

# CP INCREASING EFFICIENCY TO MINIMIZE DELAYS IN ILLINOIS COMMUNITIES



## A COMBINED TRANSCONTINENTAL CANADIAN PACIFIC KANSAS CITY RAIL NETWORK WILL OPERATE MORE EFFICIENTLY TO MINIMIZE CROSSING DELAYS AND DISRUPTIONS IN COMMUNITIES.

America relies on freight trains. Nearly everything we own, or any product we use – from our homes to our meals – needs rail to get to us. Without freight rail, all these things would cost more and be harder to get.

One in every four U.S. freight trains passes through the Chicago area. As the busiest and most important rail terminal in North America, about 500 freight trains and (pre-pandemic) 800 passenger and commuter trains operate in the region every day.

As a result of the CPKC combination, there will be an additional number of freight trains operating on the historically mixed use (freight and commuter) rail line through a number of Northwest suburban communities between Bensenville and Elgin.

CPKC will move more of North America's supplies across the continent to support greater economic development and bring public benefits to the Chicago area and beyond, including taking more trucks off our congested public highways and lowering transportation-related emissions.

We are committed to delivering goods safely and efficiently for communities, our customers, the U.S. economy and our environment.



### TRAIN LENGTH

CP's average train length network-wide today is about 8,000 feet and that average is not increasing due to the merger. In some communities, the average length of individual trains would actually be shorter as a result of the CPKC combination, though CPKC will target some individual trains at 10,000 feet.

### TRAIN SPEED

The speed of freight trains can vary based on a number of factors, including track speed limit. The operating speed for many trains moving through a typical mainline crossing in Illinois is about 40 mph. Through most Illinois and suburban communities freight trains will operate non-stop at normal track speeds, passing through nearly all road crossings in about 3 minutes or less.

### AT A TYPICAL ROAD CROSSINGS



That adds up to about **24 minutes per day** of delay.



**One minute per hour** of added gate-down times.

## METRA

CP is keenly aware of the importance of efficient rail passenger services and CP has been a good partner to the passenger service operators that use our lines in the U.S. and Canada, including in suburban Chicago.

The Milwaukee District West Line has achieved a 95.2 percent annual on time performance average over the 2016-2020 period, in line with Metra's system-wide on-time performance (OTP) average of 95.5 percent over that period, according to Metra OTP reports.

From an infrastructure perspective, the existing double track on the Elgin Subdivision will allow for this growth without impact to the Metra passenger service windows.

Metra service will not be adversely affected and freight trains will not run during the busiest peak Metra service hours of the morning and evening rush hours.



This double-tracked mainline railroad corridor commonly referred to as the Metra Milwaukee District-West has been carrying freight and commuter traffic for 150 years. These proposed changes do not represent a radical shift in its use. Consider some key facts and figures:

### Today: 41 trains

CP's current operations on the route include about three freight trains per day. Today, Metra's MDW schedule has 38 trains a day between Elgin and Bensenville. For a total of 41 trains per day.

### 2019: 61 trains

Before the pandemic, the full MDW schedule had 58 trains per day on it. Like now, at that time the corridor hosted another three freight trains. For a total of 61 trains per day.

### 2007: 64 trains

In 2007, the route handled about six freight trains a day (twice today's freight train count) as well as 58 scheduled MDW commuter trains. For a total of 64 trains per day.

**10 FREIGHT TRAINS:** Railroad historian Art Danz documents 10 daily freight trains over the line as recently as the 1980s and more at mid-century.

## NORTHEASTERN ILLINOIS PRIORITY GRADE CROSSINGS

Northeastern Illinois has one of the densest railroad systems in North America. The Chicago Metropolitan Agency for Planning has identified 47 priority grade crossings for improvements to reduce delays or address safety challenges.

None are on the corridor between Bensenville and Elgin.

## CP PRESENCE IN ILLINOIS

EMPLOYEES: 346 (as of Feb. 11, 2022)

TRACK MILES: 155

2020 STATE TAXES: \$10M (USD)

MAJOR FACILITIES: Bensenville, Schiller Park



## LEADING COMMITMENT TO SAFETY & INNOVATION

CP is proud to have been the safest railroad in North America for 16 straight years.

Much has been made about the movement of hazardous materials through the suburbs, specifically misleading statements about increased oil shipments.

The corridor is not a route for oil trains today, nor will it be post-merger.

Most of the new train traffic will be intermodal and merchandise traffic.



## BETTER FOR THE ENVIRONMENT

CPKC trains will bring improved supply chains and convert shipments to a more environmentally friendly method of transport. We expect to annually divert almost 64,000 long-haul truck shipments to rail achieving a significant reduction in greenhouse gases (GHGs).

CP and KCS combined to create a more efficient U.S. rail network that will significantly reduce GHGs and other air pollutants, removing over 389,000 tons of GHGs annually. Rail will make up a larger share of freight transportation reducing emissions for the U.S. transportation sector.

Freight trains are four times more fuel-efficient than trucks, create 75 percent less greenhouse gas emissions and one train can take 300 trucks off the road. Fewer trucks on highways means less congestion, less maintenance, less pollution and improved safety on the roads for everyone.

See important information at <http://futureforfreight.com>