

Chicago Rail Futures II Study Update

CMAP Transportation Committee Update

Presented by the Chicago Department of Transportation

June 4, 2021



Chicago Rail Futures II (CRFII) Study

CDOT undertook the Freight Rail Futures Study, the first ever effort to estimate the economic impacts of rail to the region



2003

A review of the CREATE Program estimated the 30-year benefits of the program as \$31.5 billion* with costs of less than \$5 billion



2013

The CRFII study will build upon existing and ongoing work to create a more comprehensive and current understanding of the economic and other impacts of rail on the Chicago region



2021

Study helped make the case for the creation of



*Based on USDOT guidance for benefit cost analysis of transportation investments

Goals of the Study

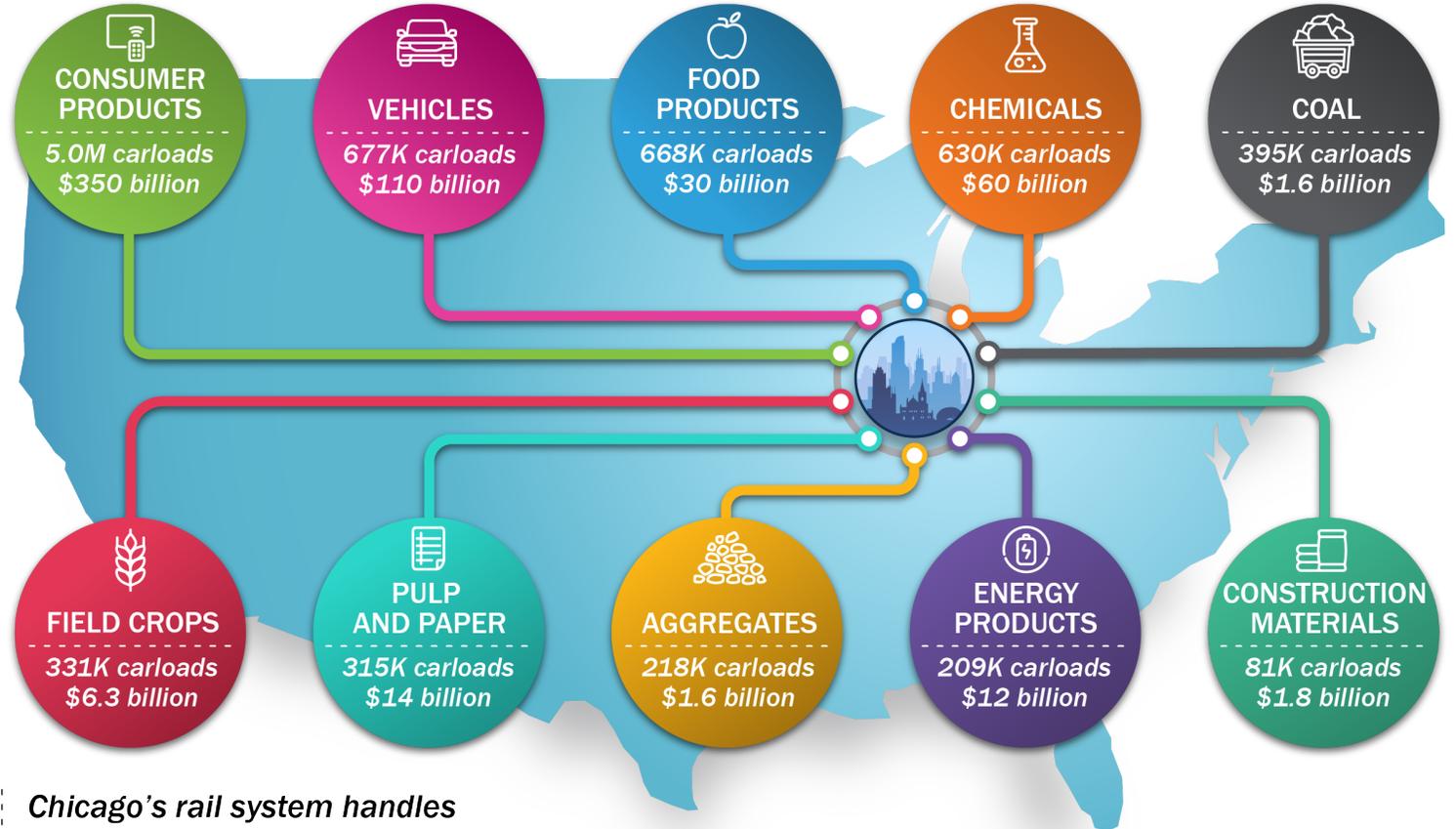


- **Illustrate** the relationship between rail and the regional economy
- **Understand** the benefits and impacts of rail to local residents, businesses and users
- **Quantify** the value of investments made, planned, and potentially needed in the future
- **Support** the local, regional and national conversation about rail investment
- **Position** the region for equitable and effective future rail investments



Chicago's Rail Network is Critical to the National and Regional Economy

CHICAGO REGION TOP COMMODITIES BY RAIL



Chicago's rail system handles

47% OF INTERMODAL RAIL CONTAINERS
& 28% OF RAIL CARS IN THE U.S.

\$641 BILLION WORTH OF GOODS EACH YEAR

Source: Annual Carloads and Value, 2017 STB Confidential Waybill Sample.

But Rail Also Has Significant Local Impacts

- Environmental Impacts - air pollution, water pollution, vibration and noise pollution
- Economic Impacts - cost of transportation, access to jobs and property values
- Safety Impacts - rail crossings, bike/ped, hazardous materials, trespassing
- Freight and Passenger Rail have equity implications for Chicago and the region

How the Study is Investigating Equity

- Interviews - to listen to key stakeholder insights
- Survey - to better understand how rail and freight impact local communities and organizations
- Focus Group - to use listening sessions to gather additional information and move toward recommendations
- Demographic Analysis - to understand which populations live near railyards to inform discussions on equity and investment





Community Equity Survey

- 39-question survey distributed to 650+ people:
 - Community/Economic Development Organizations
 - Neighborhood Associations/Councils
 - Elected Officials at all levels
 - Suburban Councils of Government
- Community members largely agreed with the concerns related to large trucks, while the organizational respondents more equally agreed with concerns of large trucks, trains, and freight facilities

“Train tracks are a barrier to walking/biking.”

“Trains need to be better community partners. The condition of underpasses in our neighborhoods is disgraceful. They are filthy with garbage and poorly lighted.”

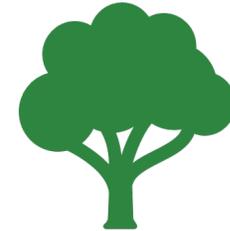
“A lot of freight passes through my community without benefiting the community.”

-McKinley Park resident



Question Categories

- Survey included six categories of question
- Respondents ranked the categories in the following order:
 1. Safety
 2. Health and the Environment
 3. Traffic and Vehicle Movement
 4. Economics
 5. Bike and Pedestrian Movement
 6. Land Use

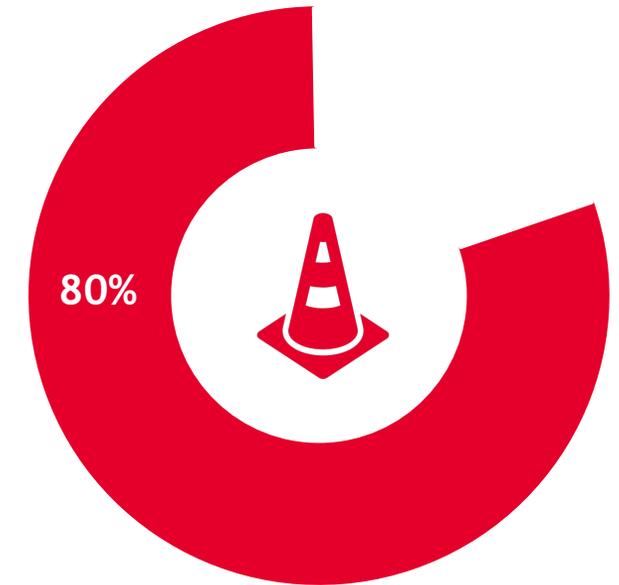


Safety



- Ranked as highest priority category
- General sentiment expressed about the type of potentially hazardous freight passing through communities

Residents	Survey Results: Prioritized Categories	Orgs.
1	Safety related to large trucks on city streets	3
2	Safe handling of hazardous materials by freight trains	1
3	Safety for people walking and biking at railroad grade crossings	2
4	Trespassing on railroad tracks	5
5	Safety for people driving at railroad grade crossings	4



80% of respondents agreed that safety related to large trucks on city streets is an issue



Health and Environment, cont.

Resident s	Survey Results: Prioritized Categories	Orgs.
1	Air pollution caused by large trucks	1
2	Noise caused by large trucks	2
3	Vibration caused by large trucks	5
4	Noise caused by trains	3
5	Air pollution caused by nearby freight facilities	4
6	Vibration caused by trains	6
7	Air pollution caused by trains	7
8	Noise caused by nearby freight facilities	8



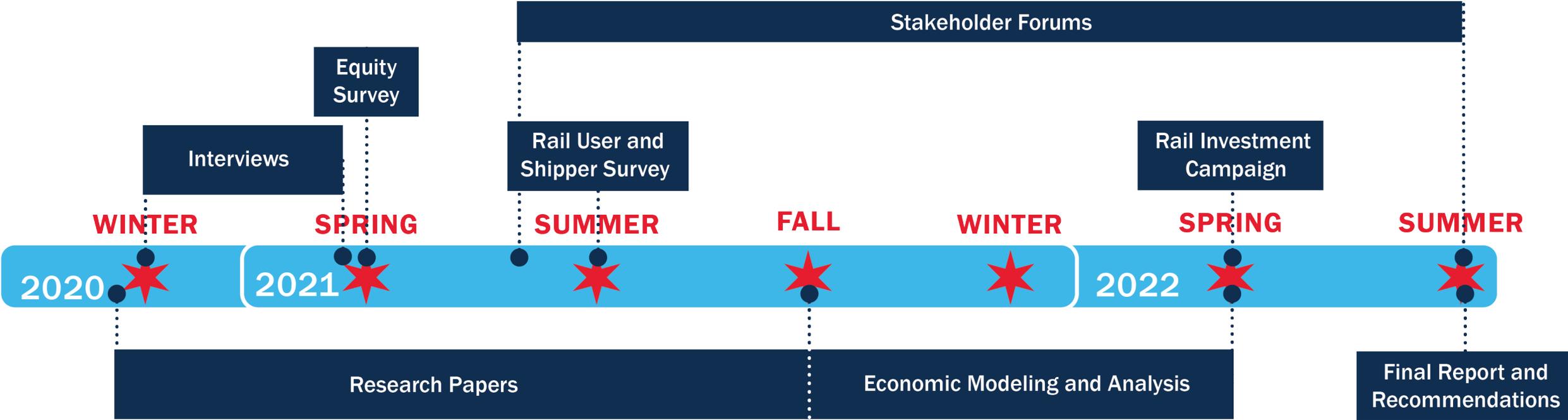
CRFII: Next Steps



- Continue Studying Rail/Equity Issues
- “State of the Rail System” White Paper
- Begin outreach to rail users and other businesses
- Continue to work with the railroads and public agencies to understand rail performance, challenges, and what’s next for Chicago



CHICAGO RAIL FUTURES STUDY II: Next Steps



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