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...

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: 6.8–12 mph
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

<table>
<thead>
<tr>
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<th>2010</th>
<th>2020</th>
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<tbody>
<tr>
<td>Production</td>
<td>$1 Billion</td>
<td>$1.9 Billion</td>
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<tr>
<td>Jobs</td>
<td>10,000</td>
<td>&gt;17,000</td>
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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)
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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