CTCO
Chicago Transportation Coordination Office
Sandhouse Gang
Presentation
February 21, 2013
How It All Began

- Jan 1999 blizzard ties up freight traffic in Chicago for months
- Railroads established the Chicago Planning Group (CPG)
- Mayor Daley writes STB’s Linda Morgan
- Railroads establish the Chicago Transportation Coordination Office (CTCO)
The Beginning

- Jan. 3, 2000 CTCO officially established
- Representatives from BNSF, BRC, CN, CP, CSX, IHB, NS, UP and WC
- Tasked to fix Chicago
- Efforts fell into three categories
  - Action Initiatives
  - Task Improvements
  - Operation Coordination's
CTCO Staff

Dave Nelson, General Manager – CP
Joe Ratulowski – BNSF
Steve Hoye – Belt Railway Company of Chicago
Scott Kuhner – CSX
Phil Oresik – Indiana Harbor Belt
Cabell Brockman – Norfolk Southern
Dave Grewe – Union Pacific
Dave Rodriguez – Metra
Harold Kirman – Amtrak
(Vacant) - CN
Process Improvements

- Alert Plan
- Protocol
- Line-up Sharing / Daily Conference Calls
- Score Card / Indicators
- M&W Planning
- 911 Crossing reporting
- Metra Performance
The basis for making Alert Level decisions at all levels will be the factual information gathered by the CTCO as defined in the Alert Plan. To move from one Alert Level to another requires a consensus of the group empowered with making the decision to move from one Alert Level to another. Further defined, consensus will be 50% plus one. Whenever a consensus cannot be achieved at the Plan Owners Level, the CTCO will be empowered to make the Alert Level determination. Should the CTCO be unable to achieve consensus the question and/or issue will be elevated to the CPG where once again consensus will govern. Failure to gain a consensus at the CPG level will result in the problem/issue being elevated to SOMC.
Decision Making & Dispute Resolution

Factual information gathered by the CTCO is reported on the daily CTCO Scorecard and via the daily CRCA conference calls. Vital Signs and Key Indicators are identified in the Alert Plan. Whenever the Vital Signs and or Key Indicators suggest Alert Level action should be taken and there is no initiative taken by the responsible group or, the responsible group cannot achieve consensus the more senior group can take action to ensure that there is no oversight or failure by the organization to respond to the condition(s) as dictated by the Vital Signs and Key Indicators.
Structure

- **SOMC** (Safety & Operations Management Committee)
  - CPG
  - CTCO
  - CRCA = Senior Management Chicago Terminal
  - Alert Level Plan Owners
  - Service Design
Alert Plan

CHICAGO TRANSPORTATION COORDINATION OFFICE

CHICAGO TERMINAL ALERT PLAN

Chicago Terminal / Intermediate and Class One Carriers

Rev. 12/17/12
Alert Plan

- **Vital Signs**
  - Weather Conditions
  - Operating Conditions
  - Volume Conditions

- **Alert Levels**
  - Level I, II, and III
  - Tier II Alert Levels

- **Action Items**

- **Contact Information**

- **SOMC Sign-off**
Protocol

- Established Priority Guidelines

1. Passenger
2. Intermodal
3. Automotive
4. Merchandise
5. All Other Unscheduled
Line-up Sharing

- Initially used Railinc website
- Have migrated to Biz Exchange
M&W Planning

- Yearly Planning
- Monthly Planning
- Weekly Planning
- Reroute Coordination’s
Scorecard / Indicators

- Daily Score Card
  - Inventory
  - Dwell Times
  - Assets
  - Relief Crew Usage
  - Held Trains
Daily Conference Call

- Established twice a day conference call with all carriers

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### Chicago Rail Carriers Conference Call

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<th>Date:</th>
<th>Time:</th>
<th>Report By:</th>
<th>Temp:</th>
<th>Alert Level:</th>
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**BRC 3300/3800**

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<th>Dwell</th>
<th>Receiving</th>
<th>Power Adeq Yes/No</th>
<th>Crew Adeq Yes/No</th>
<th>Limitations</th>
<th>Recrews</th>
<th>Mainline</th>
<th># Trains</th>
<th>Command Center</th>
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**IHB 2000/2500**

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911 Crossings

- History of 911 crossing ordinance
- Agreement between City of Chicago and the Railroads
- Reporting requirements

Metra Performance

- Freight related delays
Then Came CREATE

- Now that process and communication improvements were implemented, what needed to be done next?
- Chicago Terminal modeled
- Became apparent that we needed to upgrade the 100+ year old infrastructure
- RR’s brought proposals for improvements
- Developed the “Chicago Plan” in 2002
- Mayor Daley announces CREATE in 2003
Current Initiatives

- COP
- Daily Operating Bulletin
- Train Mark-up
- TOP
- Maintenance Planning
- Holiday Planning
- Utilizing Completed CREATE Projects
C.O.R.A.

Chicago Operating Rules Association

Operating Practice Standards

Rail Carriers

Positive Train Control