

Illinois State Freight Plan

Jim Durako

Bureau of Planning
Office of Planning and Programming
Illinois Department of Transportation

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)

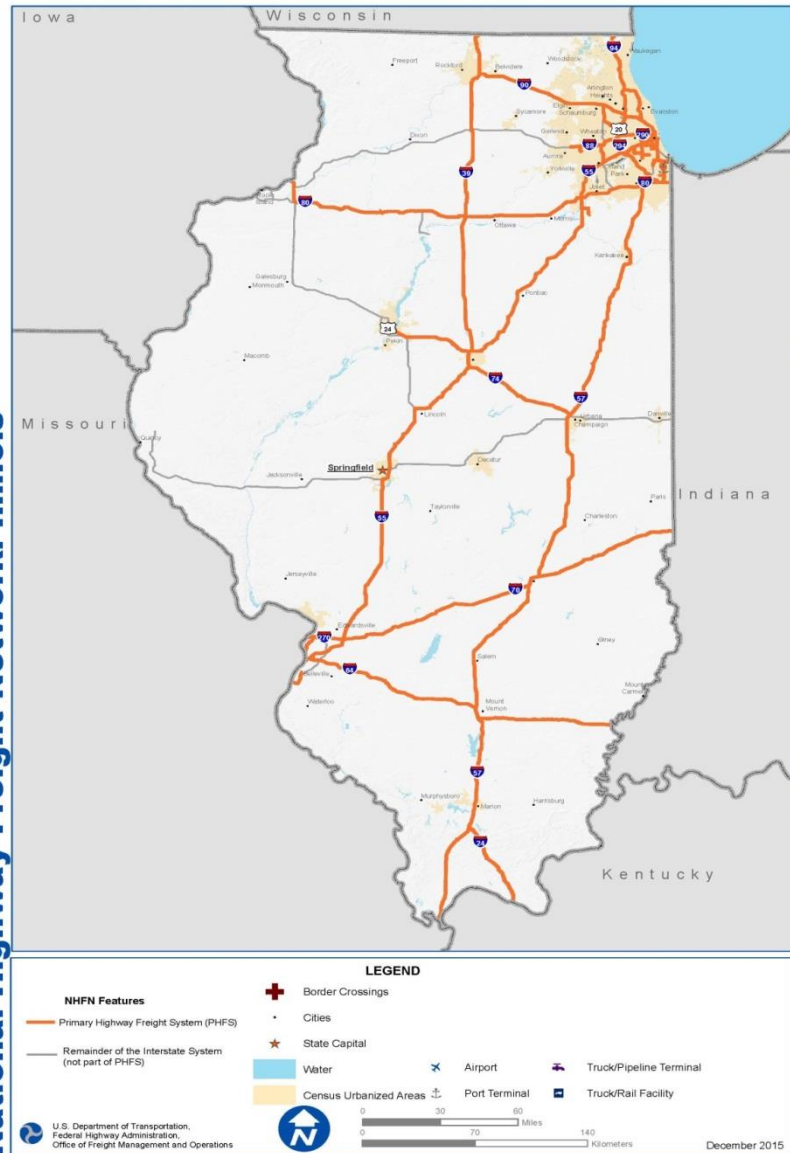
- Primary Highway Freight System (PHFS)
- Non-PHFS Interstates
- Critical Urban Freight Corridors (CUFCs)
- Critical Rural Freight Corridors (CRFCs)

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

National Highway Freight Network: Illinois



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)

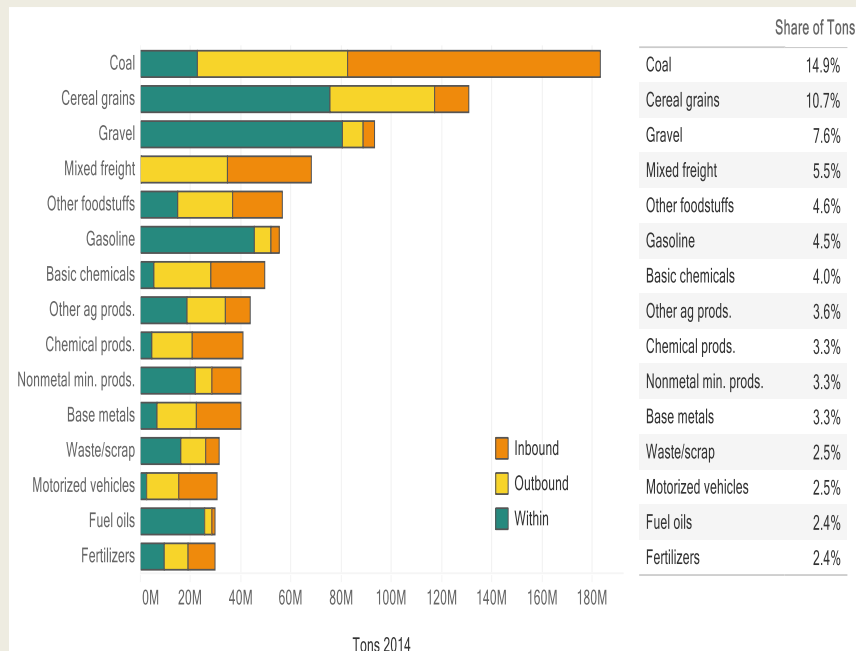
Tons (M)		Value (B)	
• Truck	664.2	• Truck	\$1,072.3
• Rail Intermodal	105.1	• Rail Intermodal	\$1,313.6
• Rail Carload	348.9	• Rail Carload	\$ 371.2
• Water	107.8	• Water	\$ 31.5
• Air	1.9	• Air	\$ 185.4
Grand Total	1,227.9	Grand Total	\$2,974.0

Modal Share Comparison (2014)

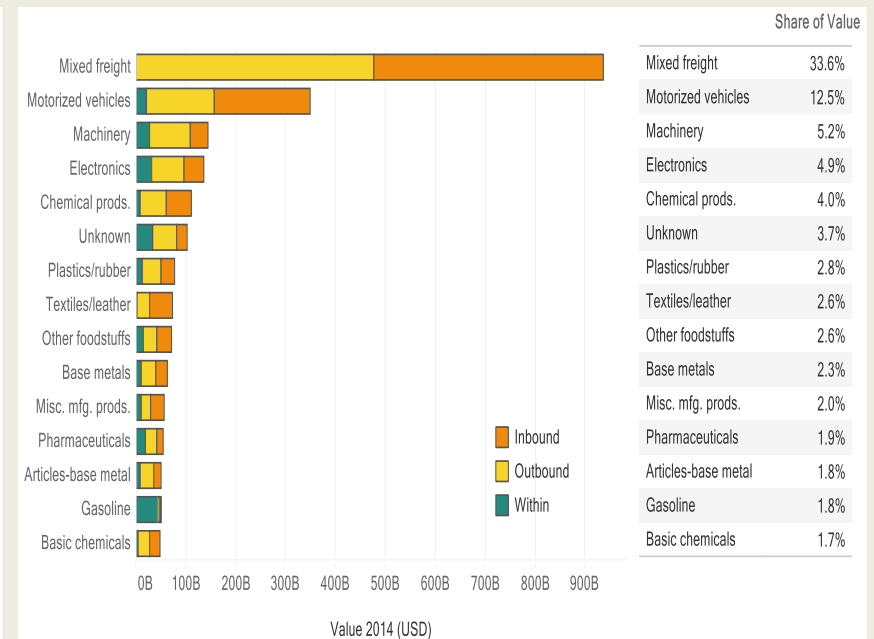
Tons		Value	
• Truck	54.1%	• Truck	36.1%
• Rail Intermodal	8.6%	• Rail Intermodal	44.2%
• Rail Carload	28.4%	• Rail Carload	12.5%
• Water	8.8%	• Water	1.1%
• Air	0.2%	• Air	6.2%
Grand Total	100%	Grand Total	100%

Commodities Breakdown (2014)

Top 15 Commodities (Tons)

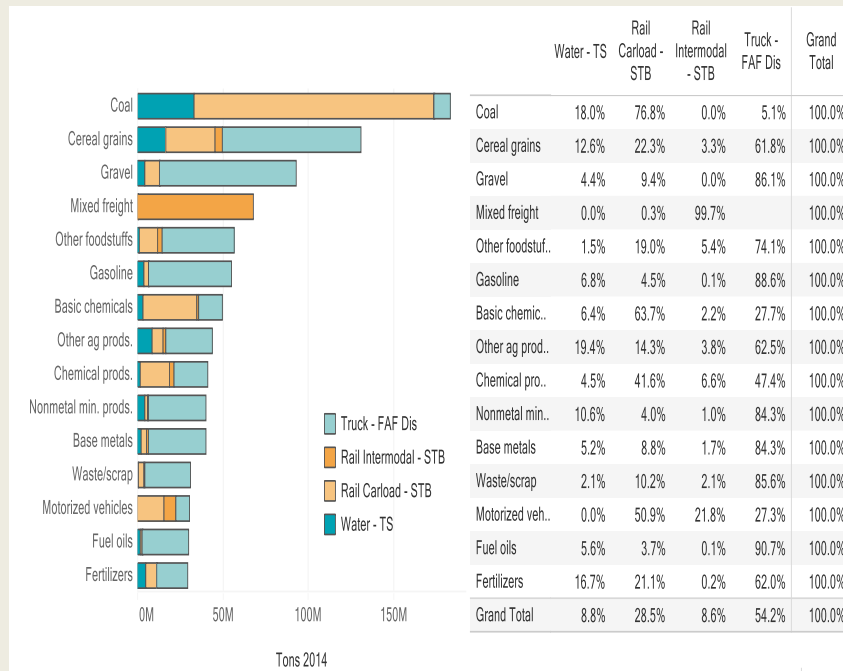


Top 15 Commodities (Value)

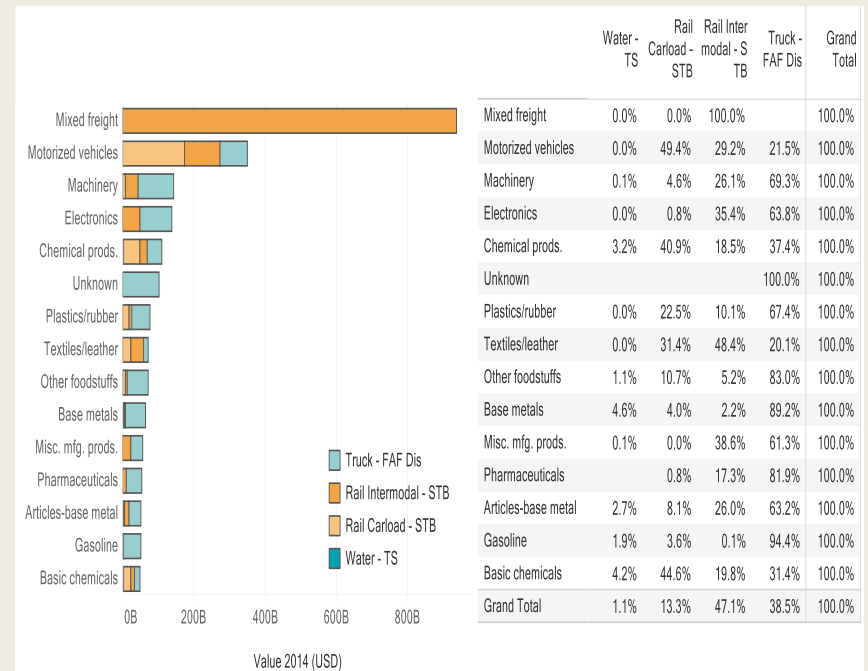


Commodities Mode Share (2014)

Top 15 Commodities Mode Share (Tons)

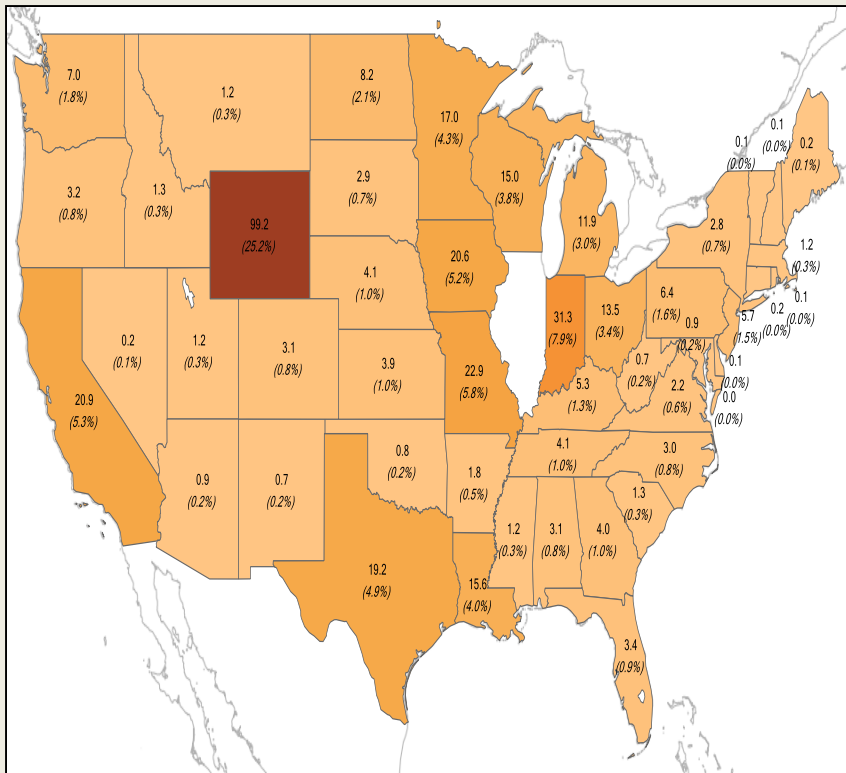


Top 15 Commodities Mode Share (Value)

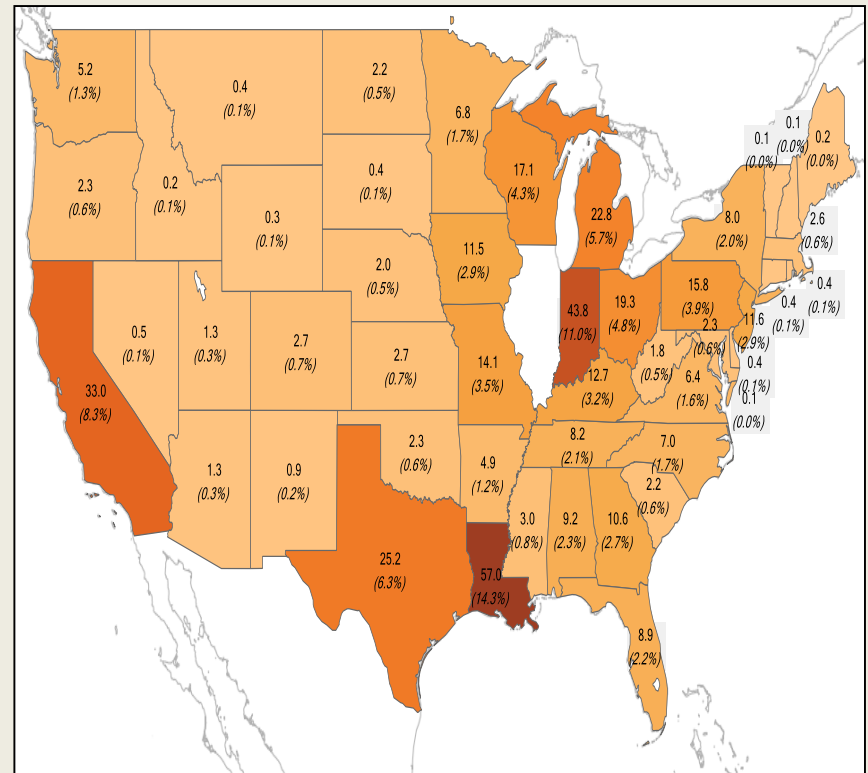


State Freight Flows (Tons)

Millions of Tons Inbound

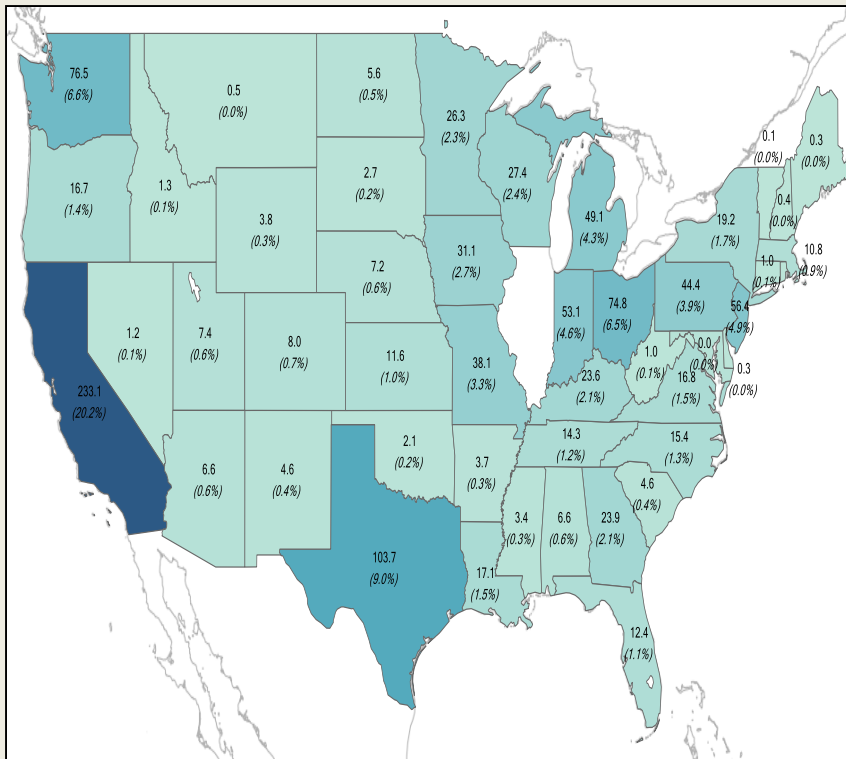


Millions of Tons Outbound

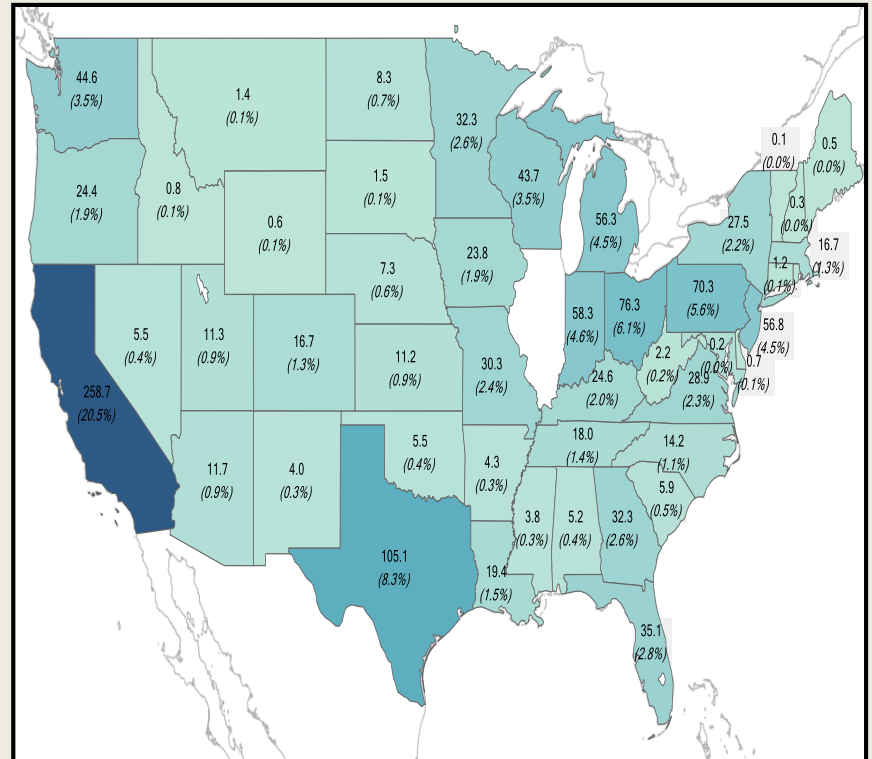


State Freight Flows (Value)

Billions of Dollars Inbound

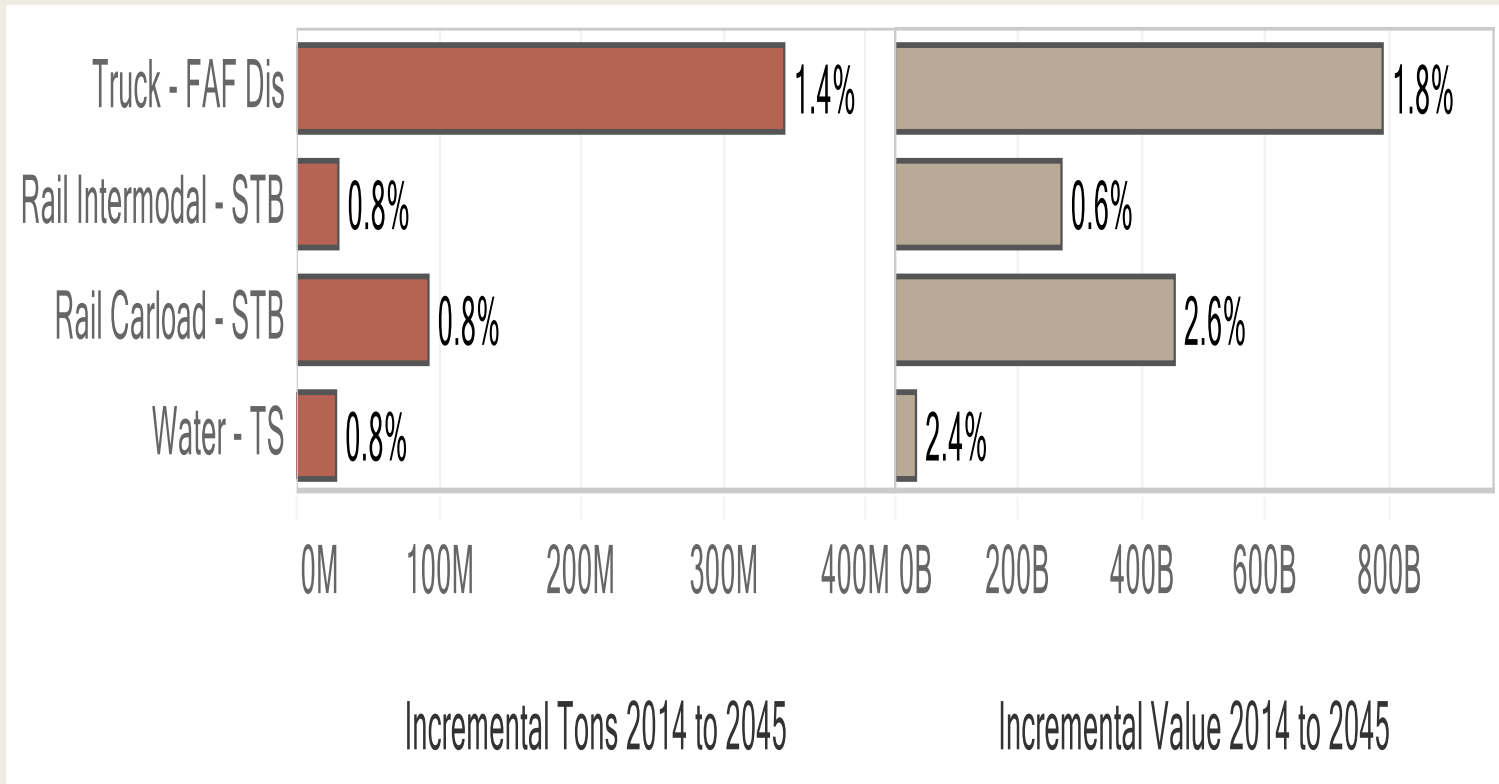


Billions of Dollars Outbound



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