

Memorandum of Understanding

Between The City of Lake Forest, Metra, Amtrak, Illinois Department of Transportation, and Wisconsin Department of Transportation to Collaborate in Improving Passenger and Motorist Safety at the Lake Forest Telegraph Road Train Station and Related Facilities Associated with Establishing a Stop in Lake County of the Hiawatha Passenger Rail Service Between Chicago, IL and Milwaukee, WI.

This Memorandum of Understanding (hereinafter, "MOU") is entered into by The City of Lake Forest (hereinafter, "City"), Northeast Illinois Regional Commuter Railroad Corporation (hereinafter, "METRA"), the National Railroad Passenger Corporation (hereinafter, "AMTRAK"), the Illinois Department of Transportation (hereinafter, "IDOT"), and the Wisconsin Department of Transportation (hereinafter, "WisDOT"); and

WHEREAS, certain parties to this MOU have previously collaborated on enhancing passenger rail service and promoting the use of public transportation through the implementation of the Sunrise Express Service ("Reverse Commuter") on Metra's Union Pacific North Line and wish to further expand and enhance passenger rail service within Lake County; and

WHEREAS, the parties to this MOU have previously executed an agreement in 2010 to collaborate on passenger safety and enhanced rail service with Lake County which initiated the design of a pedestrian underpass at the Lake Forest Telegraph Road Station; and

WHEREAS, the parties to this MOU desire to improve safety by reducing passenger and rail interface and establishing a Lake Forest stop of the Hiawatha Regional Passenger Rail Service between Chicago, IL and Milwaukee, WI on the Chicago to Minneapolis High Speed Rail Corridor; and

WHEREAS, safety features such as a pedestrian underpass, passenger shelters, grade separation of a highway crossing, Train/Amtrak stopping or other similar improvements could greatly benefit the passengers, motorists and railroad operations in the immediate area; and

WHEREAS, starting in 2010, the City has utilized Federal High Speed Rail (HSR) and State HSR funds to contract with HDR, Inc. to perform Phase I and Phase II engineering design work for a pedestrian underpass to eliminate the at-grade crossing at the Telegraph Rd. Station with said design utilizing a "Jack-and-Bore" construction technique so as not to disrupt existing rail traffic; and

WHEREAS, at the conclusion of Phase II design work the total project construction cost was estimated to be over \$12 million which prompted the City and Metra to revisit the construction technique and engage Hanson Engineering to undertake Phase I design of a "Bridge" construction technique in hopes of reducing the estimated construction cost with said Phase I to be completed in the first quarter of 2017; and

WHEREAS, the Chicago to Milwaukee Rail Corridor has been identified as a priority for reliable high-speed rail service, and will provide service connections to adjoining regional corridors; and

WHEREAS, the County of Lake, Illinois is currently not served by any stop of AMTRAK service despite the fact that businesses in the County employ thousands of residents of Wisconsin who are without any public transit options for getting to and from work; and

WHEREAS, AMTRAK, which currently operates 14 regional trains per day between Milwaukee, WI and Chicago, IL along this corridor is the only public agency which can provide rail service with multi-state, multi-regional linkages; and

WHEREAS, AMTRAK has stated their preference for the existence of a pedestrian overpass or underpass at any stop location as well as a handicap lift as required by ADA; and

WHEREAS, all parties acknowledge that except for the absence of a pedestrian underpass and handicap lift the Lake Forest Telegraph Station has the facilities and parking capacity to serve as an AMTRAK stop along the Hiawatha Line; and

WHEREAS, the Lake Forest Telegraph Road Train Station is uniquely situated near multiple arterial roads (I94, IL41, Rt.60, Rt.22, Rt. 43), making it an ideal candidate for a Hiawatha Service train stop which enhances the opportunities to provide intermodal transportation services between residences, places of employment, shopping areas, schools, hospitals, senior facilities, and other destinations within the northern Illinois and southern Wisconsin region; and

WHEREAS, a proposed Amtrak stop at the Lake Forest Telegraph Rd. station is endorsed by businesses in the County, as well as Lake County Communities, Lake County Partners, The Great Lakes Naval Reserve Base, and other County transportation groups as well as General Mitchell International Airport.

NOW, THEREFORE, the parties to this MOU acknowledge the foregoing recitals and agree to actively participate and perform the following actions:

- I. **Pedestrian Underpass Engineering:** All parties to this MOU acknowledge the critical safety improvements that will be realized with the construction of a pedestrian underpass at the Telegraph Road Station. To that end, The City, utilizing the remaining HSR funding will continue the engagement with Hanson Engineering Services to work with METRA and IDOT in designing a second plan for constructing the pedestrian underpass. The parties agree to fully cooperate with the engineers in the course of their design work.
- II. **Pedestrian Underpass Construction Funding:** All parties to this MOU acknowledge the significant cost that is associated with the construction of a pedestrian underpass and agree to participate and collaborate with the City in securing Federal and State funding to cover said construction cost similar to other funding arrangements along the AMTRAK service line.
- III. **Amtrak Stop – Pilot Program:** All parties to this MOU do hereby express support for the establishment of an AMTRAK stop at the Lake Forest Telegraph Road

Station and acknowledge the opportunity to provide intermodal transportation services between residences, places of employment, shopping areas, military bases, airports, schools, hospitals, senior facilities, and other destinations within the northern Illinois and southern Wisconsin region. During the design and construction phase of the pedestrian tunnel and to aid in the planning and implementation of a permanent AMTRAK stop in Lake Forest, the parties agree to a pilot program under the following considerations.

- a. **Duration** – For a five-year period effective January 1, 2017, Amtrak will stop Seven (7) southbound Amtrak trains and Six (6) northbound Amtrak trains at the Lake Forest Telegraph Road Station. Only northbound train #335 will not stop at Lake Forest.
- b. **Promotion & Monitoring** – During the pilot program period the CITY will assist AMTRAK, IDOT, WisDot and other benefiting parties in the promotion of the new train service to businesses, organizations and the general public and monitor activity levels and parking at the Telegraph Road Station.
- c. **Termination of Pilot Program** – At any point during the pilot program the parties may elect to discontinue the temporary nature of this program and make the AMTRAK stop permanent. Furthermore, if after one year following the commencement of the pilot program the Governor's from the State of Wisconsin and State of Illinois find that the AMTRAK stop poses a life-safety hazard or is otherwise detrimental to intermodal transportation services they can by mutual agreement discontinue the service with Ninety (90) day notice to all parties of this MOU.

IV. **Other:**

- a. **Metra** – As owner of the railroad through Lake Forest, to participate in the planning, approval and implementation of all steps that will enhance safety and improve the physical facilities as well as support the establishment of an AMTRAK stop at the Telegraph Road Station.
- b. **Amtrak** – As operator of the Hiawatha Service to provide all information and considerations that are necessary for establishing a passenger stop at Lake Forest.
- c. **IDOT** – To support the efforts to establish an Amtrak stop, to provide the necessary design review and approval required in the development of the plan for this project, to provide interface with the Midwest Regional Rail Initiative and the Chicago Terminal Project, and the planning, approval and implementation of this project.
- d. **WisDOT** – As the majority funding source for the Hiawatha Service, to support this effort to establish a stop in Lake Forest as it may benefit the State of Wisconsin and the operation of the Hiawatha Service.

IV. **Financial Obligations:** The parties to this MOU agree that nothing contained herein obligates them to expend any funds or otherwise make any financial commitments

unless otherwise agreed to by separate agreement. The parties likewise acknowledge that safety enhancement funds and other outside funding opportunities do exist and will diligently pursue and cooperate on obtaining any and all said funds whenever possible.

V. **Duration and Termination of MOU**: This MOU shall be in effect and continue until such time as the Hiawatha Service passenger rail stop has been achieved along with implementation of related safety enhancement features; or otherwise terminated by the parties to the MOU.

VI. **Notice**: Any notice or other communication required or permitted to be given hereunder shall be in writing or electronically delivered, addressed as follows:

- A. To: The City of Lake Forest
- B. To: METRA
- C. To: AMTRAK
- D. To: IDOT
- E. To: WisDOT

IN, WITNESS WHEREOF, the parties have entered into this MOU on the date last written below.

Executed by The City of Lake Forest this _____ day of _____, 2016.

By: _____

Title: _____

Executed by the Northeast Illinois Regional Commuter Railroad Corporation this _____ day of _____, 2016.

By: _____

Title: _____

Executed by the National Railroad Passenger Corporation, this _____ day of _____, 2016.

By: _____

Title: _____

Executed by Illinois Department of Transportation this _____ day of _____, 2016.

By: _____

Title: _____

Executed by Wisconsin Department of Transportation this _____ day of _____, 2016.

By: _____

Title: _____

MOU 8/10/16

DRAFT