



ILLINOIS STATE FREIGHT PLAN 2017

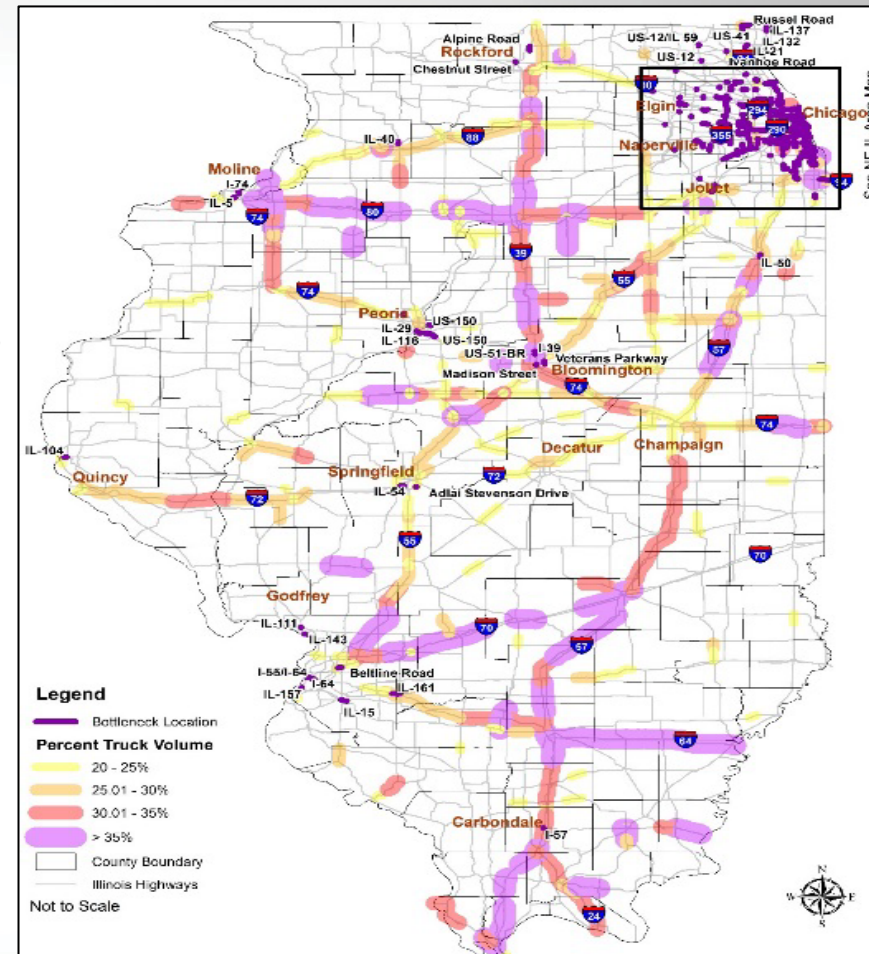
Agenda



- Freight-Caused Roadway Bottlenecks
- Roadway Freight Network
- Freight Strategy

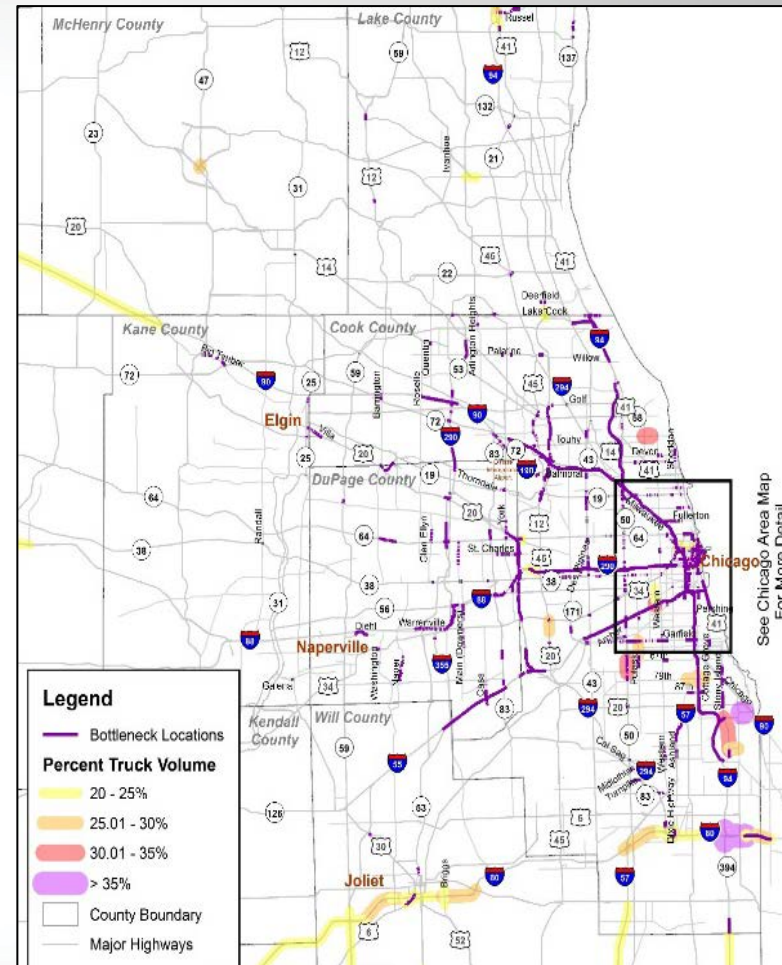
Freight-Caused Bottlenecks - Statewide

- Analysis of all bottlenecks (passenger and truck) compared to high volume truck routes
- A few bottlenecks near high truck routes in Northern, Central and Southern Illinois
- Imperfect to blame trucks for bottlenecks due to high passenger vehicles



Freight-Caused Bottlenecks - Northeastern Illinois

- High Volume truck routes & bottlenecks mainly:
 - South suburbs
 - Along I-80
 - Near the WI/IL Stateline



Freight-Caused Bottlenecks - Chicago

- High Volume truck routes & bottlenecks mainly:
 - North Avenue
 - Jackson Boulevard

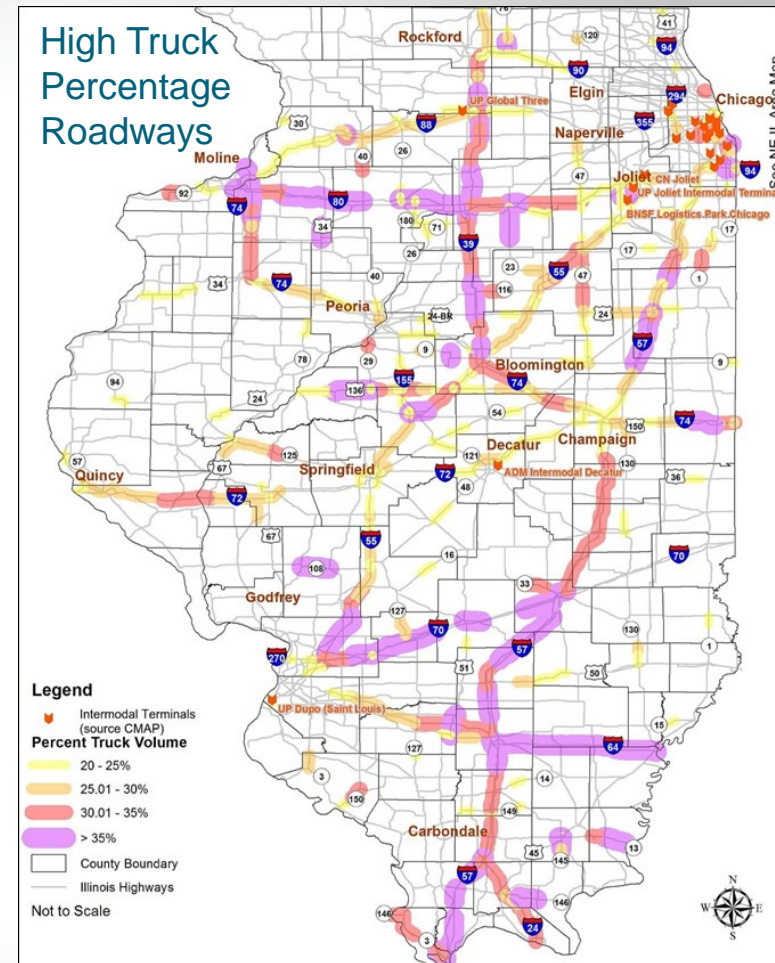


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IL Roadway Freight Network

- IL is 3rd largest state for truck freight
 - Outbound, inbound, pass-through all big
- 55% of IL interstate highway miles have truck percentages of 25% or more
 - High percentage interstates are everywhere in state
 - Only 4% of other roadway miles reach 25% trucks
- Interstate system blankets the state and freight is a central function
 - ➔ This is the core network for roadway freight



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Strategy: Institutional Initiatives



2012 Freight Plan: 3 institutional steps implemented

- ✓ Expand multimodal planning by establishing ISFAC
- ✓ Draw on ISFAC to enhance knowledge of industry trends and needs
- ✓ Introduce freight performance measures

Key new step: *Mainstream* freight

- Incorporate explicit freight factors into routine project analysis
- Include freight elements in TIPS project prioritization process



Strategy: Network Development



1. District and Corridor Programs

- Identify districts and corridors for analysis and investment targeted to improve industry logistics performance
- Work with ISFAC, MPOs, neighboring states, MAFC
- Examples:
 - Distribution corridors
 - Multimodal access corridors for agriculture
 - Clean fuel corridors to aid emissions management

2. Supply Chain Fluidity

- Participate in federal pilot for NE Illinois
- Measure, track, improve performance for first, last, transfer miles
- Include assessment of resiliency to disruption

Strategy: Network Development

3. Multimodal Programs

- Rail: continue and enhance CREATE – for example:
 - Improve short and long distance facility access roads
 - Support additional facilities offering capacity relief, less costly transport distances
- Waterways: work with agency partners, develop funding
 - Over \$40 million in capital needs identified
 - One source: MARAD Marine Highway grants
- Air: monitor and improve access route performance for major cargo facilities
 - Example operational improvement: signal prioritization



Strategy: Network Development



4. Public-Private Partnerships

- Build on experience with formal efforts to cultivate relationships and identify opportunities
- ISFAC role as a springboard
- One target: federal competitive grants
- Some keys:
 - Project timelines not prolonged
 - Revenue streams are apparent
 - Risks appropriately shared



Strategy: Economic Development

1. Freight-Driven Development (aka Cargo-Oriented Development)

- Purpose: harness modal and logistics service for jobs and competitiveness
 - E.g. via Intermodal Logistics Centers
 - Leverage intermodal growth, including short haul potential
- Support with freight access, job access
 - Plus workforce housing, training
- Pursue proactively with economic development agencies

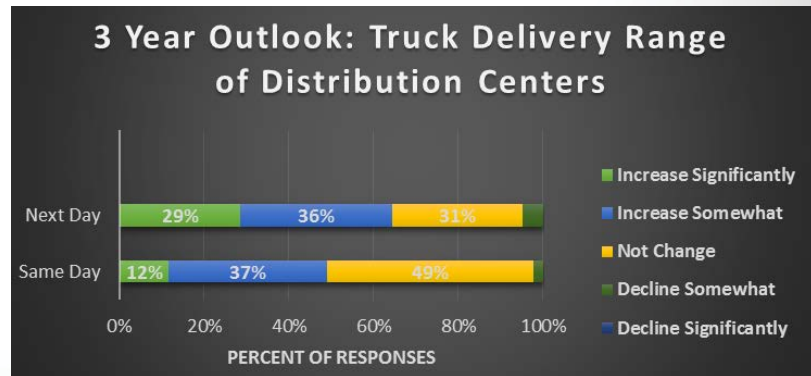


Strategy: Economic Development



2. Efficient Distribution

- Purpose: prepare for effect of warehouse automation and location shifts on Illinois' role as distribution hub
 - Development and redevelopment
- Track and plan for higher freight density, higher e-commerce driven service requirements
 - Urban and rural delivery routes
 - Potential launch points for drones



Strategy: Economic Development



3. Technology Pilots

- Purpose: 3 focus areas to prepare for connected and automated freight vehicles
- Safety: capitalize on powerful gains through sensors
 - Maintain road striping for detection
 - Install sensors to interact with vehicles
 - Explore low-cost financing to upgrade trucks
 - Design pilot to test
- Signal prioritization: improve reliability and throughput around key facilities
 - E.g. airports, rail terminals, assembly plants
- Truck platooning: coordinate policy and research with neighboring states

Thank You!



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