

CRITICAL CARGO

A Regional Freight Action Agenda

...for jobs, economic growth and quality of life



Led By:

Chicago Metropolis
2020

Metropolitan Planning
Council

Chicagoland Chamber
of Commerce

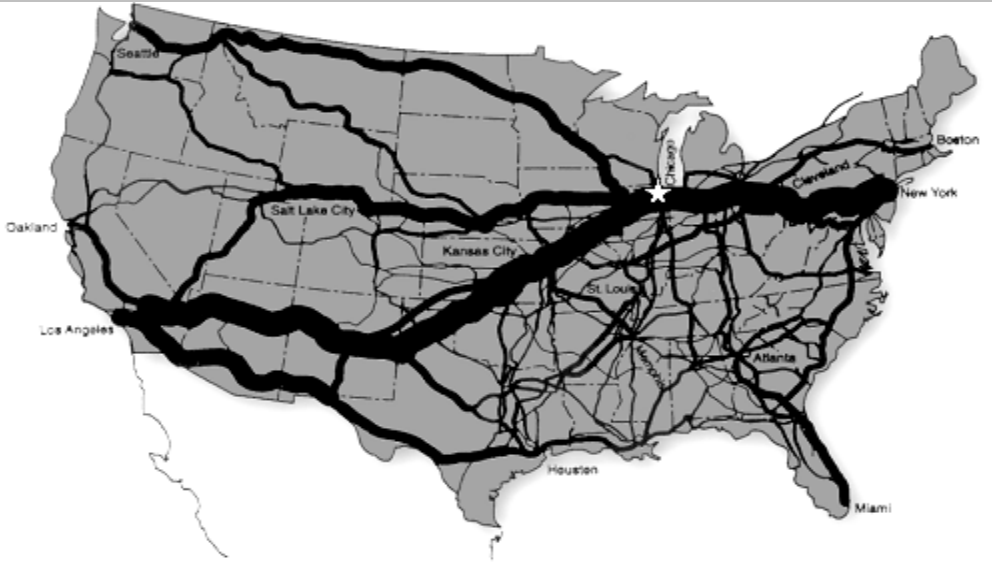
Emerging Interest in Freight Issues

- Business Leaders
- Federal/Congressional Delegation/TEA-3
- City of Chicago
- Suburban Communities
- Illinois General Assembly

Association of American Railroads

- Chicago Planning Group
- Chicago Transportation Coordination Office

Freight is a big and growing business in the Chicago region...



Increased Interstate Trade
Increased Reliance on Freight

Freight:

- \$8 billion to economy
- 117,000 freight jobs
- \$3.2 billion payroll

1. third-largest intermodal shipping hub: over half of U.S. container traffic passes through region
2. By 2020 -80% more rail volume, 37% more trucks

...but freight is getting stuck in traffic

Average train speed across region 6.8–12mph

Average truck speed across region < 15 mph

Number of railroad grade crossings 1,953

Daily truck trips between rail yards 3,500

Chicago's rank among nation's most congested regions third worst

Cost of Limited Capacity

	<u>2010</u>	<u>2020</u>
Production	\$1 Billion	\$1.9 Billion
Jobs	10,000	>17,000



Recommendation #1

Organize public/private support for a package of priority capital improvements

- **Establish a joint-use freight corridor**
- **Grade separations (resolve 40 worst at-grade crossings)**
- **Upgrade crucial intermodal connector routes**

Establish a Joint Use Corridor

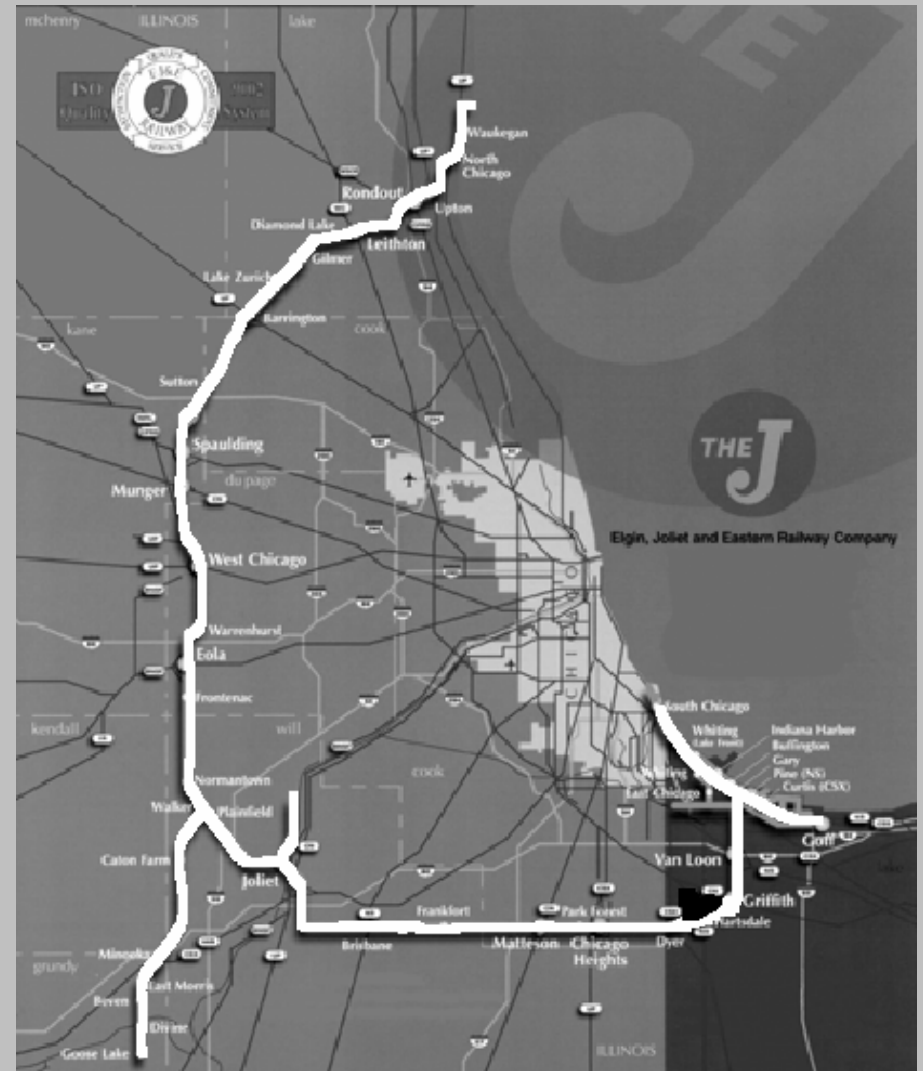
Existing freight corridors are at or near capacity

- *Indiana Harbor Belt*
- *Belt Railway of Chicago*

AAR preferred corridors

EJ&E Railway

Alameda Corridor is a Model



Grade Separations

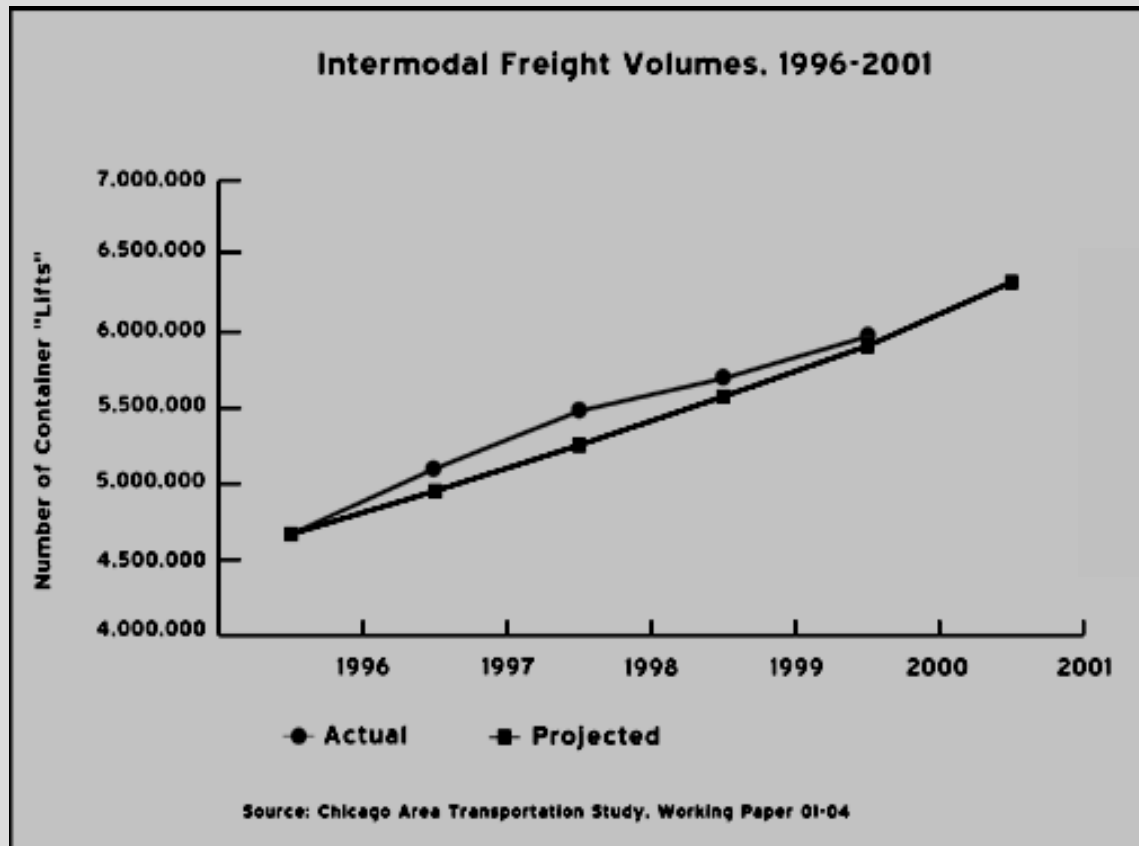
Connector Route Improvements

- 1,953 grade crossings in the region – Illinois has most grade crossings of any state
- 55 miles of federally designated intermodal connector roads
- 17 miles between 5 major yards need \$65 million in repairs

Recommendation #2

Secure Federal Funding

- Role in interstate & global commerce
- More awareness at federal level
- TEA-21 Reauthorization (Oct. 2003)





Recommendation #3

In order to plan, coordinate, finance and manage private and public sector involvement in these infrastructure improvements, our region needs a

**Regional public/private
freight entity**

Create a Regional Freight Entity

Options:

4th RTA Service Board

- Regional Freight Authority
- Consolidated Port Authority
- Regional Coordinating Council
- State Legislation or Private Solution?

Regional Benefits

- Economic growth
- Dominance as a freight transportation center
- Coordinated transportation & development
- Effective public & private investments
- Less rail and road congestion
- Improved transit
- Lower cost of goods
- Development/redevelopment opportunities
- Better quality of life for communities

Next Steps

- Meetings with key IL congressional delegation
- Endorsements from mayors, business organizations and community groups
- Continued collaboration with industry
- Position for TEA-3 Reauthorization

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