

An aerial photograph of a freight train traveling through a vast, green, open landscape. The train consists of numerous yellow and red intermodal containers stacked on flatcars. The train is moving diagonally across the frame from the upper left towards the lower right. The surrounding area is a mix of green grass and some trees, with a dirt road visible on the right side.

Prioritizing Freight Projects for Illinois

September 18, 2017



Freight in the Headlines

- American Association of State Highway Transportation Officials (AASHTO)
 - Transportation Policy Forum + Freight
- Mid America Association State Transportation Officials (MAASTO)
 - Spring meeting in Chicago: freight focus
- FHWA's Megaregion meeting
 - Multijurisdictional planning, many examples were freight related



FAST Act Freight Formula Funds

- Approximately \$45 million per year
- \$225 million over the course of the FAST Act
- Not a lot of money when considering Illinois' needs
 - CREATE
 - Jane Byrne / Circle Interchange
 - Merchants / MacArthur Bridges
 - I-80 bridges
 - Ports, Locks and Dams
 - Not even scratching the surface...



IDOT's Goal for the Freight Formula Funds

To support the implementation of projects that improve freight movement in and across Illinois and would not be possible without additional funding resources.

1. How do we accomplish this?
2. What is the role of ISFAC?



Why a Competitive Grant Program?

- Benefits:
 - Supports objectivity, equity, transparency of outcomes
 - Reinforces freight performance goals
 - Rewards local and public-private participation to leverage funds
 - Involves ISFAC in development of program
- Precedents:
 - California and Minnesota are doing this
 - TIGER and INFRA programs offer adaptable models
- Expandable:
 - California including funds from new revenue programs
 - If Capital Bill passes, IL can do the same
- Diversifiable:
 - Can include set-asides, such as for rural and small projects



Why a Competitive Grant Program?

- Benefits:
 - Supports objectivity, equity, transparency of outcomes
 - Reinforces freight performance goals
 - Rewards local and public-private participation to leverage funds
 - Involves ISFAC in development of program
- Precedents:
 - California and Minnesota are doing this
 - TIGER and INFRA programs offer adaptable models
- Expandable:
 - California including funds from new revenue programs
 - If Capital Bill passes, IL can do the same
- Diversifiable:
 - Can include set-asides, such as for rural and small projects



What Does the Competitive Program Look Like?

- Immediate: Two options
 - Freight Plan requires Investment Plan now, but can change later
 - Commit limited funds early
 - Hold most for grants
 - Put high-level outline of Grant Program into Freight Plan
 - Final details TBD based on IDOT/ISFAC input
 - Develop program and wait on compliance
- Near-Term: Develop program design
 - Present for discussion at next ISFAC meeting
 - Finalize after feedback
- Mid-Term: Ideally, launch first half 2018
 - Awards second half 2018
 - Update Investment Plan accordingly



Role of ISFAC in the Project Selection Process

Created as a **forum for coordination of freight multimodal planning to enhance the benefits of every mode, improve intermodal connection, and sustain** the State's position as the **primary freight hub** of the United States.

Discussion: What is an appropriate role for ISFAC should we put out a call for projects?

- Assist in developing program priorities and setting parameters
- Review and provide guidance on applications
- Concur on the program of projects