Illinois State Freight Plan

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Background

- Fixing America's Surface Transportation (FAST) Act signed into law on December 4, 2015
- States must have a federally approved Freight Plan by December 4, 2017, to receive Freight Formula Funds provided by the FAST Act

Freight Formula Funds

FAST Act - Five Year Allocation for Illinois

- 2016 \$41,246,826
- 2017 \$39,453,486
- 2018 \$43,040,166
- 2019 \$48,420,187
- 2020 \$<u>53,800,208</u>
 - \$225,960,873

Avg. \$45M/Year

Obligation of Funds

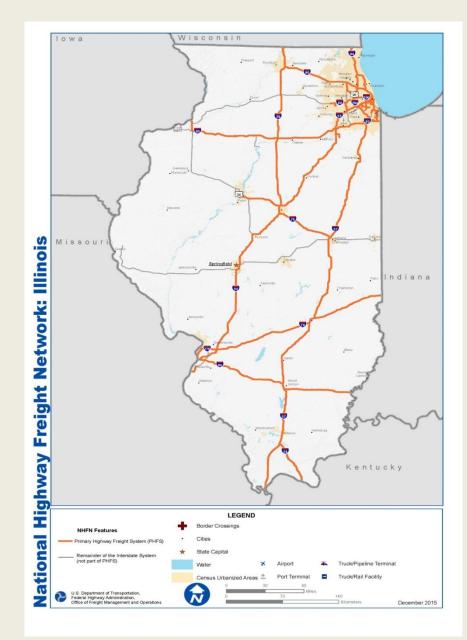
National Highway Freight Network (NHFN)

- Primary Highway Freight System (PHFS)
- Non-PHFS Interstates
- Critical Urban Freight Corridors (CUFCs)
- Critical Rural Freight Corridors (CRFCs)

National Highway Freight Network (NHFN) in Illinois

- Primary Highway Freight System (PHFS) - 1,685.40 miles
- Non-PHFS Interstates 586.89 miles*
- Critical Urban Freight Corridors (CUFCs) – 168.54 miles (To Be Designated)
- Critical Rural Freight Corridors (CRFCs) – 337.08 miles (To Be Designated)

*Under the FAST Act, Illinois is classified as a High Mileage State (PHFS Mileage is greater than or equal to 2% of PHFS Mileage in all states), which excludes using funds on the Non-PHFS Interstates, unless they are designated as a CUFC or a CRFC



Freight Plan Elements

- 1. Trends, needs, and issues
- **2.** Policies, strategies, and performance measures
- **3.** Multimodal rural freight facilities and CUFCs/CRFCs
- **4.** Plan to meet established federal freight goals
- **5.** Innovative technologies to improve safety and efficiency

- **6.** Plan to reduce heavy vehicle deterioration
- **7.** Bottlenecks, including mitigation strategies
- **8.** Congestion, including mitigation strategies
- **9.** Freight investment plan, including priority projects
- **10.** Consultation with state Freight Advisory Council

Freight Investment Plan

- \$45M/Year Average
- No more than 10%/Year for Intermodal or Rail projects
- Call For Projects underway
- Anticipate launch 1st half of 2018
- Anticipate awards 2nd half of 2018

WSP (formerly Parsons Brinckerhoff)

FREIGHT DATA ANALYSIS

Modal Breakdown (2014)

Tons (M)

•	Truck	664.2
•	Rail Intermodal	105.1
•	Rail Carload	348.9
•	Water	107.8
•	Air	1.9

Air 1.9 Grand Total 1,227.9

Value (B)

Grand Total	\$2,974.0
• Air	\$ 185.4
• Water	\$ 31.5
Rail Carload	\$ 371.2
Rail Intermodal	\$1,313.6
 Truck 	\$1,072.3

Modal Share Comparison (2014)

Tons

•	Truck	54.1%
•	Rail Intermodal	8.6%
		20 40/

- Rail Carload 28.4%
- Water 8.8%
- Air 0.2%

Grand Total

0.2% **100%**

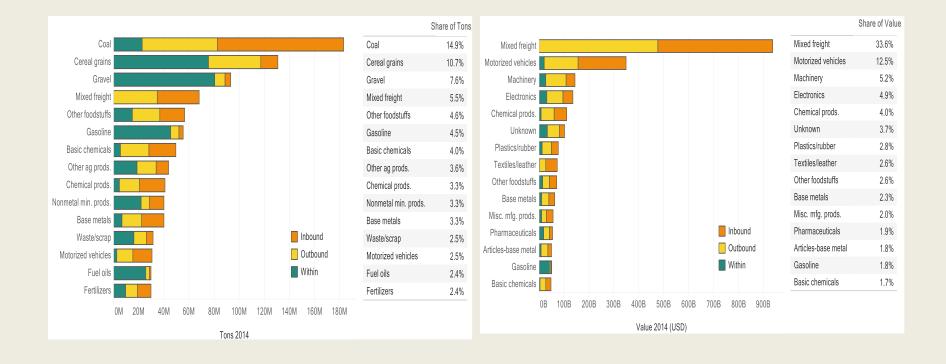
Value

- Truck 36.1%
 Rail Intermodal 44.2%
 Rail Carload 12.5%
 Water 1.1%
 Air 6.2%
- Grand Total 100%

Commodities Breakdown (2014)

Top 15 Commodities (Tons)

Top 15 Commodities (Value)



Commodities Mode Share (2014)

Top 15 Commodities Mode Share (Tons)

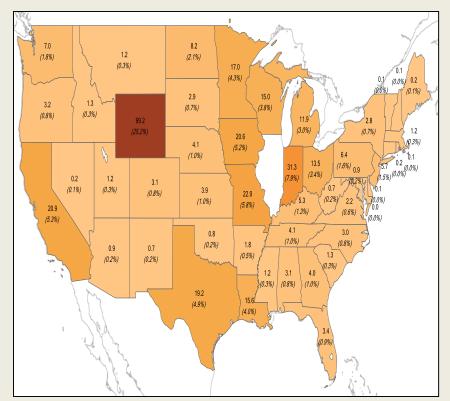
Top 15 Commodities Mode Share (Value)

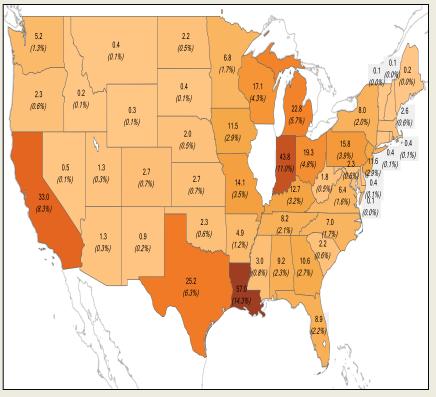
			Water - TS	Rail Carload - STB	Rail Intermodal - STB	Truck - FAF Dis	Grand Total	Water - Rail Rail Inter TS Carload - modal - S TS STB TB FAF D	
Coal		Coal	18.0%	76.8%	0.0%	5.1%	100.0%	Mixed freight 0.0% 100.0%	100.0%
Cereal grains		Cereal grains	12.6%	22.3%	3.3%	61.8%	100.0%	Motorized vehicles 0.0% 49.4% 29.2% 21.5%	6 100.0%
Gravel		Gravel	4.4%	9.4%	0.0%	86.1%	100.0%	Machinery 0.1% 4.6% 26.1% 69.3	6 100.0%
Mixed freight		Mixed freight	0.0%	0.3%	99.7%		100.0%	Electronics 0.0% 0.8% 35.4% 63.85	6 100.0%
Other foodstuffs		Other foodstuf.	. 1.5%	19.0%	5.4%	74.1%	100.0%	Chemical prods. 3.2% 40.9% 18.5% 37.49	6 100.0%
Gasoline		Gasoline	6.8%	4.5%	0.1%	88.6%	100.0%	Unknown 100.09	6 100.0%
Basic chemicals		Basic chemic	6.4%	63.7%	2.2%	27.7%	100.0%	Plastics/rubber 0.0% 22.5% 10.1% 67.4%	6 100.0%
Other ag prods.		Other ag prod	. 19.4%	14.3%	3.8%	62.5%	100.0%	Textiles/leather 0.0% 31.4% 48.4% 20.1%	6 100.0%
Chemical prods.		Chemical pro	4.5%	41.6%	6.6%	47.4%	100.0%	Other foodstuffs 1.1% 10.7% 5.2% 83.0%	6 100.0%
Nonmetal min. prods.	Truck - FAF Dis	Nonmetal min	. 10.6%	4.0%	1.0%	84.3%	100.0%	Base metals 4.6% 4.0% 2.2% 89.2%	6 100.0%
Base metals	Rail Intermodal - STB	Base metals	5.2%	8.8%	1.7%	84.3%	100.0%	Misc. mfg. prods. 0.1% 0.0% 38.6% 61.33	6 100.0%
Waste/scrap	Rail Carload - STB	Waste/scrap	2.1%	10.2%	2.1%	85.6%	100.0%	Pharmaceuticals 0.8% 17.3% 81.9	6 100.0%
Motorized vehicles	Water - TS	Motorized veh.	. 0.0%	50.9%	21.8%	27.3%	100.0%	Articles-base metal	6 100.0%
Fuel oils	Water - 10	Fuel oils	5.6%	3.7%	0.1%	90.7%	100.0%	Gasoline 1.9% 3.6% 0.1% 94.4%	6 100.0%
Fertilizers		Fertilizers	16.7%	21.1%	0.2%	62.0%	100.0%	Basic chemicals 4.2% 44.6% 19.8% 31.43	6 100.0%
0M 50M	100M 150M	Grand Total	8.8%	28.5%	8.6%	54.2%	100.0%	0B 200B 400B 600B 800B Grand Total 1.1% 13.3% 47.1% 38.55	6 100.0%
	Tons 2014							Value 2014 (USD)	

State Freight Flows (Tons)

Millions of Tons Inbound

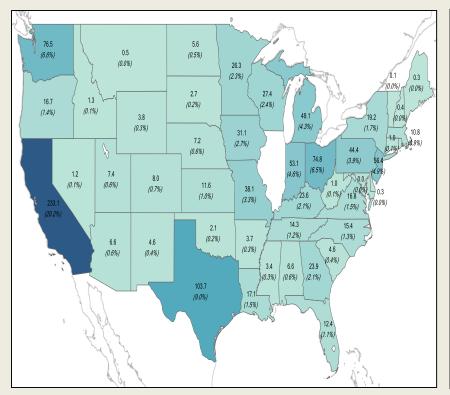
Millions of Tons Outbound



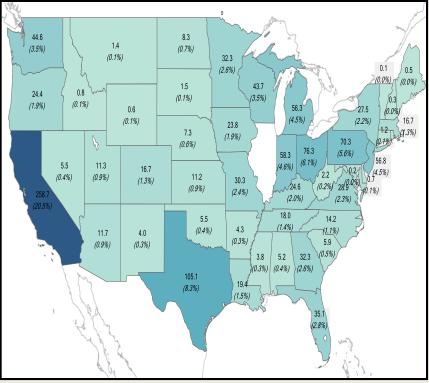


State Freight Flows (Value)

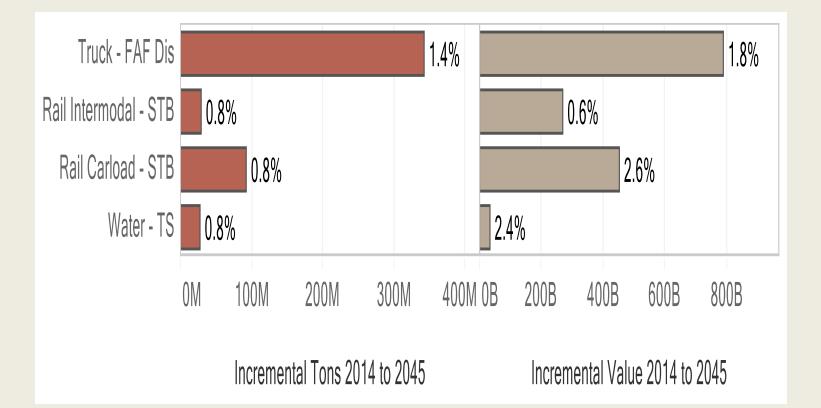
Billions of Dollars Inbound



Billions of Dollars Outbound



2014 to 2045 Projected Annual Growth Rates



2014 to 2045 Projected Growth

Tons

- Increases from 1.23B Tons to 1.72B Tons (0.49B)
- Equates to 40% Total Increase in Tons
- 340M of 490M Tons are projected to be moved by Truck
- Equates to 70% Truck Increase

Value

- Increases from \$2.79T to \$4.34T (\$1.55T)
- Equates to 56% Total Increase in Value
- \$792B of \$1.55T are projected to be moved by Truck
- Equates to 51% Truck Increase

Truck Pass-Through Analysis Based on Vehicle Miles Traveled (VMT)

Grand Total Trucks, Illinois-Based & Through								
Year	Truck VMT							
2014	27,824,439							
2045	50,498,350							
All Trucks Nationally that Travel Through Illinois								
Year	Truck VMT							
2014	10,484,718							
2045	21,947,399							
Percentage Through								
2014	38%							
2045	43%							

Coordinated Planning Process

Freight Plan is being developed in conjunction with the 2017 Long Range Transportation Plan (LRTP)

Individual components of the LRTP include:

- Freight Plan
- Rail Plan
- Asset Management Plan