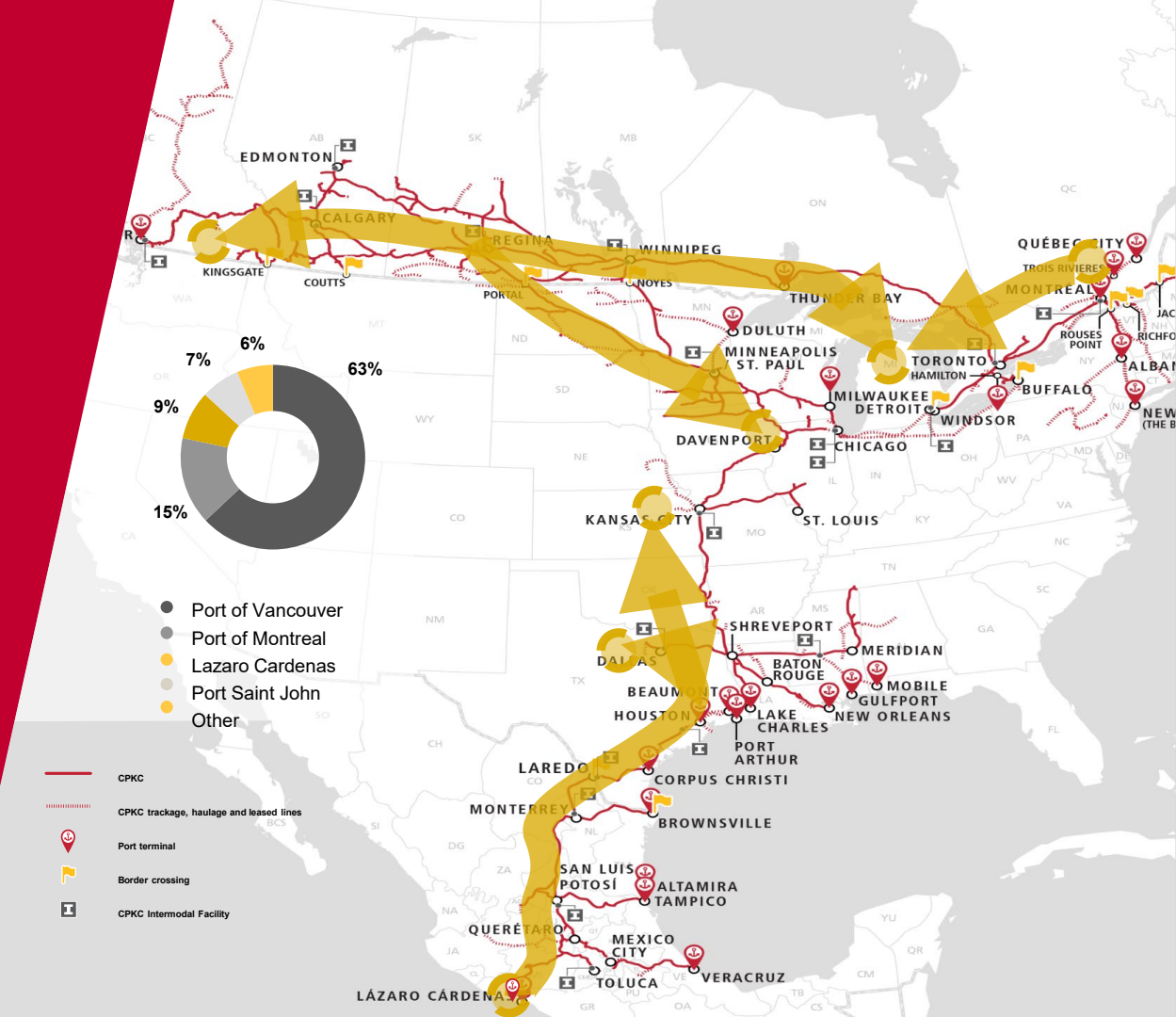
# INTERMODAL INTERNATIONAL

CPKC is uniquely positioned as the first transnational railway connecting Canada, the U.S. and Mexico, bringing unrivaled reach to more major North American ports. Our 200-mile advantage has the shortest international intermodal routes from the East Coast into Montreal, Toronto and Chicago, with access to ports at Saint John, New Brunswick and Searsport. CPKC is also taking a leading role in growing trans-Pacific trade. Our vast network and unique access to key ports, including the Port of Vancouver and Port of Lázaro Cárdenas, connects the West Coast with key North American markets.

## SPOTLIGHT

### The Texas Shortcut

CPKC has exclusive rail access into the port of Lázaro Cárdenas, which is Mexico's most technologically advanced container terminal. CPKC has an unrivaled opportunity to leverage the state-of-the-art port complex to alleviate pressure on congested West Coast ports. CPKC also offers shippers a compelling opportunity to bypass the Panama Canal for cuttings weeks off all-water transit.





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# SUSTAINABLY DRIVEN

## Hydrogen-Powered Locomotive Project

**CPKC's Hydrogen Locomotive Program aims to develop North America's first line-haul hydrogen-powered freight locomotive.**

CPKC has initiated a program to convert three different types of diesel-electric locomotives into zero-emissions hydrogen-powered locomotives using fuel cells and batteries to power electric traction motors. The program has the potential to significantly reduce greenhouse gas emissions from locomotive operations, supporting CPKC's Climate Change Commitments and the transition to a low-carbon future in the freight rail sector.



# CPKC



## CPKCR.COM

Be a part of the conversation





# Freight

**Adam Gabany**  
Intermodal Planning Unit Chief  
Illinois Department of Transportation



# FREIGHT PLAN

## 2023 Illinois Freight Plan

- [Freight Plan Link](#)
- Finalizing District Freight Plan
- Finalizing County Profiles
- Illustrative Project List
- Competitive Freight Map



**Illinois 2023**  
State Freight Plan





# ILLUSTRATIVE PROJECT LIST

Platform for agencies to submit potential projects for IDOT support by being added to the Freight Plan

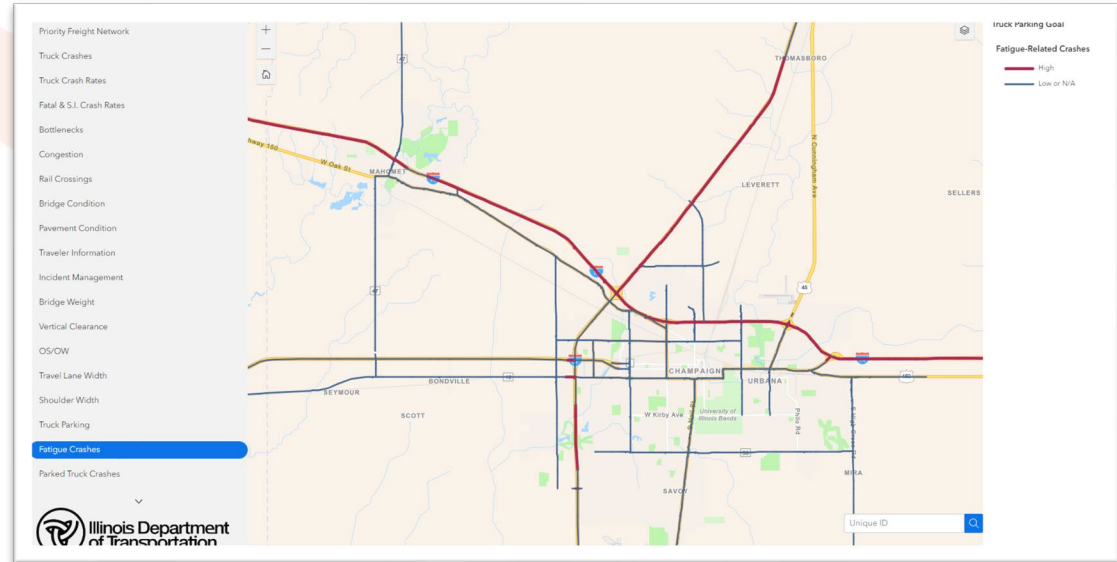
- Google Form
- Basic Project Information
- Submitted to IDOT for review



**Illinois 2023**  
State Freight Plan



# COMPETITIVE FREIGHT MAP



- Used for 2023 Competitive Freight Program
- Developing Updated Map
- [Competitive Freight Map](#)



# TRUCK PARKING COMMITTEE



## Why?

- Ensure truck parking is a high priority to continually address weaknesses, threats, and opportunities.
  - Emerging Illinois and Nationwide Issue
  - Must be a collaborative approach
    - IDOT maintains 54 Rest Areas with avg. of 94% utilization rate
      - 15 at or under 100%
      - 21 at 100-150%
      - 8 at 150-200%,
      - 10 at +200%
- Public facilities contribute about 15%



# Truck Parking Committee



## Who?

### Committee within ISFAC

- Made up of volunteer membership
- Bring in additional DOT staff as needed
- Private partners

### Development

- Membership
- Structure
- Goals, Objectives, and action items



# Truck Parking Committee



## How?

- Truck Parking Information Management System
- New Truck Parking Study
- Tax incentives for TP – private
- Public Private Partnership – Innovative Project Delivery
- IDOT right of way for new truck parking facilities
- FHWA Peer Exchange for Best Practices
- Federal Funding





# Oversize Overweight

Geno Koehler  
Permit Unit Chief  
Illinois Department of Transportation



# Oversize Overweight

State: Illinois Report Date: January 10, 2024

Completed By: Geno P. Koehler

---

Permits Issued Prior Year: 258569 \$25,708,668.23

Permits Issued Year To Date: 5432 \$ 659,098.69

Number of Staff Issuing Permits:  
5 Superload Techs,  
0 Public Contact

Does your State offer  
Online Requests:  Yes  No

If yes what percentage  
Of permits does your  
System issue without  
Your review?

2023 99.1%  
2024 99.4%



# Oversize Overweight

## New Legislation:

Bridge strike collision avoidance statute

Local Road info posting statute

Permitting System Updates: (Please include money or time saving changes)

Modernization

## Procedural Changes:

## Innovative or Special Initiatives:

HyPoint Hawkscan software functioning at Maryville Scales

HyPoint Hawkscan software being added to additional Scales

Low Clearance data/formula



# Oversize Overweight

New/Unique Communication Efforts: (Describe any outreach to your carrier population)

Continue to use the following communication avenues:

1. Email Distribution list to 7,000 customers
2. Announcements on ITAP home page
3. Banner on the top of ITAP pages
3. Five staff members receiving and responding to live calls
5. Individualized communication on each permit application
6. Auto-notifications sent to County Engineers when county routes are accepted by the customer on a permitted route
7. Auto-notifications sent to Townships and Municipalities when local routes are accepted by the customer on a permitted route.
8. Auto-notifications sent to Law Enforcement, at their request, when local routes are accepted by the customer on a permitted route within their jurisdiction
9. Automated emails sent to customers when an emergency restriction affecting their permitted route occur

Special Challenges Affecting Permit Operations:

Uniformity Pursuits:

Areas of Concern:

Successes:



# Freight Legislation Update

**Aaron Gold-Stein**  
Director of Legislative Affairs  
Illinois Department of Transportation





# Federal Highway Administration

**Betsy Tracy**  
Planning, Environment & Right-of-  
Way Team Leader  
Federal Highway Administration



U.S. Department  
of Transportation

**Federal Highway  
Administration**



# Federal Highway Administration Freight Funding Opportunities

Federal Aid Program  
Discretionary Programs

# Freight Infrastructure Investment Programs

- Federal Aid
  - Surface Transportation Block Grant Program (STBG)
  - National Highway Performance Program (NHPP)
  - Congestion Mitigation and Air Quality Improvement (CMAQ)
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**
- **Nationally Significant Freight and Highway Projects (INFRA)**
- National Corridor Infrastructure Improvement Program
- Freight Intermodal Distribution Program
- **National Highway Freight Program (NHFP)**
- Truck Parking Program

# Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Local and Regional Project Assistance Program (49 U.S.C. 6702)

**Purpose** Projects with a significant local or regional impact that improve transportation infrastructure

**Eligible entities**

- State (and DC).
- Territory.
- Local government.
- Public agency or authorities established by one or more States.
- Special purpose district or public authority with transportation function.
- Federally recognized Indian Tribe.
- Transit agency.

**Eligible projects**

- Highway/bridge projects eligible under title 23.
- Public transportation projects.
- Passenger or freight rail projects.
- Port infrastructure investments.
- Surface transportation components of an airport.
- Projects for investment in surface transportation facilities on Tribal land.
- Projects to replace or rehabilitate a culvert or to prevent stormwater runoff.
- Surface transportation projects necessary to advance program goals.



# Nationally Significant Freight & Hwy. Projects (INFRA)

**Program Purpose:** The FAST Act established the Nationally Significant Freight and Highway Projects (NSFHP) program to provide financial assistance – grants or credit assistance – to nationally and regionally significant freight and highway projects.

- \$900 million per year (average) for competitive grants
- Eligible activities:
  - Highway freight projects on National Highway Freight Network
  - Highway/bridge projects, projects on the National Highway System
  - Freight rail/intermodal/port projects
  - Rail-highway grade crossing or grade separation projects





# National Highway Freight Program

**Program Purpose:** To improve the efficient movement of freight on the National Highway Freight Network (NHFN).

- \$1.2 billion per year (average)
- Eligible activities include construction, operational improvements, freight planning and performance measures
- Highway focus, but eligibility exist for rail/port/intermodal projects



# Contact Information

Betsy Tracy

Team Leader - Planning, Environment & Right-of-Way

Federal Highway Administration

Illinois Division

[betsy.tracy@dot.gov](mailto:betsy.tracy@dot.gov)

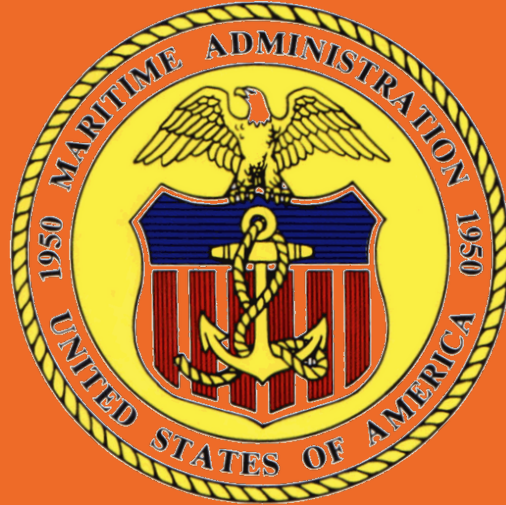
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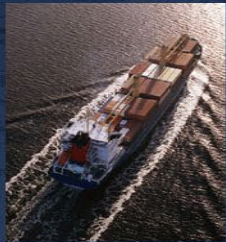


U.S. Department of Transportation  
**Federal Highway  
Administration**

# Maritime Administration

Travis Black  
Director, Inland Waterways  
Gateway Office  
Maritime Administration





## Illinois State Freight Advisory Council (ISFAC)

*Maritime Administration Update on Grants and Financing Opportunities for Ports*

**January 18, 2024**

**Travis Black – Director, Inland Waterways Gateway – St. Louis**

**MARAD**

U.S. MARITIME ADMINISTRATION





*To foster and promote the U.S. Merchant Marine and the American maritime industry to strengthen the maritime transportation system — including landside infrastructure, the shipbuilding and repair industry, and labor — to meet the economic and national security needs of our Nation.*



Secretary of Transportation  
Pete Buttigieg



Maritime Administrator  
Rear Adm. Ann Phillips

Established: 1950

Total Employees: 750+

Headquarters: 272

U.S. Merchant Marine Academy: 264

Gateway Offices and Fleet Sites: 218





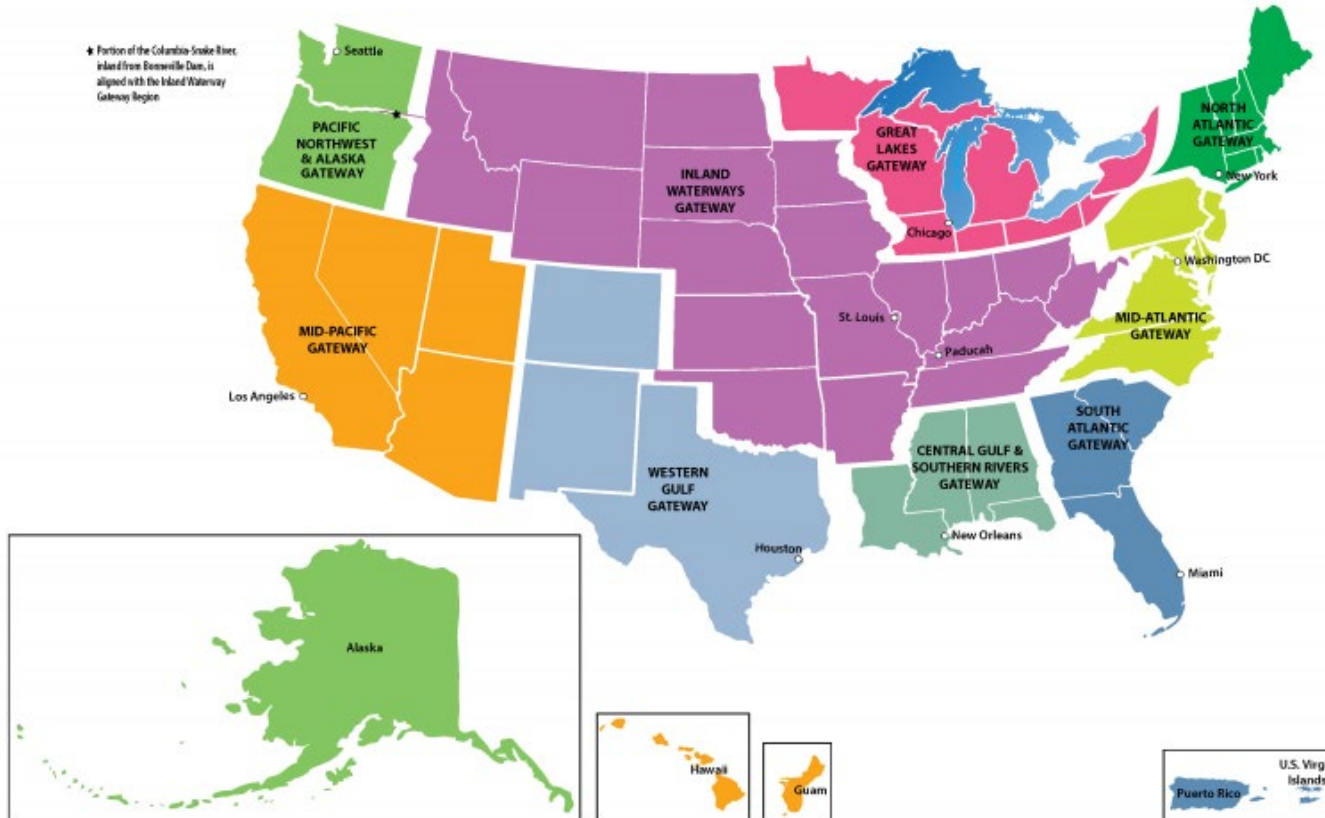
## **MISSION: In Peace and In War**

**Strengthen the U.S. maritime transportation system including infrastructure, industry and labor to meet the economic and security needs of the Nation.**

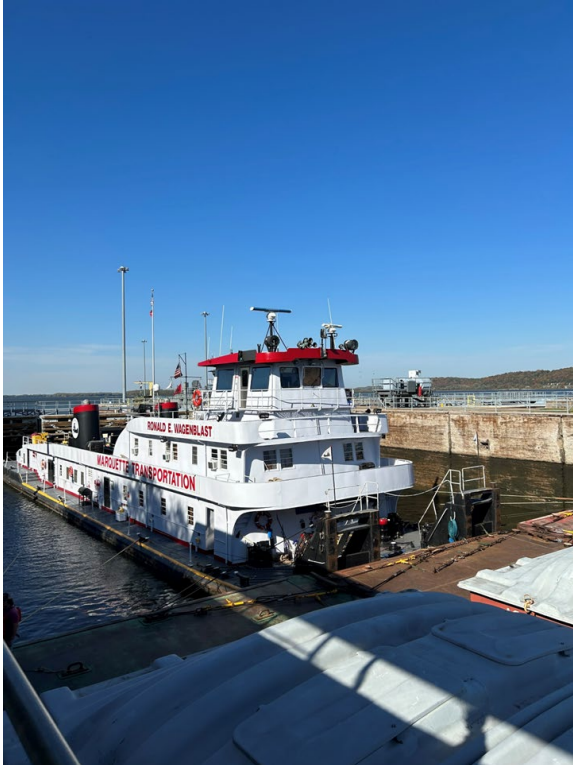
## **STRATEGIC GOALS**

- **MARITIME CAPABILITIES:** Develop domestic and international transportation opportunities to modernize and sustain a competitive commercial U.S.-flag fleet that ensures the Nation's economic and national security
- **MARITIME READINESS:** Ensure the availability of a capable U.S. Merchant Marine fleet with modern U.S.-flag vessels, skilled labor and global logistics support to drive the Nation's economy and to meet national maritime transportation requirements in peacetime emergencies and armed conflicts. Drive innovation in the maritime industry.
- **INFRASTRUCTURE:** Support the development of America's ports, shipyards and related intermodal infrastructure as key integrated components of an efficient, resilient and sustainable national transportation system and freight network
- **ADVOCACY:** Advance awareness of the necessity and importance of a strong U.S. Maritime Transportation System

### MARITIME ADMINISTRATION GATEWAY OFFICES



## Primary Responsibilities of the Gateway Director



### Project Development/Grant Assistance

Develop projects in the region that promote overall economic growth, mitigate highway and port congestion, environmental compliance, and support both large and small American shipbuilding

### Intermodal Outreach

Outreach and engagement with Port Authorities, Terminal Operators, Carriers, Rail, Private Sector,

### Maritime Security

Participate in Area Maritime Security Committee and Port Readiness Committee meetings held by USCG

### Emergency Preparedness

Engage on federal maritime emergency preparedness issues in the region

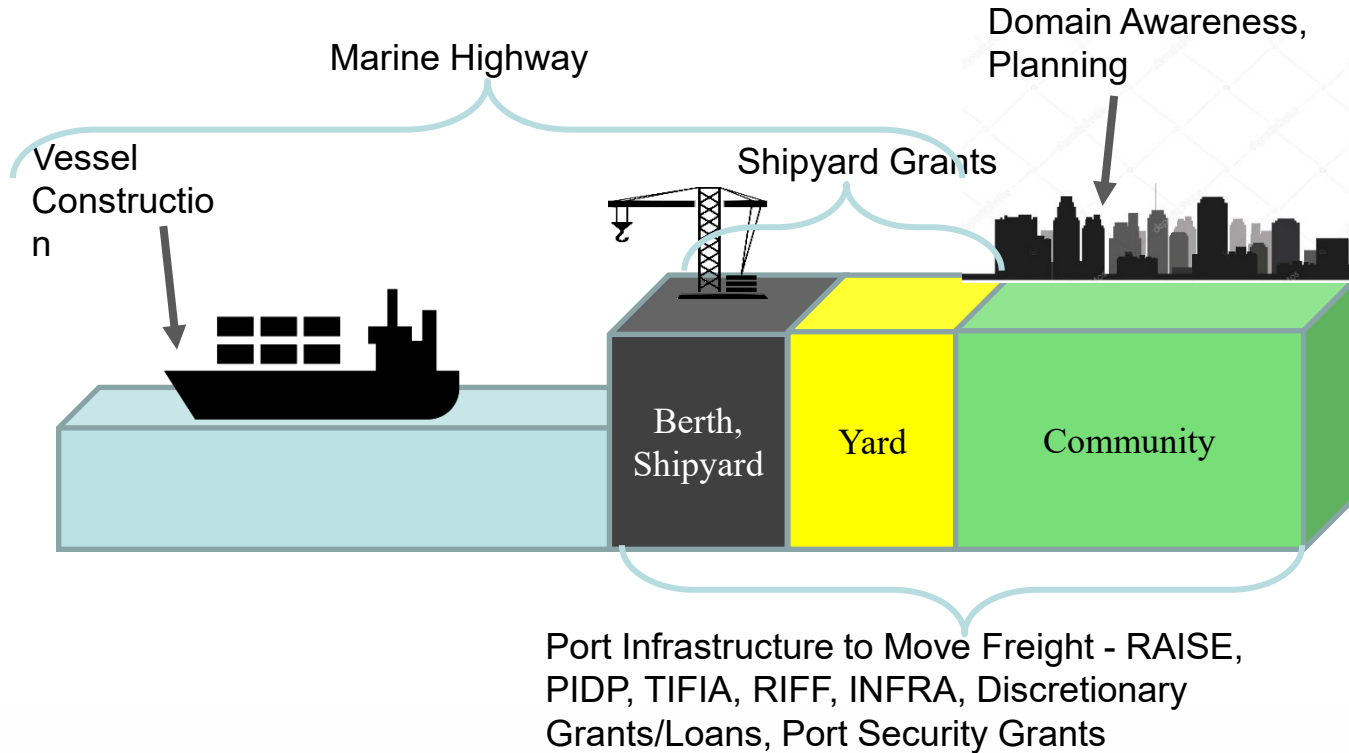
### Strategic Seaports

Assess the readiness of our Strategic Commercial Seaports

### Supply Chain Resiliency

Report supply chain impacts and port closures in times of emergency

Environmental Stewardship, Emergency Reporting, Military and Humanitarian Missions







- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (\$5M - \$25M, \$1M Rural) FY 2023 NOFO November 30, 2023, due February 28, 2024. **\$1.5 B for next five years. Also referred as TIGER and BUILD. Minimum Award \$5M, (\$1M Rural) Grants to be half urban half rural (200,000 pop).**
- Infrastructure for Rebuilding America (INFRA) (\$25M - \$100M, \$5M Rural), FY 2023 FY 2024 Closed August 21, 2023, **\$1.5 B for next five years. Minimum Award \$25M (\$5M rural) Max \$100M**
- National Infrastructure Project Assistance (MEGA) FY 2023 FY 2024 Closed August 21, 2023 (over \$100M, 50% reserved for \$500M+) **\$1 Billion program each year for 5 years**
- United States Marine Highway Program (USMHP),







### ■ Small Shipyard Grants

**Capital and related improvements to qualified shipyard facilities that will be effective in fostering efficiency; competitive operations; and quality ship construction, repair, and reconfiguration; and Provide training for workers in shipbuilding, ship repair, and associated industries.**

**Historically, the program has selected roughly 15 to 30 applications to receive funding and the average grant amount has been approximately \$1 million. Up to 75% federal funding, 25% match required.**

- <https://www.maritime.dot.gov/grants-finance/small-shipyard-grants>

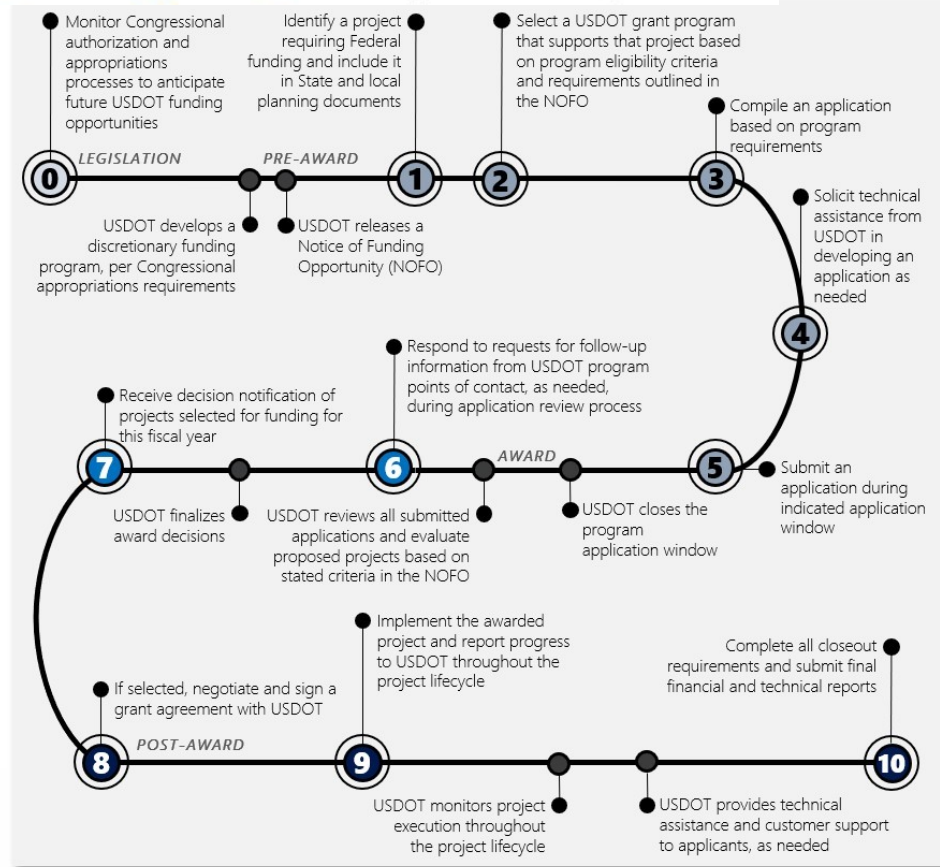


- **Program authorized and appropriated funds by Congress**
- **Notice of Funding Opportunity – Instructions to potential applicants**
  - **Congressional Direction**
  - **Administration Priorities**
  - **Deadlines**
  - **Format**
- **Application Processing (eligibility)**
- **Grant Technical Reviews – including Benefit-Cost Analysis**
- **Senior Review Team**
- **Selection by Secretary**
- **Congressional Notifications**
- **Recipient Notifications**
- **Grant Agreement (6 mos. to 2+years)**



## APPLICANT ROADMAP KEY

■ Legislation   
 ■ Pre-Award   
 ■ Award   
 ■ Post-Award   
 ① Applicant Activities   
 ● USDOT Activities



- The PIDP, now in its fourth year, was established in FY2019 under 46 U.S.C. Section 50302
- The program works to improve the safety, efficiency or reliability of the movement of goods through ports and intermodal connections to ports
- To date, 140 grants have been awarded totaling more than \$2 billion for projects in 30 States and 3 Territories
- PIDP grants can be awarded to coastal seaports, inland river ports, or Great Lakes ports
- FY 2023 175 Applicants, 153 Eligible, 41 Selected \$653M, \$2.8B Requested
  - 25 States, 1 Territory
  - 15 Large Projects
  - 26 Small Projects (\$172.8M)
  - 24% Great Lakes and Inland Waterways
- Grants are awarded based on a project's alignment with statutory criteria (movement of goods, leverage, economic vitality and port resilience), policy-based criteria (climate change and environmental justice, equity, workforce considerations) and geographic diversity (urban/rural).

Port Infrastructure Development Program (PIDP) grants to improve facilities within, or outside of and directly related to operations of coastal seaports, inland river ports, and Great Lakes ports.

- Final NOFO posted in February 2023

<https://www.maritime.dot.gov/office-port-infrastructure-development/port-and-terminal-infrastructure-development/2019-port-1>

- \$662M for FY 2023

- Federal share - 80%

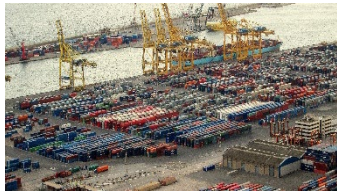
- Webinars on How to Apply and Benefit Cost Analysis (BCA) preparation available to view, was updated December 2023 so Look at New Guidance:

<https://www.maritime.dot.gov/office-port-infrastructure-development/port-and-terminal-infrastructure-development/2020-port>

- Applications were due **on April 28, 2023**.

## Eligible Applicants

- A port authority, a commission or its subdivision or agent under existing authority;
- A State or political subdivision of a State or local government;
- An Indian Tribe;
- A public agency or publicly chartered authority established by one or more States;
- A special purpose district with a transportation function;
- A multistate or multijurisdictional group of entities; or
- A lead entity described above jointly with a private entity or group of private entities (including the owners or operators of a facility, or collection of facilities, at a port).



## Evaluation Factors

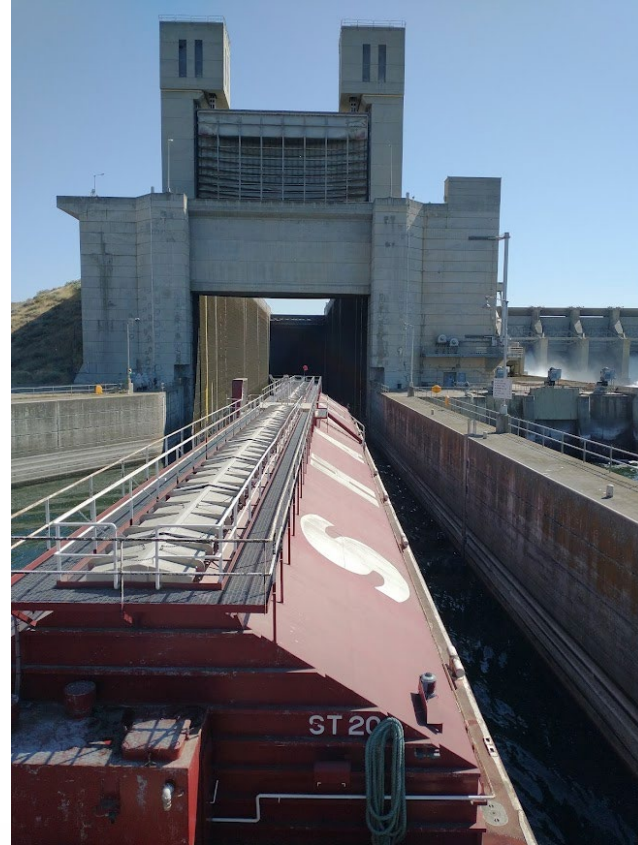
- 11 Teams
- 60 Reviewers

Effect on the Movement of Goods	Economic Vitality	Resiliency	Climate Change
Technical Capacity	Equity and Justice 40	Workforce Development	Job Quality and Wealth Creation
Leveraging Federal Funds	Geographic Diversity	Buy America/Build America Compliance	Project Readiness

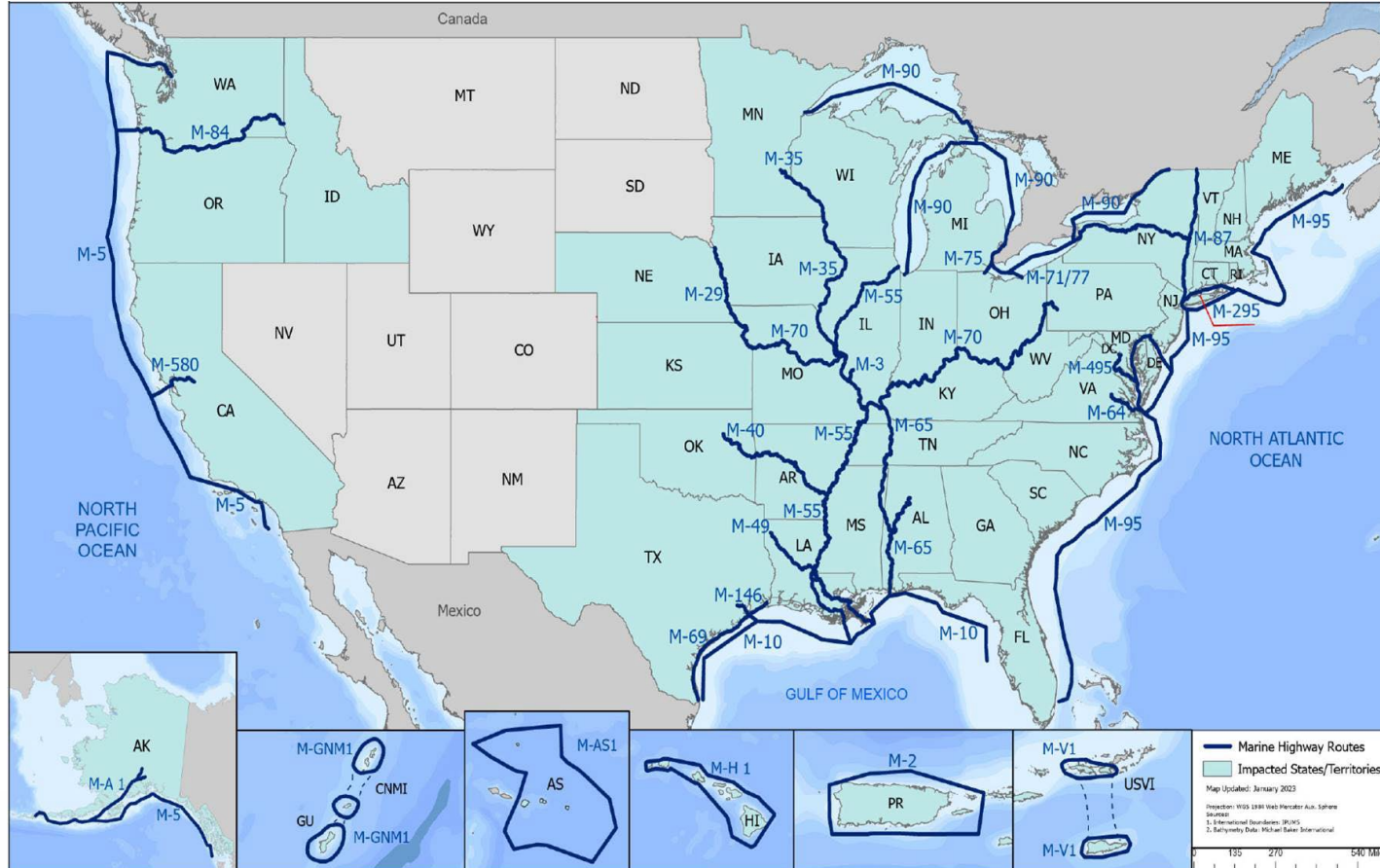


## Small Projects at Small Ports

- A coastal seaport, Great Lakes, or inland river port to and from which the average annual tonnage of cargo during the 3 calendar years immediately preceding the time of application is less than 8,000,000 short tons as determined by U.S. Army Corps of Engineers data for the statistical area in which the project is located. MARAD may accept an independent certification of tonnage statistics only in those cases where U.S. Army Corps of Engineers statistical data is not available. For joint applications, MARAD will use the status of the lead (eligible) applicant when determining whether the project is for a small port.
- A project at small port requesting less than or equal to \$11.25 million in Federal funding assistance through the FY 2023 PIDP.
- 80% Federal share & Benefit Cost Analysis for small projects may be waived with approval of Secretary of Transportation
- Cost-effectiveness determinations (Benefit-Cost Ratio greater than 1) generally do not apply to Small Projects at Small Ports or to projects in non-contiguous States or territories. BUT, if Small Port proposes a project utilizing \$11.25 million or more in Federal assistance, that project will be considered Large Projects, and the cost-effectiveness determination will apply (in contiguous states only)



# United States Marine Highway Program



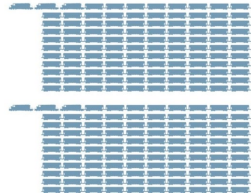


# What is Divertible?

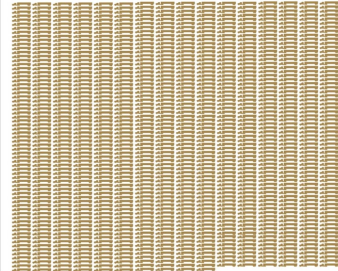
One 15-Barge Tow



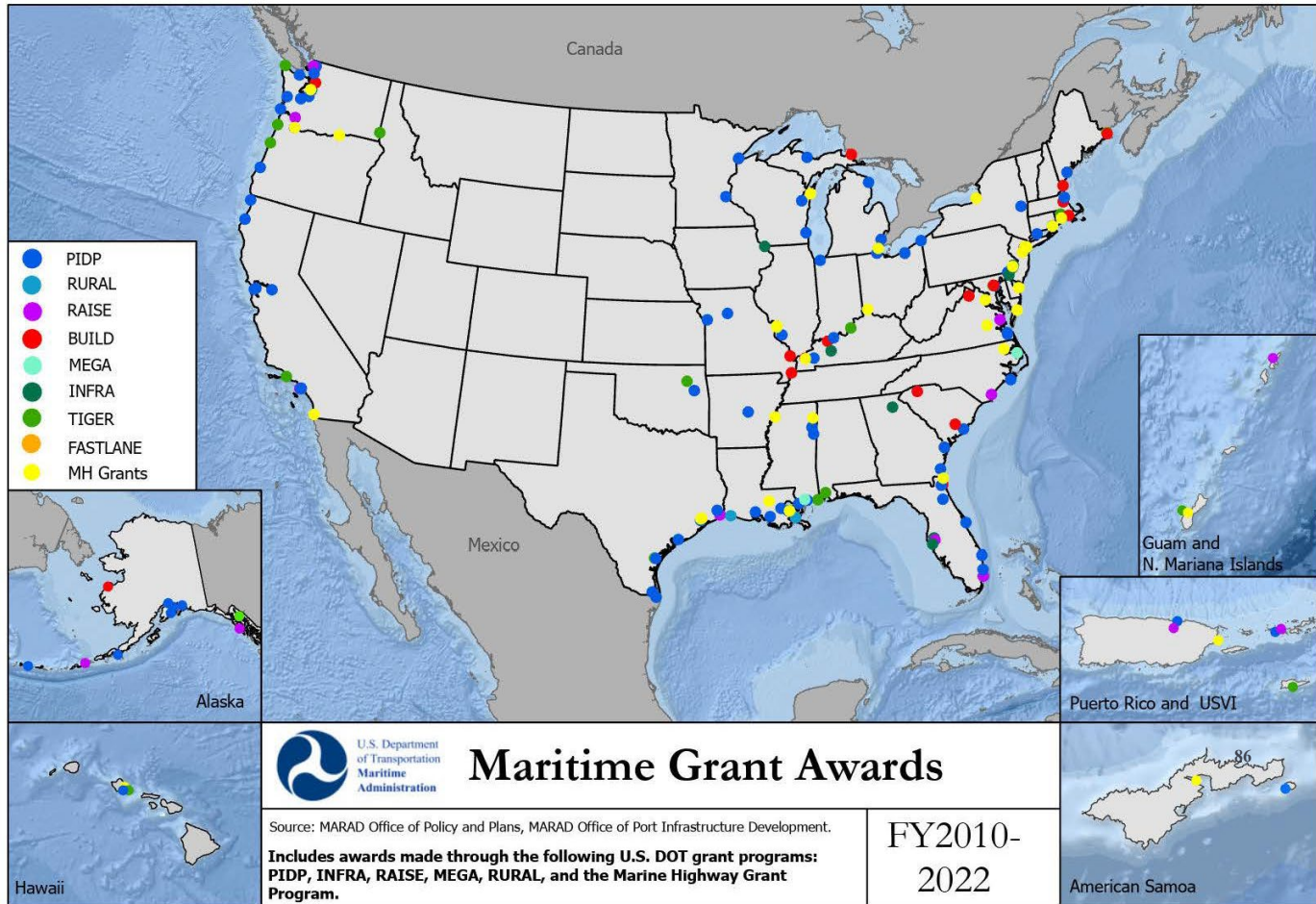
240 Rail Cars + 6 Locomotives



1,050 Large Semi Tractor-Trailers



- What can Marine Highway Grant funds be used for?
  - Port and landside infrastructure
  - Cargo handling equipment
  - New or used vessel purchase, lease, or modification
  - Planning, preparation and design efforts in support of marine highway projects (cannot be used for market related studies)
  - **Private, Public and Tribal Entities are eligible to apply**
- Final NOFO posted in February 2023
  - \$12.4M for FY 2023
- Federal share - 80%
- Webinar on How to Apply will be held.
- FY 2023 Applications were due **on April 28, 2023.**



## Maritime Grant Awards

Source: MARAD Office of Policy and Plans, MARAD Office of Port Infrastructure Development.

**Includes awards made through the following U.S. DOT grant programs: PIDP, INFRA, RAISE, MEGA, RURAL, and the Marine Highway Grant Program.**

FY2010-  
2022

American Samoa











## **2022 USMH**

- **Washington & Oregon Tidewater M-84 Barge Service Expansion \$4,168,759**  
**Tidewater Barge Lines, Inc. The grant will support an electric dock crane at the Port of Vancouver, WA. This equipment will help meet the demand for additional shipments of municipal solid waste and other waste through the Columbia River Marine Highway M-84.**

## **2020 USMH**

**Tidewater Barge Lines, Inc, Port of Morrow, Oregon, M-84 Barge Service Expansion \$3,200,000 Sponsored by the Port of Morrow, the grant was awarded to support the procurement of a container on barge service to expand from the Port of Morrow in Boardman, OR, to Vancouver, WA.**

## **2019 USMH**

**Port of Morrow, Port of Morrow, Oregon, M-84 Barge Service Expansion \$1,623,200**  
**The grant was awarded for the expansion of barge services from Portland, Oregon, to Vancouver, Washington, and to enhance the Port of Morrow barge capacity.**









# Port Conveyance Program

- Designed to temporarily transfer the use and management of excess Federal property to States and local governments for the purposes of port development, port expansion, and operation of port facilities.
- MARAD receives, evaluates, and approves applications from prospective grantees to make recommendation for assignments of surplus property to be used for the development or operation of a port facility.
- Conveyance involves no monetary consideration, provided the property is used and maintained in perpetuity as a port facility.
- <https://www.maritime.dot.gov/ports/port-conveyance/port-conveyance>

# USDOT Transportation Infrastructure Finance and Innovation Act (TIFIA)

Financing assistance for surface transportation projects

<https://www.transportation.gov/buildamerica/financing/tifia>

- Credit assistance limited to 33 percent of reasonably anticipated eligible project costs (unless the sponsor provides a compelling justification for up to 49 percent)
- Minimum Anticipated Project Costs
  - \$10 million for Transit-Oriented Development, Local, and Rural Projects
  - \$15 million for Intelligent Transportation System Projects
  - \$50 million for all other eligible Surface Transportation Projects

# USDOT Railroad Rehabilitation & Improvement Financing (RRIF)

Financing assistance for railroad infrastructure

<https://www.transportation.gov/buildamerica/financing/rrif>

- Loan – up to 100%
- Total Funding: Up to \$35 Billion, \$7 Billion is reserved for non-Class I freight railroads



# Federal Railroad Administration

Robert Buckley, AICP  
Chief, Midwest Division  
Federal Railroad Administration







**RAIL**

*MOVING AMERICA FORWARD*

*2024 ISFAC Meeting*

# FRA Program Updates & Available Funding

**Robert Buckley, AICP**, Midwest Division Chief

Regional Outreach and Project Delivery, Office of Rail Program Development

# A New FRA | Reorganization – Key Principles

*To meet this historic moment and fulfill an expanding mission, FRA reimagined its structure, expanded its capacity, and introduced new capabilities.*

FRA's reorganization reflects a dual agency mission: **Railroad Safety** and **Railroad Development**

## **Reorganization Goals**

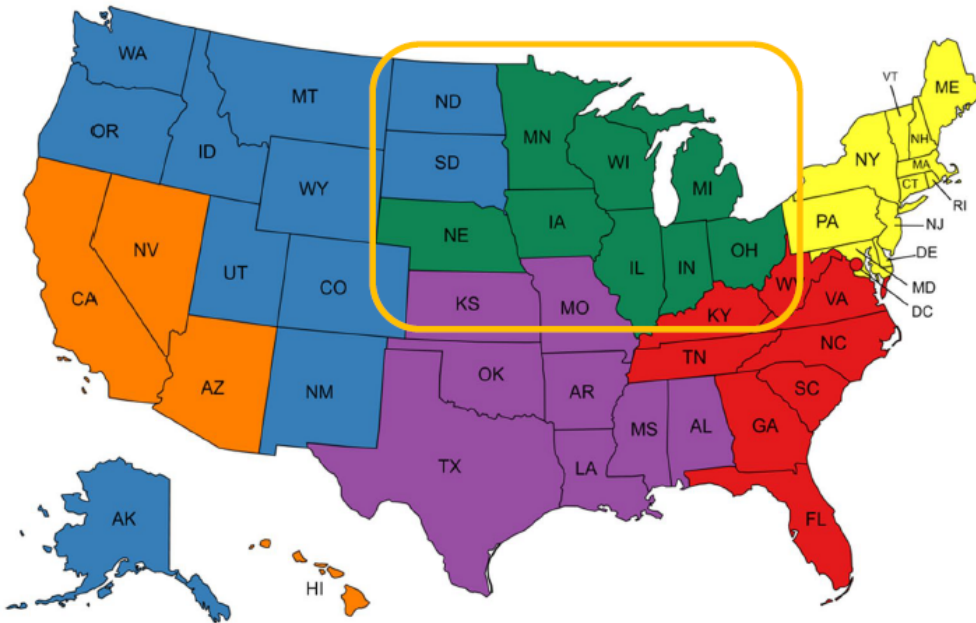
- Grow the organizational capacity to deliver **expanded investment** responsibilities
- Concentrate the **Office of Railroad Development (RRD)** focus on development and investment programs while expanding the organization comparable to other development agencies
- Create integrated and shared **analytical support functions** (R&D, industry economics, data)
- Expand capacity to **support** program offices (Civil Rights, Chief Counsel, Finance, Admin/HR & IT)
- Accelerate progress on **diversity, equity, and inclusion**

### FRA MISSION

Enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future

# FRA RRD-50 Regional Team Map – Midwest Region

The **Midwest Region** is within the RRD Office of Regional Outreach & Project Delivery (RRD-50).



## MIDWEST REGION CONTACTS

<b>Division Chief</b>	Robert Buckley
<b>Chicago Hub Corridor Team</b>	Natalie Williford (Lead) Kelsey Somerville
<b>Project Managers</b>	IL/MI - Andrea Green-Armstrong MN/WI - Praveena Pidaparathi IN - Quentin Huckaby OH - Eric Perez IA - Adrian Diaz NE - Carlos Paredes

# Railroad Crossing Elimination (RCE) – Program Overview

## PURPOSE

**To fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.**

## NOFO

### **FY22: Selection Announcement – June 5, 2023**

- 63 projects selected, totaling \$571 million across 32 states
- Debriefings held upon request for projects not selected

### **FY23: \$573 million available**

- NOFO anticipated in Spring/Summer 2024

## ELIGIBLE PROJECT CRITERIA

- ✓ Grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof
- ✓ Track relocation
- ✓ Improvement or installation of protective devices, signals, signs, or other;
- ✓ Measures to improve safety related to a separation, closure, or track relocation project
- ✓ Other means to improve the safety if related to the mobility of people and goods at highway-rail grade crossings (including technological solutions)
- ✓ The planning, environmental review, and design of an eligible project type



# Consolidated Railroad Infrastructure and Safety Improvements (CRISI) – Program Overview

## PURPOSE

To fund projects that improve the safety, efficiency, and/or reliability of intercity passenger and freight rail systems.

## NOFO

### FY22: Selections announced September 25, 2023

- \$1.425 billion available
- 70 rail improvement projects funded in 35 states

### FY23-24

- NOFO anticipated in early 2024
- Estimated available funding: Approx. \$2.5 billion

## ELIGIBLE PROJECT CRITERIA

- ✓ Wide range of rail capital projects
  - Congestion mitigation
  - Ridership growth facilitation
  - Enhancements to multimodal connections
  - Improvements to short-line or regional railroad infrastructure
- ✓ Railroad safety technology
- ✓ Track, station, and equipment improvements for intercity passenger rail
- ✓ Grade crossing improvements
- ✓ Rail line relocation and improvement
- ✓ Regional and corridor service planning and corresponding environmental analyses
- ✓ Safety programs and institutes
- ✓ Research
- ✓ Workforce development and training
- ✓ **New** in the **Bipartisan Infrastructure Law**:
  - Measures that prevent trespassing
  - Preparation of emergency plans for hazardous materials that are transported by rail
  - Rehab or procurement of locomotives, provided that such activities result in a significant reduction of emissions



# Federal-State Partnership (National) – Program Overview

## PURPOSE

Improve American passenger rail assets to expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service, reduce the state of good repair backlog, improve performance, and enhance rail safety.

## NOFO

### FY22-23: Selections announced December 8, 2023

- \$4.56 billion available
- 10 intercity passenger rail improvement projects funded in 9 states

### FY24

- NOFO anticipated: TBD
- Estimated available funding: \$2.23 billion

## ELIGIBLE PROJECT CRITERIA

- ✓ Replaces, rehabilitates, or repairs infrastructure, equipment, or a facility that provides intercity passenger rail service to bring such assets into a state of good repair
- ✓ Improves intercity passenger rail service performance
- ✓ **NEW!** Expands or establishes a new intercity passenger rail service
- ✓ A group of related projects as described above
- ✓ Planning, environmental review, and final design of an eligible project or group of projects described above



# Interstate Rail Compacts – Program Overview

## PURPOSE

Improve, promote, and develop intercity passenger rail service, including activities related to the financing of such service, and to encourage multi-state grant applications.

## NOFO

### **FY22-23: Published in the Federal Register on May 9, 2023**

- \$5.8 million available; application period closed July 10, 2023
- FY22-23 Selection Announcement anticipated in Early 2024

### **FY24**

- NOFO anticipated in Late 2024
- Estimated available funding: \$2.9 million

## ELIGIBLE PROJECT CRITERIA

- ✓ Costs of administration
- ✓ Systems planning, including studying the impacts of freight rail operations and ridership
- ✓ Promotion of intercity passenger rail operation
- ✓ Preparation of applications for competitive federal grant programs
- ✓ Operations coordination

# Restoration and Enhancement – Program Overview

## PURPOSE

**Provide operating assistance grants for initiating, restoring, or enhancing intercity passenger rail transportation.**

## NOFO

**FY21-23: Expected to be published in the Federal Register in Spring 2024**

- \$106.4 million available; application period will be 90 days

## ELIGIBLE PROJECT CRITERIA

- ✓ Establishing new services
- ✓ Additional frequencies
- ✓ Service extensions
- ✓ Offering new on-board services
- ✓ Examples of eligible expenses: train engineer staffing, fuel, train dispatching, station management, and overhead

## Interactive Grants Tool



Helps grantees learn about FRA Discretionary Grant Programs and Eligibilities, by project sponsor and project type.

**Note:** *The tool does not determine eligibility for grant programs and is meant for informational purposes only. Interested parties should refer to the specific program legislation to determine eligibility.*

[fra.dot.gov/GrantsTool](https://fra.dot.gov/GrantsTool)



# Additional Resources

## FRA Grant Program Webinars

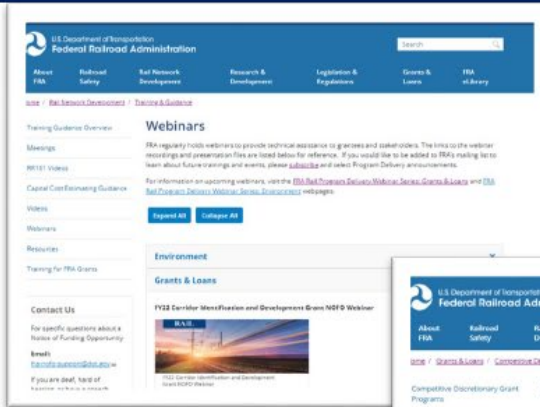
- [railroads.dot.gov/rail-network-development/training-guidance/webinars-0](https://railroads.dot.gov/rail-network-development/training-guidance/webinars-0)

## FRA Competitive Discretionary Grant Programs

- [fra.dot.gov/grants](https://fra.dot.gov/grants)

## FRA Bipartisan Infrastructure Law Information

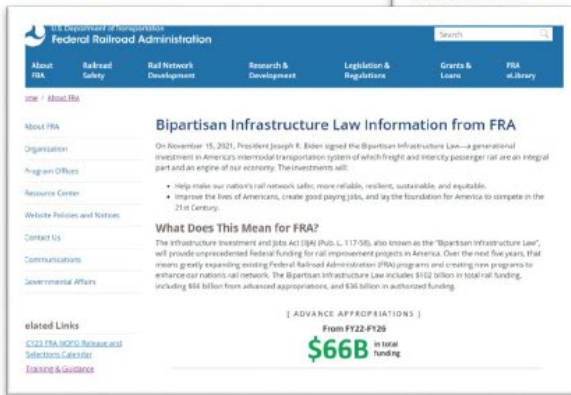
- [railroads.dot.gov/BIL](https://railroads.dot.gov/BIL)



The screenshot shows the 'Webinars' section of the FRA website. It features a search bar at the top right and a navigation menu with categories like 'About FRA', 'Railroad Safety', 'Rail Network Development', 'Research & Development', 'Legislation & Regulations', 'Grants & Loans', and 'FRA at a Glance'. The main content area is titled 'Webinars' and includes a brief description of the program, a list of recent webinars with dates, and a 'Contact Us' section for grant-related inquiries.



The screenshot displays the 'Competitive Discretionary Grant Programs' page. It includes a search bar and a navigation menu similar to the previous page. The main content area is titled 'Competitive Discretionary Grant Programs' and features a section for 'Accepting Applications' with a 'None at this time' status. There is also a 'Related Links' section at the bottom.



The screenshot shows the 'Bipartisan Infrastructure Law Information from FRA' page. It features a search bar and a navigation menu. The main content area is titled 'Bipartisan Infrastructure Law Information from FRA' and includes a section for 'What Does This Mean for FRA?' which highlights the \$66B in total funding from FY22-FY26. A large graphic at the bottom right displays '\$66B' in green, with 'in total funding' written below it.



The screenshot displays the 'Competing Applications' section for the 'CRISIS Program (FY 2022)'. It includes a search bar and a navigation menu. The main content area is titled 'Competing Applications' and features a section for 'Accepting Applications' with a 'None at this time' status. There is also a 'Related Links' section at the bottom.



U.S. Department of Transportation  
Federal Railroad Administration

# Contact Us

Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590



@USDOTFRA



@USDOTFRA



@USDOT\_FRA



@Federal-Railroad-Administration



@Federal Railroad Administration

**Robert Buckley, AICP**

Midwest Division Chief

**Email:** [Robert.Buckley@dot.gov](mailto:Robert.Buckley@dot.gov)

**For questions, to request a debriefing,  
or ask for technical assistance,**

**Email:** [FRA-NOFO-Support@dot.gov](mailto:FRA-NOFO-Support@dot.gov)

# Federal Motor Carrier Safety Administration

Christine Kobos  
State Programs Specialist Federal  
Motor Carrier Safety Administration





# Agenda



FMCSA GRANTS



2023 AWARD PROJECTS

# FMCSA Mission

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*The primary mission of the Federal Motor Carrier Safety Administration is to reduce crashes, injuries, and fatalities involving large trucks and buses.*

DOT Goal: Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities

FMCSA Goal: Reduce Large Truck and Bus Fatalities 1.14 per 100 Million Vehicle Miles Traveled by 2024 (FMCSA Lead)

- Develop and enforces data-driven regulations
- Harnesses safety information systems
- Target educational messages
- Partner with stakeholders
- Use grant dollars to make targeted investment decisions

# Grant Options

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The Motor Carrier  
Safety Assistance  
Program  
(MCSAP)  
Formula Grant



High Priority (HP)  
Discretionary  
Grant



Commercial  
Driver's License  
(CDL) Program  
Implementation  
Discretionary  
Grant



CMV Operator  
Safety Training  
Discretionary  
Grant

## HP ITD

- **High Priority (HP) Grant**

- Innovative Technology Deployment (ITD) Grant: Augment a State's/Territory's CMV safety efforts that advance the technological capability and promote the deployment of intelligent transportation system applications for CMV operations, including CMV, commercial driver, and carrier-specific information systems/networks; and to support and maintain CMV information systems and networks.

- **Eligibility**

- ITD–State/Territory MCSAP lead agencies
- Period of Performance-Fiscal year plus 4 years,
- No match required in 2023-15 Percent match is the cap

# HP CMV

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- **Commercial Motor Vehicle (CMV) Grant:**

- Targets unsafe driving, safe transportation of HAZMAT, education/outreach, implement innovative technological solutions, state data quality, PRISM and other related efforts.

- **Eligibility**

- CMV–State/Territories, local governments, Native American tribal governments, institutions of higher education, and non-profit organizations with a 501(c)(3) status-
- Period of Performance-Fiscal year plus 2 years
- FY 2023 no match required, 15 Percent match is the cap

# HP CMV-PRISM/SSDQ

- **Performance and Registration Information Systems Management (PRISM) (HP-CMV NOFO)**
  - A partnership with State International Registration Plan (IRP) offices and Law Enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) Order.
- **State Safety Data Quality (SSDQ) (HP-CMV NOFO)**
  - The FMCSA's safety programs use State-reported data on crashes and inspections to prioritize resources for the greatest impact on large truck and bus safety. The FMCSA SSDQ program focuses on ensuring the availability of high-quality data from our State partners.
- **Eligibility**
  - Period of Performance-Fiscal year plus 2 years
  - FY 2023 no match required, 15 Percent match is the cap



# Commercial Driver License Program Implementation Grant (CDLPI)

- **CDLPI**
  - Provides financial assistance to States and other eligible entities to improve the National CDL program and to achieve compliance with FMCSA's CDL regulations.
  - Ensures that only qualified drivers are eligible to receive and retain a CDL
  - Ensures "One Driver –One License –One Record" for each CDL holders
- **Eligibility**
  - State Driver Licensing Agencies (SDLAs), Basic or High Priority/Emerging Issue projects from state courts, law enforcement, departments of transportation, institutions of higher education, Native American tribal governments, and non-profit organizations
  - Fiscal year plus 4
  - No match in 2023, 15 Percent match is the cap

# Commercial Motor Vehicle Operator Safety Training Grant (CMVOST)

- **CMVOST**

- To train individuals in the safe operation of commercial motor vehicles.
- Prioritize training for current or former members of the U.S. Armed Forces, including National Guard and Reservists.
- Special consideration will be given to “students of underserved communities” and the refugee community

- **Eligibility**

- Educational institutions accredited by an accreditation agency recognized by the U.S. Department of Education and Non-accredited institutions that are approved by the U.S. Department of Labor
- Fiscal year plus 2 years
- No match in 2023, 15 percent CAP

# FY 23 Project Examples-HP CMV State

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- The purpose of the project proposed by the state is to establish a multiagency strike force operation to dramatically increase roadside commercial motor vehicle driver/vehicle inspections as well as related non-inspection traffic enforcement where appropriate to drive down commercial motor vehicle related crashes and fatalities, especially in areas identified as high-risk crash locations.
  - The purpose of the project proposed by the state is to achieve crash reduction through traffic enforcement, work zone enforcement, and rural road enforcement. Within these general categories of crash reduction activities, we will focus on commercial motor vehicle inspection and enforcement, non-commercial motor vehicle traffic enforcement, human trafficking, and Drug and Alcohol Clearinghouse enforcement.

# FY 23 Project Examples-HP ITD

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- FY 23 Project Objective: The purpose of this award to the Department of Transportation is the Automated License Plate Reader/United States Department of Transportation Reader (ALPR/USDOT-R), Over-Dimension Scan and Sorting Software systems at the weigh Station project. This will benefit the Motor Carrier industry by allowing bypass for compliant carriers resulting in time savings and improved operational efficiency and provide better customer service to safe and legal carriers and drivers.

# FY 23 Project Examples- CDLPI

- The purpose of this award to the Department of Public Safety Bureau of Motor Vehicles is to hire a limited term attorney for four years to work with prosecutors, 13 courts, and other Bureau of Motor Vehicle offices about properly adjudicating CDL convictions and transmitting them timely in compliance with CDL regulations.
- The purpose of this award will be a Cooperative agreement to the University to develop and pilot a CDL national training program for Clerks of the Courts.

**For More Information Contact  
Christine Kobos at  
[Christine.Kobos@dot.gov](mailto:Christine.Kobos@dot.gov)**

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# Illinois Department of Transportation

Tim McMahon

Bureau Chief of Federal Affairs  
Illinois Department of Transportation  
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# Illinois Department of Transportation

Elizabeth Irvin  
Deputy Director  
Illinois Department of Transportation



# Federal Funding Discussion

**Robert Buckley** - Federal Railroad Administration

**Betsy Tracy** - Federal Highway Administration

**Travis Black** - Maritime Administration

**Christine Kobos** - Federal Motor Carrier Safety Administration

**Tim McMahon** - IL DOT Federal Affairs





**THANK YOU!**

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For questions or to be on the schedule during an upcoming meeting, email:

**[DOT.ILFreightPlanning@illinois.gov](mailto:DOT.ILFreightPlanning@illinois.gov)**