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THE WIRE

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THE FALL ISSUE

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LETTER FROM THE CHAIRMAN



We've hit the time of year when the days are warm, but the nights are cool. While I love all things summer, I won't miss the extreme heat we experienced over the past few months. Not to mention the stress high temperatures puts on our electric grid and household budgets.

Supply chain constraints combined with the war on Ukraine have led to a global energy shortage and high supply prices. While increased supply costs are expected to carry over into the fall and winter, the ICC is working diligently to protect consumers and ensure our delivery system remains reliable, safe, and affordable. Collaboration between the ICC, consumer advocates, and the public utilities led to additional protections this spring and summer to help low-income customers

avoid disconnection and better manage utility bills. A key provision of the Climate and Equitable Jobs Act (CEJA), putting Illinois on the path to 100% zero-carbon emissions by 2050, resulted in carbon mitigation credits for ComEd customers effectively offsetting the higher electricity supply costs. Amid reliability concerns, the ICC ordered Ameren Illinois to conduct a study to determine whether membership in the Midcontinent Independent System Operator (MISO), a regional transmission organization, continues to provide net benefits to Ameren Illinois' electricity customers.

Implementing CEJA effectively requires a tremendous amount of careful planning as we transition to a cleaner energy system. Every idea explored and every decision made centers around equity, fairness, and the potential impact on consumers. This is not something we take lightly at the ICC as we work through the implementation process. In this newsletter, you will learn more about our efforts to expand the deployment of electric vehicles and charging infrastructure in Illinois; our efforts to quantify the scale of renewable resources and to identify additional reforms needed to ensure the grid is resilient and reliable in the future; our authorization of a \$1.1 billion investment into a variety of renewable energy projects across the state; and the issuance of hundreds of millions of dollars in customer refunds of excess deferred income taxes.

As many of us will soon be switching from air conditioning to heating, and if, you find yourself struggling to afford your utility bills; help is available. To avoid disconnection any time of year, it's imperative that you keep a line of communication open with your utility. Do not hesitate to call your utility to learn what options are available to reduce costs through energy efficiency or by switching to smart thermostats. A customer service representative can tell you about bill payment options or any financial assistance programs for which you may qualify. Make the call. If you are not satisfied with your utility, you can always speak to a consumer services counselor at the ICC between 8:30 a.m. -5:00 p.m., Monday-Friday, by calling 1-800-524-0795 (1-217-782-2024 outside the State of Illinois) or TTY at 1-800-858-9277.

Financial assistance is available for the winter heating months through the Low-Income Home Energy Assistance Program (LIHEAP). The enrollment period has begun, so act quickly to apply. For more information call the Illinois Families Call Center at 1-833-711-0374.

Finally, as we enter into this season of gratitude, I would be remiss if I didn't thank ICC staff for their tireless work taking on additional workloads to ensure we meet statutory deadlines. We have some of the hardest working public servants in state government and I am grateful for their commitment to the complex and challenging work the ICC performs on a daily basis.

In Gratitude,

Chairman Carrie Zalewski

A handwritten signature in black ink, appearing to read 'Carrie Zalewski'. The signature is fluid and cursive, written over a light blue background.

THE ROAD TO 1M EVS IN ILLINOIS BY 2030

The Illinois Commerce Commission has a key role in helping Governor JB Pritzker achieve the goal of putting 1 million electric vehicles on Illinois' roadways by 2030. Shortly after enactment of the Climate and Equitable Jobs Act (CEJA), the ICC held a series of workshops to solicit input on the design of beneficial electrification programs to be offered by Ameren and ComEd beginning in 2023. The ICC recently issued a Report summarizing the workshops and making recommendations for transportation electrification investment or incentives in Illinois.

Pursuant to requirements of CEJA, the ICC held ten workshops between November 3, 2021, and February 28, 2022, to consider barriers, incentives, enabling rate structures, and other opportunities for bill reductions and environmental benefits related to electric vehicles and supporting infrastructure. The workshops facilitated by Celia Johnson Consulting LLC typically included over 100 participants, representing a diverse range of stakeholder interests. Two equity-focused workshops were held in the evening, which included over 50 participants each, with significant participation by community-based organizations and members of the public. Due to the environmental justice and other equity-eligible community references throughout the Electric Vehicle (EV) Act, ICC Staff included equity considerations at all Beneficial Electrification (BE) Workshop meetings. Topics of the workshops ranged from an introduction into requirements of the Illinois EV Act, the electrification of private and public fleets, including school buses and public transit, ideas for the development of the utilities BE Plans, residential considerations, charging, equity considerations for EV adoption in low-income neighborhoods and communities negatively impacted by diesel pollution, energy price and costs.

Participants submitted sixty ideas for the utilities to consider in developing their Beneficial Electrification Plans, and throughout the process participants were encouraged to submit written comments responding to the ideas. To highlight just a few recommendations offered by participants, and supported conceptually by the Staff for inclusion in the utilities BE plans are:

“Widespread electric vehicle adoption is key for Illinois to decarbonizing the transportation sector. This report is comprised of input and ideas from a diverse array of stakeholders that will move us closer to the goal of having 1 million EV’s on the road by 2030.”

-ICC Chairman Carrie Zalewski





- ▷ Utilities should not own public charging stations, but should offer technical assistance to public charging stations, and in cases where federal or state public charging station funding is insufficient, offer incentives for public charging stations in environmental justice and other equity-eligible communities considered charging deserts, densely populated areas and workplaces, and areas with a high density of multi-unit dwellings;
- ▷ Utilities should offer make-ready incentives in their BE Plans;
- ▷ The utilities should coordinate with the Illinois Department of Transportation to develop a statewide electric vehicle infrastructure plan to protect public investment, grid resilience and ensuring equitable investment to facilitate access to EVs for all;
- ▷ Utilities should provide best practices and technical assistance to local governments related to EVs and charging infrastructure for municipal zoning, permitting, inspections processes, and parking policies;
- ▷ Utilities should take into account future state and federal electric vehicle and charging station funding opportunities when designing their BE programs;
- ▷ Utilities should include low-cost community charging programs focused in areas where public charging stations options are minimal; or in low-income, environmental justice, or other equity-eligible communities;
- ▷ Utilities should explore offering medium-and heavy-duty voucher incentives for fleets, with a streamlined application process, and prioritization on vehicles used to travel through low-income, environmental justice and other equity-eligible communities;
- ▷ To encourage the move to electric school buses, utilities should consider offering rebates to help address the upfront price premium of electric buses and offer rebates for charging infrastructure and provide technical assistance;
- ▷ Utilities should pursue vehicle-to-grid (V2G) programs with school districts located in low-income, environmental justice, and other equity-eligible communities.
- ▷ Utilities should work closely with transit agencies to develop cost-effective solutions to electrify 'diesel public transportation vehicles' located in or serving environmental justice, low-income, and other equity-eligible communities to provide those communities and businesses with greater economic investment, transportation opportunities, and a cleaner environment so they can directly benefit from transportation electrification efforts;
- ▷ ComEd should investigate whether transit electric buses could help supply power to the grid in the event of an outage.

A final recommendation offered by ICC Staff within the Report encourages the Commission to consider creating a beneficial electrification stakeholder advisory group after the utilities beneficial electrification programs begin. The group could share progress and discuss ideas to consider in developing BE Plan updates.

The Staff Report is intended to serve as a guide for the Commission when evaluating the cost effectiveness and achievement goals submitted within the utilities BE Plans.

On July 1, 2022, Ameren Illinois and ComEd filed Beneficial Electrification Plans with the ICC as required by Illinois' EV Act, detailing beneficial electrification programs which are set to begin in early 2023. The plans must take into consideration recommendations from the Workshop report. The Commission subsequently opened proceedings to review whether the plans meet the objectives and requirements of the EV Act and determine 'if the proposed plan are cost beneficial and in the public interest.'

To read the full Report, recommendations and written comments by the participants or to watch videos of the workshops, visit the Beneficial Electrification Workshop 2021-2022 webpage [here](#). If you are interested in reading the utilities proposed beneficial electrification plans:

- ☑ The ComEd BE report can be found under Petition Application in Docket No. 22-0432, exhibit 1.01: [Document for 22-0432](#)
- ☑ Ameren BE report is filed under Petition Application in Docket No. 22-0431, exhibit 2.1: [Document for 22-0431](#)

COMMISSION ORDERS COST/BENEFIT ANALYSIS OF AMEREN'S MEMBERSHIP IN MISO vs PJM

On July 21, the Illinois Commerce Commission accepted the recommendations of an ICC Staff Report directing Ameren Illinois to study the benefits and costs of continued participation in the Midcontinent Independent System Operator (MISO), a regional transmission system operator, versus participation in PJM Interconnection, another regional transmission organization (RTO).

"MISO's most recent capacity auction for the June 1, 2022-May 31, 2023 delivery year fell short of meeting resource adequacy requirements to cover load plus required reserves for MISO Zones covering Illinois, putting upward pressure on wholesale pricing and increasing utility bills for central and southern Illinois customers," said ICC Chairman Carrie Zalewski. "The ICC feels it is appropriate to explore whether membership in MISO continues to provide net benefits to Ameren Illinois' electricity customers."

According to the Commission's Final Order, the study should examine a period of no less than five and no more than 10 years beginning from June 1, 2024. The study should examine the costs and benefits to ratepayers, including but not limited to, consideration of reliability, resource adequacy, resiliency, affordability, equity, and the impact on the environment, and the general health, safety, and welfare of the People of Illinois. Ameren Illinois is entitled to maintain a level of independence and control of the analysis. Ameren has up to one year to complete and file the study with the ICC. Stakeholders will then be afforded 30 days to offer comment on the report.

To read the Staff Report and Commission's Final Order within Docket No. 22-0485 click [here](#).



ICC APPROVES STIPULATED AGREEMENTS TO ACCELERATE AMEREN/ COMED CUSTOMER REFUNDS OF EXCESS DEFERRED INCOME TAXES

In July, the Illinois Commerce Commission approved Stipulated Agreements establishing schedules for Ameren Illinois (Ameren) and Commonwealth Edison (ComEd) to accelerate the flow through to their customers of certain excess deferred income taxes (EDIT) resulting from the 2017 Tax Cut and Jobs Act (TCJA). A provision of the recently enacted Climate and Equitable Jobs Act (CEJA) requires the refunds to be issued to customers before December 2025.

Pursuant to Section 16-108.21 of the amended Public Utility Act, the ICC initiated Docket No. 21-0738 on October 14, 2021. The proceeding led to negotiations and resulting Stipulated Agreements between the utilities, the Illinois Attorney General's Office, the Citizen Utility Board and Staff of the ICC.

Terms of the Stipulated Agreements include:

Ameren and ComEd will each engage in an accelerated amortization of its unprotected property related EDIT over a period of three years, 2023-2025, as set forth in Rider EDITA ("Excess Deferred Income Tax Adjustment").

According to Ameren, the estimated unamortized jurisdictional amount at December 31, 2022 is \$50.820 million. Based upon this estimate, in 2023, Ameren will provide 15% of the year-end 2022 unamortized balance, or approximately \$7.6 million. In 2024 it will provide 45% of the year-end 2022 unamortized balance or approximately \$22.9 million. In 2025, it will provide 40% of the year-end 2022 unamortized balance, approximately \$20.3 million. Ameren will provide the resulting credits on customer bills, starting with the first monthly billing period of 2023 and continuing through December 31, 2025.

According to ComEd, the balance of its TCJA unprotected property-related EDIT remaining at year-end 2022 is projected to be approximately \$434 million. Based on this balance, in 2023, ComEd will provide the greater of the amount determined by a responsive amortization algorithm or 15% of the year-end 2022 unamortized balance, or approximately \$65.1 million. In 2024 it will provide the greater of the amount determined by the algorithm or 45% of the year-end 2023 unamortized balance, or approximately \$166 million. In 2025, it will provide the remaining unamortized balance as of year-end 2024.

“Accelerating these refunds will provide both Ameren and ComEd customers with much-needed relief,” said ICC Executive Director Michael Merchant. “The ICC would like to thank all those who participated in this docket.”

DRAFT RENEWABLE ENERGY ACCESS PLAN OPEN FOR PUBLIC REVIEW AND COMMENT

On July 13, 2022 the Staff of the Illinois Commerce Commission released a first DRAFT of the statutorily required Renewable Energy Access Plan (REAP), opening a 120-day public review and comment period. The REAP is a comprehensive, actionable plan for supporting an equitable, reliable, and affordable transition to decarbonization and meeting Illinois' policy requirements for a clean electricity system.

“The transition to 100% clean energy requires tremendous and active collaboration between state agencies, regional transmission organizations (RTOs), consumer advocate groups, and industry experts to get the job done right. We want to hear from all interested stakeholders and encourage all to review the first draft of the REAP and provide comment for consideration into the second draft to be finalized in the Fall,” said ICC Executive Director Michael Merchant.

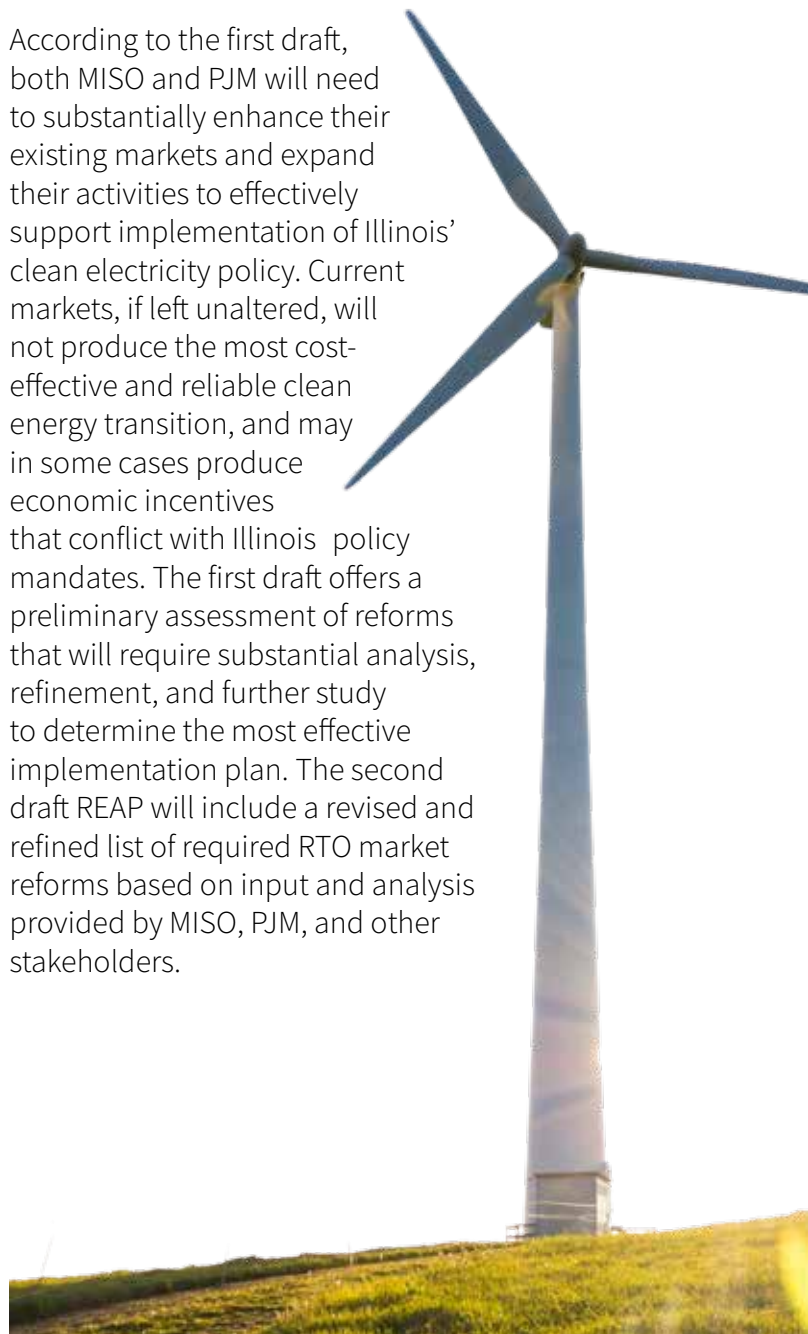
Pursuant to the newly enacted Climate and Equitable Jobs Act (CEJA), which sets a target of 100% clean energy in Illinois by 2050, the Commission is required to open an investigation to develop and adopt a renewable energy access plan by December 31, 2022. The REAP must prioritize equity throughout the energy transition. Prior to opening the investigation, a second draft will be submitted to the ICC in the Fall of 2022 and will serve as a starting point for the investigation that must begin before December 31, 2022. The ICC will then open a docketed proceeding and formally adopt an Illinois REAP. The Commission must initiate a new investigation to review and update the REAP in 2025 and every two years thereafter.

The Illinois REAP will serve as a document for clarifying and quantifying policy requirements such as determining the scale of clean energy resources and reforms needed over time to implement CEJA. Other strategic elements of the plan include:

- The plan must prioritize the closure of fossil-fueled electric generating units near environmental justice communities and identify attractive renewable areas for resource development, incorporating the importance of equity in land use;

- Optimization of existing transmission systems to support the delivery of clean electricity to consumers;
- Proactive planning of new transmission with consideration of public policy needs; and
- Enhancements to RTO markets to reduce costs and emissions, create jobs, and ensure State and regional power system reliability to prevent outages as Illinois transitions to clean energy.

According to the first draft, both MISO and PJM will need to substantially enhance their existing markets and expand their activities to effectively support implementation of Illinois' clean electricity policy. Current markets, if left unaltered, will not produce the most cost-effective and reliable clean energy transition, and may in some cases produce economic incentives that conflict with Illinois' policy mandates. The first draft offers a preliminary assessment of reforms that will require substantial analysis, refinement, and further study to determine the most effective implementation plan. The second draft REAP will include a revised and refined list of required RTO market reforms based on input and analysis provided by MISO, PJM, and other stakeholders.



“The mission of the ICC is to ensure safe, affordable and reliable delivery of utility services. As Illinois pivots away from fossil fuels toward renewable energy sources, we are working tirelessly with the utilities, RTOs, consumer advocates and other industry experts to ensure reliability and affordability remain strong through the transition,” said ICC Public Utilities Bureau Chief Jim Zolnierek.

The first DRAFT was co-authored by the Staff of the Illinois Commerce Commission and technical and policy experts from The Brattle Group. Consultants from Great Lakes Engineering served as contributing authors focused on land use and renewable energy access zones.

To provide stakeholders a forum for providing input regarding the development of the second draft REAP, Staff hosted 3 workshops between August 16th and October 6th. The second draft is expected to be completed in November.

The Draft Renewable Energy Access Plan can be found [here](#).



NOI EXPLORES UTILITY PLANS TO SECURE FEDERAL GRANTS THROUGH THE INFRASTRUCTURE INVESTMENT AND JOBS ACT

In September, the ICC released a Notice of Inquiry Report summarizing information collected by the state’s regulated utilities and other stakeholders about which federal grants, loans, assistance, and programs under the Infrastructure Investment and Jobs Act (IIJA) they may be eligible for and intend to apply. The NOI also sought input on ways the ICC and State of Illinois can help them to secure the federal resources.

The IIJA provides for approximately \$500 billion in federal funding for infrastructure improvements including public utility infrastructure such as electric generation, clean energy transmission and deployment, electric vehicle infrastructure, grid reliability, energy efficiency, and access to clean water and cybersecurity.


“As we work to implement the Climate and Equitable Jobs Act (CEJA) here in Illinois and move toward a cleaner, more modernized grid, the ICC is encouraging the utilities to take advantage of these federal dollars wherever possible to keep costs down for ratepayers,” said ICC Chairman Carrie Zalewski.

“Federal funds are available through the IJA to help states like Illinois improve energy efficiency programs, expand the deployment of electric vehicles, prevent outages, and protect the grid from cyberattacks. We expect this report will prompt more collaboration and coordination among the utilities, industry and trade groups, state agencies and other stakeholders to maximize efforts to obtain these funds,” said Commissioner Ann McCabe.

“We appreciate everyone who took the time to participate in this NOI. This report is very useful to us as regulators and will be helpful to policy makers and the utilities as well. There is a great deal of competition among the states, and we want to make sure Illinois receives its fair share of these federal dollars and money is not being left behind,” said Commissioner Michael T. Carrigan.

In the report it's noted that many of the federal programs have not yet been released by the various federal departments or only recently released program details and requirements. Some NOI participants suggested, and the ICC Staff concurred, that public utilities should continue to monitor IJA opportunities and report to the ICC on the status of potential applications or deployment of funds received, and to have such reports posted on the ICC website.

The 22-NOI-01 Report and the information submitted by the parties are available for review under the heading NOI Schedule and Submissions on the Commission website at: [22-NOI-01 \(illinois.gov\)](https://www.icc.illinois.gov/22-NOI-01). To learn more, visit the ICC's IJA funding opportunities webpage [here](#).



WE'RE HIRING!

If you want a career that will make a difference in helping to improve our environment and communities, consider employment opportunities at the ICC. Opportunities range from administration, engineers, attorneys, analysts, Administrative Law Judges and more.

For more information visit <https://icc.illinois.gov/about/employment> or email Colette Smith at Colette.Smith@illinois.gov.

AT A GLANCE

CEJA IMPLEMENTATION HIGHLIGHTS

AMEREN SOLAR PILOTS

- ☑ Ameren may propose up to 2 utility scale photovoltaic pilot programs. On 3/3/22, Commission opened Docket No. 22-0180 into cost recovery tariff.

BENEFICIAL ELECTRIFICATION

- ☑ 10 Workshops held and Staff report issued
- ☑ Ameren & ComEd file beneficial electrification plans
- ☑ ICC opens investigation into the utility plans Docket Nos. 22-0431 (Ameren) & 22-0432 (ComEd)

DISTRIBUTION SYSTEM PLANNING

- ☑ Baseline Grid Assessment reports and databases issued for both Ameren & ComEd 4/12/22
- ☑ 13 Multi-Year Integrated Grid Plan Workshops have been held by an independent, third party facilitator into Ameren and ComEd's distribution grid investments.
- ☑ Final Draft of a Multi-Year Integrated Grid Plan Report to the ICC 7/1/22
- ☑ ICC established an Integrated Distribution Planning Division
- ☑ ICC opens proceedings for Multi-Year Integrated Grid Plan filings Dockets 22-0487 (Ameren) and 22-0486 (ComEd)

ENERGY EFFICIENCY PROGRAMS FOR 2022-2035

- ☑ On 5/12/22 the Commission approved modifications to ComEd's electric energy efficiency plan in Docket No. 21-0155.
- ☑ On 06/23/22 the Commission approved Ameren's modified electric energy efficiency and demand response and natural gas energy efficiency plan in Docket No. 21-0158.

ENERGY STORAGE

- ☑ ICC Staff hosted four workshops between December 2021 and February 2022 exploring topics related to energy storage systems. Docket No. 22-0237 was

initiated to examine specific programs, mechanisms, and policies that could support the deployment of energy storage systems. On 5/25/22 the Commission Issued a Final Order approving the Final Energy Storage Program Report for submission to the Governor and General Assembly.

PERFORMANCE-BASED RATEMAKING

- ☑ ICC hired workshop facilitator (Rocky Mountain Institute) and held 5 workshops to facilitate the development of performance and tracking metrics for each utility.
- ☑ Staff Report provided to the Commission 12/1/21
- ☑ On 9/27/22, the Commission issued Final Orders in the Ameren (22-0063) and ComEd's (22-0067) Performance Measurement Plans dockets.

PROCUREMENT

- ☑ On 5/12/22 the Commission approved ComEd's revised carbon mitigation credit rider tariff which resulted in credits for ComEd customers, helping to offset high supply prices during the summer peak demand.
- ☑ On 7/14/22 the Commission approved the Illinois Power Agency's 2022 Long-Term Renewable Resources Procurement Plan authorizing over \$1.1 billion to procure new renewable generation in Illinois over two years.

RENEWABLE ENERGY ACCESS PLAN

- ☑ Staff and The Brattle Group releases 1st Draft of REAP for public comment
- ☑ 1st workshop held 8/16/22.
- ☑ 3 additional workshops were held between 9/12/22 & 10/6/22

EQUITABLE ENERGY UPGRADE PROGRAM

- ☑ Commission Staff held 3 workshops between 6/7/22 and 9/20/22 to develop guidelines for a program that will allow Ameren and ComEd customers to finance the construction of energy projects through an optional tariff payable directly through their utility bill. The next workshop is scheduled for 10/25/22.

You can learn more about the ICC's CEJA Implementation Efforts at our [website](#).



FEDERAL UPDATE

There are two regional transmission organizations (RTOs) that impact the wholesale sale of energy and transmission in Illinois. PJM Interconnection, (PJM) which includes the ComEd territory, and the Midcontinent Independent System Operator, Inc. (MISO) which covers the areas serviced by Ameren Illinois and MidAmerican Energy. Among other things, PJM and MISO manage the generation and transmission of electricity, plan the expansion of the transmission grid and interconnection of new generation, operate wholesale energy and ancillary services markets and serve as reliability coordinators across their footprint.

The ICC is a member of two regional state advisory committees that provide guidance to PJM and MISO on matters such as cost allocation of transmission projects, transmission planning and resource adequacy. Chairman Carrie Zalewski serves as the Illinois Board representative for the Organization of MISO States (OMS) and Commissioner D. Ethan Kimbrel serves as the Illinois Board representative for the Organization of PJM States (OPSI).

In 2022, the Federal Energy Regulatory Commission (FERC) continued its focus on addressing numerous issues relevant to Illinois, including: (1) the production and deliverability of wind and solar energy in the Midwest, Eastern and Southern United States; (2) improving regional transmission planning and cost allocation of certain transmission facilities; (3) reformation of generator interconnection queues to address backlogs of new generation resources; (4) improving reliability of the bulk power system against the threats of extreme weather; (5) the use of dynamic line ratings to improve transmission grid efficiency; and (6) improving the cybersecurity of the bulk power system. The FERC also has made relevant decisions about the market seller offer cap and financial transmission right's collateral in PJM which ICC staff have monitored closely.

The FERC has jurisdiction over the interstate transmission of electricity and oversees the reliability standards for the bulk power system. The FERC approves how rates are set for wholesale electricity and for transmission service, ensuring that they are just and reasonable. As a retail access state, Illinois relies on competitive RTO wholesale markets to discipline prices in the Illinois retail markets. Accordingly, the ICC continues to be actively engaged at the FERC, advocating for competitive, transparent wholesale electricity markets which are key to providing benefits to Illinois electricity consumers.



In March, the Illinois Commerce Commission approved its annual five-year Crossing Safety Improvement Program to start implementing highway-rail safety capital projects for local roads across the state. For Fiscal Years 2023-2027, the ICC is expected to spend \$386 million dollars from the Grade Crossing Protection Fund (GCPF) to assist local communities and railroads pay for much-needed improvements at nearly 879 crossing locations. The Plan includes Rebuild Illinois (RBI) capital program funds for the installation of grade crossing protection or grade separations not limited to local routes or other restrictions.

Projects identified in the multi-year Crossing Safety Improvement Plan are prioritized based upon several criteria, including the relative safety of the existing crossing, volume and types of existing train and highway traffic. After each potential project is prioritized based on engineering requirements, geographic location is also considered to ensure projects are awarded across the state as equitably as possible. The ICC's transportation division is responsible for developing and working with local communities and railroads to implement the Plan.

Among the projects included are grade separation projects in various communities across Illinois to keep pedestrians, bicyclists, and commuters away and safe from railroad tracks. It also continues to invest in major multi-year projects that will improve overall safety and public convenience in communities like Springfield and Elmwood Park and provides for construction of new bridges in high growth areas like Will County. In addition, the Plan furthers the ICC's ongoing commitment to expand the use of advanced remote monitoring systems to better promote track safety and upgrade active warning devices and corridors in rural and urban communities across Illinois.

The GCPF, appropriated by the Illinois Department of Transportation, but administered by the ICC, was created by state law to assist local jurisdictions (counties, townships, and municipalities) in paying for safety improvements on local roads and streets only. Since the establishment of the GCPF in 1955, virtually every public highway-rail crossing in Illinois has received support from the fund.

In 2021, \$78 million was provided as part of the Rebuild Illinois capital program to address long-standing grade crossing protection or grade separation projects needed across Illinois. These funds have been appropriated to IDOT from the Multi-Modal Transportation Bond Fund. In 2021, the ICC ordered \$75 million from the GCPF and \$13.1 million in RBI projects.



“The aim of this program is to keep people safe near and around railroads and trains. Funding from the Grade Crossing Protection fund and the Rebuild Illinois capital program enable important rail safety projects in communities across Illinois to advance and save lives.”

- ICC Commissioner Michael T. Carrigan

To read the ICC Five-Year Crossing Safety Improvement Program along with the full list of projects click [here](#). An interactive map of projects included in the current plan as well as past programs and crossing inventory information can be found [here](#).

THE ICC POLICE RECEIVE NATIONAL RECOGNITION FOR UCR ENFORCEMENT EFFORTS

On April 5th, 2022, the Illinois Commerce Commission Police were presented with an award by the Unified Carrier Registration (UCR), Board of Directors at the Commercial Vehicle Safety Alliance (CVSA) annual workshop in Bellevue, WA.



Officer Kale Wallace and Commander Ryan Nance, Illinois Commerce Commission Police.

The award was presented to ICC Police for recognition of the ICC Police's enforcement of the Unified Carrier Registration program in 2021. The ICC Police lead the country in UCR violations in 2021, issuing 1,616 violations to carriers for operating without UCR.

The plaque reads, "Presented to the Illinois Commerce Commission Police in grateful appreciation for your efforts to enforce the Unified Carrier Registration Act in calendar year 2021".

Unified Carrier Registration is a federally mandated program requiring interstate carriers, brokers, freight forwarders, and leasing companies to register annually. Participating states receive funding from UCR, which goes towards supporting motor carrier and highway safety programs.

Six months into 2022, Illinois once again leads the nation in UCR enforcement with 1,480 UCR violations.

ICC RAISES PENALTY AMOUNTS FOR TRANSPORTATION CITATIONS

Safety towers, relocation towers, household goods movers and others certified by the ICC may face higher fines for non-compliance. Effective July 1, 2022, in accordance with state laws and rules, the Illinois Commerce Commission has adjusted fines to levels calculated to promote prompt and sustained compliance to ensure that regulated entities operate safely.

For example, as a preventive measure to address safety tow complaints, violators who fail to provide an ICC approved pre-tow disclosure form to the vehicle owner or operator of the damaged or disabled vehicle now face a \$1,000 penalty per violation, up from \$100.

The Transportation Division encourages motor carriers, household goods movers, safety towers, relocation towers, collateral recovery agents and companies, and personal property storage warehouses to review the updated list of fines under the Records and Information box on the ICC transportation webpage [here](#).



ICC CELEBRATES 50 YEARS OF OPERATION LIFESAVER

On April 26th, the ICC held a press conference at Chicago's Union Station to celebrate the 50th Anniversary of Operation Lifesaver. Operation Lifesaver is a non-profit rail safety education and awareness organization dedicated to reducing collisions, fatalities and injuries at highway rail crossings and preventing trespassing on or near railroad tracks. Operation Lifesaver was founded in 1972. Illinois was the fourth state to adopt the Operation Lifesaver safety awareness and education program in 1976.

Over the past five decades, Operation Lifesaver and its safety partners have helped reduce railroad crossing incidents by 84 percent across the nation. But the job is not done. Every three hours a person or vehicle is hit by a train in the United States.

A champion of rail safety, State Rep. Robyn Gabel (D-18th) in 2021 sponsored and helped pass into law legislation (PA-102-0016) to expand the ICC's authority and use of Grade Crossing Protection Funds for the purpose of deterring trespassing on railroad property. She also sponsored House Resolution 750 recognizing Operation Lifesaver's 50th anniversary which she presented to the ICC at the press conference.



Rep. Robyn Gabel presenting award to Chip Pew.



Staff of the ICC and Rep. Robyn Gabel alongside Amtrak's Commemorative Operation Lifesaver 50th Anniversary Locomotive.

“NEW” TRANSPORTATION PORTAL IS LIVE

Transportation Portal

NEW You can apply online for your **Public Carrier Certificate (PCC)** and purchase **Cab Cards**. If you already have an ILCC number you will need to, first, fill out and submit the PCC/Cab Card ICC External User Account Request Form. If not go directly the Transportation Portal for online filing. You can email ICC.TRANSPORTATIONPROCESSING@ILLINOIS.GOV or call 217-782-4654 (option 7), if you have any questions.

- [Transportation Portal](#)
- [PCC/Cab Card ICC External User Account Request Form \(EU-2\)](#)
- [PCC/Cab Card Online User Guide](#)

The ICC Transportation Bureau is pleased to announce that motor carriers can now apply for Public Carrier Certificates (PCC), buy Cab Cards and update information all ONLINE through the new Transportation Portal.

The portal can be found from the ICC's home page or by clicking this link:

<https://www.icc.illinois.gov/transportation>

ICC JOINS FRA OFFICIALS ON COOK COUNTY RAIL CROSSING FOCUSED INSPECTION TOUR



A group visited the Caldwell Ave 286378A crossing in Chicago. Among the group were ICC Transportation Bureau Chief Shauna Kelley, ICC Rail Safety Specialist Jonathan Griffith, Alderman Samantha Nugent from the 39th Ward, representatives from the FRA, Metra, and the Chicago Department of Transportation.

On July 19-21, Staff of the ICC Rail Division joined representatives from the Federal Rail Administration (FRA) to conduct focused inspections of 81 railroad crossings in the Chicagoland area. The purpose of the site visits and crossing reviews was to exchange and collect suggestions for safety improvements that could be used by the local municipalities and Cook County when applying for federal grants available through the recently enacted Bipartisan Infrastructure Investment and Jobs Act.

The inspections brought together representatives from the ICC, FRA, the Illinois Department of Transportation (IDOT), Cook County Department of Transportation and Highways (DOTH), the Chicago Department of Transportation (CDOT), the Chicago Metropolitan Agency for Planning (CMAP), Metra, and various freight railroad officials. Participants were divided into four groups, with each group assigned to visit several crossing locations, including: Arlington Heights, Des Plaines, Mount Prospect, Palatine, Elmwood Park, Franklin Park, Melrose Park, Morton Grove, Cicero, Riverside, Berwyn, Brookfield, LaGrange, Western Springs, Calumet City, Dolton, Harvey, Blue Island, Riverdale, Alsip, Chicago Ridge, Midlothian, Oak Lawn, and over 40 different locations in Chicago along commuter and freight rail lines.

Participating staff from the ICC included Adrian Dominguez, Paul Youngmark, Aaron Toliver, Jonathan Griffith, Stan Milewski, Executive Director Michael Merchant, and Transportation Bureau Chief Shauna Kelley.



“The new federal infrastructure bill includes \$15.5 billion to be spent over the next five years to improve the safety, and reliability of intercity passenger and freight rail, as well as crossing improvements that focus on the safety and mobility of people and goods. We hope the site tours motivate local municipalities and Cook County to actively pursue some of this historic grant money to compliment state efforts to fund needed safety improvements.”

-ICC Executive Director Michael Merchant



This is a photo of 107th Street in Chicago on the Rock Island

An example of a project that would benefit from receiving federal funds is the West Grand Avenue crossing grade separation project in Elmwood Park. To date, the ICC has committed \$24 million towards the massive project which is estimated to cost over \$121 million to complete.

“Illinois has the second largest rail system and second largest number of highway-rail crossings in the nation which means upgrades at crossings are an ongoing effort at the ICC. We appreciate and rely upon our longtime partnership with the FRA, IDOT, local governments and the railroads to address safety concerns at crossings across the state,” said ICC Transportation Bureau Chief Shauna Kelley.

Municipalities and counties can learn more about the federal grants on the U.S. Department of Transportation FRA [website](#).

SAVE THE DATES

- bp's 2022 Energy Outlook***
Thursday, October 13th
1:30 - 2:30 p.m.

- Winter Preparedness Policy Session***
Thursday, December 1st
9:00 - 11:00 a.m.

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