

STATE OF ILLINOIS



ILLINOIS COMMERCE COMMISSION TRANSPORTATION BUREAU / RAIL SAFETY SECTION

Brian Vercruysse, P.E.

Rail Safety Program Administrator

November 29, 2022

Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423-0001
E-Filing – Environmental Comments [link](#)

RE: Environmental Filing, Docket No. FD 36500 (Sub No. 1) – Illinois Central Railroad Company – Acquisition of a Line of Railroad Between Kansas City, MO., and Springfield and East St. Louis, IL – Kansas City Southern Railway Company

The Illinois Commerce Commission (ICC or Commission) is the state agency that has jurisdiction over public highway-rail crossings in Illinois. The ICC and its federally certified inspectors are also part of the State Safety Participation Program as provided in 49 CFR 212. Any new highway-rail crossings or changes to the design and operation of existing warning systems must be approved by the Commission. With the addition of new tracks at existing highway-rail crossings, modifications to the warning devices must also be approved by the Commission.

The CN's proposed Springfield Speedway would significantly change the characteristics of the line segments between Louisiana, MO to and through Springfield, IL and on to Gilman, IL. The proposed corridor runs approximately 190 miles through largely agricultural land in Central Illinois. Overall, the corridor currently sees zero to 2 to 4 trains per day, depending on the line segment. There are 206 public highway-rail crossings along the corridor; 101 have passive warning signs, 74 crossings are equipped with flashing lights and the remaining 31 are equipped with flashing lights and gates. Of these crossings, 39 are scheduled for warning device upgrades and 1 bridge project is identified in the Commission's FY 23-27 Crossing Safety Improvement Program. Given the proposed change in operation, these projects should be identified, and all public highway-rail crossings must be evaluated. Minimum requirements for train activated warning systems include constant warning time circuitry, gates, remote monitors, and event recorders.

In addition to the evaluation of the public highway-rail crossings, Commission Staff believes a more detailed analysis is needed for the operations in the Springfield and East St. Louis Terminals, with the STB requiring that CN mitigate any impacts that arise with delay to highway-rail crossings, Amtrak, or other operations. To augment the Operating Plan (Exhibit 13), as the CN gathers additional information on track and other existing conditions, more detailed maintenance of way procedures should also be required that ensure sufficient personnel and resources.

ICC Staff respectfully requests that STB require a detailed analysis of the items described above to determine mitigation needs with the proposed transaction. If you have any questions, please feel free to contact me at (312) 636-7760 or brian.vercruysse@ilinois.gov .

Very truly yours,

A handwritten signature in black ink, appearing to read "Brian Vercruysse", written in a cursive style.

Brian Vercruysse, P.E.
Rail Safety Program Administrator