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South Suburban Freight Study

Technical Memorandum 1: Study Area Profile and Inventory

technical

memorandum

prepared for

South Suburban Mayors and Managers Association
and
Chicago Southland Economic Development Corporation

prepared by

Cambridge Systematics, Inc.

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Chicago Metropolis 2020

June 2008

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115 South LaSalle, Suite 2200
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Acknowledgements

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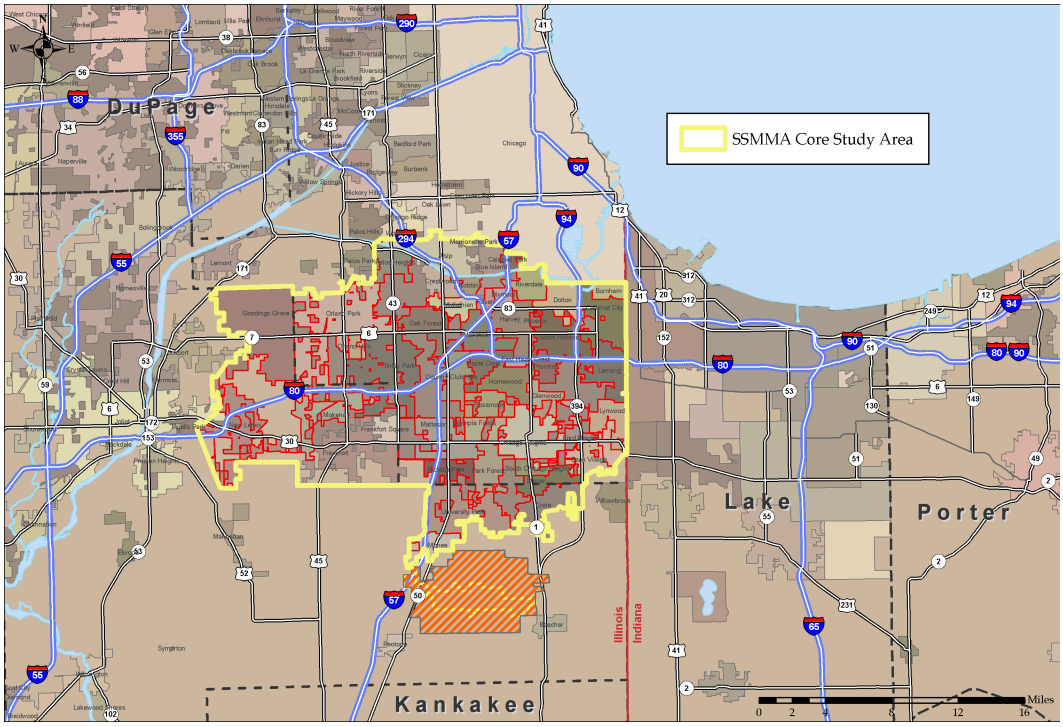
- Illinois Department of Transportation Division of Public and Intermodal Transportation;
- Commonwealth Edison; and
- Chicago Southland Economic Development Corporation.

1.0 Introduction

Railroads, trucking companies, warehouse operators, large shippers, and express package carriers have all recognized the strategic location of Chicago as a national freight hub. This is due to numerous factors, including close proximity to large consumer markets in the Midwest; an excellent network of interstate highways traversing the region; strong freight rail opportunities resulting from six of the nation's seven Class I railroads serving the region; air cargo services; location as a water port with connections to the east coast via the Great Lakes and the Gulf of Mexico via the Mississippi River system; availability of affordable land; and an available, dedicated work force.

The study area represented by the South Suburban Mayors and Managers Association (SSMMA), the Southland, is located immediately south of the City of Chicago and west of the Indiana state line, including portions of Southern Cook and Will Counties, as shown in Figure 1.1.

Figure 1.1 Core Study Area



Source: National Transportation Atlas Database (NTAD), 2007.

This geographic area encompasses 42 municipalities and includes a population of approximately 750,000. In addition, the Southland is home to numerous diverse businesses and industries. Much like the Chicago region as a whole, the Southland area possesses numerous freight assets, including existing and proposed freight centers and intermodal facilities. The purpose of the South Suburban Freight Study is to identify and evaluate these assets, matching them to the needs of existing and potential users of the Southland's freight facilities, in order to develop a phased implementation plan of capital and operating improvements that address the region's land use and economic development goals. Ultimately, the study will provide decision-makers with necessary information and strategies to promote the economic benefits of existing and proposed freight facilities, maintain a safe and reliable transportation system, and minimize the impacts to residential and rural areas.

This segment of the Chicago region, a key component of the Chicago freight hub with its numerous transportation assets, has the potential to better utilize the existing assets, and in some cases add to them, in order to enhance its role in the freight marketplace. The South Suburban Freight Study addresses not only the assets and opportunities that currently exist within the immediate study area, but also the existing and proposed facilities outside the Southland, which have a major influence on the movement of freight within and through the region. Potential roadway improvements and their impact on the movement of freight through the region are also addressed, including the proposed interchange between I-57 and I-294, the proposed upgrade of IL 394, the proposed construction of the Illiana Expressway, and the I-355 extension from I-55 to I-80 (which opened in November, 2007). In addition, the impacts of infrastructure improvements focusing on nonhighway modes are also considered through the study process, including the proposed South Suburban Airport, proposed commuter rail system enhancements, and numerous planned intermodal facilities throughout the region.

In addition to identifying and evaluating the numerous existing and proposed freight assets of the Southland area to determine how well these assets match the needs of current and potential users, it is essential to gain an understanding of how the anticipated growth in the freight industry will impact the region both economically and environmentally, by exploring the linkages between freight movement, land use and economic growth. This will enable proactive planning to ensure an appropriate balance among these drivers of the future of the freight industry in the Southland.

The first phase of the South Suburban Freight Study, which is summarized in this Technical Memorandum, focuses on identifying the Southland's existing and proposed freight infrastructure, existing freight shippers and carriers, as well as the demand for freight services within the study area. The data that has been assembled has been obtained from a variety of public and private sources, including the Illinois Department of Transportation (IDOT), the Federal Highway Administration (FHWA), the Chicago Metropolitan Agency for Planning (CMAP),

the Federal Railroad Administration (FRA), the Bureau of Transportation Statistics (BTS), the railroads, the InfoUSA database, and a variety of prior studies that have been performed within the Southland and the surrounding area. Information on proposed improvements to the study area's infrastructure has been obtained from the Transportation Improvement Programs (TIPs) and long-range plans of IDOT, CMAP, the Illinois State Toll Highway Authority (ISTHA), and the SSMMA Transportation Committee, to develop a comprehensive freight database for the study area.

A major component of the inventory and profile phase of the South Suburban Freight Study was the Stakeholder Survey. This task included identification of a sample of stakeholders with vested interests in the freight industry of the Southland area from a variety of perspectives. The Stakeholder sample included representatives from the following groups:

- Shippers;
- Local governments;
- Logistics providers/freight carriers; and
- Developers.

A total of 26 interviews were conducted. The results of the Stakeholder Survey are summarized in Section 6.0, with a list of interviewees and survey questionnaire templates included in Appendices A and B, respectively.

The profiling task also included the first of two Stakeholder Workshops that are being conducted during the course of the study. At this workshop, participants were presented with data collected to date on the study area's freight infrastructure, and were given an opportunity to provide input on the study area's needs and deficiencies, economic development opportunities and potential solutions. The results of the Stakeholder Workshop are summarized in Section 6.0.

The South Suburban Freight Study is being performed under the oversight of the recently established Freight Advisory Committee, a public-private partnership forum composed of public officials, agency representatives, freight industry representatives, and business owners. A list of Freight Advisory Committee members is included in Appendix C. This group was first convened in early April 2007 to kick off the project. At this meeting, the committee discussed common issues, concerns and opportunities related to the movement of freight in the Southland. A second meeting was held in late October 2007 to discuss results of the first stakeholder workshop. Summaries of each of the Freight Advisory Committee meetings are provided in Appendix D.

2.0 Freight Supporting Infrastructure

The inventory and profile of the freight supporting infrastructure within the study area includes existing and proposed roadways, railroad facilities, airports and air cargo facilities, intermodal facilities, and marine port facilities.

This section discusses the existing and planned transportation system in the region with a focus on infrastructure that facilitates the movement of freight. Much of this infrastructure is not dedicated to freight movement, but is shared with passenger traffic. These mixed use facilities accommodate a wide variety of vehicular types and travel patterns. The following discussion is focused on freight usage, but all users of the system must be considered to fully understand the transportation issues and needs.

The following five subsections address the modes of transportation related to the movement of freight within the study area:

- Section 2.1 - Existing and Proposed Highway System;
- Section 2.2 - Railroad Facilities;
- Section 2.3 - Airports and Air Cargo Facilities (including a discussion of the proposed South Suburban Airport);
- Section 2.4 - Existing and Proposed Intermodal Facilities; and
- Section 2.5 - Marine Port Facilities.

2.1 ROADWAYS

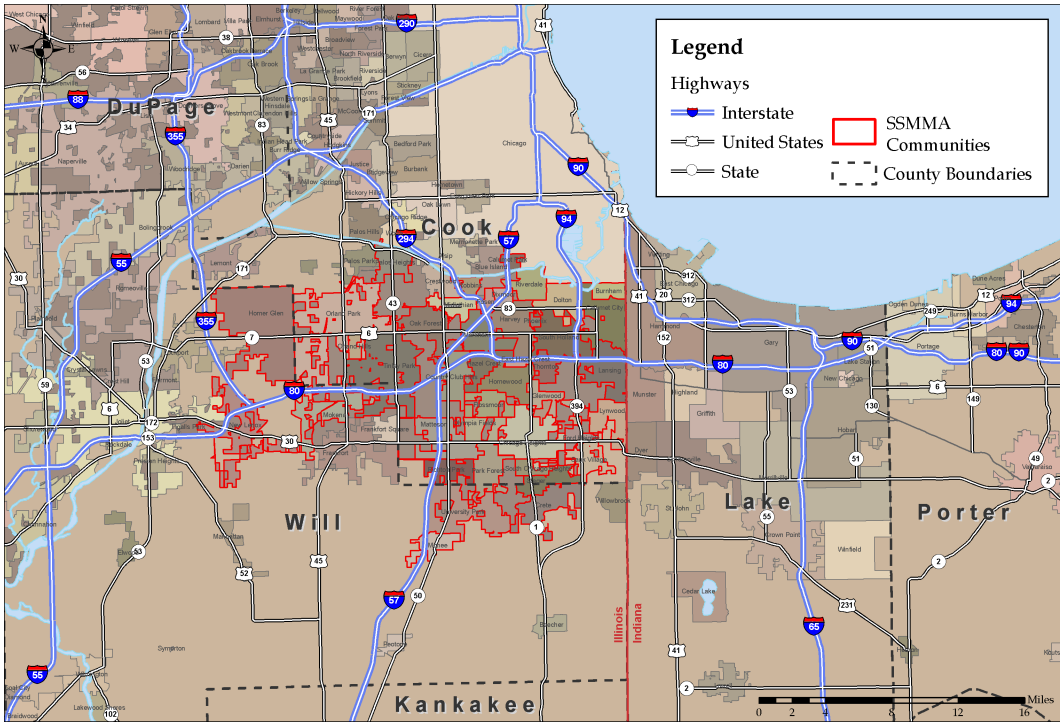
Interstate Highways

The Chicago Southland is well served by a comprehensive highway network. Five interstate highways cross the area. Running from New York to San Francisco, the I-80 corridor represents the region's sole east-west expressway. I-80 intersects with critical north-south corridors including:

- I-94 traversing the Chicago urban core and extending north to Wisconsin;
- I-57 to Champaign/Urbana and southern Illinois:
- I-294, which is a tolled beltway around Chicago; and
- I-55 southwest to St. Louis.

The Southland's already significant highway network recently expanded with the opening of the I-355 extension from I-55 to I-80 in November 2007.

Figure 2.1 Highway Network

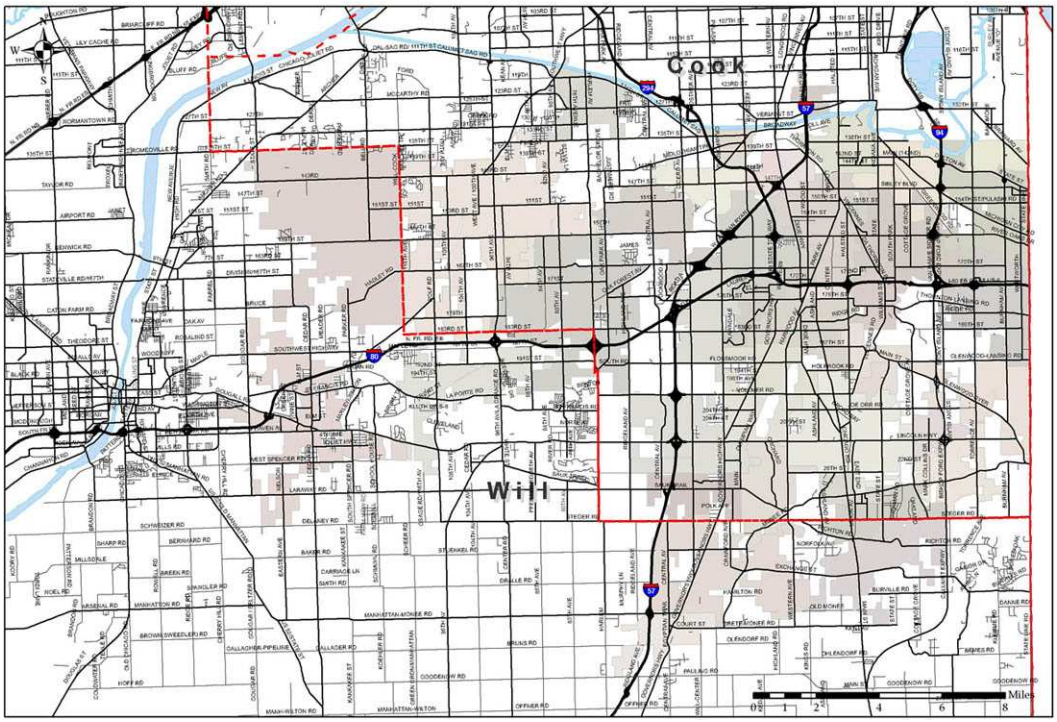


Source: NTAD, 2007.

Arterial Roadways

A series of arterial roadways supports the network of interstate highways in the Chicago Southland. Much of the area follows the City of Chicago's characteristic grid pattern. Arterial roadways include state, county, and local routes, which are depicted in Figure 2.2.

Figure 2.2 Roadways



Source: IDOT, 2006.

Truck Routes

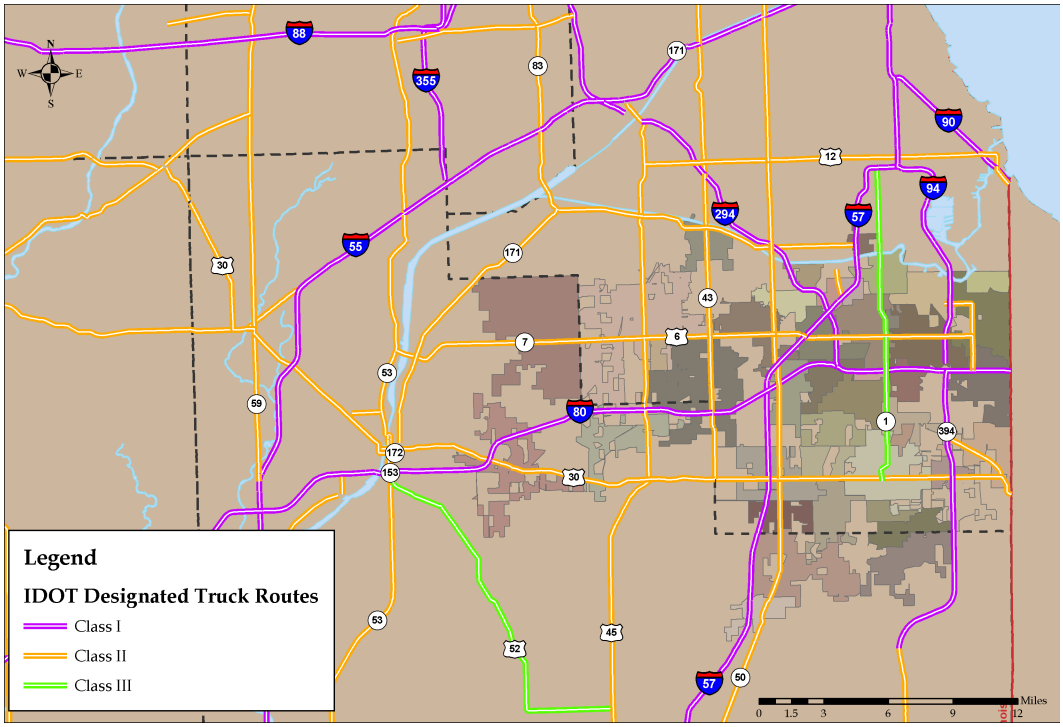
Illinois state truck routes, designated by IDOT, fall into three different Classes (I, II, or III). Shown in Figure 2.3, these routes encompass the entire Interstate system within the State of Illinois, as well as nearly all U.S. and IL marked routes. Additional arterials are also designated as truck routes.

Class distinctions for truck routes mandate the maximum allowable vehicle size. Class III routes have the strictest limitations on size while Class I routes have the least. Weight limitations are common across all three Classes, but are more restrictive and complicated off the designated truck route system. For further discussion of size and weight limits, see Section 5.3.

The Illinois state truck route system is designed to facilitate reliable connections for freight traffic with uniform and easily understandable size and weight regulation. It serves to direct truck freight onto the facilities most equipped to handle heavy and large commercial vehicles with minimal impact to the roadway and minimal safety threats to other drivers.

There is also a network of locally designated truck routes supporting the state truck route system. Information on the location and regulations of locally designated truck routes, however, is sporadic and not comprehensive. While IDOT collects and maintains a list of locally designated truck routes, few municipalities submit comprehensive details. The result is an information gap that contributes to regulatory incongruities and driver confusion that can add to truck freight movement delays and cost.

Figure 2.3 Illinois Truck Routes



Source: IDOT, http://www.gettingaroundillinois.com/.

Truck Volumes

IDOT publishes average daily volumes of heavy commercial vehicles (both single and multiple unit) on the state roadway system. However, these truck counts are not all conducted in the same year for each segment of the network, resulting in truck counts that may have been collected in 2005 or that may date back to 2001. Although it is possible that current volumes may differ significantly because of changes in land use, the transportation network, or other factors relating to demand, these published sources of truck traffic data are useful in highlighting those segments of the network where freight truck traffic is high.

As shown in Figure 2.4, the heaviest truck traffic is found on the Interstate system. I-80, I-294, and I-94 each carry over 12,000 heavy commercial vehicles on a typical day. The largest daily freight traffic volume in the region of 32,000 trucks per day occurs on I-80 east of its merger with I-94.

Table 2.1 summarizes the weighted average[1] of heavy commercial vehicle volumes for several major roadways in the study area.

[1] Weighted average equals vehicle miles traveled divided by roadway length.

Table 2.1 Heavy Commercial Vehicle AADTs

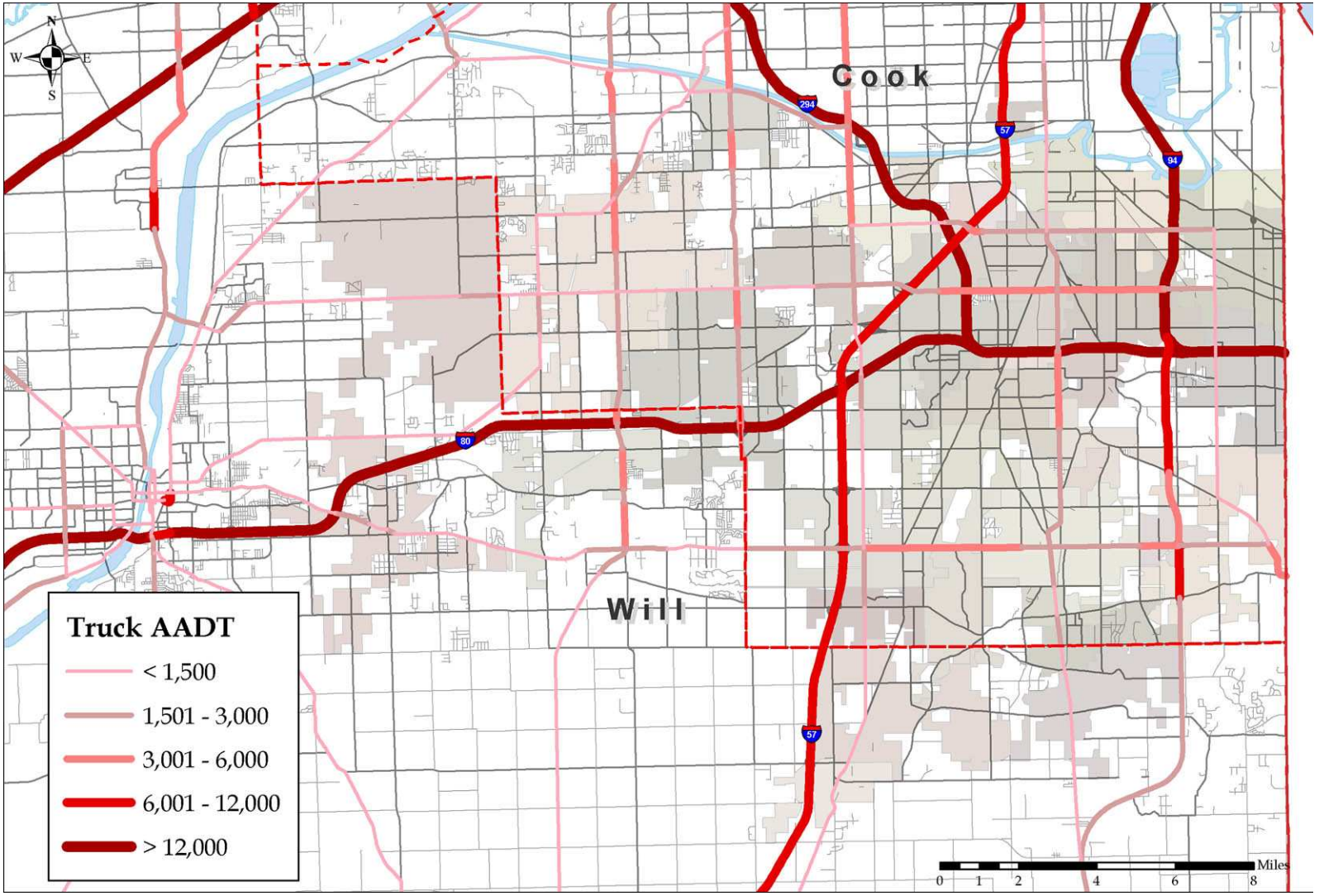
Primary Route	Weighted Average Volume	Minimum	Maximum
I-80	18,550	11,100	32,000
I-94	16,500	16,000	17,400
I-294	15,802	13,800	17,100
I-57	8,358	6,800	11,800
I-355	8,100	8,100	8,100
IL 394	5,447	2,100	11,500
I-90	4,800	4,800	4,800
IL 43	2,719	1,000	5,000
IL 53	2,297	600	6,500
U.S. 45	2,213	750	5,000
U.S. 30	1,951	450	5,000
IL 50	1,904	425	5,150
IL 1	1,776	350	4,100
U.S. 6	1,641	225	7,500
IL 83	1,588	550	3,250
IL 7	1,457	650	2,600
U.S. 12	1,452	1,450	1,450
U.S. 52	795	125	2,800
IL 171	727	475	1,850

Source: IDOT.

Note: Counts were collected in 2001, 2003, or 2005.

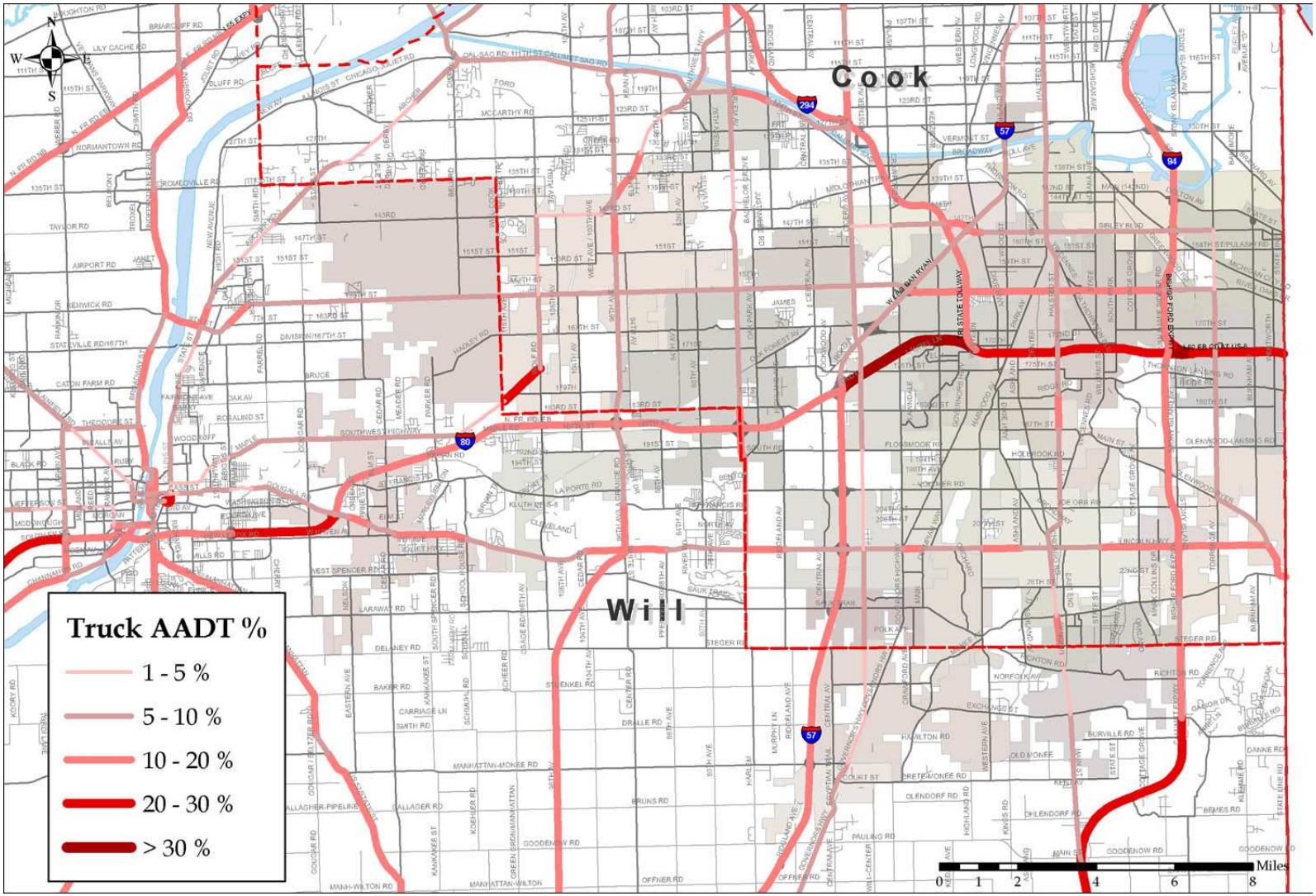
As shown in Figure 2.5, the percentages of traffic composed of trucks are highest on the Interstate system. I-80 has the highest percentage of truck traffic in the region, followed by I-294, I-57, and I-94. IL 394 also has a high percentage of truck traffic to the south of the Chicago Southland, near the facility's merger with IL 1.

Figure 2.4 Daily Heavy Commercial Vehicle Counts



Source: IDOT Heavy Commercial Vehicle Counts, http://www.dot.state.il.us/gist2/statewide.html.

Figure 2.5 Percent Trucks



Source: IDOT Heavy Commercial Vehicle Counts, http://www.dot.state.il.us/gist2/statewide.html.

Level of Service

The roadway network in the Chicago Southland faces serious existing and projected delays due to congestion. The Level-of-Service (LOS) for roadways within the region is shown for the years 2002 and 2035 in Figures 2.6 and 2.7 respectively. Both are from the FHWA Freight Analysis Framework 2.2. The LOS classifications for 2002 reflect observed data while the LOS classifications for 2035 are projected based on trends in demand, assuming current capacity is maintained. The future LOS assumes a network without any programmed improvements. The LOS classifications displayed are determined using a volume-to-capacity (V/C) ratio, divided into the classes shown in Table 2.2.

Table 2.2 V/C to LOS Relationship

V/C	LOS	Description
0.0-0.2	A	Free Flow
0.2-0.4	B	Reasonably Free Flow
0.4-0.7	C	Stable Flow
0.7-0.8	D	Approaching Unstable Flow
0.8-1.0	E	Unstable Flow
Greater Than 1.0	F	Forced or Breakdown Flow

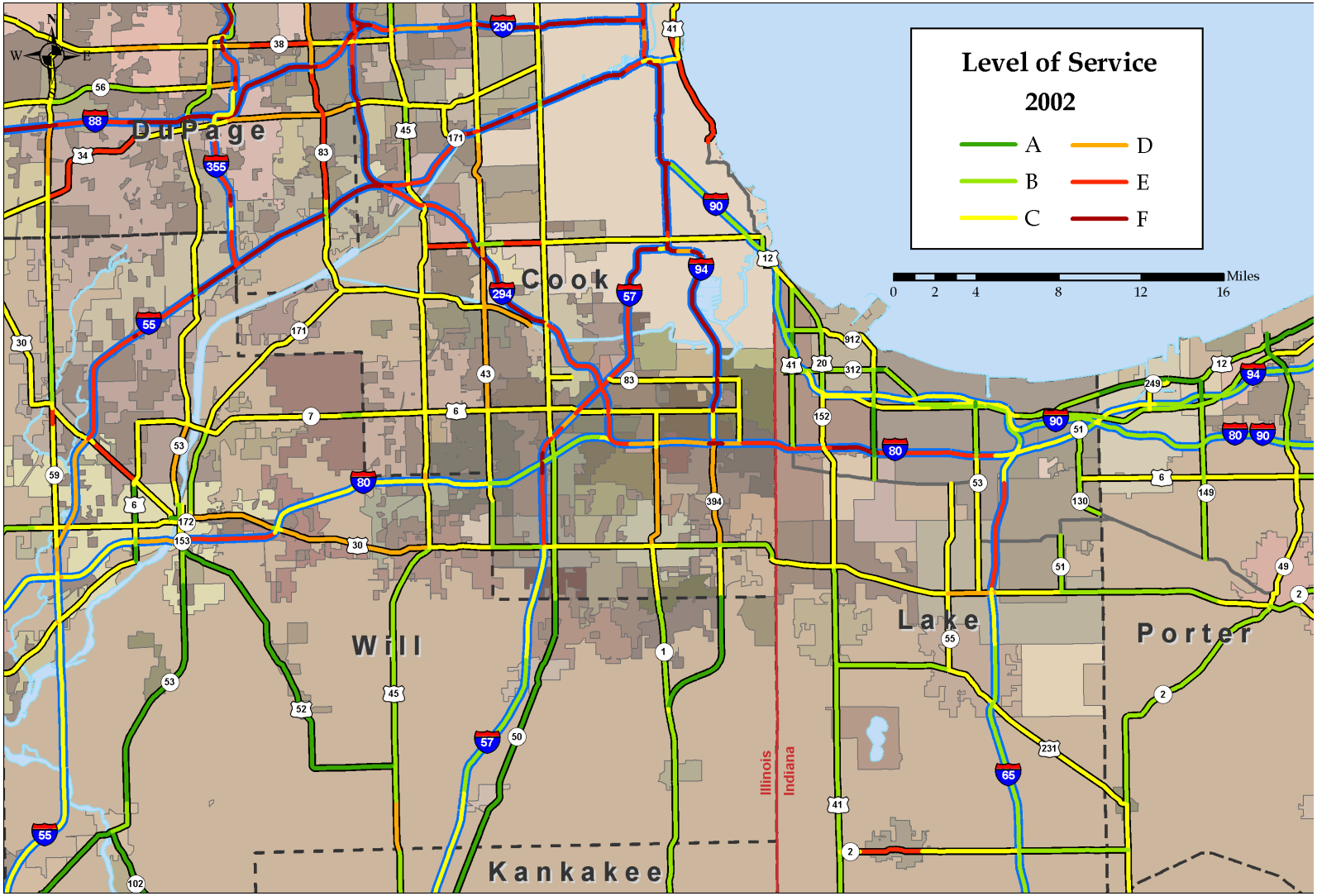
LOS is an important indicator of costly delays for truck freight movements, as well as passenger delays. Figure 2.6 shows significant congestion on several major roadways in the Chicago Southland based on 2002 data, particularly on the Interstate system. I-80 east of the Southland is a mixture of LOS E and F. I-55, I-294, I-94, I-80, and I-57 north of U.S. 30 also show poor LOS, indicating that freight movements into and out of the region face severe delays.

Barring significant investment in increased capacity, by the year 2035 projected LOS indicates that traffic congestion and delays in the Chicago Southland will increase significantly as shown in Figure 2.7. LOS E and F classifications are anticipated to spread to include U.S. 30, an important east-west connector, and I-57 and I-65 south of U.S. 30. Poor LOS can also be expected on several state routes, including IL 43, IL 394, and IL 1.

Trucks are anticipated to both impact and be impacted by the worsening congestion of the region. Though the average truck percentage (around 11 percent for the extent of the region displayed in Figure 2.8) is expected to be relatively constant, the percentage of truck traffic is anticipated to increase on certain facilities by the year 2035, as can be seen in Figure 2.8. U.S. 30 shows the most significant increase in truck traffic by percentage, particularly west of the

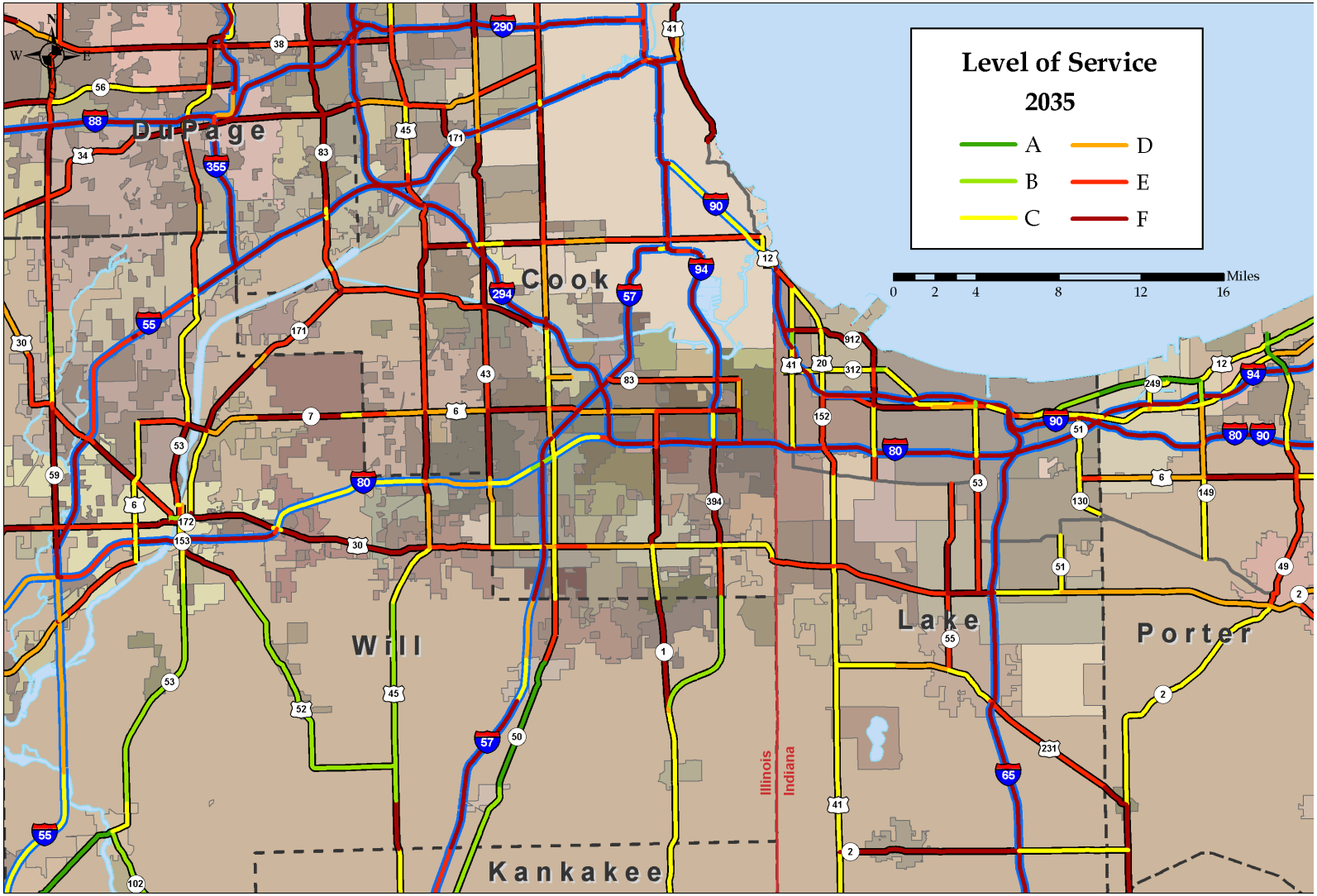
Illinois-Indiana state border. I-80 in the western portion of the Southland likewise shows significantly increased truck traffic. To a lesser extent, IL 394 is anticipated to carry higher percentages of truck traffic by 2035.

Figure 2.6 2002 Levels of Congestion



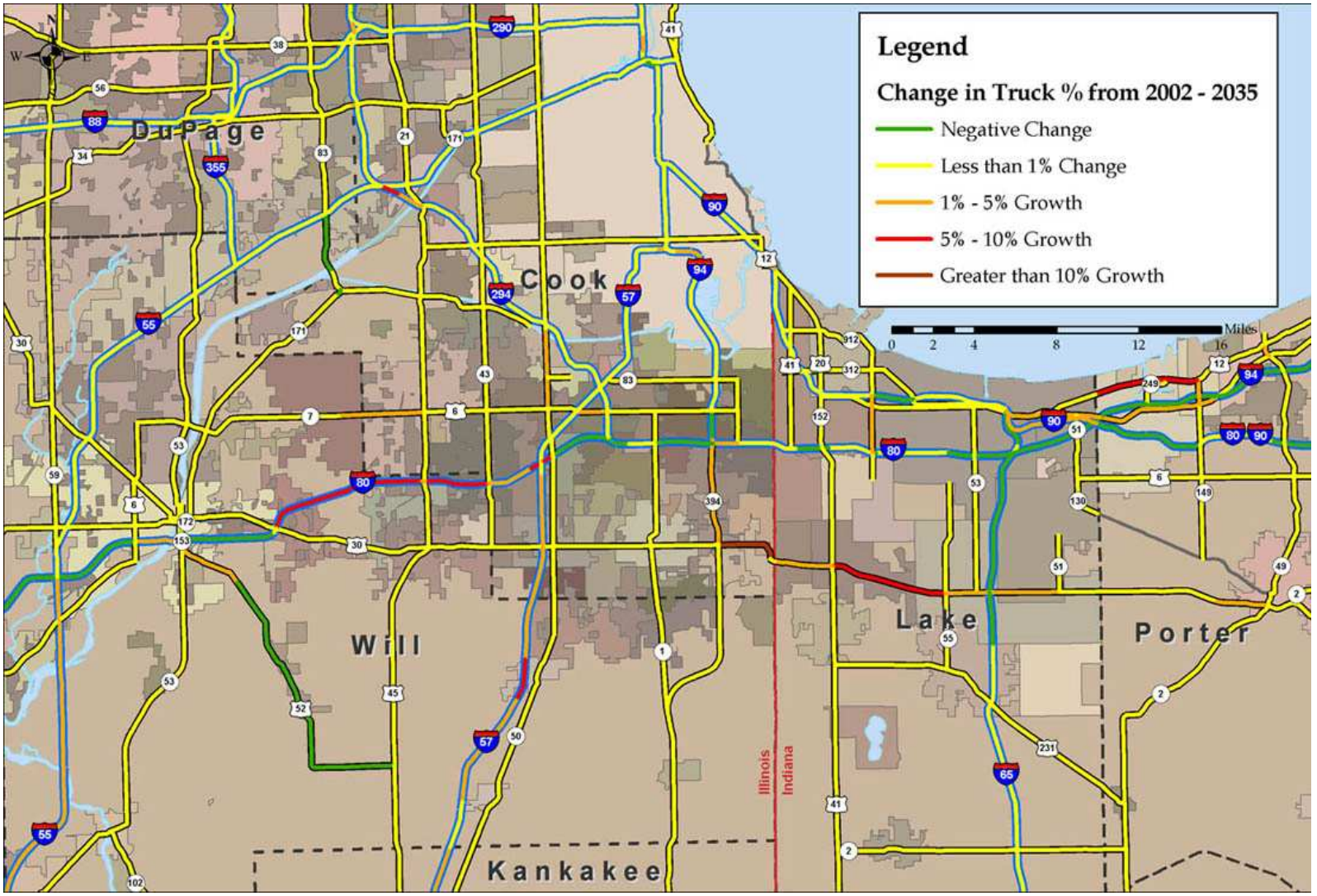
Source: FHWA Freight Analysis Framework 2.2, 2007.

Figure 2.7 2035 Anticipated Levels of Congestion



Source: FHWA Freight Analysis Framework 2.2, 2007.

Figure 2.8 Change in the Percentage of Truck Traffic for Area Roadways



Source: FHWA Freight Analysis Framework 2.2, 2007.

2.2 RAILROAD FACILITIES

Rail Lines/Carriers

The Southland includes a preponderance of the Chicago region's rail infrastructure. As shown in Figure 2.9, five of the seven Class I railroads (Burlington Northern Santa Fe (BNSF), Canadian National (CN), CSX Transportation (CSX), Norfolk Southern (NS), and Union Pacific (UP) enter the Chicago region through the Southland. Several of the region's existing and planned intermodal terminals and lifts in the metropolitan area are located in the Southland.

Figure 2.10 shows a map of the primary rail corridors in the United States, which represent approximately half of all Class I-operated miles and about one-third of the 140,810 miles in the nation's rail freight network. As shown, BNSF and UP service the western United States, NS and CSX service the eastern United States, and CP and CN service Canada and south-central routes.

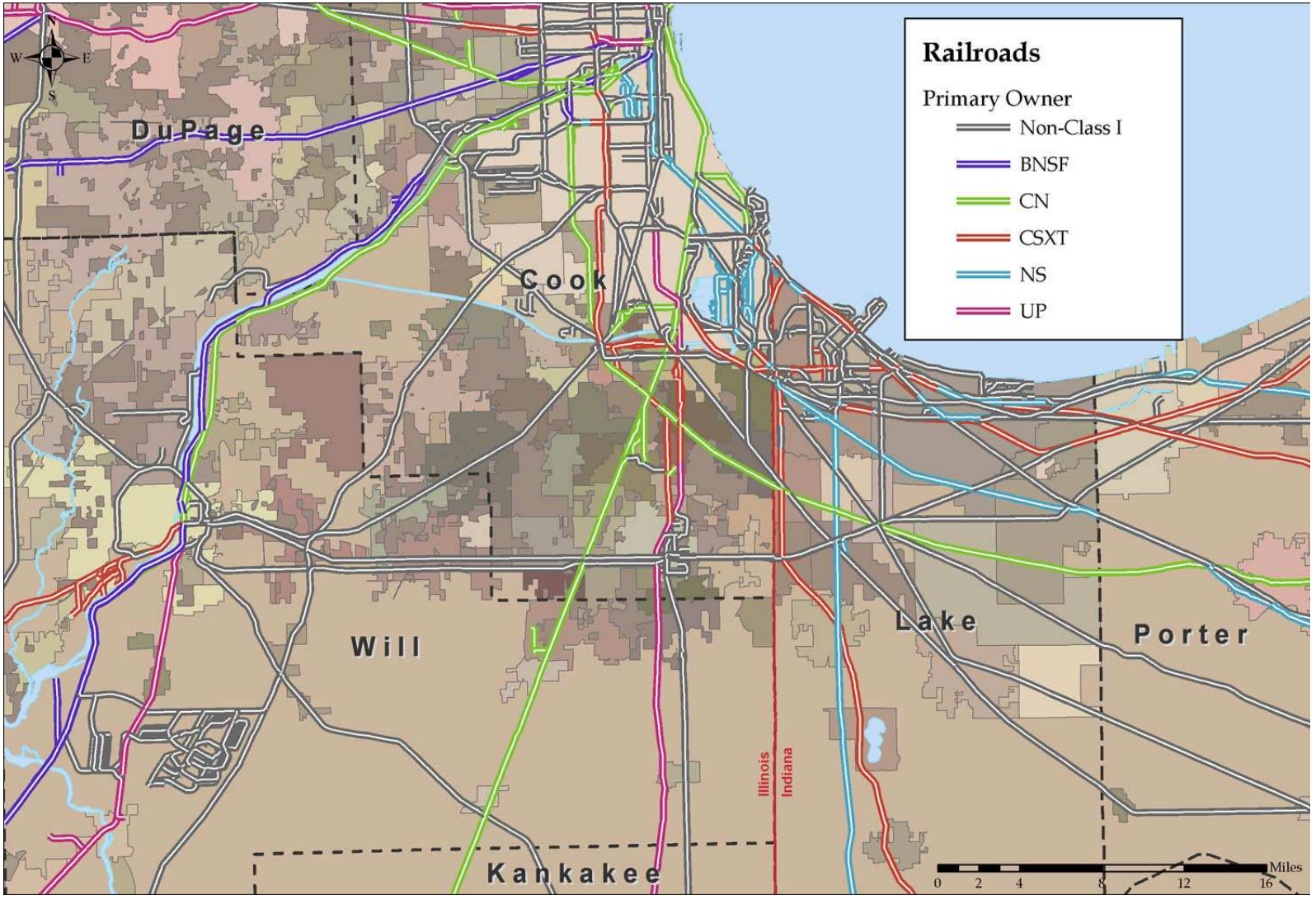
UP lines travel south from Chicago to the Gulf Coast and west to the Pacific Coast, connecting to Portland, Oakland, and Los Angeles. BNSF lines travel on BNSF tracks or have trackage rights to serve destinations to the south and west, including New Orleans, Houston, El Paso, Los Angeles, Portland, and Seattle/Tacoma. CN serves New Orleans and Canadian Ports of Vancouver and Prince Rupert. CSX lines serve destinations, including New Orleans, Atlanta, Jacksonville, and Detroit. Norfolk Southern-served destinations include Kansas City, Savannah, Charleston, Norfolk, New York/New Jersey, Baltimore, and Detroit.

In addition to the Class I railroad owners, there are eight regional and local rail line operators including passenger transportation providers Metra, Amtrak, and the Northern Indiana Commuter Transportation District (NICTD). Major regional rail line owners include Indiana Harbor Beltway (IHB), operating a line which rings the Chicago-Gary urban area and connects Chicago to Hammond, Indiana, the Iowa Interstate Railroad (IAIS), which owns the line passing through the northwest corner of the Chicago Southland, and the Elgin, Joliet and Eastern Railway (EJ&E), which operates a beltline across the southern portion of the SSMMA communities.

In September 2007 CN announced its intention to purchase the EJ&E rail line around Chicago. The EJ&E runs in an outer belt around Chicago from Waukegan passing west of Naperville, through Joliet and south of Route 30 to Indiana where it turns north toward the lake, as shown in Figures 2.11 and 2.12. If approved by the Surface Transportation Board, this would allow CN to re-route its trains that are currently routed through the City of Chicago onto the EJ&E, thus enabling them to traverse a much less congested route around the city. While this rerouting would alleviate a significant amount of rail congestion entering the City of Chicago, many of the South Suburban communities through

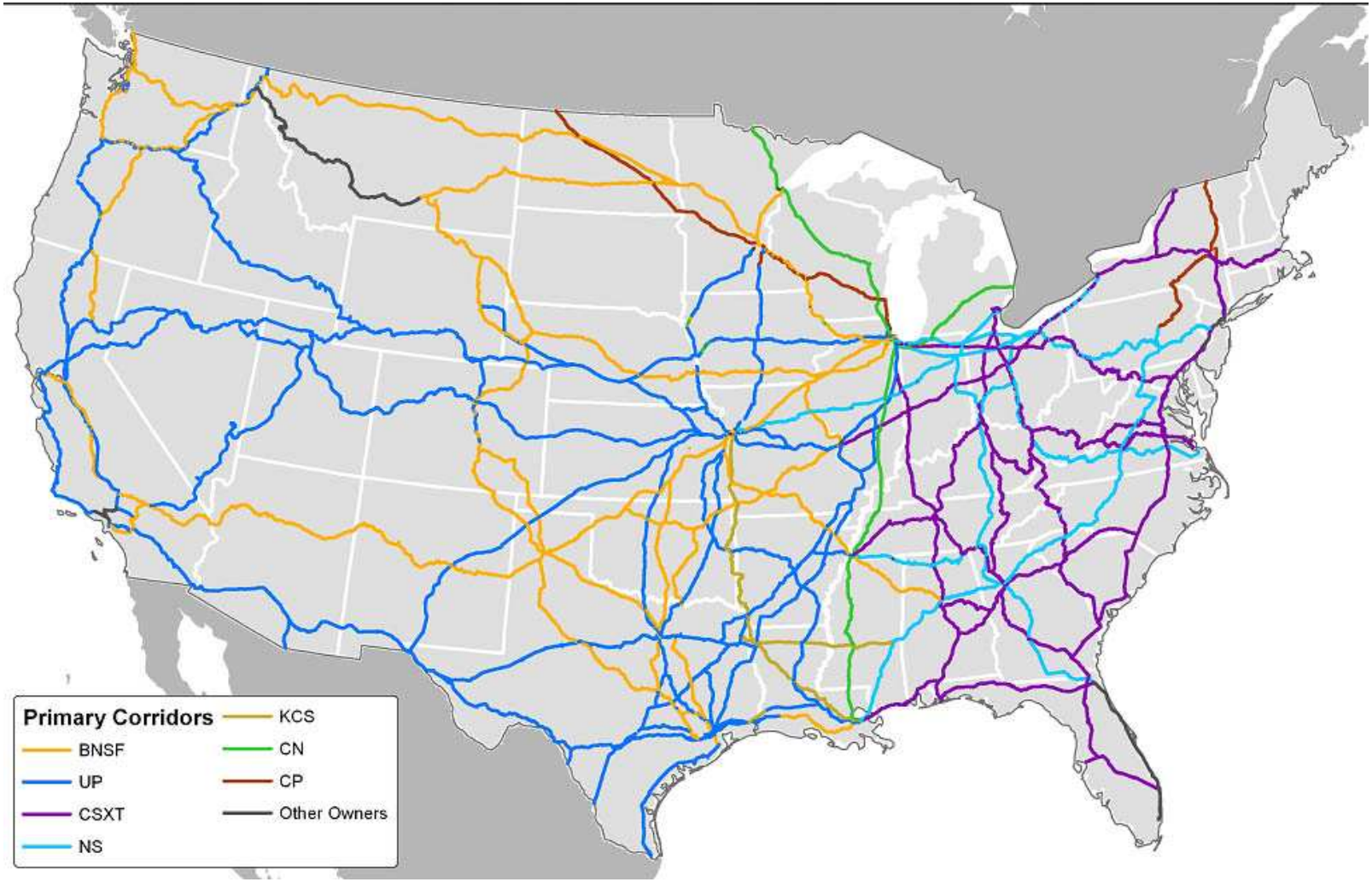
which the EJ&E passes would experience increased train traffic if the acquisition is approved. These proposed changes in train traffic are shown in Table 2.3.

Figure 2.9 Rail Lines by Primary Owner



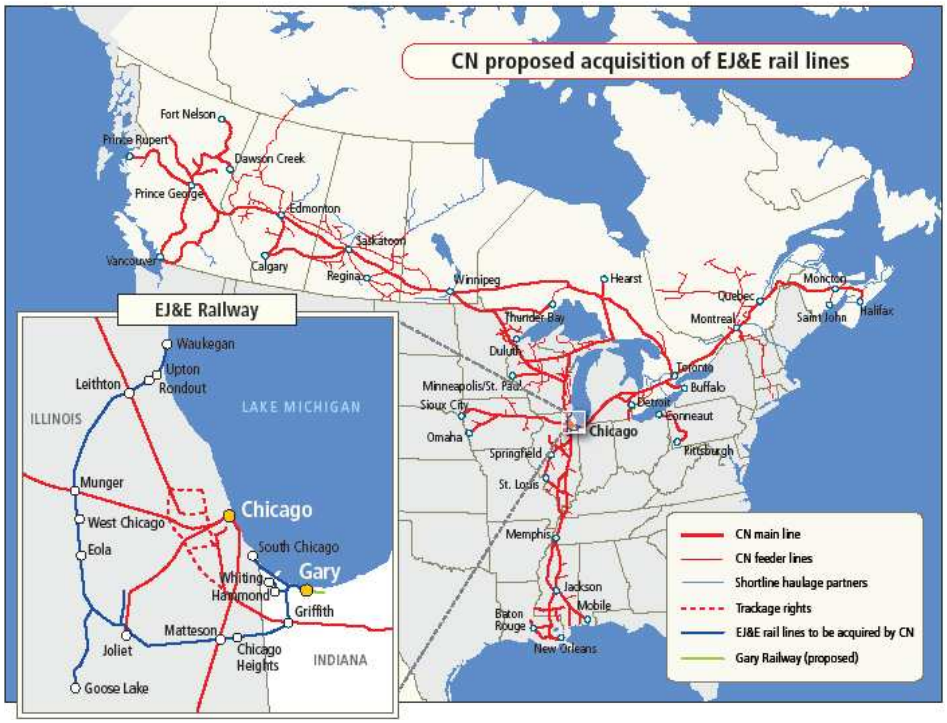
Source: Federal Railroad Association, 2007

Figure 2.10 Primary U.S. Rail Corridors



Source: National *Rail Freight Infrastructure Capacity and Investment Study* prepared by Cambridge Systematics for the American Association of Railroads, September 2007.

Figure 2.11 CN Proposed Acquisition of EJ&E Rail Lines



Source: Canadian National.

Figure 2.12 Southern Portion of EJ&E

Source: Elgin, Joliet, and Eastern Railway Company.

Table 2.3 Proposed CN Acquisition of EJ&E Changes to Train Traffic

Traffic Changes on CN Rail Line Segments in United States Affected by Canadian National/EJ&E West Company Transaction

Rail Line Segment Description			Freight - Trains/Day			Freight - Gross Tons/Day				Hazmat; Carloads/Year		
From Station	To Station	Road	Base	Change	Total	Base	Merged	Difference	Percent Change	Base	Merged	Difference
Matteson	Markham	CN	13.5	(5.5)	8.0	77,887	35,256	(42,631)	-55%	140.7	12.8	(127.8)
Markham	Harvey	CN	16.4	(14.4)	2.0	120,026	11,561	(108,464)	-90%	229.8	6.7	(223.1)
Harvey	Riverdale	CN	6.5	(6.5)	0.0	41,843	-	(41,843)	-100%	117.9	-	(117.9)
Riverdale	Kensington	CN	6.4	(6.4)	0.0	31,990	-	(31,990)	-100%	101.2	-	(101.2)
Kensington	Wildwood	CN	6.5	(6.5)	0.0	26,983	-	(26,983)	-100%	68.3	-	(68.3)
Wildwood	94th St	CN	6.5	(6.5)	0.0	26,398	-	(26,398)	-100%	67.3	-	(67.3)
94thSt	67th St	CN	8.4	(8.4)	0.0	26,398	-	(26,398)	-100%	67.3	-	(67.3)
67th St	16th St	CN	6.5	(6.5)	0.0	26,398	-	(26,398)	-100%	67.3	-	(67.3)
16thSt	Bridgeport	CN	4.0	(4.0)	0.0	26,398	-	(26,398)	-100%	67.3	-	(67.3)
Bridgeport	Belt Crossing	CN	2.6	(0.9)	1.7	17,062	840	(16,221)	-95%	62.2	6.1	(56.2)
Belt Crossing	Hawthorne	CN	4.5	(2.8)	1.7	27,795	840	(26,955)	-97%	82.5	6.1	(76.4)
Hawthorne	Broadview	CN	4.6	(1.2)	3.4	35,713	2,066	(33,647)	-94%	69.8	1.5	(68.3)
Broadview	Munger	CN	3.0	(1.3)	1.7	24,899	1,476	(23,422)	-94%	60.5	0.6	(60.0)
Bridgeport	Lemoyne	CN	2.2	(0.5)	1.7	15,192	840	(14,351)	-94%	57.4	6.1	(51.3)
Lemoyne	Glenn Yard	CN	2.2	1.5	3.7	26,732	2,123	(24,609)	-92%	90.4	18.6	(71.8)
Glenn Yard	Argo	CN	3.9	(1.9)	2.0	23,855	8,071	(15,785)	-66%	88.1	50.3	(37.9)
Argo	Millsdale	CN	0.0	2.0	2.0	14,812	8,071	(6,742)	-46%	71.9	50.3	(21.6)
Millsdale	Joliet	CN	0.0	2.0	2.0	10,868	8,071	(2,797)	-26%	39.0	50.3	11.3
Madison St	Forest Park	CN	7.8	(7.8)	0.0	53,186	-	(53,186)	-100%	77.3	-	(77.3)
Forest Park	B12	CN	8.4	(8.4)	0.0	53,186	-	(53,186)	-100%	77.3	-	(77.3)
B12	Schiller Park	CN	19.5	(15.8)	3.7	135,609	8,009	(127,600)	-94%	158.7	7.2	(151.5)
Schiller Park	Leithton	CN	19.4	(17.4)	2.0	136,888	9,286	(127,602)	-93%	157.8	6.3	(151.5)
Griffith	Thornton Jct	CN	19.7	(12.9)	6.9	127,071	32,481	(94,590)	-74%	229.5	24.3	(205.2)
Thornton Jct	CN Jct	CN	26.1	(21.1)	5.0	112,627	22,280	(90,347)	-80%	221.9	24.3	(197.6)
CN Jct	Blue Island	CN	14.3	(13.3)	1.0	111,904	10,719	(101,185)	-90%	160.7	17.5	(143.2)
Blue Island	Hayford	CN	4.2	(4.2)	0.0	18,331	-	(18,331)	-100%	38.8	-	(38.8)

Table 2.3 Proposed CN Acquisition of EJ&E Changes to Train Traffic (continued)

Traffic Changes on EJ&E Rail Line Segments in United States Affected by Canadian National/EJ&E West Company Transaction

Rail Line Segment Description			Freight - Trains/Day			Freight - Gross Tons/Day				Hazmat Carloads/Year		
From Station	To Station	Road	Base	Change	Total	Base	Merged	Difference	Percent Change	Base	Merged	Difference
Rondout	Leithton	EJE	3.2	0.0	3.2	3,222	2,038	(1,184)	-37%	9.4	9.4	-
Leithton	Spaulding	EJE	5.3	15.0	20.3	20,457	158,701	138,244	676%	10.1	174.4	164.3
Spaulding	Munger	EJE	5.5	18.0	23.5	23,285	173,935	150,650	647%	21.0	200.6	179.6
Munger	West Chicago	EJE	4.4	20.0	24.4	14,397	184,969	170,572	1185%	21.1	265.5	244.4
West Chicago	East Siding	EJE	10.7	23.8	34.5	62,233	245,049	182,816	294%	30.7	301.4	270.7
East Siding	Walker	EJE	15.7	26.6	42.3	87,162	301,359	214,197	246%	43.4	379.3	335.9
Walker	Bridge Junction	EJE	18.5	26.6	45.0	89,329	304,113	214,784	240%	48.9	384.7	335.9
Bridge Junction	Rock Island Jct	EJE	18.5	26.6	45.0	78,157	291,439	213,282	273%	49.0	384.8	335.9
Rock Island Jct	Matteson	EJE	6.4	22.0	28.3	35,375	226,994	191,619	542%	51.4	353.2	301.8
Matteson	Chicago Hts	EJE	8.6	22.7	31.4	44,601	231,173	186,572	418%	44.3	428.3	384.0
Chicago Hts	Griffith	EJE	10.2	23.7	34.0	47,842	239,310	191,468	400%	44.7	436.3	391.7
Griffith	Van Loon	EJE	7.6	20.0	27.6	29,536	218,124	188,588	639%	45.5	447.0	401.5
Van Loon	Ivanhoe	EJE	9.7	19.0	28.7	42,024	213,554	171,531	408%	45.5	423.3	377.8
Ivanhoe	Cavanaugh	EJE	9.8	20.0	29.8	41,879	240,913	199,034	475%	52.5	486.6	434.0
Cavanaugh	Gary	EJE	11.8	20.0	31.8	44,098	243,124	199,026	451%	0.0	434.0	434.0
Gary	Indiana Harbor	EJE	3.5	0.0	3.5	13,340	21,860	8,520	64%	0.0	10.0	10.0
Indiana Harbor	Hammond	EJE	1.8	0.0	1.8	6,594	9,060	2,466	37%	0.0	1.4	1.4
Hammond	South Chicago	EJE	0.9	0.0	0.9	925	3,391	2,466	266%	9.4	10.8	1.4

Source: *CN's Proposed Acquisition of the EJ&E* PowerPoint presentation, delivered November 9, 2007 to the Metropolitan Mayors Caucus.

CN trains from the City to the south currently travel between Richton Park and Park Forest on the rail line which also serves the University Park branch of the Metra Electric commuter line. Even if trains are diverted to the EJ&E instead of running through downtown Chicago, some may continue to use this line to travel north from the EJ&E and access CN's Markham Yard in Hazel Crest.

The EJ&E connects with all the major railroads entering Chicago, serving steel mills, petrochemical customers, and distribution centers, and handling a range of commodities including bulk raw materials and finished products. Coal is also moved to utility plants in Illinois and Indiana via the EJ&E. EJ&E's lines are not used for intercity or commuter passenger rail service but they do cross several Metra corridors at grade.

CN owns rail corridors that intersect with the EJ&E at five locations. In the first three years after an acquisition, CN plans to invest $100 million for improved connections and infrastructure enhancements to the EJ&E.

According to CN there are neither shippers served only by CN and EJ&E that will lose direct rail competition as a result of the acquisition, nor shippers whose options will be reduced from three rail carriers to two. The acquisition will result in no significant operational changes for current traffic.

Passenger Rail

Three separate transit agencies operate rail passenger service within the study area: Metra, Amtrak, and NICTD. Metra focuses primarily on providing service between the suburbs and the Chicago CBD, while Amtrak serves intercity passengers. NICTD operates commuter service over the Chicago, South Shore & South Bend Rail Line between Chicago and South Bend, Indiana.

Table 2.4 presents Metra and Northern Indiana commuter Transportation District service on the four lines that pass through the study area: Metra Southwest Service, Rock Island, and Electric and NICTD South Shore.

Table 2.5, displays Amtrak service passing through or near the study area. Amtrak trains entering or departing Chicago use Union Station in downtown Chicago.

Table 2.4 Metra and NICTD Commuter Rail Service

Operator	Line	Direction	Trains per Weekday	Trains per Weekend
NICTD	South Shore	Inbound	18	9
NICTD	South Shore	Outbound	19	9
Metra	Southwest Service	Inbound	15	0
Metra	Southwest Service	Outbound	15	0
Metra	Electric	Inbound	73	52 Saturday/ 18 Sunday
Metra	Electric	Outbound	67	49 Saturday/ 18 Sunday
Metra	Rock Island	Inbound	31	9 Saturday/ 9 Sunday
Metra	Rock Island	Outbound	30	8 Saturday/ 8 Sunday

Source: Metra, www.metrarail.com.

Table 2.5 Amtrak Rail Service

Line	Origin	Destination	Trains per Day
Capitol Limited	Washington, D.C.	Chicago	1
Capitol Limited	Chicago	Washington, D.C.	1
City of New Orleans	New Orleans	Chicago	1
City of New Orleans	Chicago	New Orleans	1
Iliini-Saluki	Chicago	Carbondale, Illinois	2
Iliini-Saluki	Carbondale, Illinois	Chicago	2
Lake Shore Ltd.	Boston	Chicago	1
Lake Shore Ltd.	Chicago	Boston	1
Pere Marquette	Chicago	Grand Rapids, Michigan	1
Pere Marquette	Grand Rapids, Michigan	Chicago	1
Wolverine	Chicago	Pontiac, Michigan	3

Wolverine	Pontiac, Michigan	Chicago	3
Blue Water	Chicago	Port Huron, Michigan	1
Blue Water	Port Huron, Michigan	Chicago	1
Texas Eagle	Chicago	San Antonio, Texas	1
Texas Eagle	San Antonio, Texas	Chicago	1
Cardinal	New York City	Chicago	2
Cardinal	Chicago	New York City	1

Source: Amtrak, www.amtrak.com.

Rail Traffic

Two key measurements are used to describe the traffic handled by the railway network in the Chicago Southland. The first is a measure of the density of freight volumes along the track. Million gross ton-miles (MGTM) per mile shows the volume of the freight moved along railways. As shown in Figure 2.13, the densest volumes of rail traffic occur on the BNSF lines to the west and southwest of the study area, the IHB line southwest of Chicago connecting to Blue Island, the UP line running north-south on the eastern end of Will County through Crete, and the CSXT and NS lines following Lake Michigan's shore to the east. The CN line passing directly through the SSMMA communities also shows dense volumes of freight. The proposed purchase of the EJ&E line by CN, which provides a route around Chicago's urban core, will likely increase volumes through this corridor. The EJ&E line is currently at the lowest tier for freight volume density, though there is typically an average of 11 freight trains a day operating along the line.

The second measurement of rail traffic captures the frequency of individual train movements per day. These data are gathered from at-grade rail-highway crossings and do not differentiate between passenger and freight trains. Nevertheless, they give some indication as to the level of activity on rail lines. As shown in Figure 2.14, there is a wide variation in the number of trains per day operating on the rail lines in the Chicago Southland.

While both of these measurements are useful for understanding the rail traffic of the Chicago Southland, neither can be assumed to reliably display capacity issues, discussed in greater detail below.

Grade Crossings

Highway-railroad grade crossings are intersections where a roadway crosses a railway at an even grade. They can be a source of delay, typically for the road-way user since trains have right-of-way, and can be a safety concern (discussed in greater detail in Section 5.5). Grade crossings can be observed in Figure 2.14.

Traffic control devices, such as warning signs, pavement markings, bells, whistles, and flashing lights, are frequently deployed to minimize the safety risk of grade crossings. These are typically divided into two categories, passive and active. Passive traffic control devices consist of regulatory signs, warning signs, guide signs, and supplemental pavement markings and are intended to direct the driver or pedestrian's attention to a crossing location. Active traffic control devices give advance notice of a train's approach and include flashing light signals (both mast-mounted and cantilevered), bells, automatic gates, active advance warning devices, and highway traffic signals. They are typically supplemented with passive devices such as signs and pavement markings.[2] A minimal level of passive traffic control device deployment is required for all highway-railroad grade crossings. The *Manual on Uniform Traffic Control Devices*, prepared by FHWA[3] specifies requirements for grade crossing traffic control devices.

Yards/Yard Movements

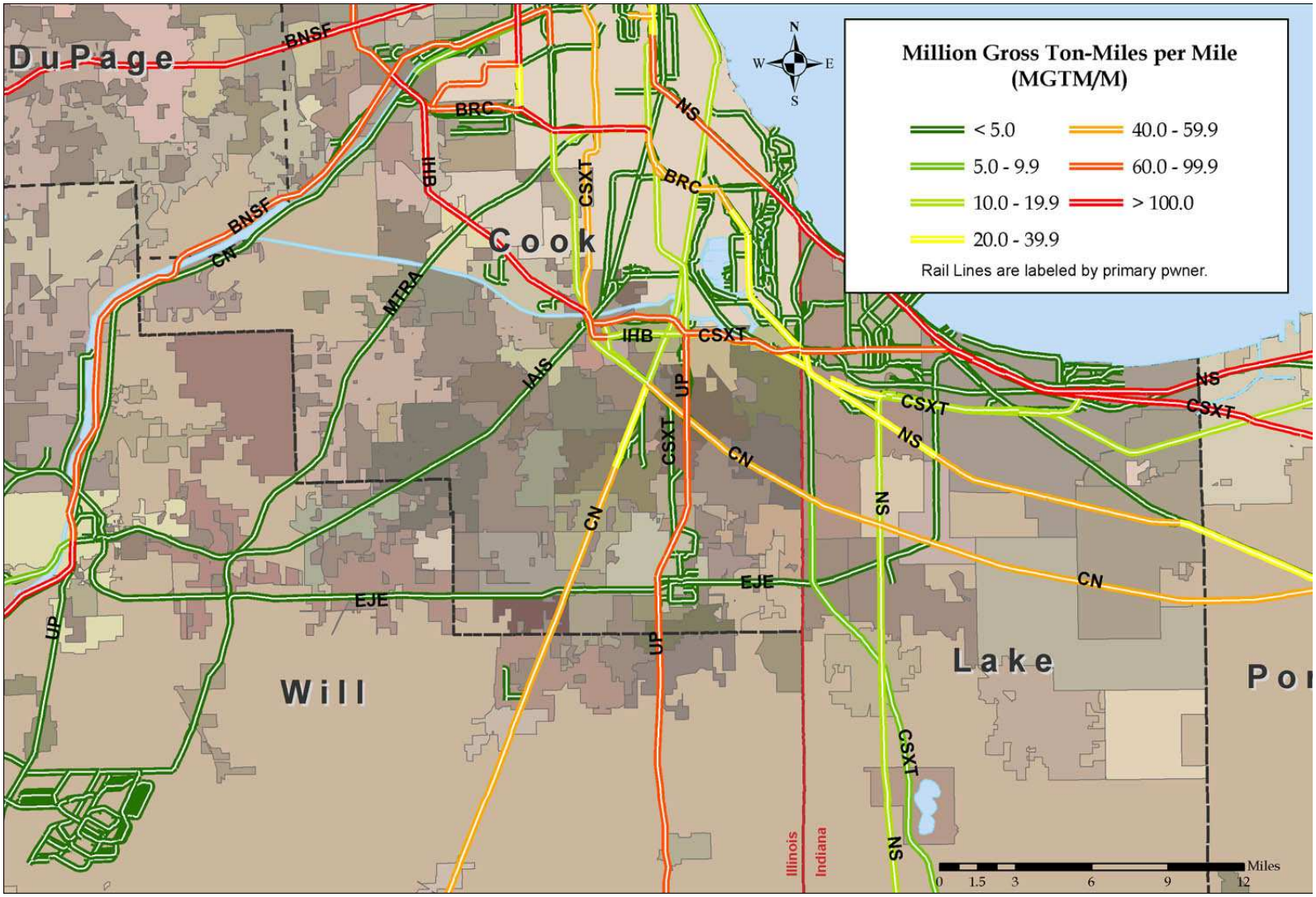
There are approximately 87 rail yards located within Cook, Will, and DuPage counties in Illinois. These facilitate the loading and unloading of rail cars, inter-modal connections, interchanges between railroads, and storage and train-sorting. Rail yards frequently are designed as a series of parallel tracks, removed from mainline operations to prevent the obstruction of through-moving rail traffic.

Rail yards within the Chicago Southland and surrounding areas are identified in Figure 2.15, labeled by owner. As shown in Figure 2.15, the largest concentration occurs in the northern portion of the study area, near Riverdale.

[2] FHWA, *Railroad-Highway Grade Crossing Handbook - Revised Second Edition*, August 2007.

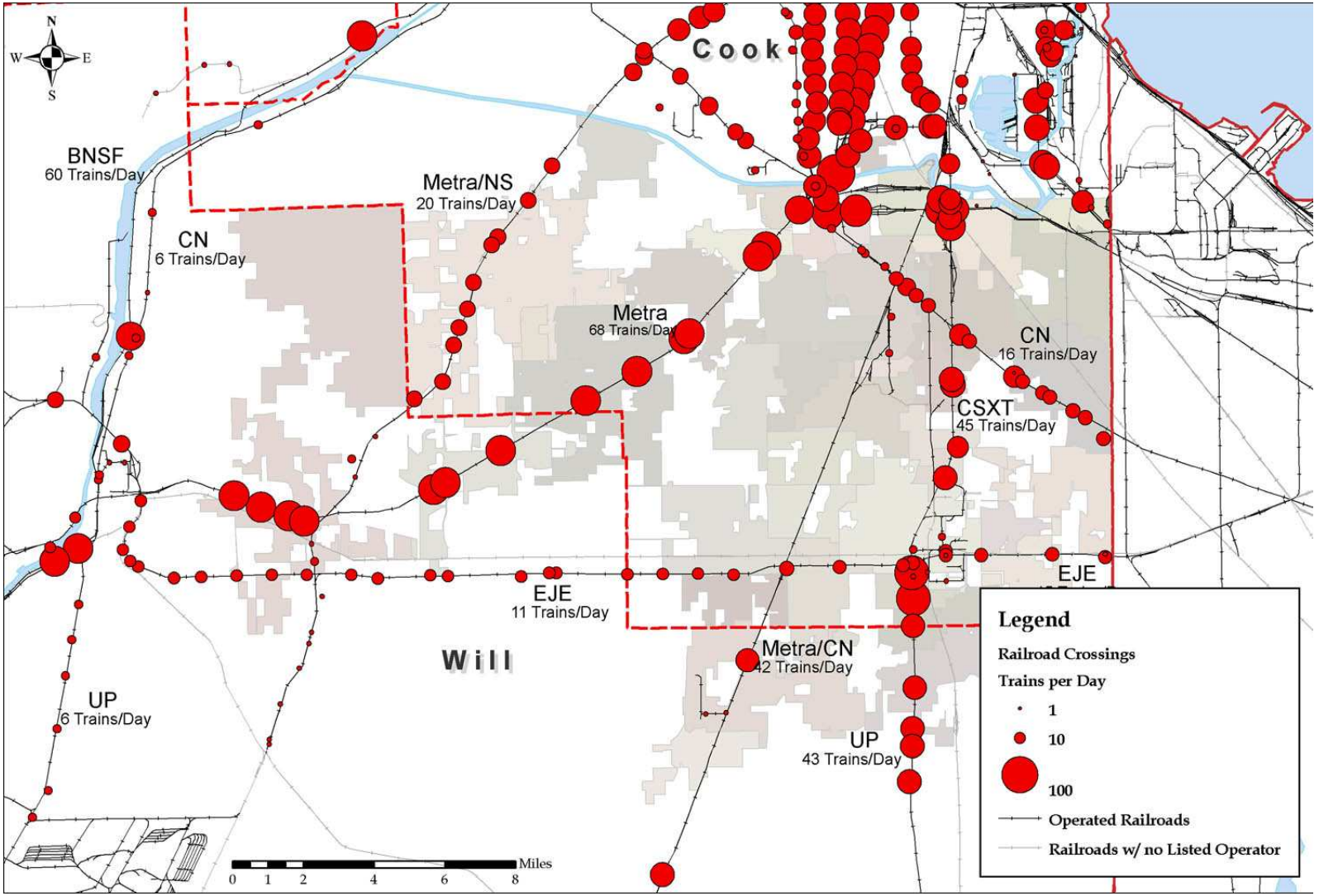
[3] Available at http://mutcd.fhwa.dot.gov/HTM/2003r1/html-index.htm

Figure 2.13 Rail Traffic Density in Million Gross Ton-Miles per Mile



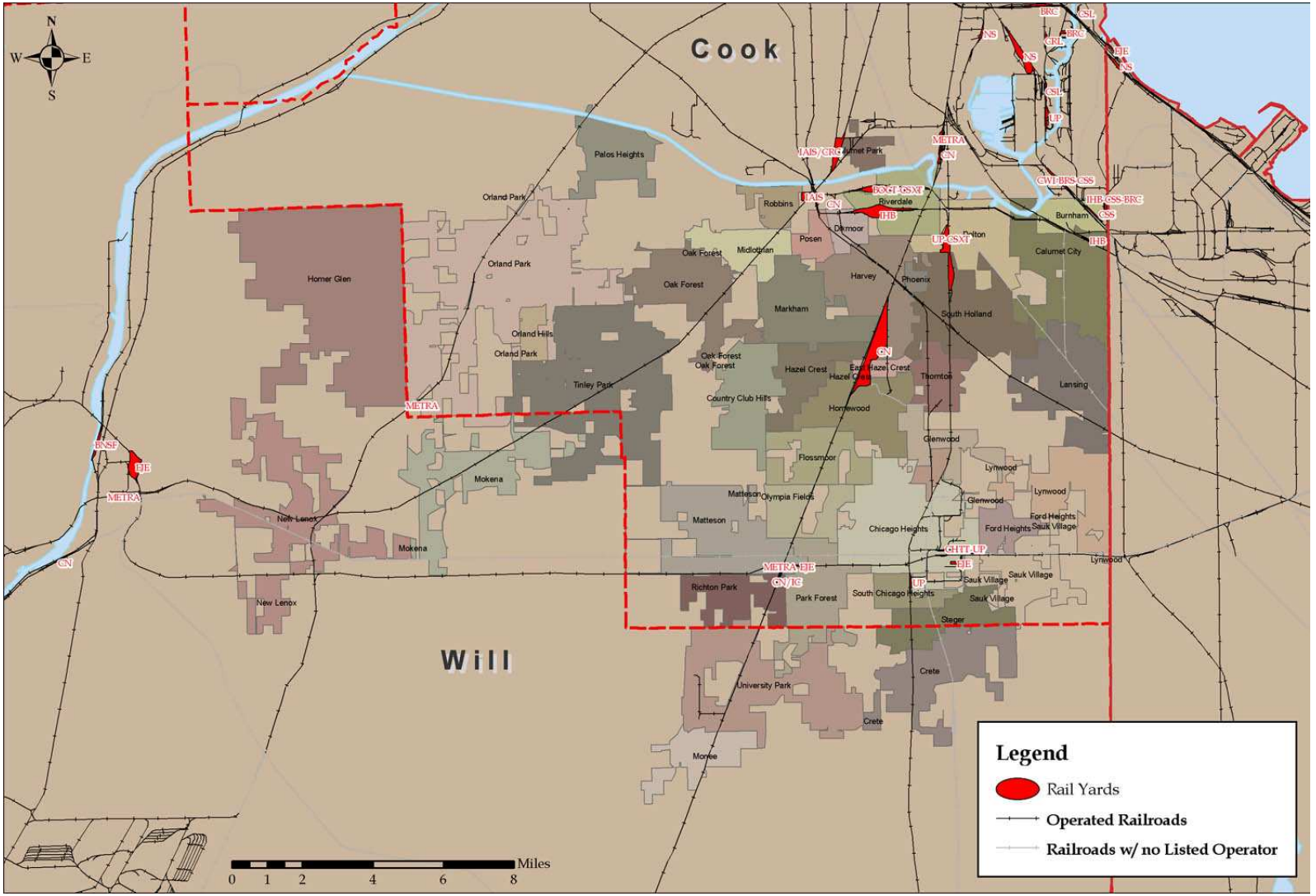
Source: Federal Railroad Administration, 2007.

Figure 2.14 Rail Volumes at Grade Crossings in Trains Per Day



Source: Federal Railroad Administration, 2007.

Figure 2.15 Southland Rail Yards



Source: Illinois DOT, 2006.

Proposed Rail Improvements

The Chicago Region Environmental and Transportation Efficiency (CREATE) Program includes 78 planned projects in the greater Chicago region (Figure 2.16); however, the program is not fully funded.[4] Thirty-two of the projects have been prioritized for design or construction by 2009. Of those in the three-year plan, two are located within the study area:

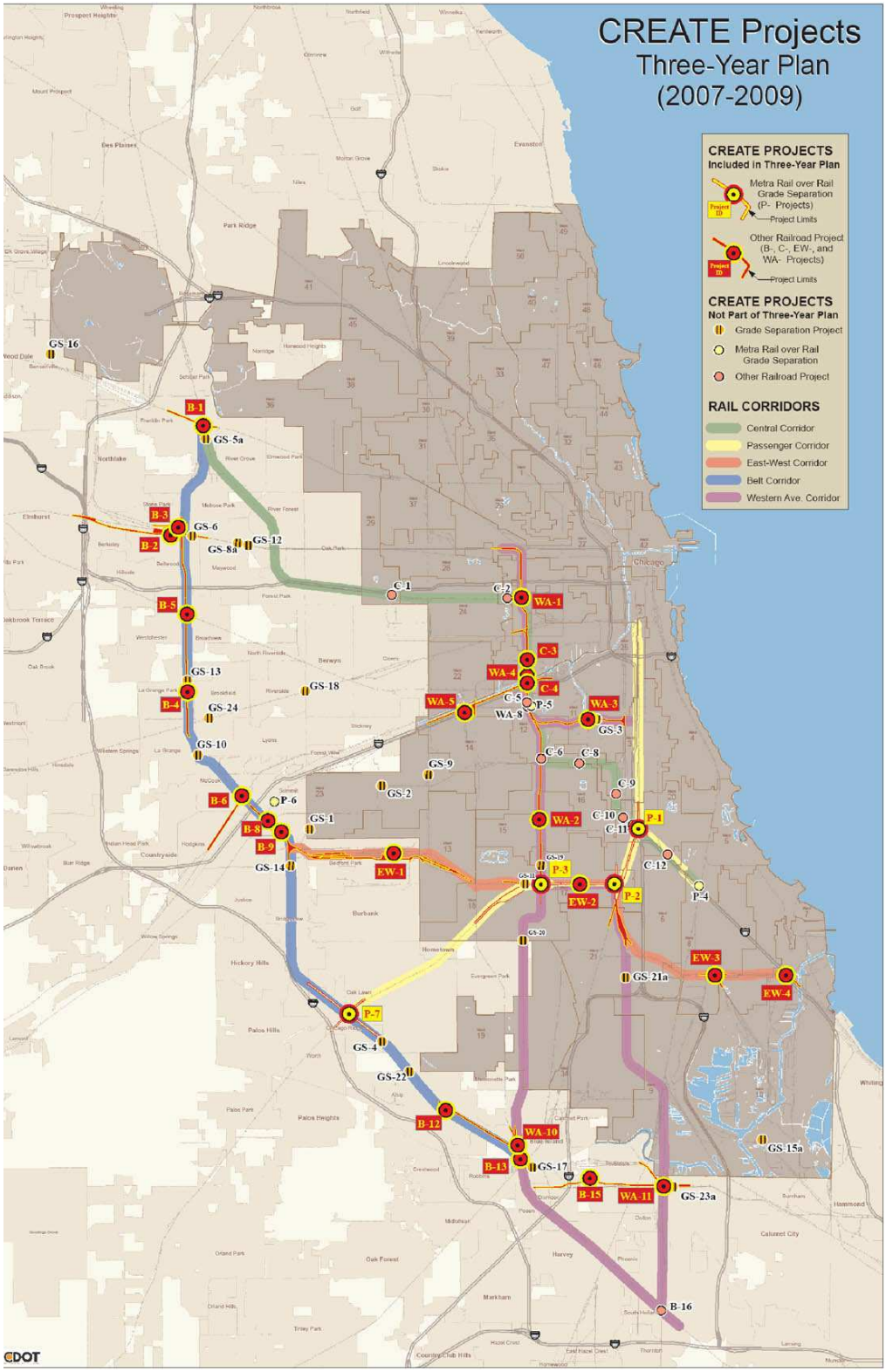
- **B-15 (Riverdale) –** On the Indiana Harbor Belt mainline, in the Blue Island Yard south of Forest View between South Ashland and Halsted, a computerized signal system will be installed with power switches at School Street and Ashland Avenue. This will allow train speeds to increase from 15 to 30 miles per hour and will improve flexibility of train dispatching.
- **WA-11 (Dolton) –** West of Lincoln Avenue from 137th to 144th Streets, the CSX/UP connection will be upgraded and reconfigured. A third mainline track from Barr Yard to UP Connection in Dolton will also be constructed. These improvements will allow train speeds to increase from 15 to 30 miles per hour.

Of the remaining unfunded projects in the program, two are located in the study area. These are:

- **GS-23a (Dolton) –** Grade separation of the Indiana Harbor Belt and CSX railway crossing of Cottage Grove. This improvement to route the highway either over or under the rail line will increase safety and reduce traffic congestion.
- **B-16 (South Holland) –** New interlocked connection between Canadian National and Union Pacific and upgrade of the entire interlocking signal system. This improvement will provide new access to the south end of the Western Avenue rail corridor.

[4] As of September 10, 2007, the program has received $230 million in funding out of the $1.5 billion total cost estimated in 2003.

Figure 2.16 CREATE Program Projects



Source: Chicago DOT.

2.3 AIRPORTS AND AIR CARGO FACILITIES

Air transportation is used to haul lightweight, but high-value, goods. This can include medical devices and supplies, pharmaceuticals, electronics, and especially, miscellaneous small parcels. The Chicago metropolitan area and the Southland are served by several major airports with regular air cargo service. In addition to being one of the busiest passenger airports in the world, O'Hare International Airport (ORD) in Chicago ranked as the eighth largest air freight facility by weight in the United States in 2005, with more than 2.4 million gross tons landed.[5] As shown in Table 2.6, 80 percent of O'Hare's air cargo is general freight, with the other 20 percent being express and regular mail. More than 60 percent of the tonnage has international origins or destinations. Midway Airport handles a fraction of the air cargo of O'Hare, focusing primarily on commercial passenger and general aviation operations. One limitation of the data presented in Table 2.6 is that it does not identify how much freight arrives by air, is resorted, and then departs by air. Some of this freight serves Chicago and the Midwest region, and some is just passing through.

Table 2.6 Chicago Air Cargo Volume in Revenue
Tons

	O'Hare International Airport (ORD)	Midway Airport (MDW)
Domestic		
Freight	498,139	15,722
Express	64,254	4
Mail	84,025	3,660
Total	**646,418**	**19,386**
International		
Freight	932,787	75
Express	92,001	0
Mail	30,240	0
Total	**1,055,028**	**75**
Total		
Freight	1,430,926	15,797
Express	156,255	4
Mail	114,265	3,660
Total	**1,701,446**	**19,460**

[5] Federal Aviation Administration. *Airports Reporting All-Cargo Data for Calendar Year 2005.* Describes annual total weight of all cargo (freighter) aircraft landed and airlines that have cargo in the belly of the aircraft. Available at http://www.faa.gov/airports_airtraffic/airports/planning_capacity/passenger_allcargo_stats/passenger/media/cy05_cargo.pdf.

Source: City of Chicago. Airport Activity Statistics, 2005.

Cargo volumes at O'Hare have increased slightly over the last few years (approximately 3 percent since 2000). O'Hare's share of national air cargo tonnage has also increased slightly since 2000, from approximately 2.8 percent of the national total to 3.2 percent. Assuming approximately 10 to 15 tons per truck, the Chicago airports generated approximately 140,000 loaded truck trips in 2005.

Given the scale of O'Hare, freight often is trucked significant distances so that it can be agglomerated for air shipments from O'Hare. The large number of freight forwarders located near O'Hare play a large role in air cargo operations. The surface transportation conditions in the region can affect O'Hare's competitiveness for shipping of time-sensitive freight. Traffic congestion can cause trucks to miss cut-off times for flights, which may depart only once per day, resulting in significant delays for high-value, time-sensitive freight, such as pharmaceuticals, and negatively impacting the national competitiveness of the airport and the region.

Around Chicago, several other airports accommodate significant air cargo operations. The Chicago/Rockford International Airport (RFD), with the second largest UPS air parcel sorting facility, ranked as the 25th largest freight airport with approximately 700,000 tons landed. The Indianapolis International Airport (IND), with the second largest FedEx air parcel sorting facility, ranked as the seventh largest freight airport with approximately 2.5 million tons landed.

A major new airport is currently in the early stages of development, including environmental analysis and land acquisition, in the vicinity of Peotone in Will County, Illinois. The South Suburban Airport is planned to eventually include six parallel runways in an east-west configuration east of I-57. The Inaugural Airport Program includes one runway, a passenger facility, and a cargo facility. IDOT projects that cargo activity at the airport will range from 0 to 75,000 tons in the first year after opening to between 32,700 and 194,800 tons after five years.[6]

[6] Illinois Department of Transportation. Projections of Aeronautical Activity for the Inaugural Airport Program of the South Suburban Airport. Draft, May 2004.

2.4 INTERMODAL FACILITIES

Existing

There are three major rail/truck intermodal facilities located in Southland Chicago, according to CMAP (see Table 2.7).

Table 2.7 Existing Major Intermodal Facilities

Operator	Facility Name	Address	City
CN	Gateway	16800 South Center Street	Harvey
IAIS	Blue Island	2050 Prairie Street	Blue Island
UP	Yard Center	147th Street and Indiana Avenue	Dolton

Source: CMAP, 2007.

Logistics Park Chicago (Elwood) – While not located within the borders of the SSMMA region, this major facility to the southwest of the study area impacts transportation in the region. The Elwood facility encompasses 2,200 total acres, including a 770-acre BNSF Logistics Park Chicago and a 1,200-acre industrial park. UP rail lines also have access to the facility. Annual lifts are between 1.2 and 1.5 million.[7] Wal-Mart and Georgia Pacific Distribution Centers are located at the park. The facility was designed to be in a "bowl" so that it is not visible from a distance of half a mile. Elwood is located less than five miles from I-55 and I-80. The average number of trucks processed per day is 4,615.

Truck Terminals

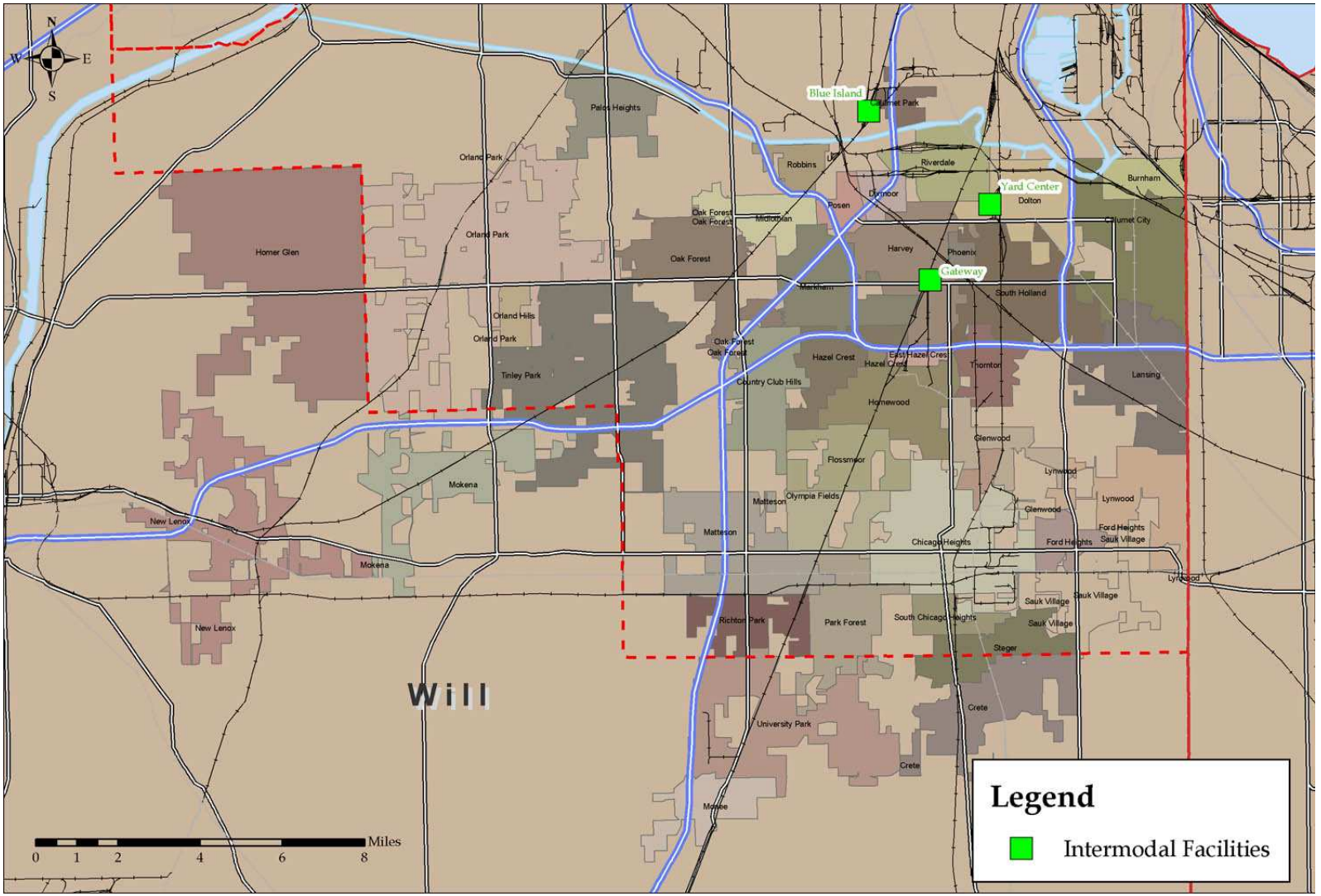
Truck terminals can be defined to include a wide variety of facility types. Figure 2.18 shows truck terminals identified by FHWA in the National Transportation Atlas Database 2007. This set includes loading and unloading facilities for truck-truck cargo transfers, truck-rail, truck-airport, and truck-port, as well as some facilities that involve more than two modes. This set of truck terminals is not exhaustive, but can provide a clear indication of where the heaviest truck loading and unloading activity (and the corresponding truck freight traffic) is occurring in the Chicago Southland.

Concentrations of truck terminals are noticeable in several areas relevant to the Chicago Southland. There are several truck terminals clustered along the railroads to the east of Lake Calumet, which hosts the Port of Chicago. Another

[7] Stakeholder Interviews conducted by Chicago Metropolis 2020, 2007.

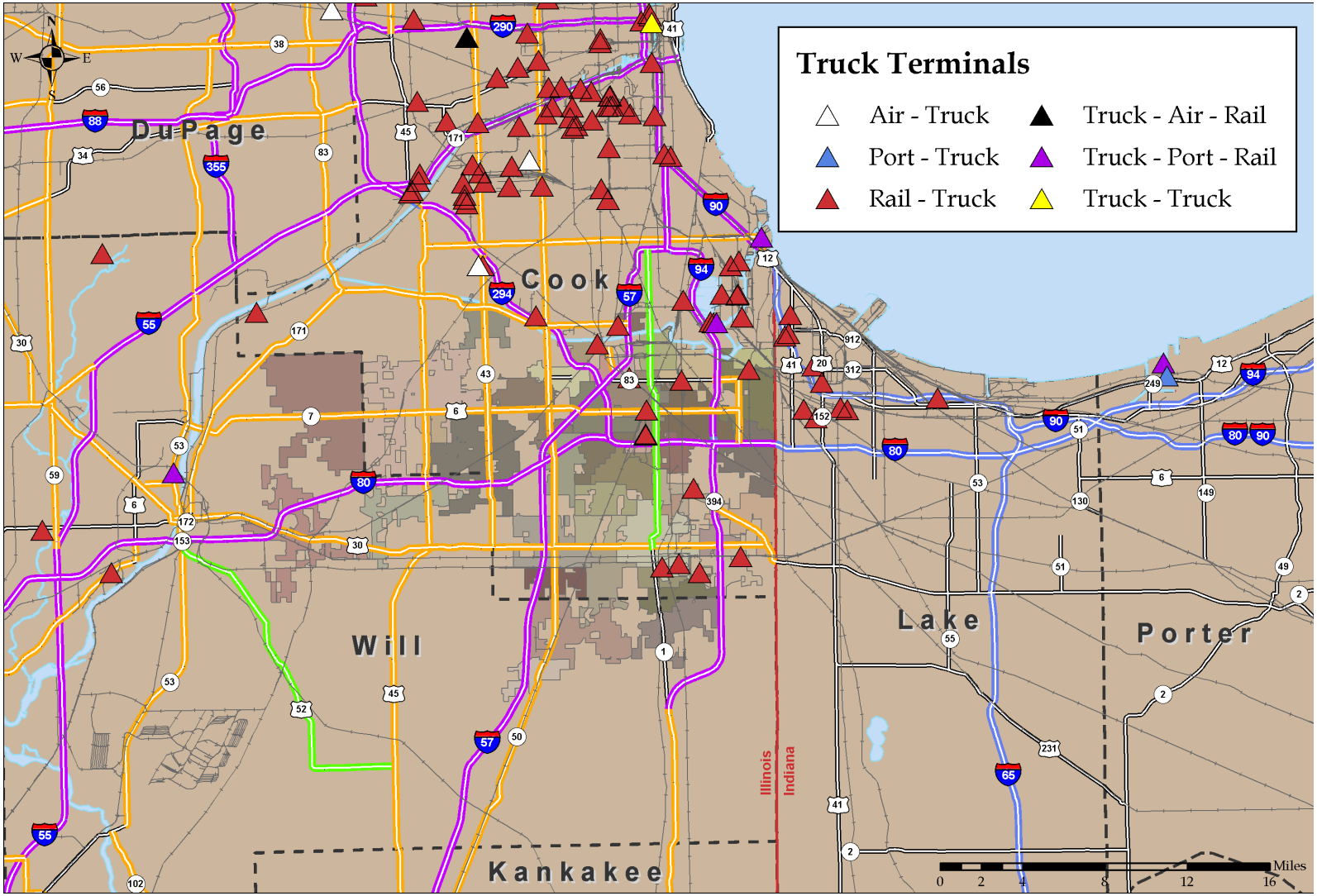
concentration occurs in Chicago Heights and Sauk Village, south of U.S. 30, where several truck terminals are located.

Figure 2.17 Existing Intermodal Facilities



Source: CMAP, 2007.

Figure 2.18 Truck Terminals



Source: NTAD, 2007.

2.5 MARINE PORT FACILITIES

The large number of connecting rail and highway facilities, coupled with access to the St. Lawrence Seaway system and the Mississippi River via the Illinois River, makes the greater Chicagoland area an important terminal for both domestic and international marine freight movements. An estimated 16.2 percent of the nation's freight ton-miles were transported via water in 2003,[8] primarily lower-value, bulky commodities such as steel, gravel, coal, and nonmetal mineral products. Marine freight movements can have a significant impact on highway and rail traffic and congestion.

Internal trade within the greater Chicagoland area (including areas of both Illinois and Indiana) is the predominant usage of the marine mode for freight movement in the region. Flows along the Illinois and Mississippi River to New Orleans and Houston are also significant. Tables 2.8 and 2.9 show the distribution of domestic waterborne freight from and to Chicago respectively for year 2002 and projected to year 2035. Of note is that agricultural products and coal do not originate in Chicago; they are transported by rail and truck to the ports but appear in the data as originating in Chicago.

Table 2.8 Top Domestic Destinations for Waterborne Freight from Chicago

Thousands of Tons

Destination	2002	2035	Commodities
Chicago, Illinois/Indiana	12,636	22,516	Chemicals, Oils, Gravel
New Orleans, Louisiana	5,349	5,456	Cereal, Coal, Agricultural Products
Houston, Texas	1,276	4,828	Machinery, Transport Equipment
Remainder of Illinois	1,010	661	Coal, Gravel
Remainder of Louisiana	292	459	Coal
Tulsa, Oklahoma	166	160	Base Metals
St. Louis	22	84	Cereal, Gasoline

Source: Freight Analysis Framework 2.2, 2007.

[8] Bureau of Transportation Statistics. *Freight Shipments in America*. 2004.

Table 2.9 Top Domestic Origins for Waterborne Freight to Chicago

Thousands of Tons

Origin	2002	2035	Commodities
Chicago, Illinois/Indiana	12,636	22,516	Basic Chemicals, Oils, Gravel
Remainder of Michigan	3,467	10,401	Gravel
Remainder of Louisiana	1,980	4,995	Basic Chemicals, Nonmetal Mineral Products
Remainder of Missouri	741	2,027	Nonmetal Mineral Products
New Orleans, Louisiana	510	307	Coal, Oils, Nonmetal Mineral Products
Houston, Texas	377	65	Basic Chemicals
Remainder of Illinois	73	122	Alcoholic Beverages, Manufacturing Products
Remainder of Texas	45	22	Metallic Ores

Source: Freight Analysis Framework 2.2, 2007.

International trade via waterborne freight is projected to increase significantly by the year 2035. The largest international destination for waterborne freight from Chicago is eastern and southern Asia (see Table 2.10). Freight movements to eastern and southern Asia are forecasted to more than double by the year 2035. Likewise, exports to the Americas, Canada, and Europe are all forecasted to grow significantly.

Table 2.10 Top International Destinations for Waterborne Freight from Chicago

Thousands of Tons

Destination	2002	2035
Asia Eastern and Southern	1,329	3,908
Americas	1,122	2,825
Canada	887	2,832
Europe	704	2,445
Rest of World	341	753
Mexico	227	789
Southwest Asia	64	188

Source: Freight Analysis Framework 2.2.

International waterborne freight destined to the Chicago area is also forecasted to grow significantly. The largest increases are expected to come from Canada, eastern and southern Asia, and southwest Asia (see Table 2.11). The Americas is forecasted to maintain its status as the largest international origin of waterborne freight to Chicago. Mexico shows the smallest increase in tons of freight destined for Chicago with 57 percent while Canada shows an increase of 119 percent.

Table 2.11 Top International Origins for Waterborne Freight to Chicago

Thousands of Tons

Origin	2002	2035
Americas	3,585	6,021
Mexico	2,107	3,325
Rest of World	1,083	1,791
Europe	1,020	1,858
Canada	983	2,161
Southwest Asia	875	1,418
Asia Eastern and Southern	833	2,534

Source: Freight Analysis Framework 2.2.

Figure 2.19 shows the wide dispersion of freight ports in the Chicago Southland. Concentrations of port facilities occur between Lake Michigan and Lake Calumet just north of the Southland Core Study Area, as well as along the Chicago Sanitary and Ship Canal and the Des Plaines River. Both Gary and Portage in Indiana have concentrations of marine ports, serving the industrial and manufacturing material needs of the region.

The Port of Chicago provides direct access to the Chicago Rail Link, EJ&E, NS, Chicago South Shore, and South Bend railroads as well as I-57, I-80, I-90, and I-94. It is the leading general cargo port on the Great Lakes, moving over 26 million tons of freight annually.[9] The Port's major facilities include the Lake Calumet facilities, located at the junction point of the Grand Calumet and Little Calumet Rivers approximately six miles inland from Lake Michigan, and the

[9] The Port of Chicago. http://www.theportofchicago.com/. Accessed October 2007.

Iroquois Landing Lakefront Terminus at the mouth of the Calumet River at Lake Michigan.

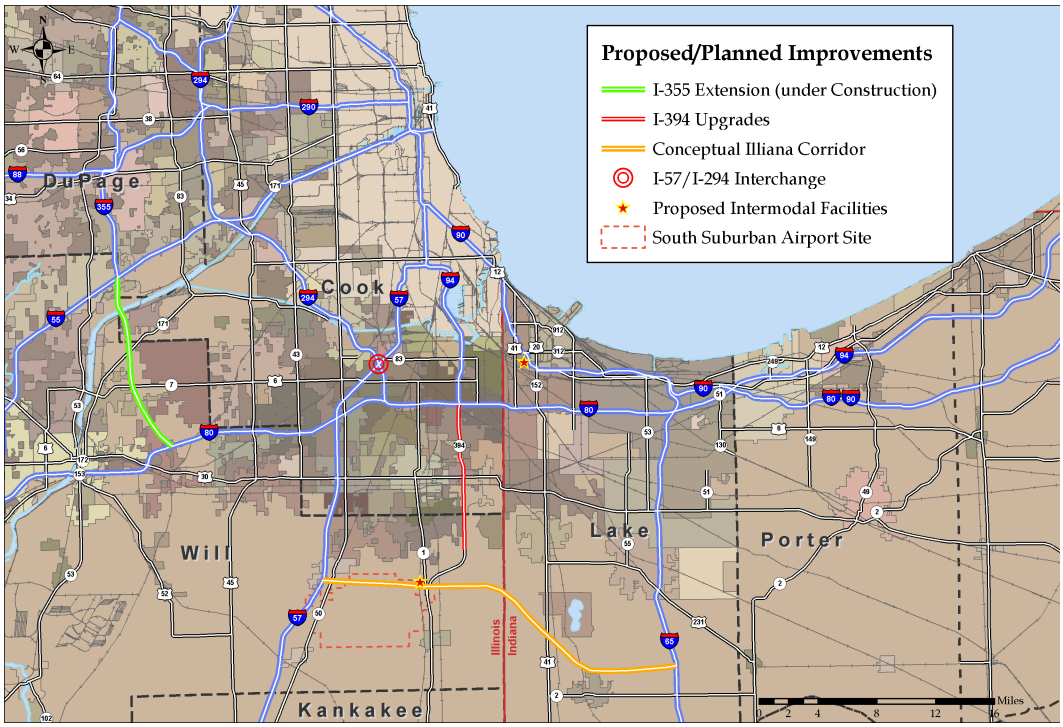
Figure 2.19 Southland Marine Port Facilities

Source: NTAD, 2007.

2.6 PROPOSED FACILITIES

In addition to the existing freight-supporting transportation infrastructure within the Southland that will continue to provide opportunities for growth in the freight industry, there are a number of planned and programmed enhancements to the region's transportation system that will have a major influence on the ability to move freight within and through the region. Shown in Figure 2.20 and described below are proposed improvements to the Southland's transportation network that will have a significant impact on freight movement patterns in the study area.

Figure 2.20 Proposed/Planned Improvements



Illiana Expressway – The Indiana Department of Transportation currently has underway a study to address the feasibility of developing an east-west bi-state roadway connecting I-65 in Indiana to I-57 in Illinois. This proposed roadway would relieve congestion on existing roadways in the study area, which will benefit not only passenger vehicles, but will also significantly enhance the ability to move freight through the region. Based on the general vicinity of the proposed Illiana Expressway, it would have the ability to improve east-west bi-state connectivity, provide development opportunities, as well as connecting a number of existing and proposed intermodal facilities in the Southland area.

IL 394 Enhancements – The Illinois Department of Transportation currently has an environmental study underway for upgrading IL 394 and extending it as a limited access facility to Exchange Street in Crete. Other enhancements to IL 394 would include widening to four lanes in each direction north of Exchange Street and two lanes in each direction south of Exchange. The improvements would continue south to Goodenow Road. These enhancements to IL 394 would facilitate access to numerous freight facilities within close proximity of IL 394, including the truck terminals in Chicago Heights and Sauk Village, and the proposed intermodal facility in Crete.

I-57 at I-294 Interchange – An environmental assessment currently is underway for construction of an additional interchange between I-57 and I-294 (Tristate Tollway). This is one of the few locations in the nation where two interstate highways cross with no interchange. This proposed facility would enhance access to the Southland, in particular the growing freight-generating industries along the I-80 and I-57 corridors.

I-355 Extension – I-55 to I-80 – This 12.5-mile extension of I-355 from its current terminus at I-55 to I-80 recently opened to traffic in the fall of 2007. This south extension of I-355 will enhance access between O'Hare, the western suburbs, and a rapidly growing portion of southwest Cook and Will Counties.

Metra Proposed Southeast Commuter Rail Service – An alternatives analysis is currently underway for the Metra Southeast Commuter Rail Service which would extend from downtown Chicago south to the Village of Crete, with a possible extension to serve the proposed South Suburban Airport. This commuter rail line would utilize the existing trackage of the Union Pacific and CSX Railroads and would provide increased access to the proposed Crete Intermodal Facility.

Metra Proposed Extension to Peotone – In conjunction with the possible siting of a new rail yard in the vicinity of Peotone, there have also been discussions of extending passenger service on the Metra Electric Line from its current terminus at University Park southward to Peotone.

South Suburban Airport (SSA) – A master plan has been completed for a proposed South Suburban Airport (SSA), to be located in Will County, Illinois, between Peotone and Beecher. A Tier 1 EIS was prepared for the proposed airport, with the FAA issuing a ROD in July 2002. The Illinois Department of Transportation began purchasing land surrounding the Will County Airport site in 2002. There currently are two footprints for the proposed airport: the inaugural airport and the ultimate airport. Highway access to the SSA would be via I-57 on the west and IL 1 on the east. In addition, the SSA could also be served by the proposed Illiana Expressway. Because the Southland area serves as a "freight hub within the Chicago freight hub," air freight and related multimodal opportunities would be afforded by the proposed airport.

Crete Intermodal Facility – Plans are currently underway by CenterPoint Properties to locate an 850-acre intermodal yard and industrial facility in Crete, in the area bounded by Crete-Monee Road on the north, Goodenow Road on the South, and the UP/CSX Railroad tracks on the east. This development would include approximately 5 million square feet of industrial space. Access to this facility would be via IL 1/IL 394, the proposed Illiana Expressway and the proposed Metra Southeast Commuter Rail Service. Construction is scheduled to begin in 2007 on the facility, which is expected to handle one million container lifts per year.[10]

Additional Regional Intermodal Facilities – Discussions are currently underway for several additional potential intermodal rail yards, both in the Southland area and in Northwest Indiana. (Due to the confidential nature of these proposed facilities, their locations cannot be disclosed at this time.) These proposed facilities will enhance the competitiveness of the Southland region for attracting potential future freight-producing developments.

In 2005, the Illinois General Assembly passed the Illinois Intermodal Facilities Development Act, which provides that a county or municipality may allow for the organization of an Intermodal Facilities Development Authority in that city or county as a municipal corporation. These Authorities may create Intermodal Facilities Development Zones and Special Service Areas or Tax Increment Financing Districts for these zones. The planned intermodal facility in Crete is the first to be built under the arrangement permitted in this legislation.

[10] CenterPoint Properties.

3.0 Demand Drivers for Freight Services

3.1 POPULATION

Population is a key driver of freight growth, as increases in population create more demand for goods and services. Additionally, population growth places increased demands on the transportation system. In particular, when a region grows the highway system sustains increased demand for both passenger and freight travel, resulting in more severe congestion. Additionally, grade crossings where rail lines cross highways and traffic has to stop for passing trains can experience increasing auto delays as traffic builds and more and longer trains use the system.

Many communities in the study area are forecasted to experience significant growth in the coming decades. For the purposes of calculating population and employment, the "core study area" including the SSMMA municipalities within the yellow boundary was used, as shown in Figure 1.1. In 2000, the study area population was 740,901. Population in this area is forecasted to increase by 33 percent to 989,069 people by 2030, according to the Chicago Metropolitan Agency for Planning. In certain communities, increases in population are expected to be dramatic. For example, New Lenox had a 2000 population of 18,000 and is forecasted to grow to 91,000 by 2030; Monee is forecasted to grow tenfold from 3,000 in 2000 to 31,000 in 2030.

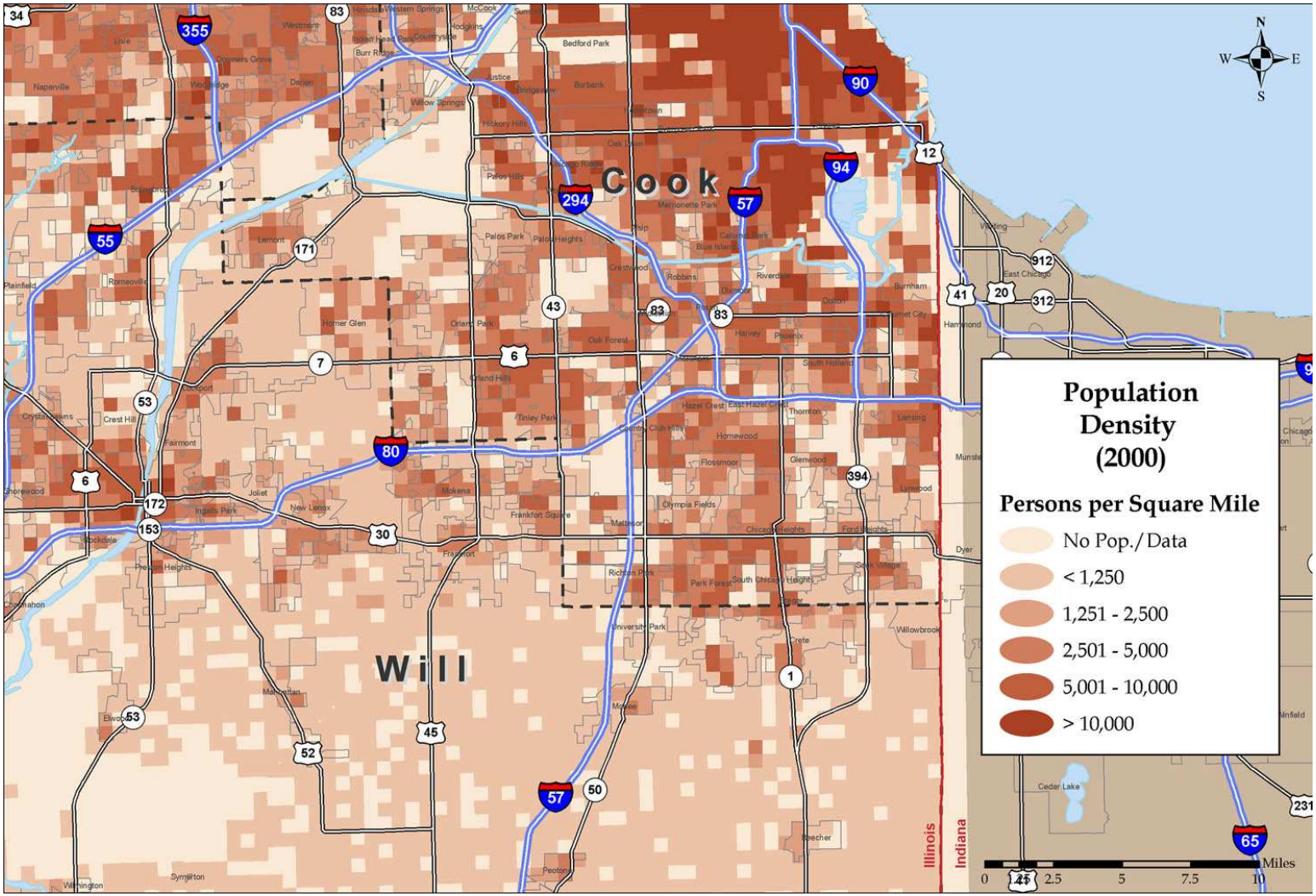
The population of the six-county region is forecasted to grow 24 percent overall. Cook County is expected to grow 11 percent; however, Will County is expected to more than double (114 percent). While only a small portion of the Southland area is located in Will County, it is important to note that Will County is the fastest growing of all Illinois counties, having increased in the past six years (2000 to 2006) by 33 percent, from 502,267 to 668,217.[11] Joliet is the 14th fastest growing city of 100,000 or more in the United States.

Population density is concentrated in South Cook and in Will County near the Cook/Will County border, as shown in Figure 3.2, while large areas of Will County are relatively undeveloped. Given the anticipated population increases in the region, these areas will experience significant pressure for residential development.

[11] Will County Center for Economic Development, CMAP.

Figure 3.1 Population Density

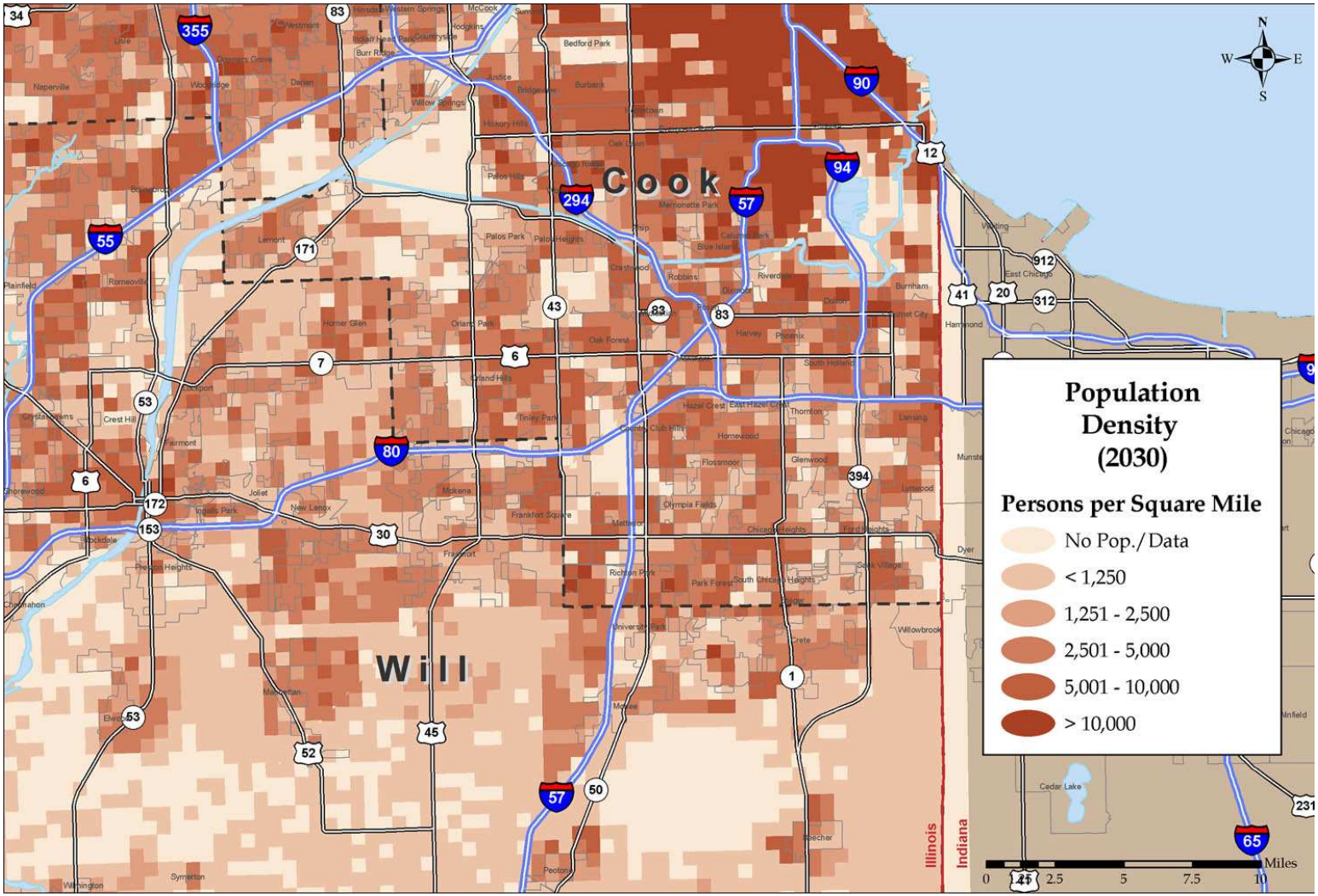
2000



Source: CMAP, 2006.

Figure 3.2 Forecasted Population Density

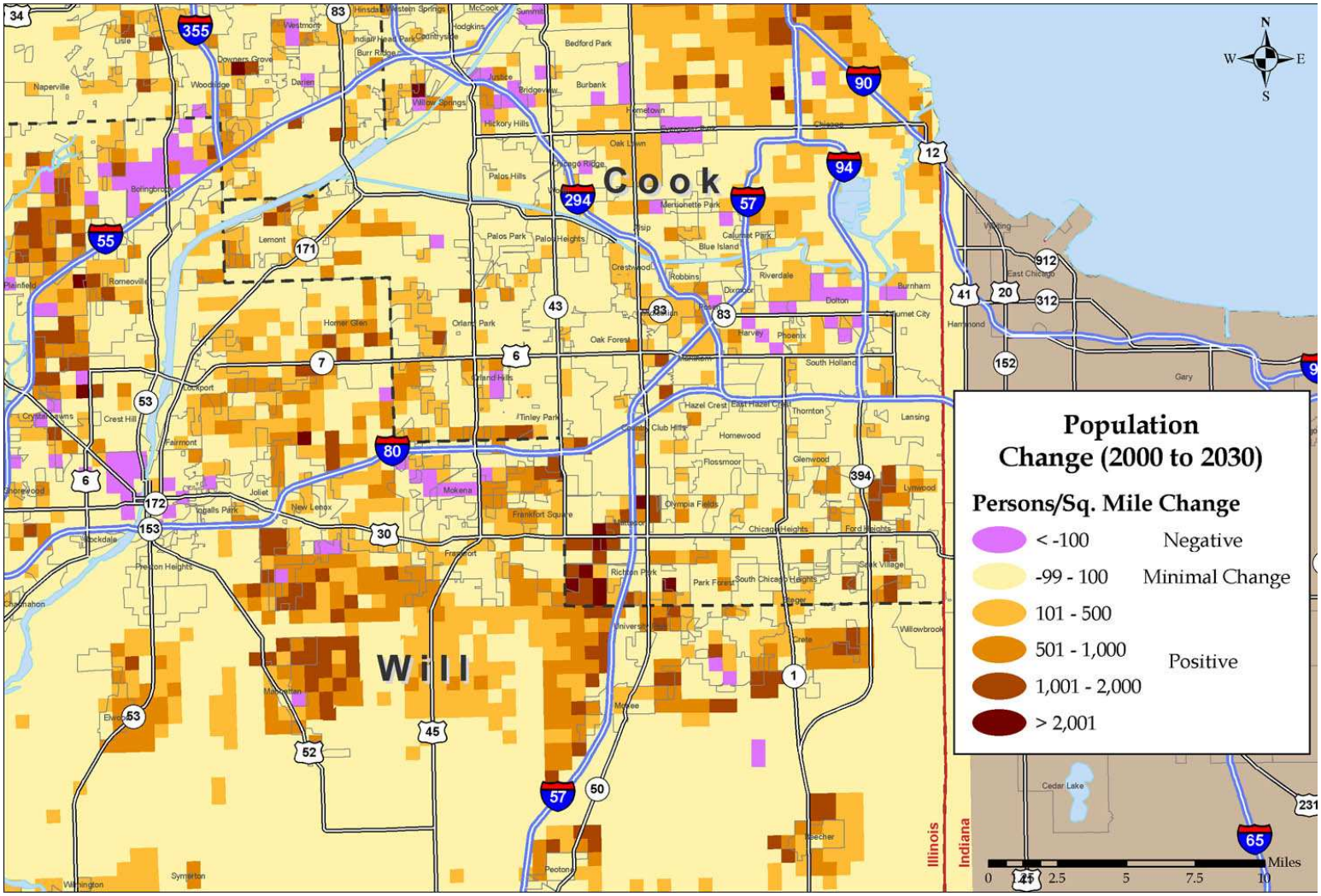
2030



Source: CMAP, 2006.

Figure 3.3 Population Density Change

2000 to 2030



Source: CMAP, 2006.

3.2 EMPLOYMENT

Employment density in the Southland area is highest in South Cook county with lower density in Will County, where much of the land is in agricultural use.

In the six-county region, employment is forecasted to increase by 24 percent from 2000 to 2030. Cook County's forecasted employment growth rate is similar to the region's, at 28 percent, from 649,989 to 830,394 jobs.

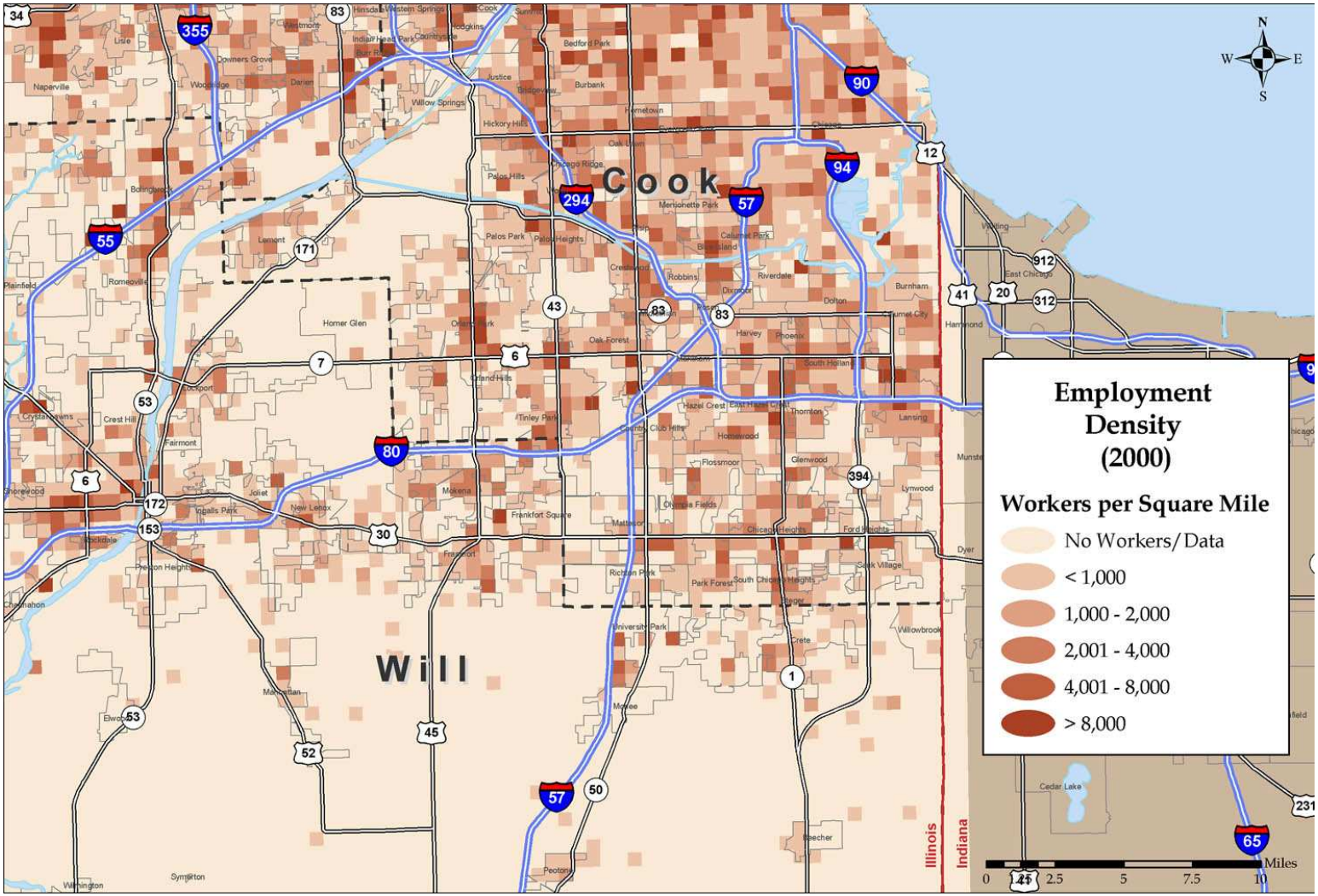
Will County, however, expects explosive growth in employment with a 151 percent increase from 165,556 jobs in 2000 to 415,549 jobs in 2030. This would bring Will County's employment levels to half those of Cook County, where the urban core and very dense development is located.

Employment in the core study area in 2000 was 270,865. Strong growth is anticipated in the core study area, where employment is forecast to increase 55 percent to 418,566 by 2030, a rate of growth double that of the six-county region.

According to the Illinois Department of Economic Security, within the Chicago Metropolitan Statistical Area, employment overall is forecast to grow 10 percent between 2004 and 2014 in all industries. Manufacturing employment is forecast to decline 8 percent and agricultural employment is expected to decline 9 percent by 2014. Transportation, warehousing and utilities employment is forecast to increase 9 percent with the strongest growth in warehousing (a 34 percent increase and more than 9,000 additional jobs), and truck transportation will increase 10 percent (3,700 additional jobs), which will add to the burden on the transportation system. Professional services, which puts less strain on transportation, is anticipated to grow 23 percent.

Figure 3.4 Employment Density

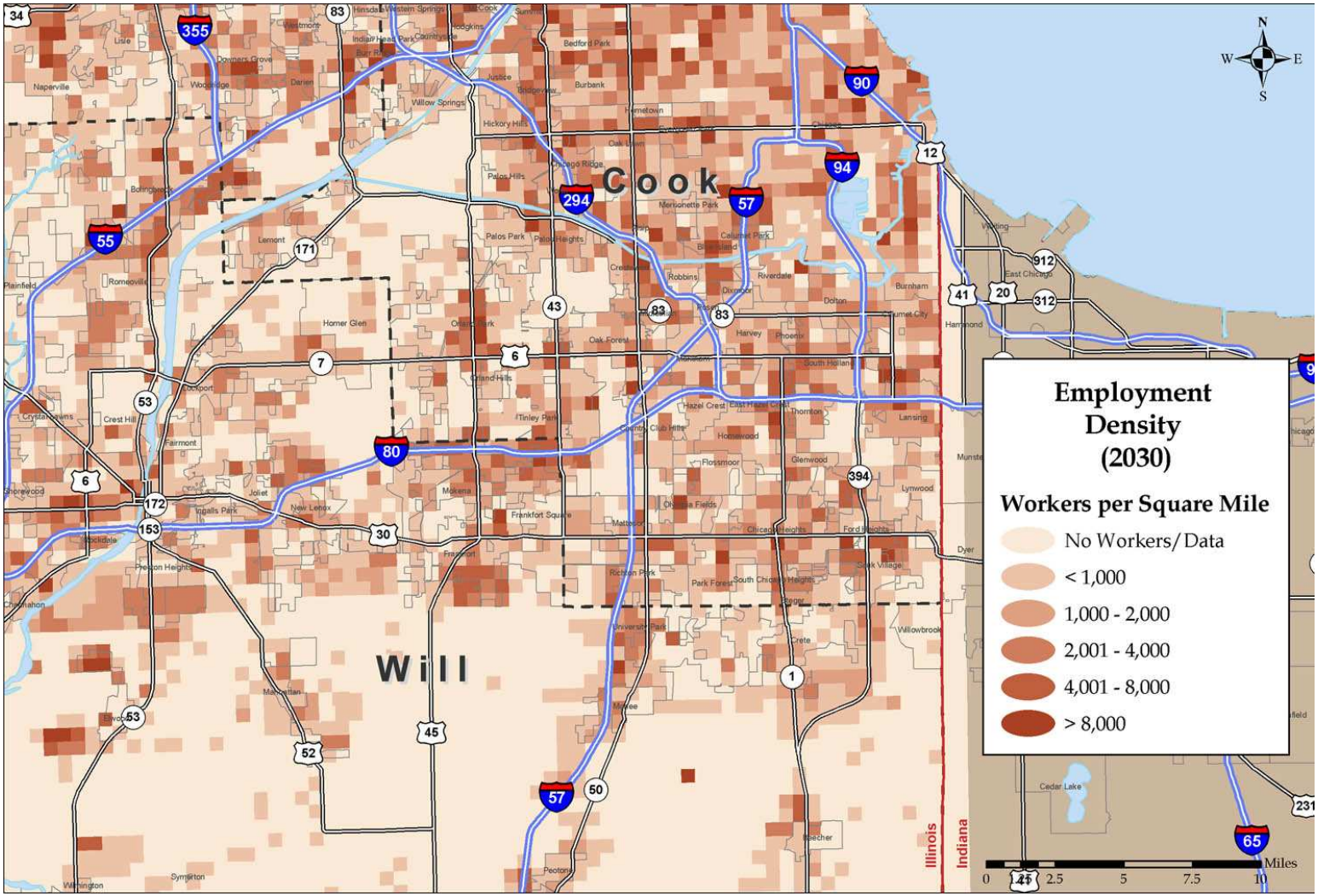
2000



Source: CMAP, 2006.

Figure 3.5 Forecasted Employment Density

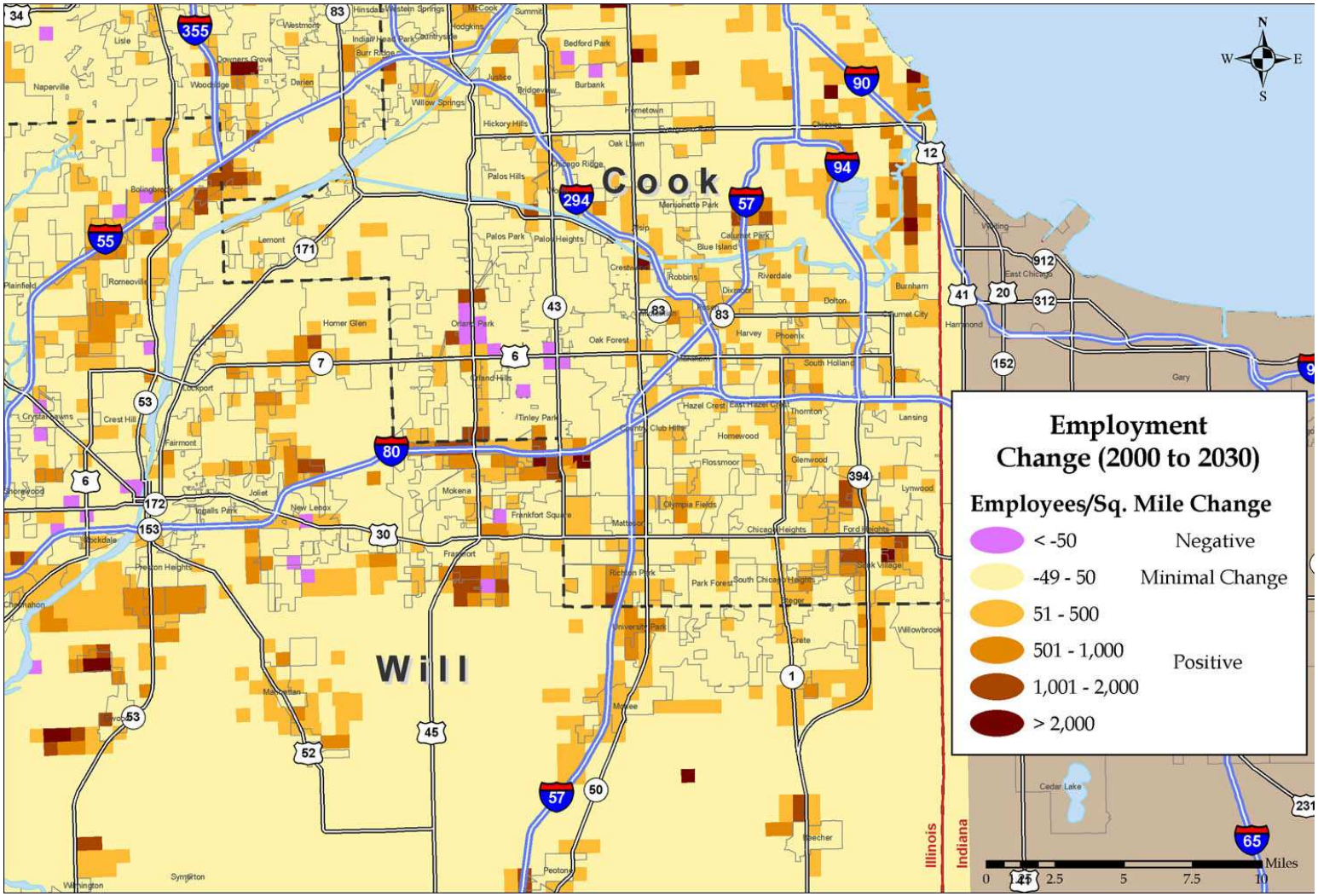
2030



Source: CMAP, 2006.

Figure 3.6 Change in Employment Density

2000 to 2030



Source: CMAP, 2006.

3.3 BUSINESS FACILITIES

A key factor for businesses choosing the location for new business facilities is the proximity of transportation infrastructure. Especially for warehouse and distribution centers, highway accessibility is a top consideration. For other types of businesses that may ship products by container or need to transport heavy or bulky commodities, access to rail is a major factor. Those that use rail will also need to consider proximity to intermodal facilities that can offload freight from rail and transfer it to trucks for the last leg of the trip.

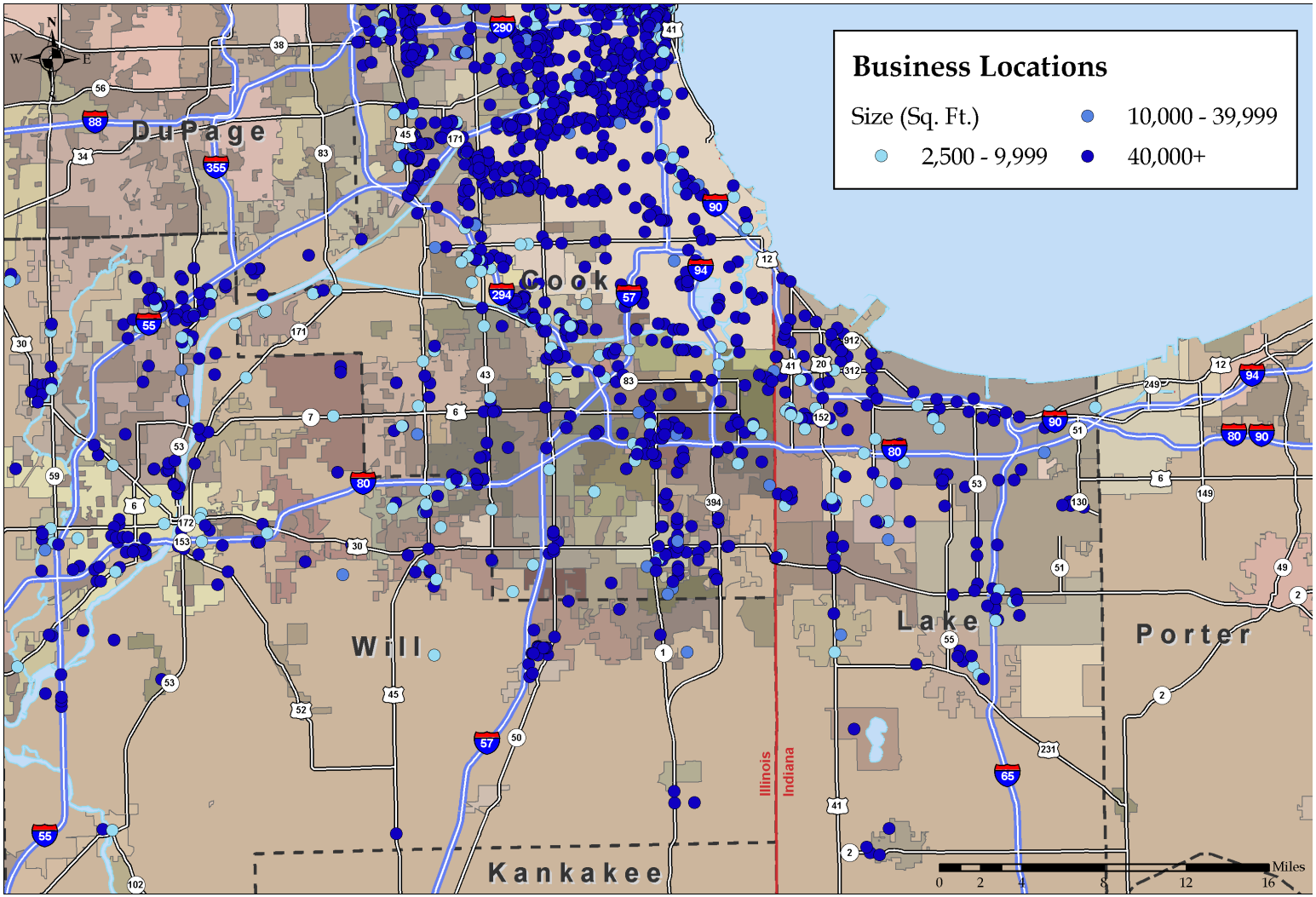
More than 3,000 businesses with 50 employees or more are located in Cook and Will Counties in Illinois and Lake County in Indiana, as shown in Figure 3.7. Of these, the majority of facilities occupy 40,000 square feet or more, as shown in Figure 3.8. Many of these facilities are clustered between IL 1 and IL 394 near U.S. 30 and at I-80 and IL 1. Another cluster is located between I-57 and SR 50 south of the Will/Cook County border. To reach the Interstate system for access controlled high-speed travel eastbound or westbound, these businesses use I-80, which is very congested, especially at the IL 394/I-94 interchange and to the east, as shown in Figure 2.6 (LOS Classifications). US 30, which provides east-west service is not access controlled and experiences LOS C in some areas.

Businesses with 50 or more employees were grouped into eleven types with their locations shown in Figure 3.9. Each of these business types has distinct transportation needs. Manufacturers use the transportation system to get their products to market and potentially are shipping goods long distances. Retail/ service locations may receive multiple deliveries daily of products to be sold at retail. The postal service has continuous transportation needs for delivery of mail and packages. Transportation-based businesses include those that operate trucking fleets or logistics services.

The largest category of businesses in the greater Southland area (Cook; Will; and Lake County, Indiana counties) is manufacturing, comprising 43 percent of businesses with 50 or more employees. Twelve percent of businesses are retail/service, 11 percent are construction-oriented, and 10 percent are related to transportation.

Within the category of transportation, businesses fall into five classifications: transportation services, air transportation, water transportation, U.S. Postal Service, and motor freight. The locations of transportation-oriented businesses are shown in Figure 3.10. A significant number of motor freight businesses, which utilize the highway system, are located in the Southland.

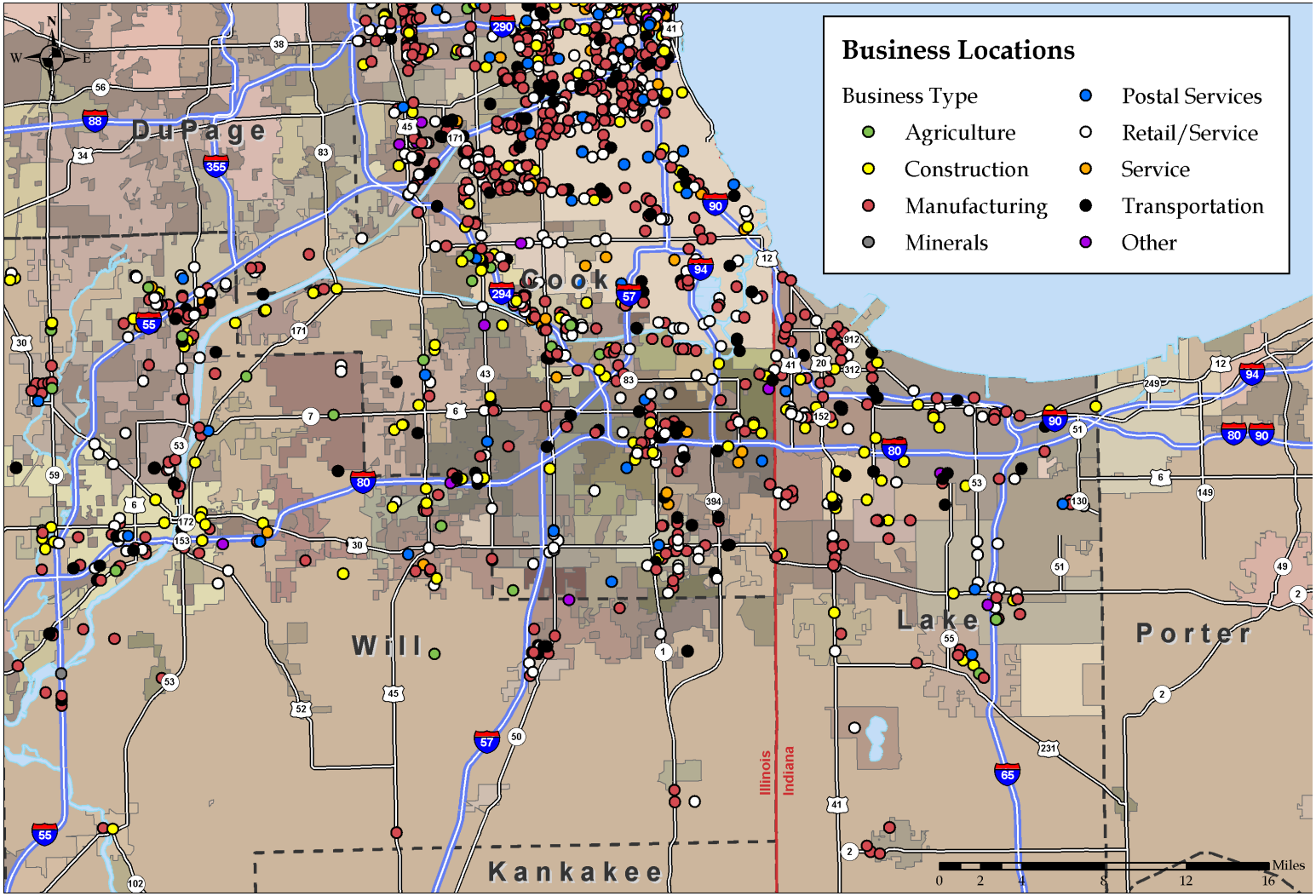
Figure 3.7 Business Facilities by Square Feet
With 50 or More Employees



Source: InfoUSA database (Dunn & Bradstreet), April 2007.

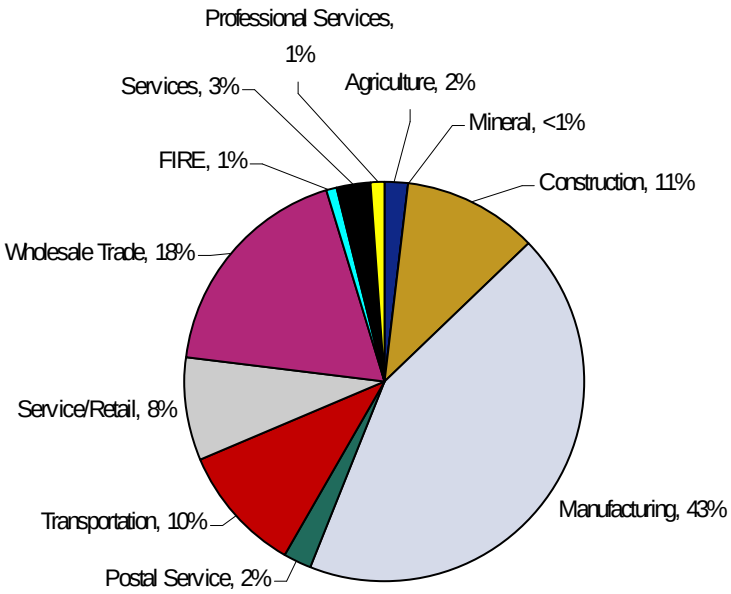
Figure 3.8 Business Locations by Type

With 50 or More Employees



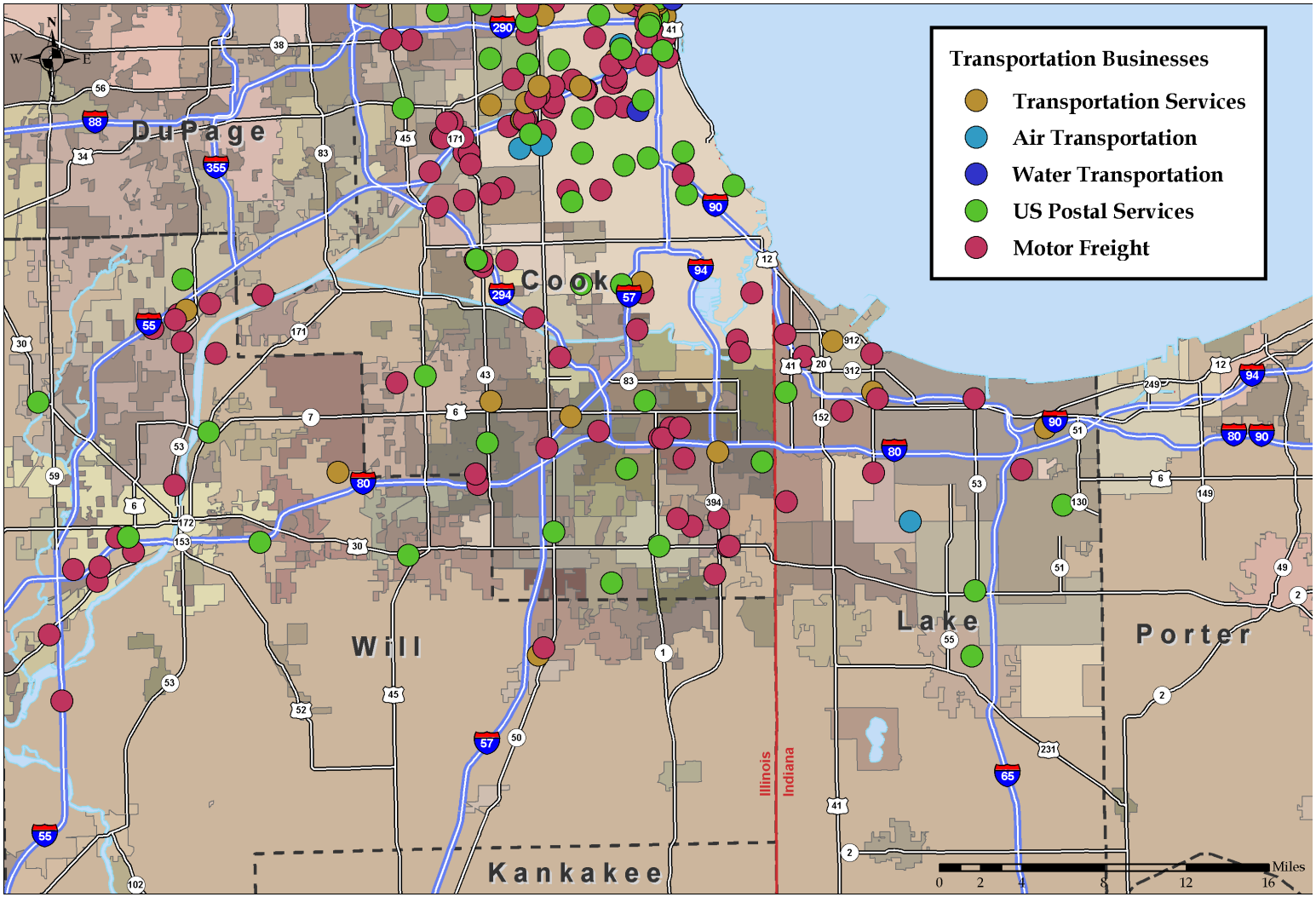
Source: InfoUSA database (Dunn & Bradstreet), April, 2007.

Figure 3.9 Business Types, Cook, Will, and Lake (Indiana) Counties



Source: InfoUSA database (Dunn & Bradstreet).

Figure 3.10 Transportation Business Locations
With 50 or More Employees



Source: InfoUSA database (Dunn and Bradstreet), April 2007.

4.0 Freight Patterns

4.1 EXISTING/FUTURE

Truck Volumes

Figure 4.1 shows the current and forecasted truck volumes in the Chicago Southland. Truck volumes from 2002 are shown in blue and overlaid on top of projected truck volumes in 2035, which are based on Freight Analysis Framework 2.2 projections and shown in red. It is important to note that these projections are based on a no-build scenario, in which infrastructure improvements that are currently planned or programmed are not included. Potential improvements to the network such as an Illiana highway connecting I-57 and I-65 south of US 30 are not represented in these projections.

Nearly every major roadway is projected to have increased truck volumes. The already high truck volumes on I-80 and I-294 are forecast to increase further, to exceed 24,000 trucks per day by 2035. Truck volumes on I-80 are projected to approach 30,000 trucks per day just west of the Illinois-Indiana state line. I-57 and the segment of IL 394 from I-80 to US 30 also will experience significantly increased truck volumes.

The total projected increase in truck volumes (between 2002 and 2035) by percentage (for marked routes within the designated study area) is about 64 percent according to FAF 2.2. Roadways with the highest percentage increase in truck volumes include portions of US 30 and IL 50 in the Chicago Southland. Generally, the highest percentage change in truck volumes is found on roadways connecting the Chicago Southland to the south and east.

Trucks represent only a portion of the traffic carried by these facilities, but they have different needs and create different problems than non-truck traffic, which is typically dominated by personal vehicle work commutes. In order to view the forecasted percentage of truck volumes as compared to that of all vehicles, see Section 2.1.

Rail Volumes

The demand for freight rail transportation (measured in tons) will increase 88 percent by 2035, according to the U.S. DOT. This rate of growth follows two decades of growth in rail freight that has absorbed much of the excess capacity in the existing system. Ton-miles of rail freight carried over the national rail system have doubled since 1980, and the density of train traffic (ton-miles per mile of track) has tripled since 1980.

As the cost of highway congestion increases, rail transport is being viewed as a good alternative for freight movement to relieve highway congestion, conserve

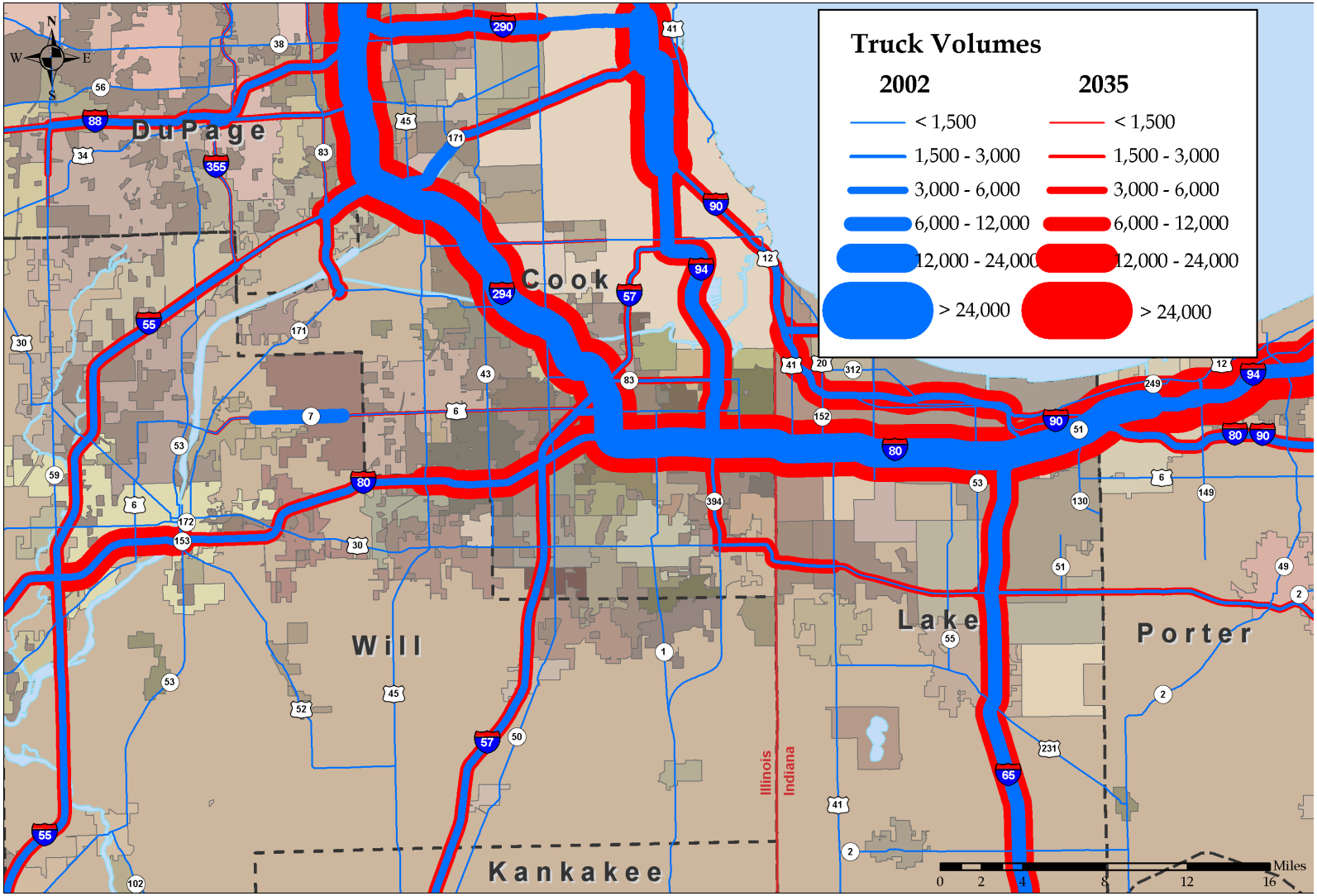
energy, reduce emissions, and improve safety. As shown in Figure 4.2, the number of trains on the primary rail system is expected to grow significantly, with large increases shown in the Chicago area.

Origins

Freight originating in Chicago is expected to grow by 56 percent between 2002 and 2035, as shown in Table 4.1. Truck was the mode of shipment for 85 percent of freight originating in Chicago in 2002, and the combined truck and rail modes comprised an additional 7 percent of the total. Five percent of Chicago freight was shipped via rail. All freight values in this section were calculated using the FHWA's FAF 2.2 for the Chicago (Illinois) geographical district shown in Figure 4.3. The freight flows described in this section include goods shipped from domestic origins to domestic destinations. Estimates are considered conservative as international movements are underrepresented when goods are not repackaged at a domestic location.

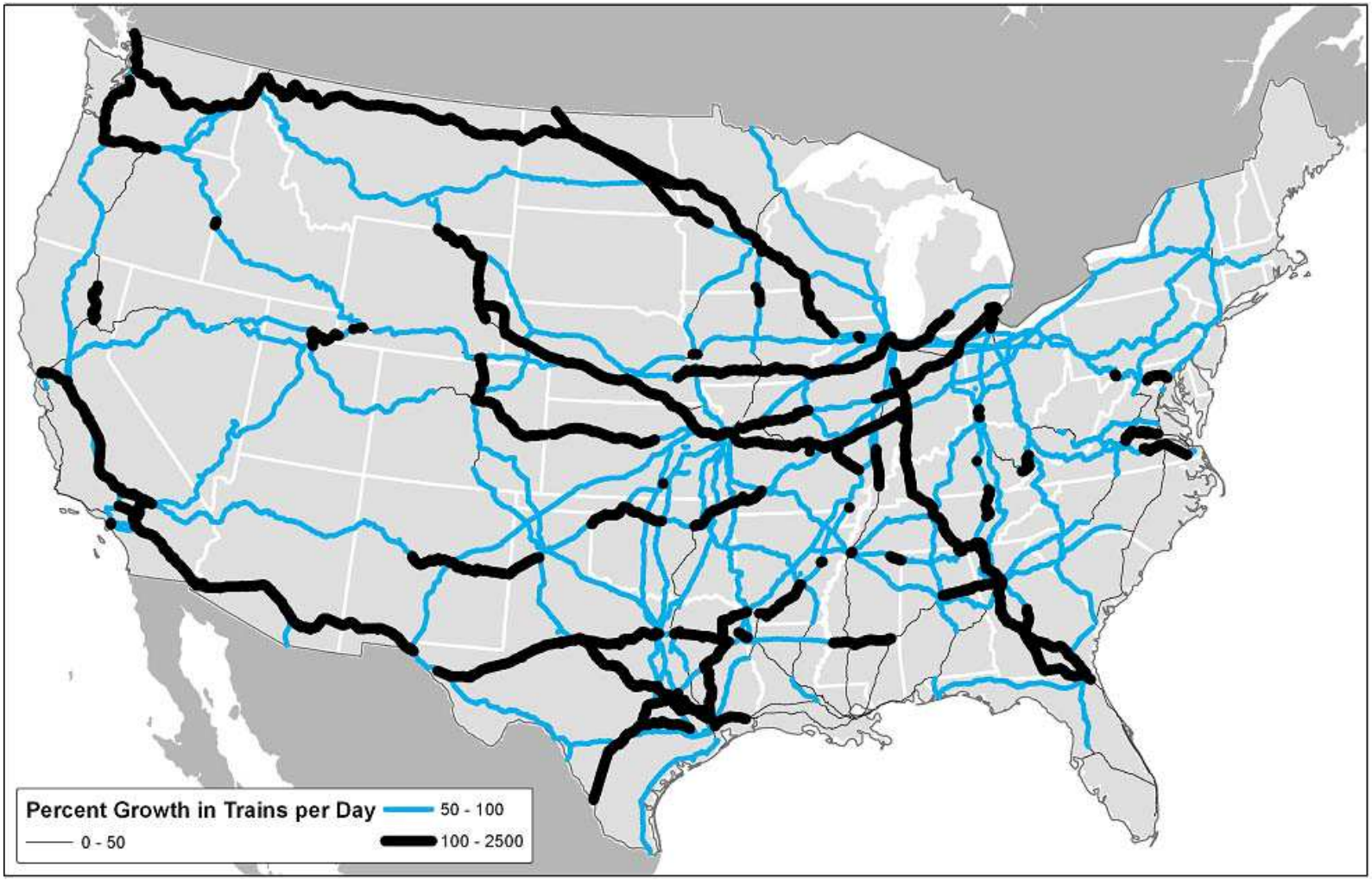
Tons of freight shipped by truck are expected to increase 61 percent and freight shipments by rail are expected to increase 17 percent by 2035. Shipments by water comprised 2 percent of the total by weight in 2002 and are expected to increase 26 percent by 2035. As shown in Figure 4.4, truck will remain the dominant mode for freight shipments into the future.

Figure 4.1 Existing and Projected Truck Volumes



Source: U.S. DOT, Freight Analysis Framework 2.2.

Figure 4.2 Percent Growth in Trains Per Day from 2005 to 2035 by Primary Rail Corridor



Source: *National Rail Freight Infrastructure Capacity and Investment Study* prepared by Cambridge Systematics, Inc. for the American Association of Railroads, September 2007.

Table 4.1 Forecast of Freight Originating in Chicago by Mode
Millions of Tons

	2002	2015	2025	2035	2002 % of Total	2035 % of Total	2002-2035 % Increase
Truck	580.14	700.28	796.16	932.95	85	88	61
Truck and Rail	4.88	4.67	4.94	5.76	1	1	18
Air and Truck	0.06	0.09	0.14	0.22	<1	<1	260
Rail	33.60	32.19	34.03	39.45	5	4	17
Water	13.88	14.88	15.62	17.54	2	2	26
Other Intermodal	4.82	6.28	8.00	10.79	1	1	124
Pipeline and Unknown	43.23	46.90	49.62	56.75	6	5	31
Total	**680.62**	**805.29**	**908.52**	**1,063.47**			**56**

Source: Freight Analysis Framework 2.2.

Figure 4.3 Freight Analysis Framework 2.2 Chicago (Illinois) Region

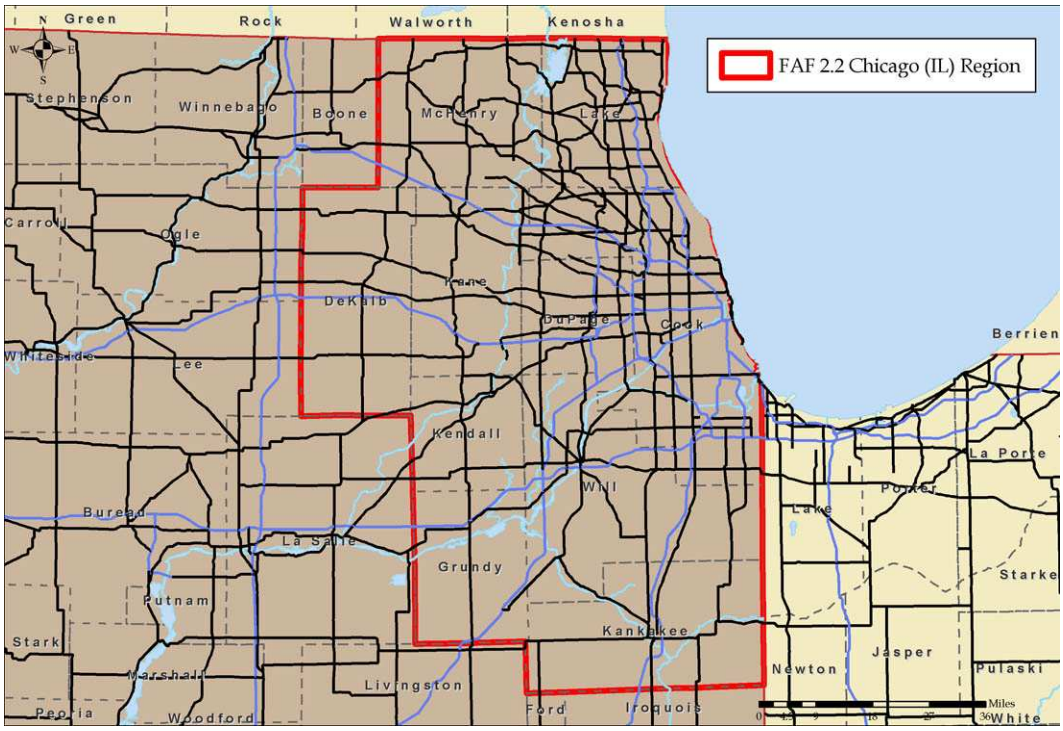


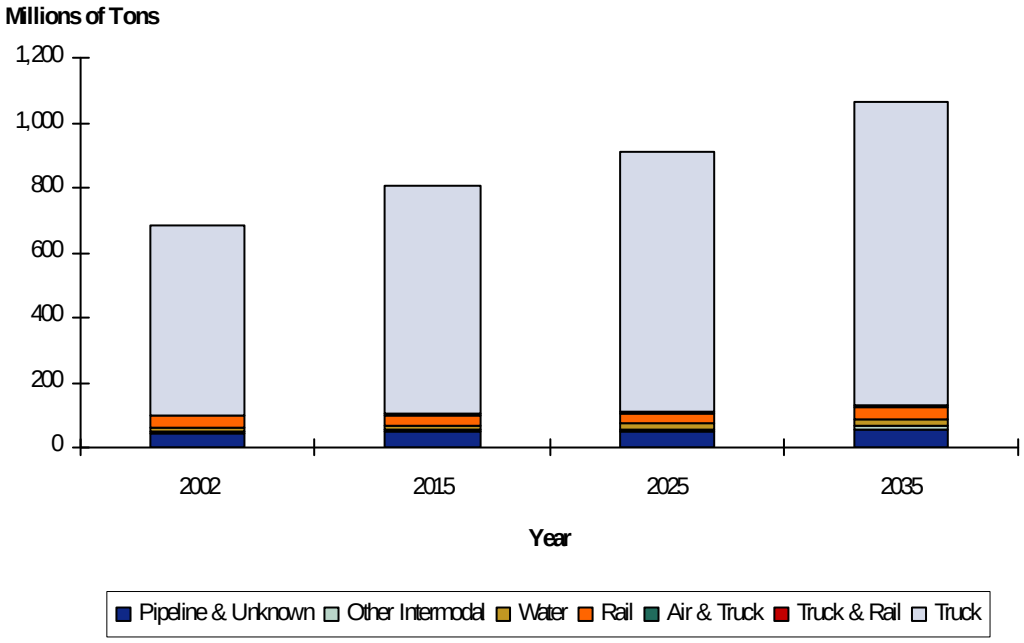
Table 4.2 Commodities Originating in Chicago by Weight

Millions of Tons

Commodity	2002	2015	2025	2035	2002 Percent of Total	2002-2035 Percent Change
Gravel	127.49	148.07	132.64	120.42	19	-6
Nonmetal mineral products	60.29	78.01	87.09	92.03	9	53
Unknown	54.93	60.85	83.50	120.63	8	120
Waste/scrap	48.78	39.39	38.66	44.24	7	-9
Cereal grains	43.85	55.03	66.41	81.93	6	87
Gasoline	40.70	36.19	38.14	43.43	6	7
Coal-n.e.c.	32.15	31.30	30.36	30.58	5	-5
Machinery	28.61	41.68	55.06	74.66	4	161
Mixed freight	24.29	36.25	50.75	70.89	4	192
Articles-base metal	21.63	21.16	21.36	22.20	3	3
Natural sands	20.83	36.45	42.70	47.41	3	128
Base metals	19.10	19.90	18.91	18.60	3	-3
Fertilizers	17.58	16.43	16.28	17.53	3	0
Fuel oils	16.04	15.23	15.87	17.70	2	10
Other foodstuffs	15.86	18.89	20.66	23.11	2	46
Nonmetallic minerals	15.51	10.83	13.38	12.41	2	-20
Transport equipment	11.07	15.62	20.81	29.17	2	164
Chemical products	8.78	10.47	13.75	19.12	1	118
Other agricultural products	7.58	11.75	14.53	18.08	1	139
Building stone	7.20	11.03	11.93	12.54	1	74
Plastics/rubber	6.77	7.00	8.09	9.27	1	37
Miscellaneous manufacturing products	6.76	21.58	33.85	54.61	1	708
Wood products	6.57	8.29	8.98	8.92	1	36
Newsprint/paper	5.03	3.66	3.54	3.37	1	-33
Milled grain products	4.73	15.10	19.40	24.66	1	421
Motorized vehicles	4.39	7.00	8.41	9.76	1	122
Alcoholic beverages	3.76	4.43	4.51	4.93	1	31

Source: Freight Analysis Framework 2.2. (Note: n.e.c. – not elsewhere classified)

Figure 4.4 Freight Originating in Chicago Region by Mode



Source: Freight Analysis Framework 2.2.

Domestic commodities representing at least one percent of all commodities departing the region by weight in 2002 are shown in Table 4.2. The volumes of commodities shown include transport by all modes. The highest percentage commodities originating in Chicago by weight are gravel, nonmetal mineral products, waste/scrap, and cereal grains. The category expected to experience the strongest growth is miscellaneous manufactured products, which will grow more than 700 percent.

As shown in Table 4.3 the largest commodity originating in Chicago by value is machinery and it is forecast to more than double by 2035. Pharmaceuticals, meat/seafood, and milled grain are forecast to increase significantly by 2035. Miscellaneous manufactured products, which comprise 3 percent of commodities originating in Chicago by value in 2002, are expected to grow more than tenfold to become the second largest category by 2035.

The value of freight originating in the Chicago region by traffic destination is shown in Figure 4.5. The top regions receiving freight from Chicago in 2002 are Illinois outside of the greater Chicago Combined Statistical Area (CSA), Wisconsin outside of the Milwaukee-Racine-Waukesha CSA, and Indiana outside of the greater Indianapolis CSA. In the future, significant growth in freight shipped to Wisconsin is expected.

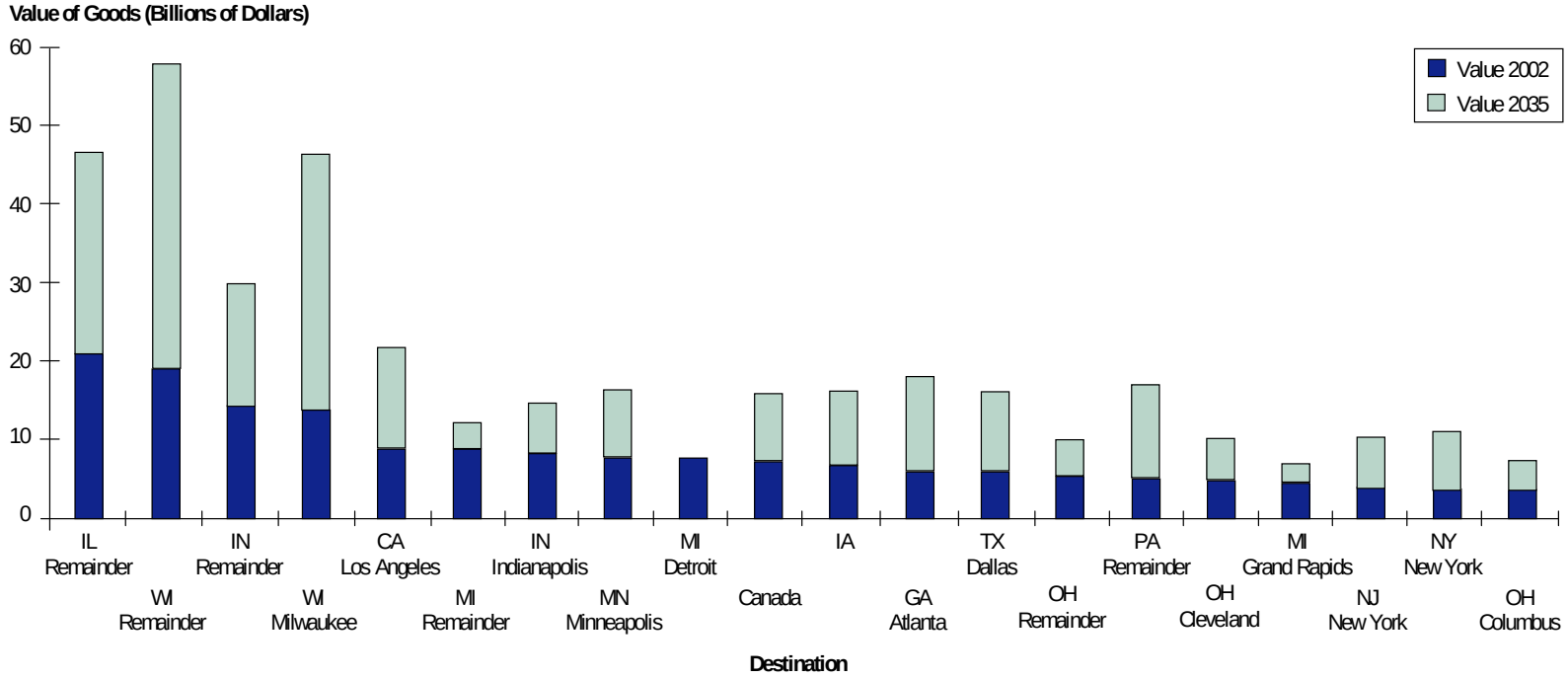
Table 4.3 Commodities Originating in Chicago by Value

Billions of Dollars

	2002	2015	2025	2035	2002 Percent of Total	2002-2035 Percent Change
Machinery	176.53	258.04	341.49	463.60	29	163
Mixed freight	53.68	76.87	104.11	138.54	9	158
Unknown	51.45	55.25	75.28	108.25	9	110
Electronics	38.23	15.22	11.62	9.12	6	-76
Articles-base metal	32.20	28.28	27.13	26.87	5	-17
Motorized vehicles	28.00	43.62	51.32	58.54	5	109
Transport equipment	27.71	41.92	56.74	79.45	5	187
Pharmaceuticals	22.42	35.44	65.88	115.07	4	413
Miscellaneous manufact. products	16.84	82.40	130.95	208.41	3	1,138
Chemical products	15.48	18.33	23.41	31.59	3	104
Other foodstuffs	14.54	17.10	18.57	20.48	2	41
Plastics/rubber	13.41	13.92	15.82	17.79	2	33
Base metals	11.57	10.91	9.71	9.02	2	-22
Gasoline	10.42	8.74	8.99	10.09	2	-3
Printed products	9.44	8.81	8.65	8.50	2	-10
Waste/scrap	7.31	6.19	6.40	7.43	1	2
Coal-n.e.c.	7.29	7.81	7.62	7.38	1	1
Textiles/leather	6.63	8.73	7.67	6.35	1	-4
Nonmetal mineral products	6.24	7.63	8.32	8.43	1	35
Newsprint/paper	4.74	3.42	3.31	3.18	1	-33
Milled grain products	4.60	15.67	19.81	24.75	1	439
Paper articles	4.26	3.45	3.44	3.52	1	-17
Alcoholic beverages	4.24	5.32	5.51	5.95	1	40
Other agri. products	4.18	6.67	8.26	10.31	1	147
Wood products	4.12	5.23	5.64	5.60	1	36
Meat/seafood	3.89	8.00	12.70	18.80	1	383
Precision instruments	3.66	6.34	10.85	29.75	1	713
Fuel oils	3.32	3.15	3.32	3.70	1	11
Live animals/fish	3.32	4.24	4.54	4.73	1	42

Source: Freight Analysis Framework 2.2. (Note: n.e.c. – not elsewhere classified)

Figure 4.5 Freight Originating in the Chicago Area by Destination



Destinations

Freight destined to Chicago is expected to grow by 79 percent between 2002 and 2035, as shown in Table 4.4 and Figure 4.6. The largest rate of growth is anticipated by air and truck. As a percent of the total, rail will increase its share to 8 percent from 6 percent and truck will decrease, unlike freight originating in Chicago.

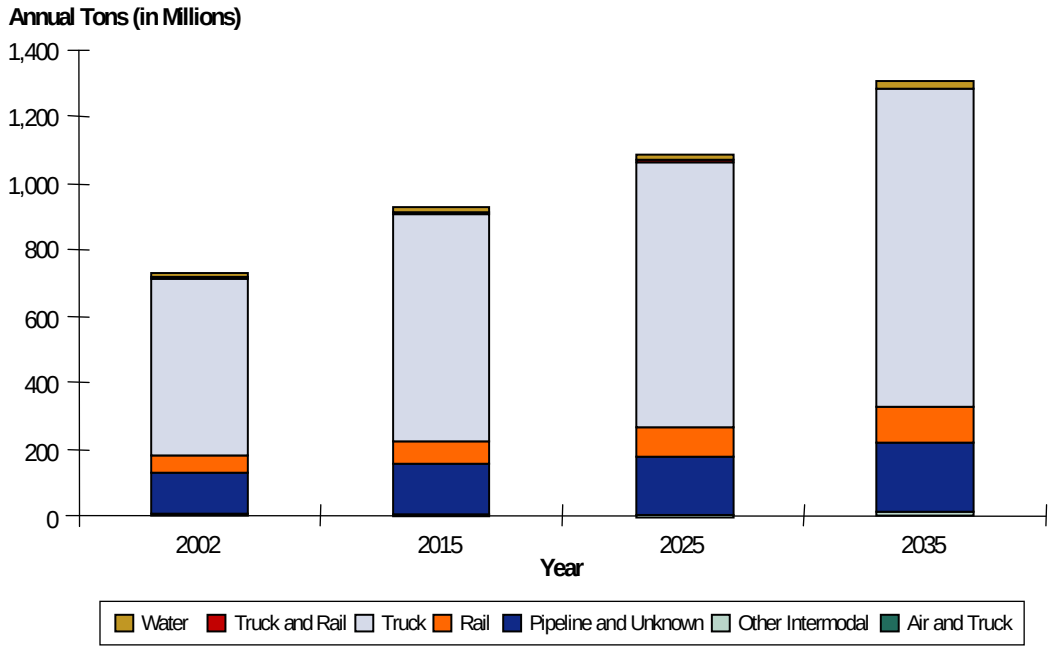
Table 4.4 Forecast of Freight Terminating in Chicago Region by Mode

Millions of Tons

	2002	2015	2025	2035	2002 Percent Total	2035 Percent Total	2002-2035 Change Percent
Truck	535.16	676.89	788.20	945.17	77	75	77
Truck and Rail	1.50	2.02	2.54	3.31	<1	<1	121
Air and Truck	0.23	0.36	0.52	0.87	<1	<1	275
Rail	44.98	62.91	79.67	99.11	6	8	120
Water	12.04	16.30	19.46	21.61	2	2	80
Other Intermodal	3.87	5.17	6.61	8.59	1	1	122
Pipeline and Unknown	101.38	125.47	144.67	173.54	15	14	71
Total	**699.15**	**889.13**	**1,041.66**	**1,252.20**			**79**

Source: Freight Analysis Framework 2.2.

Figure 4.6 Freight Terminating in Chicago Region by Mode
Millions of Tons



Commodities Terminating in Chicago

Commodities terminating in Chicago may actually be destined to Chicago or may be transferred, often to another mode, and travel to another destination.

As shown in Table 4.5, while domestic gravel shipments reported in the Freight Analysis Framework 2.2 are the most significant by weight, most (85 percent) are traveling within the region by truck. The top commodities by weight that terminate in Chicago also originate in Chicago, which implies that a significant amount of these commodities are transferred in Chicago to other shipments within the region or depart the region. Crude petroleum is shipped almost exclusively by pipeline and originates primarily in Louisiana. Cereal grains, which comprise 5 percent of the commodities terminating in Chicago by weight, are forecast to double by 2035. A large share of cereal grains destined to Chicago originates in Nebraska and Wisconsin.

Significant observations regarding domestic commodity terminations in Chicago by value shown in Table 4.6 are summarized below. The domestic commodity with the largest volume by value terminating in Chicago is machinery, comprising more than one quarter (29 percent) of freight shipments. Domestically, machinery is shipped via air and truck, and via other combinations of modes such as truck-water and water-rail. Major origins for machinery shipments destined to Chicago are Wisconsin, Michigan, and California. Pharmaceuticals, which comprised 4 percent of domestic commodities terminating in Chicago by value in 2002, are forecasted to grow more than fivefold by 2035 to become the second highest valued commodity in the Chicago

region. Primary origins for Chicago-bound pharmaceuticals are Texas, California, and Indiana.

Figure 4.6 displays the modes of travel for freight terminating in Chicago, by weight. A larger share of freight terminating in Chicago travels by pipeline or other modes than freight originating in Chicago. The value of freight terminating in the Chicago region by origin is shown in Figure 4.7. The origins shipping the largest amount of freight by value to Chicago in 2002 are the same as the top destinations for Chicago freight: Illinois outside of the greater Chicago CSA, Wisconsin outside of the Milwaukee-Racine-Waukesha CSA, and Indiana outside of the greater Indianapolis CSA.

Table 4.5 Domestic Commodities Terminating in Chicago Area by Millions of Tons

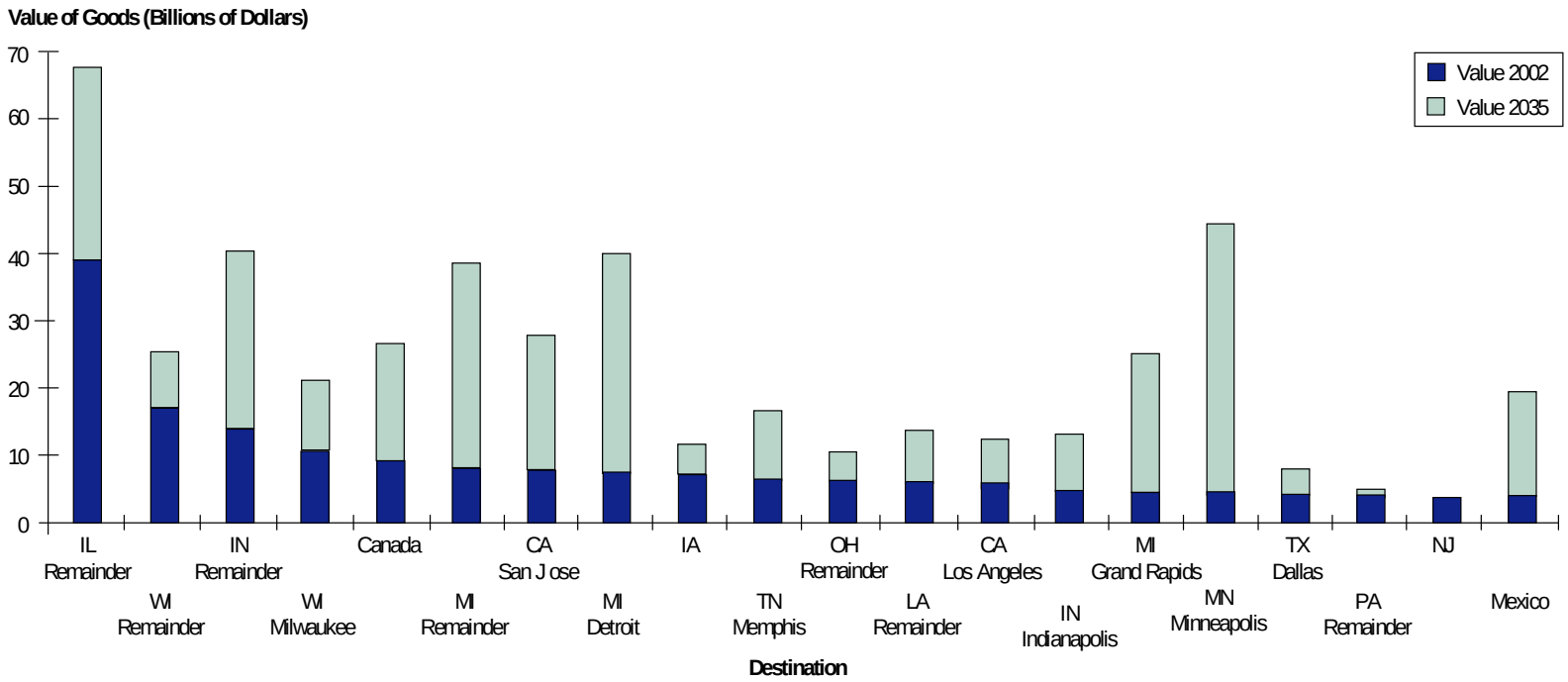
	2002	2015	2025	2035	2002 Percent	2002-2035 Percent Growth
Gravel	128.65	170.16	178.65	181.19	18	41
Crude petroleum	65.19	79.02	91.87	110.80	9	70
Nonmetal mineral products	56.63	77.53	88.13	96.32	8	70
Unknown	54.25	59.96	82.79	121.48	8	124
Cereal grains	37.29	50.20	61.30	76.46	5	105
Gasoline	31.25	37.12	42.69	50.93	4	63
Machinery	27.85	40.30	53.93	75.51	4	171
Coal-n.e.c.	24.39	28.72	32.75	38.74	3	59
Base metals	23.94	28.04	30.78	35.00	3	46
Other foodstuffs	21.43	27.93	32.76	39.66	3	85
Waste/scrap	21.31	22.32	29.33	41.44	3	94
Articles-base metal	20.04	23.82	26.07	29.45	3	47
Mixed freight	17.93	27.21	38.99	56.97	3	218
Nonmetallic minerals	17.80	25.91	28.32	29.67	3	67
Natural sands	17.05	22.83	24.00	24.41	2	43
Fuel oils	15.40	18.30	21.13	25.24	2	64
Coal	14.10	17.60	20.16	23.85	2	69
Wood products	10.06	11.44	12.52	12.95	1	29
Other agricultural products	9.99	12.59	15.14	18.60	1	86
Newsprint/paper	8.46	8.46	9.06	9.67	1	14
Basic chemicals	7.43	8.26	8.38	8.49	1	14
Building stone	7.29	10.62	11.66	12.44	1	71
Transport equipment	6.10	8.65	11.91	17.12	1	180
Fertilizers	6.09	6.59	6.38	6.22	1	2
Motorized vehicles	6.00	8.52	10.93	14.06	1	134
Chemical products	5.06	6.85	9.82	15.07	1	198
Plastics/rubber	4.89	6.44	7.79	9.21	1	88
Alcoholic beverages	4.72	6.13	6.98	7.99	1	69
Miscellaneous manufacturing products	4.56	8.74	13.64	22.37	1	391
Milled grain products	3.89	5.04	5.96	7.23	1	86

Table 4.6 Domestic Commodities Terminating in Chicago Area by Billions of Dollars

	2002	2015	2025	2035	2002 Percent of Total	2002-2035 Percent Change
Machinery	172.39	249.62	333.88	467.05	29	171
Unknown	50.64	54.32	74.58	109.15	9	116
Mixed freight	33.80	51.08	73.03	106.49	6	215
Electronics	32.18	38.75	48.51	64.38	5	100
Articles-base metal	29.70	35.01	38.19	42.99	5	45
Motorized vehicles	29.39	41.62	53.16	68.01	5	131
Transport equipment	25.83	36.82	50.54	72.34	4	180
Pharmaceuticals	23.32	43.23	76.32	131.97	4	466
Other foodstuffs	16.67	21.29	24.85	29.93	3	80
Base metals	15.60	18.14	19.78	22.35	3	43
Textiles/leather	14.52	12.37	10.48	8.78	2	-40
Miscellaneous manufacturing products	13.04	25.11	39.11	63.95	2	391
Plastics/rubber	12.57	16.54	19.96	23.52	2	87
Precision instruments	11.07	15.81	31.34	95.28	2	761
Chemical products	10.57	14.34	20.48	31.34	2	197
Printed products	9.01	9.51	9.87	10.22	2	13
Gasoline	7.70	9.15	10.49	12.49	1	62
Meat/seafood	7.38	9.63	11.96	15.19	1	106
Crude petroleum	6.52	7.90	9.19	11.08	1	70
Newsprint/paper	6.42	6.39	6.81	7.25	1	13
Nonmetal mineral products	6.13	8.36	9.50	10.39	1	69
Wood products	6.07	6.87	7.48	7.70	1	27
Other agricultural products	5.81	7.21	8.59	10.47	1	80
Alcoholic beverages	5.15	6.66	7.53	8.58	1	67
Milled grain products	4.81	6.25	7.36	8.89	1	85
Coal-n.e.c.	4.63	5.45	6.20	7.33	1	58
Paper articles	4.11	4.65	5.04	5.36	1	30
Basic chemicals	4.07	4.52	4.54	4.55	1	12
Furniture	3.97	4.92	5.66	6.50	1	64
Fuel oils	3.25	3.86	4.45	5.30	1	63
Waste/scrap	3.01	3.15	4.14	5.85	1	95

Figure 4.7 Freight Terminating in Chicago by Origin

Billions of Dollars



5.0 Issues

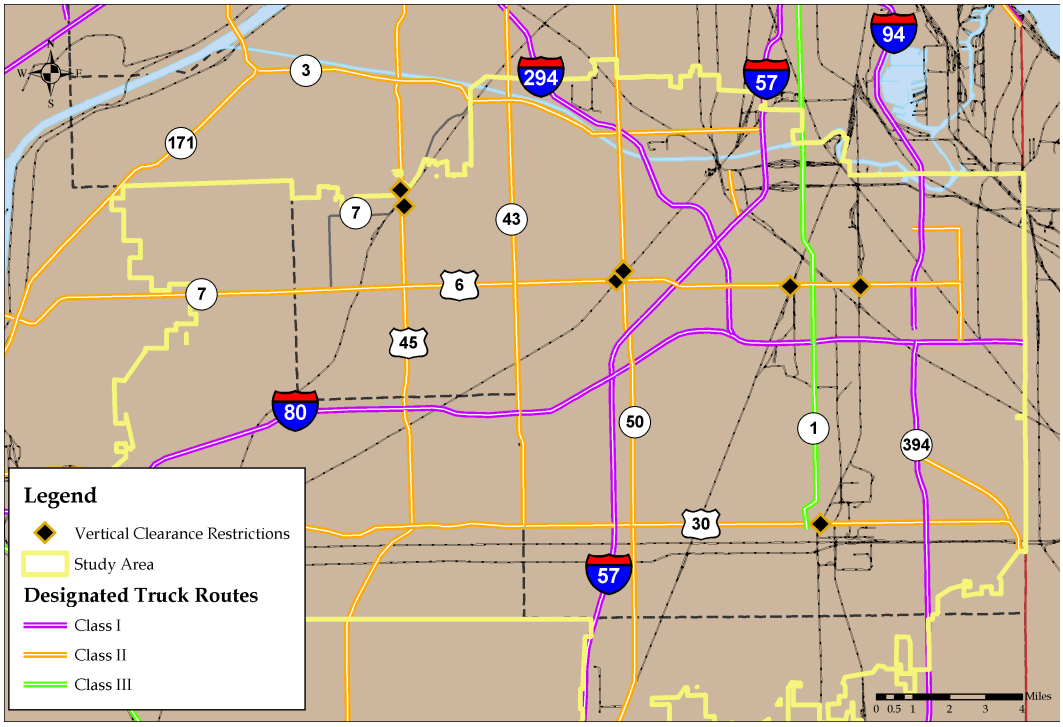
5.1 Clearances (Truck/Railroad Viaducts)

Deficient vertical clearances can be a source of significant routing difficulties for truck freight movements. If identified ahead of time, they can lengthen routes and add to the cost of freight movement. If identified en route, delays result as truckers are forced to locate and take an alternative route. When not identified by clear signage, deficient vertical clearances can be a significant safety hazard and lead to crashes involving vehicular damage, infrastructure damage, and injuries or fatalities.

Based on a review of vertical clearance listings with IDOT, there are seven deficient vertical clearances within the Southland study area along IDOT Designated Truck Routes. In this study, deficient vertical clearances are defined as a clearance of less than 14 feet (the maximum legal height for motor vehicles in Illinois is 13 feet 6 inches, for more information see Section 5.3).

Six of seven deficient vertical clearances within the Southland are associated with railroad overpasses (Figure 5.1).

Figure 5.1 Deficient Vertical Clearances



Source: IDOT, 2007.

Table 5.1 Deficient Vertical Clearances

Primary Route	Overhead Feature	Location	Vertical Clearance
U.S. 6	CSXT RR	2.8 Mi. East IL 43 in Oak Forest	EB 13-11 WB 14-00
U.S. 6	CN RR at Markham Railroad Yard	3.33 Mi. East I-57	EB 13-08 WB 13-08
U.S. 6	CSXT RR	1.27 Mi. East IL 1	EB 13-09 WB 13-10
U.S. 30	UP RR	0.39 Mi. East IL 1	EB 13-08 WB 13-08
U.S. 45	Norfolk Southern RR	100 ft. South IL 7	NB 13-11 SB 13-10
U.S. 45	IL 7 (Southwest Hwy)	Orland Park	NB 13-11 SB 13-10
IL 50	CSXT RR	0.19 Mi. North U.S. 6	NB 13-11 SB 13-10

Source: IDOT, 2007.

5.2 TRUCK ROUTE INCONSISTENCIES

Truck route inconsistencies, particularly between routes in the suburbs, cause truckers to take less efficient routes. One contributing factor, as discussed in Section 2.1, is the lack of a centralized, comprehensive source for locally designated truck route locations and regulations. *The Metropolitan Freight Plan* by Chicago Metropolis 2020 details this issue:

> *The City of Chicago has an efficient grid of truck routes for travel by 80,000-pound vehicles, with spacing of one mile or less between designated routes. But in the suburbs, gaps of up to 12 miles between state-designated truck routes cause trucks to travel unnecessary miles. Many numbered state roads are not designated as routes for 80,000 pound trucks. Other state roads are designated for 80,000 pound trucks except for short sections, requiring circuitous detours. Mismatches between state-designated truck routes and interchanges on the Illinois Tollway force trucks to travel beyond the most direct route and double back on local roads to reach a destination.*

In an effort to address truck route inconsistencies and lack of connectivity, IDOT has developed a Truck Access Route Program (TARP). This program provides funding to local government agencies for upgrade of local roadways that connect to truck routes or truck generators to accommodate 80,000 pound trucks.[12]

[12]IDOT web site: http://www.commerce.state.il.us/NR/rdonlyres/23A6743F-A448-4CB2-B568-36966EA02342/0/IDOTTruckRouteAccessProgram.pdf, Accessed November 14, 2007.

5.3 SIZE AND WEIGHT LIMITS

According to the *Upper Midwest Freight Corridor Study*,[13] Federal regulations mandate that the states cannot restrict vehicle size and weight to less than:

- 20,000 pounds single-axle weight;
- 34,000 pounds tandem-axle weight;
- 80,000 pounds gross vehicle weight;
- 102 inches width;
- 48-foot trailer length; and
- 28-foot trailer length for trailers used in twin-trailer combinations.

Federal weight restriction limitations apply to the Interstate network, while the size restrictions include the Interstate system as well as highways formerly classified as Primary System routes. There are exemptions to certain weight and size limitations within Illinois, most notably for agricultural uses.

Illinois size and weight limits match the Federal minimum standards, accepting the allowance of 53-foot trailer lengths. There are more stringent weight limits on local roads and streets.

While weight limits are uniform for all Designated Highway System roadways, size limitations vary. Class III roadways have length restrictions for tractor-semitrailer combinations and tractor-semitrailer with double-bottom combinations. Class II roadways also limit the length of double-bottom tractor-semitrailer combinations. Class I roadways have the fewest restrictions, as shown in Table 5.2.

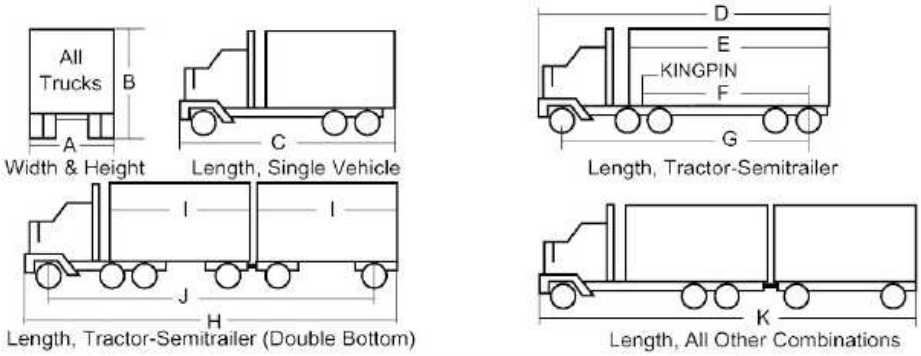
In recent years, size restrictions have adapted to allow configurations to accommodate 53-foot trailers. House Bill 1202, effective June 1, 1996, made several changes to the size restrictions on the Illinois Designated Highway System, including extending the legal allowable length of trucks (from kingpin to last rear axle) by 3 feet.

The following tables are taken directly from *Understanding Illinois Size & Weight Laws*, published by IDOT to facilitate truckers' understanding of the often complex size and weight regulation.

Table 5.2 shows the maximum legal dimensions for motor vehicles in Illinois. These vary by the Class of the Illinois Dedicated Highway System roadway (see Figure 2.3 for the locations of Class I, II, and III truck routes) but also include undesignated state highways and local roads and streets. The gross maximum weight column references Table II (entitled Table 5.3 in this report) and Table III (entitled Table 5.4 in this report).

[13] Midwest Regional University Transportation Center, *Upper Midwest Freight Corridor Study*, 2005.

Table 5.2 Maximum Legal Dimensions of Motor Vehicles in Illinois



Type of Highway or Street	Maximum Legal Dimensions											Maximum Weights		
	A	B	C	D	E	F ❹	G	H	I	J	K	Single Axle	Tandem Axle ❷	Gross ❸
Class I	8'-6"	13'-6"	42'	N.S.	53'	45'-6"	N.S.	N.S.	28'-6"	N.S.	60'	20,000	34,000	II
Class II	8'-6"	13'-6"	42'	N.S.	53'	45'-6"	N.S.	N.S.	28'-6"	65'	60'	20,000	34,000	II
Class III	8'	13'-6"	42'	65' ❶	53'	42'-6"	55' ❶	60'	N.S.	N.S.	60'	20,000	34,000	II
Other State Highway	8'	13'-6"	42'	65' ❶	53'	42'-6"	55' ❶	60'	N.S.	N.S.	60'	18,000	32,000	III
Local Roads and Streets	8'	13'-6"	42'	55'	N.S.	N.S.	N.S.	60'	N.S.	N.S.	60'	18,000	32,000	III

N.S. indicates legal dimension not specified

Notes:

❶ 65 feet overall length (bumper to bumper) and/or 55 feet from center of front axle to center of rear axle.
❷ Tandem is defined as any 2 or more single axles whose centers are more than 40 inches and not more than 96 inches apart, measured to the nearest inch between extreme axles.
❸ See tables II and III on reverse side.
❹ Applies on semitrailers longer than 48 feet.

Source: IDOT, Understanding the Illinois Size & Weight Laws, 2007.

Table 5.3 defines the legal gross weights for the Illinois Designated Highway System, which includes Classes I, II, and III. The distance column corresponds to the external bridge, which is the distance between the centers of the extreme (first to last) axles of the vehicle.

Finally, Table 5.4 indicates the maximum weight limits for nondesignated highways and local roads and streets.

Illinois' size and weight limits are fairly consistent with those of neighboring states, excepting Michigan, which allows longer combination vehicles to haul gross weights of 164,000 pounds, given certain axle configurations. Both Ohio and Indiana toll roads allow longer configuration vehicles (LCVs), which include triple trailers, prohibited in Illinois.

Table 5.3 Legal Gross Weights (II)

LEGAL GROSS WEIGHTS

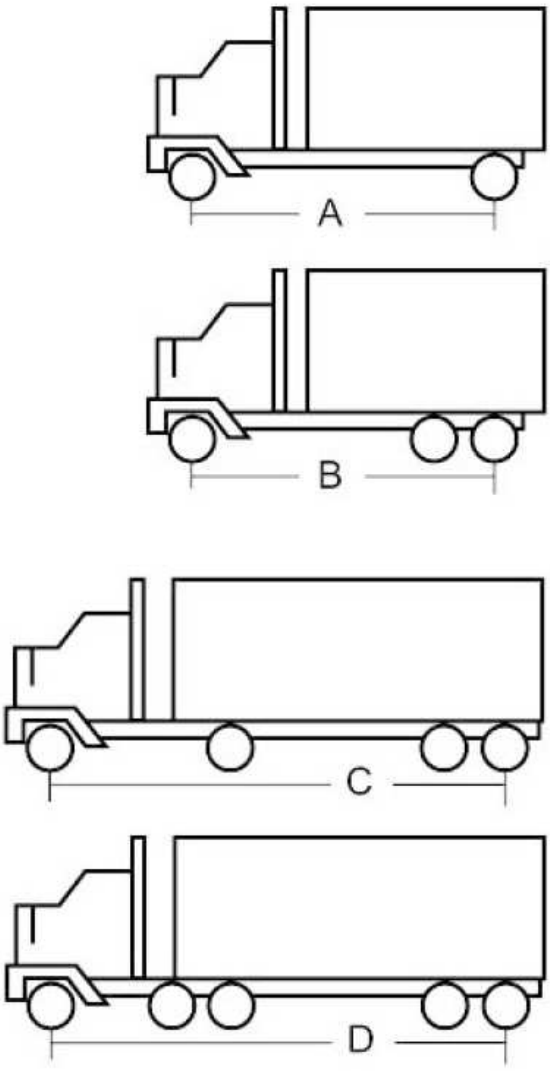
Of Vehicles And Combinations Of Vehicles Authorized
By Section 15-111, Illinois Vehicle Code

The following table denotes maximum gross weights for vehicles on highways which have been designated as Class I, II, Or III based on the Illinois Bridge Formula.

Distance	2 Axles	3 Axles	4 Axles	5 Axles	6 or more axles
4	34,000				
5	34,000				
6	34,000				
7	34,000				
8	34,000	42,000			
9	39,000	42,500			
10	40,000	43,500			
11		44,000			
12		45,000	50,000		
13		45,500	50,500		
14		46,500	51,500		
15		47,000	52,000		
16		48,000	52,500	58,000	
17		48,500	53,500	58,500	
18		49,500	54,000	59,000	
19		50,000	54,500	60,000	
20		51,000	55,500	60,500	66,000
21		51,500	56,000	61,000	66,500
22		52,500	56,500	61,500	67,000
23		53,000	57,500	62,500	68,000
24		54,000	58,000	63,000	68,500
25		54,500	58,500	63,500	69,000
26		55,500	59,500	64,000	69,500
27		56,000	60,000	65,000	70,000
28		57,000	60,500	65,500	71,000
29		57,500	61,500	66,000	71,500
30		58,500	62,000	66,500	72,000
31		59,000	62,500	67,500	72,500
32		60,000	63,500	68,000	73,000
33			64,000	68,500	74,000
34			64,500	69,000	74,500
35			65,500	70,000	75,000
36			66,000	70,500	75,500
37			66,500	71,000	76,000
38			67,500	72,000	77,000
39			68,000	72,500	77,500
40			68,500	73,000	78,000
41			69,500	73,500	78,500
42			70,000	74,000	79,000
43			70,500	75,000	80,000
44			71,500	75,500	
45			72,000	76,000	
46			72,500	76,500	
47			73,500	77,500	
48			74,000	78,000	
49				78,500	
50				79,000	
51				80,000	

Source: IDOT, Understanding the Illinois Size & Weight Laws, 2007.

Table 5.4 Maximum Weight Limits for Nondesignated Roadways (Ill)



Gr. Wt.
36,000
(See note 1)

Vehicle or Combination

B	Gr. Wt.	B	Gr. Wt.
10'	41,000	16'	46,000
11'	42,000	17'	47,000
12'	43,000	18'	47,500
13'	44,000	19'	48,000
14'	44,500	20'	49,000
15'	45,000	21' or more	50,000

Vehicle or Combinations

C	Gr. Wt.	C	Gr. Wt.
15'	50,000	26'	57,500
16'	50,500	27'	58,000
17'	51,500	28'	58,500
18'	52,000	29'	59,500
19'	52,500	30'	60,000
20'	53,500	31'	60,500
21'	54,000	32'	61,500
22'	54,500	33'	62,000
23'	55,500	34'	62,500
24'	56,000	35'	63,500
25'	56,500	36' or more	64,000

Combinations

D	Gr. Wt.
42' or less	72,000
43'	73,000
44' or more	73,280

Notes:
1. Either axle on a two-axle vehicle may weigh 20,000 pounds providing the gross weight does not exceed 36,000 pounds and the vehicle is not part of a combination.
2. Maximum single axle 18,000 pounds, maximum tandem axle 32,000 pounds.
3. Permits may be issued for an overweight load providing it consists of one object that cannot be reasonably dismantled or disassembled.

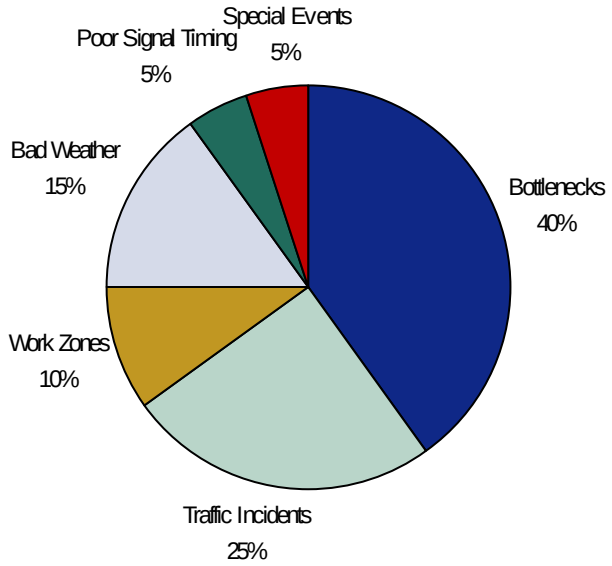
Source: IDOT, Understanding the Illinois Size & Weight Laws, 2007.

5.4 FREIGHT NETWORK BOTTLENECKS

Highway

Highway congestion can be caused by many different factors, as shown in Figure 5.2. Traffic accidents accounts for 25 percent of roadway congestion (measured in hours of delay), while bad weather accounts for 15 percent and work zones account for 10 percent. The largest cause of highway congestion, at 40 percent, occurs at bottlenecks. Bottlenecks are defined as places of routinely recurring congestion where volume is near or exceeds capacity.

Figure 5.2 Factors Causing Highway Congestion

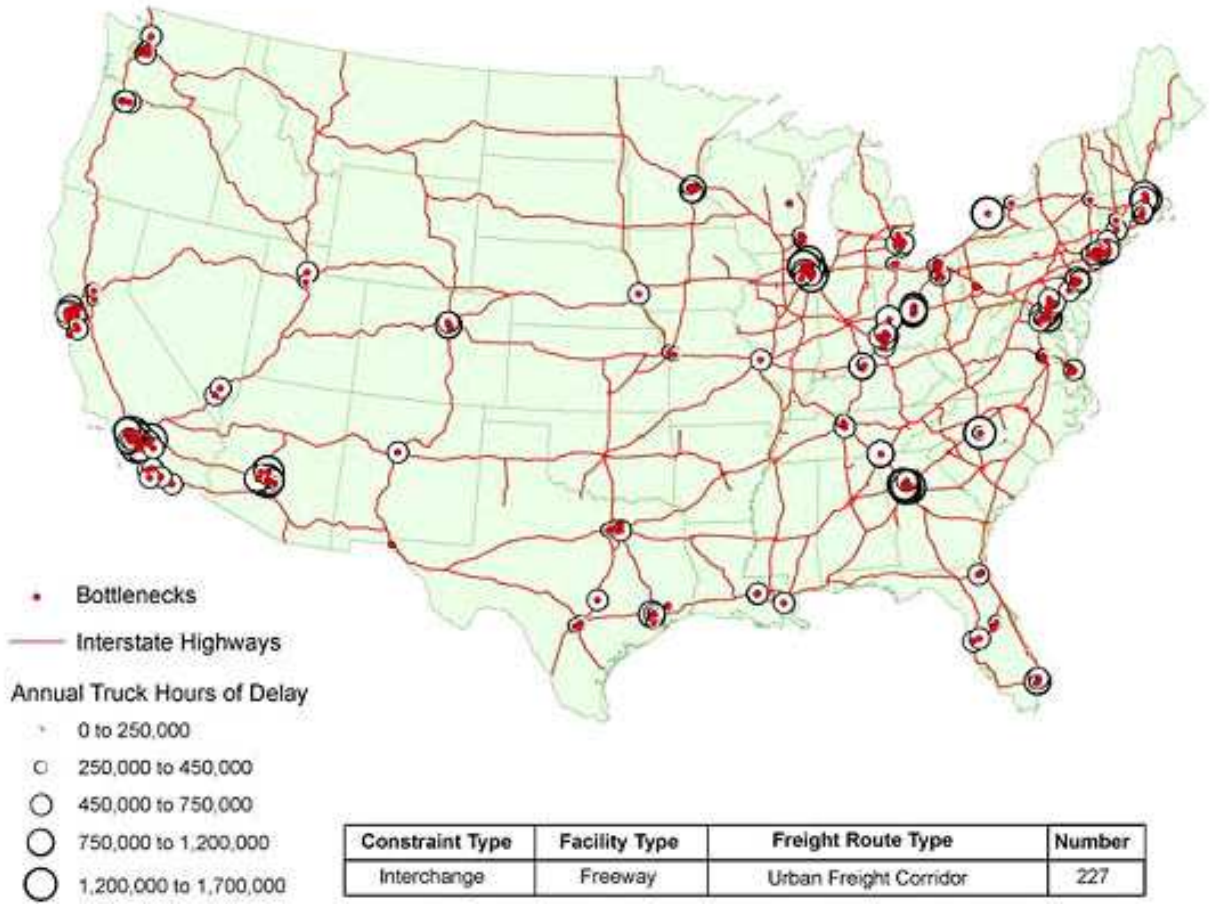


Source: *Traffic Congestion and Reliability: Linking Solutions to Problems*, prepared by Cambridge Systematics, Inc. for the Federal Highway Administration, Office of Operations, Washington, D.C., July 2004.

Figure 5.3 shows the top nationwide freight highway bottlenecks. Five of the top 25 highway interchange bottlenecks in the nation, measured by hours of delay, are located in the greater Chicago region.[14] One of these five is in the Greater Southland Region: the I-80/I-94 interchange. Daily, each vehicle traversing this interchange experiences an average of 8.6 minutes of delay. Annually, trucks experience a total of 1.3 million hours of delay at this interchange.

[14] An Initial Assessment of Freight Bottlenecks on Highways, FHWA, October 2005.

Figure 5.3 Major Freight Bottlenecks on the U.S. Highways



Constraint Type	Facility Type	Freight Route Type	Number
Interchange	Freeway	Urban Freight Corridor	227

Source: *Traffic Congestion and Reliability: Linking Solutions to Problems*, prepared by Cambridge Systematics, Inc. for the Federal Highway Administration, Office of Operations, Washington, D.C., July 2004.

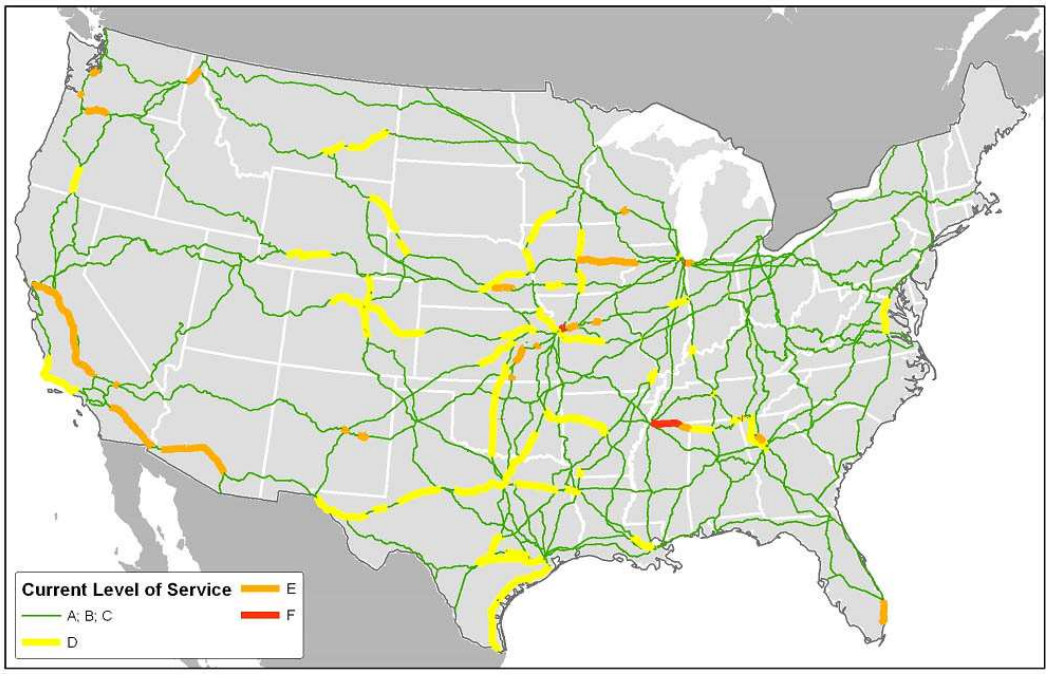
Rail Lines

Major rail congestion in the United States is shown in Figure 5.4. Though difficult to see at this scale, there are areas around Chicago that are operating at LOS F. Chicago rail congestion is related to the need to transfer cargo between rail lines serving the eastern and western United States, operations through a dense and highly congested urban center, and freight trains needing to cede rights to passenger trains on key rail corridors.

When looking to the future of rail, increased capacity will be needed to meet growing demand. According to a recently released study by the Association of American Railroads (AAR), if no additional capacity is added to the primary rail corridors in the United States between now and 2035, 30 percent of the nation's primary rail lines will be operating over capacity, at LOS F. This AAR study estimates a total cost of $148 billion that is necessary for rail capacity expansion,

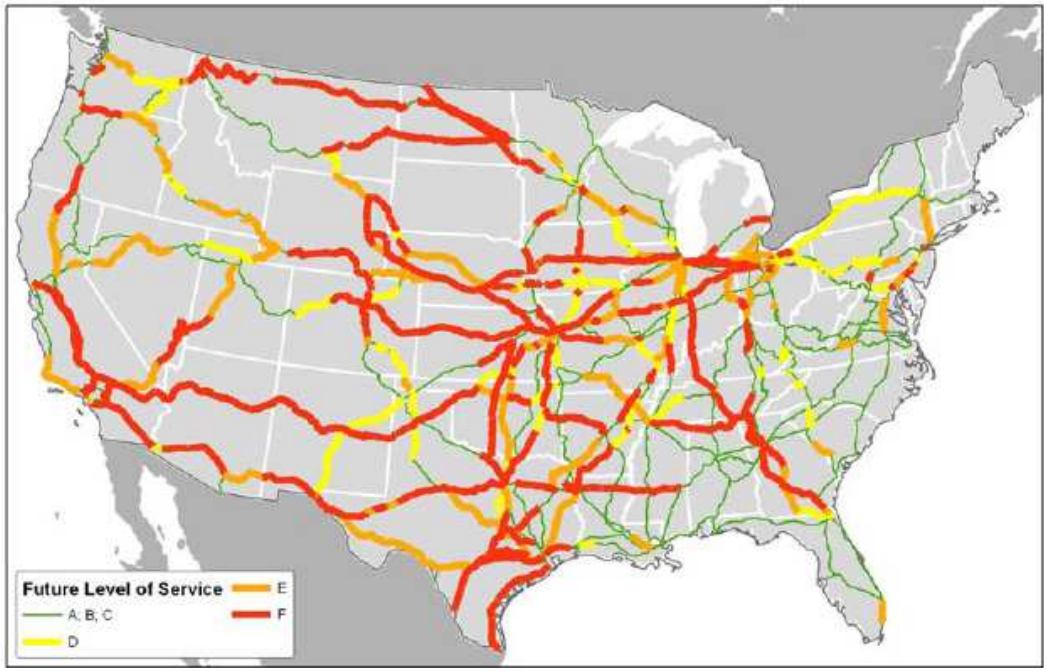
if railroads are to handle the forecasted growth in rail traffic through 2035 at current levels of service.

Figure 5.4 Current Train Volumes Compared to Current Train Capacity



Source: Association of American Railroads, *National Rail Freight Infrastructure Capacity and Investment Study*, prepared by Cambridge Systematics, Inc., September 2007.

Figure 5.5 Future Corridor Volumes compared to Current Corridor Capacity
2035 without Improvements

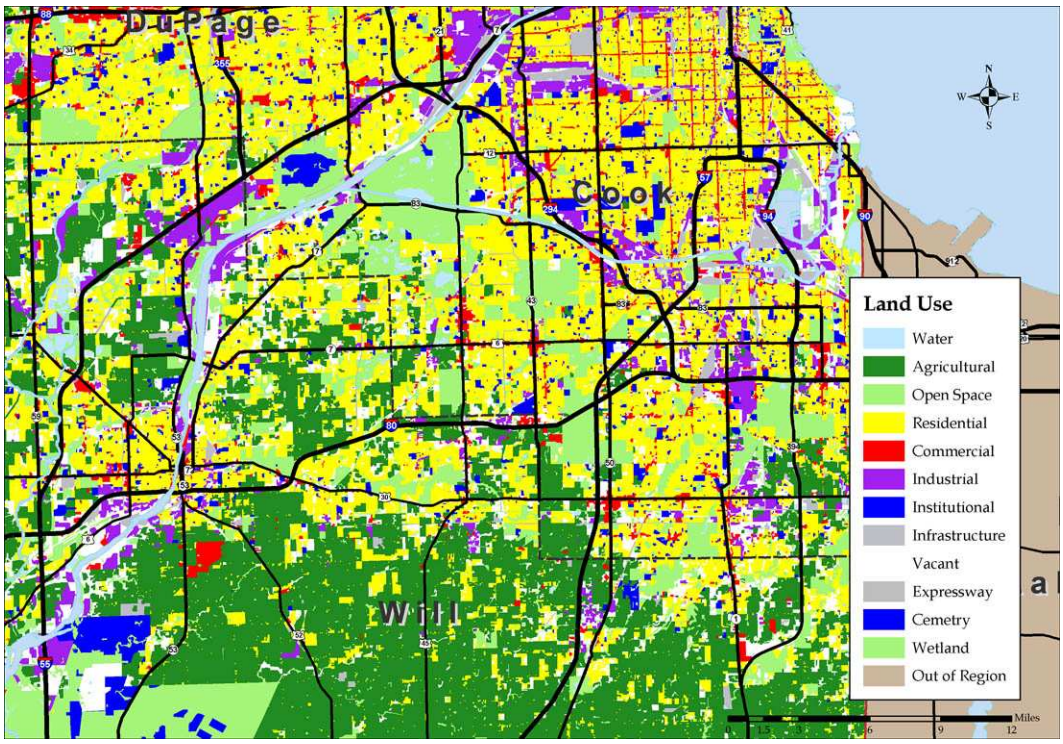


Source: Association of American Railroads, *National Rail Freight Infrastructure Capacity and Investment Study*, prepared by Cambridge Systematics, Inc., September 2007.

5.5 CONFLICTING LAND USE

The Chicago Southland has significant amounts of residential and agricultural land uses (Figure 5.6). Freight uses often conflict with residential uses due to increased volumes of trucks and trains that cause noise, traffic congestion, impact safety, and affect air quality. Significant residential development is located adjacent to current freight routes such as Route 30 in South Cook County as well as to the south of I-80. Given the large increases in population forecasted for the study area, strong pressure to develop open land, especially agricultural land, will exist. Simultaneously, improvement of the freight network to support economic development is desired. Balancing these two conflicting needs will require careful management of land uses in the Southland.

Figure 5.6 Land Use in Chicago Southland



Source: Chicago Metropolitan Agency for Planning.

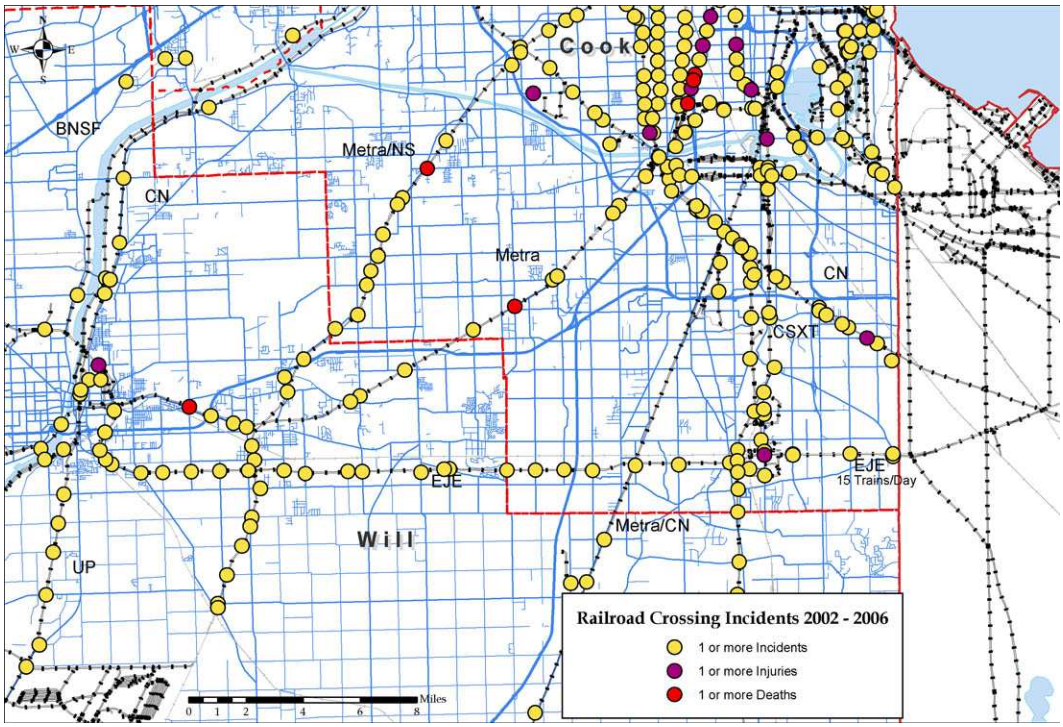
In the Chicago Southland, cargo container storage has become an issue for communities. Stakeholders identified the I-55 corridor as an example of poor container storage that is unsightly and inconveniently located. To better manage containers in the region, Will County has drafted "An Ordinance Regulating the Location and Use of Cargo Container Facilities for Governmental Units within Will County" that is designed to:

- Ensure orderly storage and staging to minimize negative aesthetic and environmental impacts;
- Ensure safe operations, including ensuring proper stacking;
- Ensure adequate visual screening and landscaping; and
- Ensure that storage sites are of sufficient size and appropriately lighted and marked.

Grade Crossings

As shown in Figure 5.7, in the area shown in the map, incidents occurred at 256 rail crossings between 2002 and 2006. Injuries occurred at 12 of these locations with multiple injury-causing incidents at two crossings.

Figure 5.7 Grade Crossing Incidents



Source: Federail Railroad Association.

Over the five-year period, at 115th Street and the Rock Island Metra four injuries occurred in two crashes and at 95th Street and the Rock Island Metra three injuries occurred in one crash. Six deaths occurred during this period, one each at the rail crossings at:

- 119th Street and Rock Island Metra;
- 111th Street and Rock Island Metra;
- Oak Park Avenue and Rock Island Metra;
- 135th Street and Southwest Service Metra;
- Monterey Avenue-112th Place and Rock Island Metra; and
- Cougar Road and Rock Island Metra.

Grade crossings can also be a source of delay for roadway traffic. One grade crossing within the SSMMA region was identified within the CREATE plan as being among the 25 worst in terms of roadway congestion and safety in the greater Chicago region, Project 23a grade crossing of the Indiana Harbor Belt/ CSX rail line at Cottage Grove in Dolton.

Hazardous Materials Movements

In 2002, approximately $41 billion worth of hazardous materials shipments (121 billion tons) originated in the State of Illinois. Approximately $31 billion worth

of hazardous materials shipments (97 billion tons) terminated in the State of Illinois.[15] Illinois was the fourth-largest origin and fifth-largest destination of hazardous materials by weight in the United States.

Hazardous material movements, despite the safety risks that accompany them, are an important part of Illinois and Chicago's economies. Hazardous material movements can generate significant debate as the safety impacts of vehicular crashes and derailments for hazardous material shipments can be severe. Residential land owners are typically very opposed to hazardous material routings and regulations that allow shipments to move in proximity to their homes and communities. As the demand for all freight movements into and out of the Chicago Southland grows (including hazardous materials), the expanding residential areas in the Chicago Southland will come into increasing conflict with hazardous material shippers, carriers, and receivers.

[15] Bureau of Transportation Statistics. *Commodity Flow Survey*. 2002.

6.0 Stakeholder Survey

6.1 OVERVIEW

During the inventory phase of the South Suburban Freight Study, a stakeholder survey was conducted by Cambridge Systematics Team member, Chicago Metropolis 2020. The purpose of the survey was to provide a qualitative understanding of freight trends and developments in the Southland that would complement the snapshot provided by the Freight Analysis Framework 2 and InfoUSA data. As part of the survey, 26 interviews were conducted between May and July 2007. Interviewees (a complete list of which is provided in Appendix A) represented the following sectors:

- Shippers;
- Economic development organizations;
- Government representatives;
- Railroad representatives;
- Trucking/logistics industry;
- Transportation consultant; and
- Developers.

The interviews followed four basic outlines, based on the closest affiliation of the interviewee to one of the following categories:

- Shipper;
- Government representative;
- Logistics-rail-trucker-barge; or
- Developer.

Sample questionnaires for each of the above categories are provided in Appendix B.

6.2 KEY FINDINGS

Among the findings of the Stakeholder Survey is the fact that the Southland has the attributes necessary to capture much of the growth forecast for the transportation and logistics industry in the Chicago region. Logistics Park Chicago, a very successful example of the new generation of intermodal terminals, is located on the fringe of the study area, and more terminal and distribution center developments have been proposed.

It was also revealed during the interviews that the Southland is experiencing growing pains associated with rapid development of freight-related industries: uncoordinated planning, congestion on its roads and rail lines, infrastructure that has not kept pace with the rate of development, and environmental concerns related to emissions, noise, and light.

Greater Southland: Linchpin to Chicago's Freight Hub

Chicago has long functioned as the nation's freight hub due in part to natural advantages such as its central location in the United States, its position at the southern tip of Lake Michigan and its proximity to rivers that flow into the Mississippi River. More importantly, the region's role as a hub has been enhanced by manmade transportation systems that radiate out from Chicago and connect it to the rest of the country. As one interviewee said, "If Chicago is the nation's freight hub, then its southern suburbs are the linchpin holding the wheel and its spokes in place."

The Southland's preeminence in the Chicago region's transportation and logistics industry extends well beyond its transportation assets to include the availability of land on which to develop modern intermodal terminals and warehouse and distribution centers, its proximity to Chicago and the Midwest's large consumer markets (one respondent noted that two-thirds of the United States population resides within a one-day drive of Chicago), the clustering of transportation and logistics businesses, and a deep and skilled labor force to fill the jobs of a growing industry sector.

The Southland is singularly positioned to capture an increasing share of the transportation and logistics sector. The challenge facing the Southland as it develops in this way is to maximize the benefits to its communities while minimizing the negative impacts.

Industry's Response to Intermodal Growth

The rising tide of containers loaded with electronics, toys, furniture, and clothing from China as well as congested rail lines and highways have forced a change in how containers are handled in Chicago. Developers, shippers, retailers and carriers looking for more efficient ways to move freight into and across the country and ultimately into the hands of the American consumer have settled on large intermodal terminals located on the region's fringe as the solution. Two have been built in the Chicago region at Elwood and Rochelle; more are expected to be built.

Modern intermodal terminals with adjacent warehouse and distribution centers like BNSF's Logistics Park Chicago (LPC) in Elwood have expanded rail capacity and improved efficiency in the handling of containerized imports. Logistics Park has exceeded expectations and is projected to process 750,000 containers in 2007 just four years after opening. With an original maximum capacity of 1.2 million container lifts per year, BNSF is considering relocating functions out of the ramp

area and has purchased land in Wilmington for a possible second ramp to increase its container-handling capacity.

The adjoining business park, CenterPoint Intermodal Center, has also leased up quickly. The business park includes 6.8 million square feet of occupied warehousing with another 2.4 million square feet under construction and space for an additional 2.8 million square feet. Additional distribution centers continue to be built within a 10- to 20-mile radius around Elwood as businesses seek to reduce logistics costs by locating near the terminal.

Need for Coordinated Planning and Development

The rapid growth of intermodal terminals and warehouse and distribution centers and their dispersal across numerous municipalities has resulted in the planning of individual developments on a piecemeal basis. Cooperative and coordinated planning is necessary to determine the cumulative impacts of these developments on the Southland's transportation system and communities.

Intermodal terminal developments undergo careful review because of their magnitude and community impacts. They produce a second wave of warehouse and distribution center developments that are pursued by municipalities anxious for the tax revenues and jobs they represent. While smaller in scale, these ancillary developments are more numerous and taken together produce significant traffic impacts.

A comprehensive and proactive approach to freight infrastructure planning and development can help in avoiding "overdevelopment," a concern expressed by some interviewees regarding the I-55 corridor.

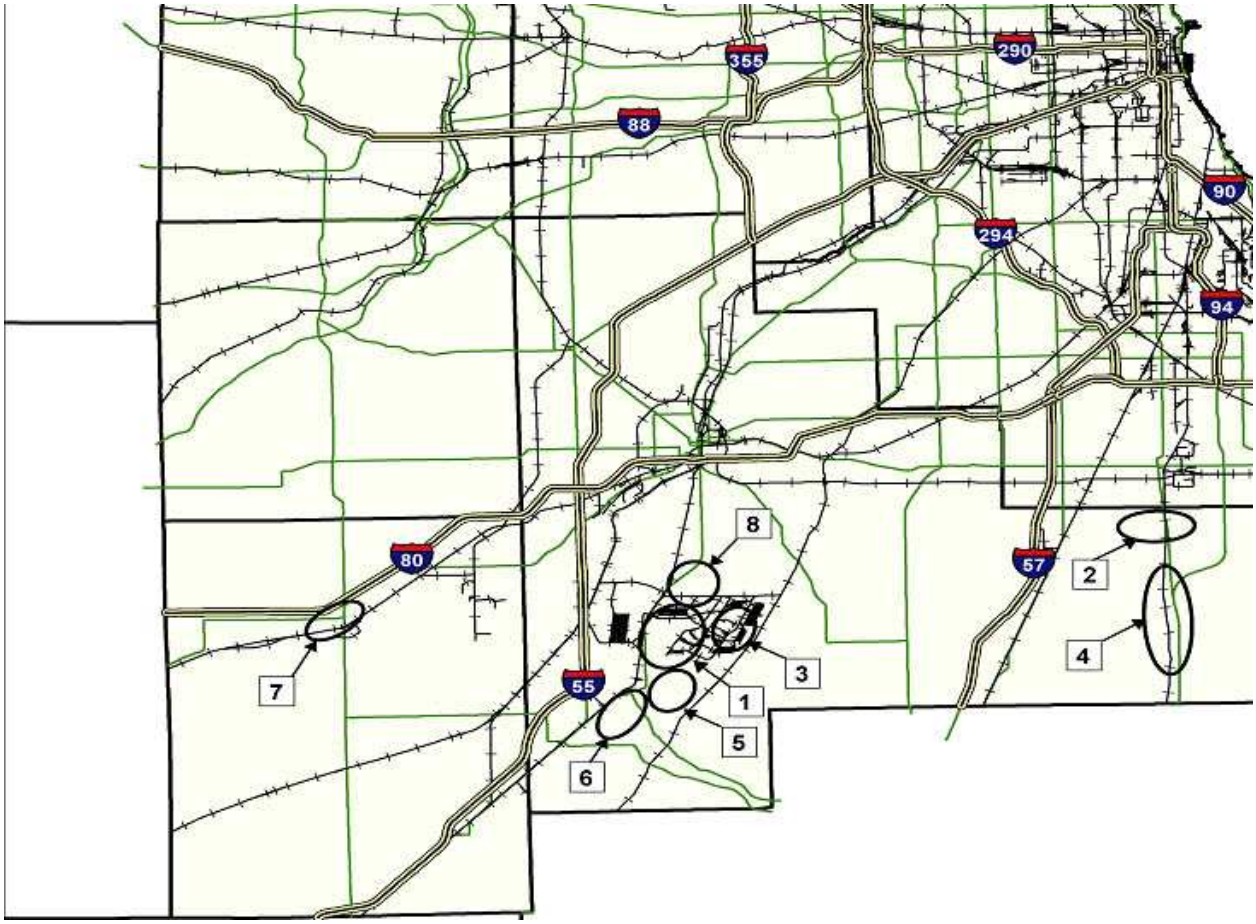
Six major intermodal terminals and/or warehouse and distribution center developments were identified in the Southland through the interview process. Two, Logistics Park Chicago and Sauk Village LogistiCenter, are open and operating. Four more have been announced and still others are rumored to be in the planning stage. Northwest Indiana, while out of the study area, is also refining proposals for similar developments. The magnitude of development represented by these facilities is regionally significant, while the impacts on communities and the transportation network will be as well (see Figure 6.1).

The geographic distribution of these logistics centers clearly reinforces the impression that I-55 and I-80 are developing as "the corner of Main and Main for the transportation and logistics industry" (see Figure 6.1). Much of this proposed development is locating in Will County and ex-urban counties like Kankakee and Grundy where land is plentiful for large greenfield developments and taxes are lower than in Cook County.

While the marketplace has chosen Will County as the ideal location for growing the transportation and logistics sector, the same unanimity of opinion does not exist among local governments and their residents as to whether the benefits to be derived from such growth outweigh the costs.

Figure 6.1 Intermodal Terminals and Major Warehouse Developments

Greater Southland



Note: Map numbers correspond to sites listed in table below.

Map Label	Existing	Total Acreage	Annual Number of Lifts	Warehousing (Square Feet)	Average Number of Trucks per Day
1	Logistics Park Chicago (LPC)	2,200	1.2-1.5 million	12.0 million	4,615
2	Sauk Village LogistiCenter	325	Unknown	5.0 million	Unknown
	Announced				
3	CenterPoint Caterpillar Joliet	264	NA	2.9 million	Unknown
4	Crete	1,500	1 million	5.0 million	3,850
5	ProLogis Park Arsenal – Wilmington	770	N/A	11.0 million	Unknown
6	RidgePort Logistics Park	2,000	N/A	20.0 million	Unknown
7	Kraft – Morris	Unknown	N/A	0.8 million	
8	CenterPoint-UP-Joliet Intermodal	3,500	Unknown	Not Certain Yet	Unknown
	Total	**7,059**	**2.5 million**	**56.7 million**	

Source: Prepared by Chicago Metropolis 2020 from interviews and periodicals.

Some interviewees feel the redevelopment of the former Joliet Arsenal has benefited the region tremendously, acting as an economic engine and creating many jobs. Others feel just as strongly that, "while the jobs are good, they are never as many as hoped for and tax revenues are far lower than for comparable business park developments." The survey also revealed concerns that the impacts of these developments – congestion, air and noise pollution, and the cost of supporting infrastructure – are widely distributed while the benefits, largely in the form of tax revenues, are not.

Highway and Road Congestion

Intermodal terminals like LPC were built on the region's fringes to escape the rail and highway congestion associated with the City of Chicago and its inner suburbs. They were developed to keep freight from unnecessarily entering the central city and to facilitate steel wheel (train-to-train) interchanges of containers between western and eastern rail carriers. This latter aspect of the business has not developed, however, as the sheer volume of incoming containers has consumed ramp capacity and as congestion in the Chicago rail terminal has discouraged the movement of containers by rail between intermodal facilities.

The terminals have instead profoundly changed traffic patterns as they have become locations for the transfer of containers from trains to trucks leading to more rubber wheel (i.e., truck) interchanges between the railroads and creating congestion where it previously did not exist. Not surprisingly, increased road and highway congestion was the most noted impact associated with the

intermodal industry as was the intermingling of car and truck traffic. According to the survey, in Joliet it is no longer possible to circumvent congestion and truck traffic because they are ubiquitous. Residents increasingly express negative opinions about the traffic flows associated with LPC.

Specific locations identified as bottlenecks include:

- Arsenal Road between LPC and I-55;
- The I-55 corridor particularly north of I-80; and
- The section of I-80/I-94 at the Illinois-Indiana border.

Respondents also noted that IL 53 could carry more traffic but, is in such poor condition, that many truckers avoid it. IL 53's interchange at I-80 is stressed with current traffic volumes.

As announced developments come on line, these situations will worsen if improvements are not made.

Rail Impacts

The capacity of existing rail terminals in the city and its inner suburbs is insufficient to process the freight volumes moving through the Chicago region. As a result international traffic has aggregated to the intermodal terminals developed in Elwood and, to a lesser extent, Rochelle.

Much of the logistics world is shifting to "long-haul trains and short-haul trucks" for their shipments. Every train from the ports at Los Angeles/Long Beach to Elwood represents 250 trucks that did not drive from Los Angeles to Chicago. This has significant public benefits, including reduced interstate congestion, reduced pavement maintenance, lower fuel usage and emissions, and improved highway safety. On the other hand, the growing number of freight trains from west coast ports has the potential for increasing conflicts with intercity and commuter passenger trains just as passenger train service is being added in the Chicago region.

The Timing of Infrastructure Improvements Relative to Development

Often public infrastructure is not built prior to the full build-out of a development because sufficient funding does not exist for the improvement or the extra capacity is not yet needed.

The experience in Elwood offers an example. Some improvements accompanied the development of Logistics Park Chicago but some needed improvements did not. On the plus side, infrastructure improvements designed to accommodate increased train and truck traffic accompanied the development of the intermodal terminal. Capital improvements at LPC included two grade separations to divide train and road traffic, the widening of Arsenal Road, new roads and additional lanes on local arteries. These infrastructure improvements were prioritized and executed in phases to keep construction manageable.

Construction of other needed improvements has not kept pace with demands posed by the development at LPC. An interchange at I-55 south of Arsenal Road was an LPC priority and, given the unequivocal success of BNSF's ramp, was needed almost the day it opened. The interchange has been designed but not funded making traffic backups along Arsenal Road a daily occurrence during the week. Similarly, congestion along I-55 has become a major problem with traffic counts that grow steadily from I-80 to I-294 and beyond. IDOT has included the widening of I-55 in its five-year program to add capacity.

Although most municipalities are satisfied that they carefully identified the infrastructure requirements associated with terminal and distribution center developments, some feel they would structure the deal to get the infrastructure in first knowing what they now know and allow the build-out to follow the public improvements.

Significantly, before ProLogis can build more than 4 million square feet of warehousing at its recently announced distribution center in Wilmington, improvements to IL 53 at New River Road and South Arsenal Road including traffic signalization and turn lanes are required under the terms of the agreement with the city.

In Crete, CenterPoint is proposing to build a single truck-only road between IL 394 and the terminal. At one million lifts a year the terminal will reportedly generate an average daily truck flow of 2,800 to 3,800 trucks. Truck counts will grow larger as warehouse and distribution centers aggregate around the terminal. This will strengthen the need and timing for proposed improvements to IL 394.

On the plus side, good truck route coverage exists in Will County with Routes IL 171, IL 7, U.S. 6, U.S. 52, and U.S. 30 all in very good condition and providing access to the Joliet area.

Land Use Compatibility

Two primary land use problems were mentioned during the interview process. The first concerns conflicts between uses – generally residential and commercial/ industrial uses. The second involves the need for ancillary uses that are required by the transportation and logistics industry but which many municipalities find unattractive. Support facilities in the form of truck terminals, repair facilities for trucks and train engines, and container storage locations are essential components of the transportation and logistics industry, yet they represent uses that most municipalities do not want. As a result these uses gravitate to localities that will allow them, thus leaving them concentrated along certain corridors or inconveniently located. ("I-55 is a bad poster child for container storage. It gives the industry a black eye.")

Each project faces different kinds of land use conflicts. At LPC there are minimal conflicts with surrounding land uses – the rail ramp and business park are isolated from the residential areas by virtue of their location at the Joliet Arsenal

which is surrounded by the Midewin Prairie. However, there are inadequate support facilities for trucks and engines; not providing them has unintended consequences. Elwood does not have any parking areas for truckers doing paperwork, sleeping, or repairing their equipment. As a result many park at the side of the road outside the terminal and tear up the parkway while they do their paperwork or check equipment. Communities need to be cognizant of this and include these uses in development plans.

CenterPoint's development in Crete will abut a residential area requiring the construction of a 25-foot berm to buffer the residents from the terminal. Other residential areas in Crete are located next to the main UP/CSX rail line opposite the terminal. While they may not be directly impacted by terminal operations, they will almost certainly notice increased train traffic.

The uses permitted within a modern terminal are regulated by the local municipality to minimize conflicts with adjoining uses. But terminals stimulate the development of warehouse and distribution centers within a 10- to 20-mile radius. According to interviewees, municipalities eager to attract these warehouses and distribution centers "have not always taken the same care in locating them to minimize land use conflicts."

Impacts on Existing Intermodal Terminals in the Chicago Region

The interview process revealed concerns regarding the impacts of intermodal terminals on the urban fringe will have on existing terminals in Chicago and its inner ring of suburbs. It appears that in the near term most of these facilities will continue to operate because sufficient capacity simply does not exist to handle the volume arriving in the region. Nevertheless specific decisions will vary by rail carrier and be influenced by the number, configuration, and capacity of its Chicago area facilities as well as business expansion plans and forecasts. Two facilities, BNSF's Western Avenue and UP's IMX terminals, closed in 2005.

At least three possibilities were revealed for older intermodal terminals as more modern facilities come on line: 1) they will continue to operate as an intermodal terminal because the owner (or, possibly, another carrier or end user) needs the handling capacity or finds that particular location attractive; 2) they will be redeployed as a classification or hump yard handling domestic freight shipments rather than international; or 3) they will close and become available for redevelopment.

Operational Considerations for Local Trucking Firms

According to survey respondents, the creation of new intermodal terminals in proximity to warehouse and distribution centers has affected local drayage firms in several ways. By bringing freight closer to their final destinations, railroads have shifted cargo away from trucking firms. Drayage firms have had to adjust rates downward as a result of the loss of business and the softening economy.

Concern was expressed that reduced rates have been accompanied by increasing costs thereby making profit margins for owner-operators even smaller than they were before. Costs are increasing because of rising oil prices, the longer distances that must be traveled to reach the newer terminals and the need to locate truck terminals in proximity to the new yards. While suburbs are eager to attract warehouse and distribution centers, they do not want the trucks that come with them and have made it harder to establish truck terminals. Terminals near the ramp allow drayage firms to offer lower rates than if based remotely.

These circumstances have forced local companies to be more efficient in planning cross-town movements creating triangular or "double bubble" routes so that trucks reload at each stop and do not travel empty. Inefficiencies still exist, however, because carriers must wait for the railroads/depot to accept the container. They can not simply drop the container and pick up another because they are responsible for the chassis beneath it.

Economic Diversification

Because of the amount of land required and the volume of traffic generated, freight-oriented developments appear massive and overwhelming to the general public. Concern was expressed about how the industry is evolving and whether the Southland's economy will be sufficiently diversified if it ties its economic development strategy to the transportation and logistics industry.

Skill and Availability of Local Workforce

Although it was not the first characteristic mentioned, many respondents referred to the availability of a highly skilled workforce as being an integral element of the Southland's success in attracting transportation and logistics-related development. Every sector spoke of the need to replace retiring "Baby Boomers" with qualified workers. In many cases companies have anticipated shortages in job categories by establishing in-house training programs; others have relied on partnerships with community colleges to train new workers and prepare existing workers for the increasing use of technological innovations in the logistics field.

Two primary categories of worker shortages were identified. Truck driver shortages are cyclical and closely tied to the economy. As such, the current soft economy has translated into more drivers and fewer shortages.

Engineers covering mechanical, electrical, and other specializations were also cited by several respondents as being in short supply.

South Suburban Airport

The consensus of respondents is that construction of a south suburban airport will not impact the flow of international imports through the Southland. Interviewees see very little connection between rail intermodal and air freight.

"Airports have their own markets from a shipping perspective and no direct connection will exist between the two."

Nevertheless, strong support exists for the airport as yet another economic development strategy for the Southland. The airport will open up new corridors for growth and prosperity unrelated to the intermodal sector and will represent yet another alternative for air freight and passenger travel in the Midwest.

Inland Waterways

The inland barge industry is healthy in Joliet, which is located on the Des Plaines River/Chicago Ship Canal with connections to the Illinois and Mississippi rivers and ultimately the Gulf of Mexico. Barge traffic moves bulk goods like cement, grain, and coal through the canal. Barge shipments in the Chicago region have been growing and container movements by barge are being discussed as one way for the industry to expand.

A key constraint for barge companies operating in the Greater Southland that was expressed during the interviews is the condition and capacity of locks along the river system. Locks in the area are showing their age in the form of exposed rebar and handling capacity. The locks were not designed to accommodate barge tows of the length and width that move along the river today requiring operators to break down their loads and pass them through the locks in smaller units that must be reassembled on the other side – a timely and inefficient process.

Several Cook County south suburban communities are planning jointly to explore opportunities for increasing commercial uses along the Cal Sag Channel. Ozinga is building a new dock at 127th in Alsip and Mittal Steel is studying the feasibility of a dock in Riverdale.

6.3 STAKEHOLDER RECOMMENDATIONS

Interviewees feel that the Greater Southland is uniquely suited to capture an increasing share of the freight-oriented development occurring in the Chicago region. The vision articulated during the interview process was to create nodes of commercial activity centered on the development of several modern intermodal and distribution facilities producing well-paying jobs and tax revenues. The primary challenges are to site and design such developments appropriately and improve the transportation network to support the nodes of economic activity thereby ensuring the free flow of people and goods across the region.

Specific suggestions and recommendations from interviewees are summarized below.

Funding Infrastructure Improvements/Addressing Congestion

The lack of funding for infrastructure improvements was cited repeatedly by interviewees as the primary obstacle to growing the Southland's economy. As stated earlier, the logistics and transportation industry has set its sights on Will and ex-urban counties as an ideal locus for the development of intermodal and distribution facilities, but the capacity of area Interstates to carry the traffic generated by these developments acts as a constraint on this growth. Key bottlenecks – I-55 and I-80/94 – were referred to as being significant constraints to development in the region.

Interviewees were also concerned that priority highway and transit improvements have languished because the State has been without a capital program since the expiration of Illinois First in 2004. While securing passage of a State Capital Program remains a priority, the backlog of projects awaiting funding may mean that not all of the improvements needed in the Greater Southland will be selected when such a program is passed. Four recommendations were made by interviewees for responding to this challenge and ensuring that infrastructure to support business development is in place in a timely fashion:

1. **Institute Congestion Pricing Policies Across the Region –** Pricing generates new revenues that can be used to fund expansions of or improvements to the transportation network. It also will enable the region to better manage traffic flows and handle more vehicular throughput on existing highways and facilities. Pricing has the effect of distributing traffic flows more evenly over the course of the day and week by charging higher prices when demand is greater thereby encouraging traffic that does not have to travel during peak periods to shift to lower demand/lesser priced time periods and routes. Pricing can take the form of tolls on public facilities that vary with the time of day, route, and traffic volumes. Surcharges to enter intermodal terminals/ distribution centers on peak days during peak hours represent another potential form of pricing. Congestion pricing has the added advantage of directly charging the beneficiaries of an improvement, be they individuals, companies, or carriers, for its use.

   According to one interviewee, "Peak-hour pricing makes sense. During off-peak hours you would not know that there was an intermodal terminal any where near Elwood. The rail ramp operates 24/7 but the loading and unloading of containers by trucks occurs largely during weekday daytime hours."

2. **Authorize Use of Public-Private Partnerships in Illinois –** Public-private partnerships (PPP) have been used successfully around the world to expedite the construction of new infrastructure by attracting private capital in search of investment opportunities. Public-private partnerships, however, are not yet permitted in Illinois. Legislation authorizing Illinois to use PPPs has been drafted and will be debated in the Illinois General Assembly. The Greater

Southland and its governments and economic development organizations should consider advocating for PPP with sufficient public protections given that several infrastructure proposals may lend themselves to PPP.

Public-private partnerships can also take the form of sharing the cost of building improvements related to specific developments. Just as UPS shared the cost of building an interchange at I-294 and their Hodgkins facility with the Illinois State Toll Highway Authority, developers of intermodal centers could help finance improvements primarily serving or necessitated by new intermodal terminals.

3. **Enact New Locally Controlled Funding Mechanisms –** Locally controlled revenue streams for infrastructure permit local governments to establish priorities without competing with the priorities of governments across the State. Such funds can also be used as a match to state and Federal funding which may improve a project's prospects for funding.
4. **Support enactment of a State Capital Program that includes funding for high-priority South Suburban transportation improvements**.

Evaluate and Prioritize Freight-Related Infrastructure Improvements

Since sufficient resources do not exist to pay for all of the improvements identified during the interview process, it was suggested that Southland governments should independently determine the traffic and economic impacts of the various projects under consideration and prioritize amongst them to secure the best return on their investment. Efficient and speedy interstate connections, sufficient highway capacity, and better separation of truck and auto traffic were identified as being vital to the Southland's success in growing with the transportation and logistics industry. Determining which are the most critical will go a long way toward "solving the Chicago dilemma."

Among improvements mentioned by interviewees (not necessarily in priority order):

- The Illiana Expressway (the longest stretch mentioned was from I-80 in Northwest Indiana to I-80 beyond I-55) – this expressway represents the best hope among respondents for relieving congestion on I-80/94 between Illinois and Indiana. Illiana would open up the Will/South Cook/Northwest Indiana region to further growth.
- New interchange at I-55 south of Arsenal (possibly truck-only).
- Adding lanes to I-55, I-80/94, and I-57.
- New interchange at I-57 and Manhattan-Monee Road.
- Expanding IL 394 and making it a limited access highway.
- Widening Routes 59 and 30.

- Improving Will County arterials such as Laraway Road, Cedar Road, Wilmington-Peotone Road, Weber Road.
- Implementing the CREATE program.
- Grade separations along Patterson and Brandon Road in Joliet.
- Viaduct clearances are a necessity in Joliet; "The old Rock Island (Metra), BAN and UP are all problem lines; Joliet elevated its tracks in 1908 but this was not done with the measure of today's semis."
- Lock and dam improvements.
- South Suburban Airport.
- "Even I-355 will need added capacity the day it opens."

Land Use Planning for Freight Development

Interviewees indicated that careful siting and design of new freight and warehouse facilities and ancillary uses is needed to minimize conflicts between new facilities and adjacent residential and commercial areas.

In those locations where a priority is placed on freight-related development, respondents felt that care must be taken to maintain those areas for industrial development. Local zoning ordinances must be designed and enforced to prevent the encroachment of residential uses into those areas.

When new intermodal facilities are developed, plans need to be made to provide adequate and convenient locations for ancillary uses of the transportation and logistics industry. Support facilities in the form of truck terminals, repair facilities for trucks and train engines, truck parking facilities, and container storage locations are essential components of the transportation and logistics industry. The need for these uses may represent an opportunity for business and economic development.

The Will County Center for Economic Development has written a model container ordinance that communities are urged to adopt.

Design Considerations for New Intermodal Terminals

Facility design can go a long way toward securing the public's acceptance of the transportation and logistics industry. Developers and operators would do well to examine the full array of innovations being adopted by BNSF at its Southern California International Gateway (SCIG) facility in Los Angeles to reduce impacts on adjoining residential areas. Among the design and operational changes being considered by BNSF are the following:

- Operate wide-span electric cranes, as opposed to traditional, diesel-powered cranes;
- Minimize noise and stray light from the facility through construction of a sound wall;

- Investigate multiple sequential low-emission engines for use as railroad switch engines;
- Operate liquefied natural gas-powered switch engines;
- Use the greenest locomotives and fuel available; specifically evaluate the use of a battery-powered switch engine known as the "Green Goat";
- Trucks will be limited to traveling on specified nonresidential truck routes and be equipped with global positioning satellite (GPS) devices to monitor and enforce compliance;
- All trucks to be 2007 or newer burning ultra-low-sulphur diesel fuel;
- Use natural gas hostler trucks (yard tractors); and
- Plant an "urban forest" to improve air quality and aesthetics.

Regional Planning

Interviewees felt that something must be done to ensure that the impacts on adjacent communities are considered, and both the costs and benefits of new Intermodal developments are equitably distributed.

The need for better regional planning and development are paramount concerns for the Greater Southland; the number and magnitude of proposed developments require it.

Operational Innovations to Improve the Business Climate

Policies by the railroads, governing agencies or by public-private entities are needed to reduce peak-time traffic and gain more productive use of transportation infrastructure over the 24-hour period. In an attempt to even the flow of traffic over the course of the day, gate reservations have been instituted by some railroads.

A neutral grade chassis pool should be created to increase efficiency in drayage operations and reduce the high percentage of chassis in Intermodal facilities that are underutilized. A neutral grade chassis pool would create the ability to move a container, for example, from BN to CN without hauling an empty chassis back and forth. The logistics of this must be worked out. Steamship companies are getting on board with it. If neutral chassis interchange is allowed, one hauler can put a box on another's chassis. A grade or neutral chassis pool allows intermixing – it would not matter whose box is used as long as the owner of the chassis is a pool participant. The trucker can dump the load and chassis and pick up another from the neutral pool. Currently carriers sit and wait at yards; they cannot drop a chassis with the container and simply pick up a new loaded chassis because they are responsible for their own chassis.

Companies seeking to expand production capacity have begun to outsource their warehousing to allow them to utilize former warehouse space for manufacturing

purposes. This will lead to more demand for warehouse space that should be considered in local and regional plans.

Workforce Training

Interviewees felt that the freight industry needs to take into account the "Baby Boomer" retirement phenomenon by reaching out and training a younger workforce to replace retiring "Boomers." Local colleges and universities can help equip the next generation of workers for the logistics field and perhaps enlist retired workers to participate in training the new workforce.

Workforce programs need to recognize that transportation and logistics jobs are becoming more technical. Those institutions offering degrees in Logistics Management are helping create the modern freight workforce. All aspects of the supply chain are networked and computerized and hence require more than manual labor. Technology and workers that understand the technology have become critical to product tracking.

7.0 Stakeholder Workshop

The first of two stakeholder workshops in conjunction with the South Suburban Freight Study was held on August 1, 2007 at Prairie State College. Invitees to the workshop included representatives of public and private sector entities with a vested interest in the Southland's existing and future freight industry. Approximately 30 stakeholders attended the workshop.

The workshop agenda was broken into two components. During the initial General Session, attendees were presented with an overview of the South Suburban Freight Study. This presentation included discussions on the data collection effort that comprises the "Inventory and Profile" phase of the study. Specifically, the inventory data discussion items included the following:

- Transportation assets of the study area;
- Land use and demographics;
- Results of the stakeholder interviews; and
- Trends in freight movement.

Following the General Session presentation, attendees were divided into breakout groups. Each group was asked to discuss five general issues related to freight mobility in the Southland. The entire group was then reassembled and each breakout section was given an opportunity to report back. The following summarizes the findings of the breakout groups in regard to the five topic areas:

1. **What Types of Freight Activity Should Be Encouraged in the Study Area?**
   - Facilities with the highest employees per square foot.
   - Local versus through freight (1/3, 1/3, 1/3).
   - Develop along key freight corridors.
   - Evaluate demand of China/Asian markets to determine needs.
   - Warehousing, distribution (Joliet, South Cook-Riverdale).
   - Technology to track/manage freight and enable re-routing.
   - Agricultural freight – ethanol, grain for export (use all modes).
   - Better utilize ports.
   - Encourage freight in developed areas (brownfields); discourage greenfield development.
   - Include local opinion in decisions about freight.

2. **What Infrastructure Improvements Need to Be Made in Order to Accommodate Increased Freight Activity?**
   - Improve locks to increase water travel, especially the O'Brien Locks in Chicago (determine who has responsibility for locks – Army Corp of Engineers? Water Reclamation District?).
   - Develop truck-only toll road, potentially on Illiana.
   - Build Route 57 – I-294 Interchange.
   - Illiana Expressway.
   - Add lanes to 394.
   - Build South Suburban airport.
   - Consider combined intermodal facility (through port).
   - Provide better access to facilities.
   - Improve current road conditions – heavy trucks.
   - Address viaduct clearance issues.
   - Fix at-grade crossings.
   - Evaluate truck routes.
   - Make Route 394 the Logistics Corridor.
   - Build Illiana.
   - Bank land to anticipate freight needs.
   - Target phase II of CREATE for regional rail improvements.
   - Consider alternate routes for security/emergencies.
   - Explore new technologies (RFID).
   - Develop pipeline to draw freight, mitigate congestion.
   - Develop Free Port concept.
   - Grade separations must be part of capacity expansion (QOL impacts).
   - Increase east-west capacity I-55 to I-65 – this requires Illinois and Indiana cooperation.
   - Increase truck parking.
3. **What Policy Changes Are Needed to Make this Happen?**
   - Transportation planning must be viewed as economic development planning by CMAP and DCEO.
   - Illinois delegation and Federal agencies need to be engaged.
   - State leadership must invest in infrastructure.

- Real estate tax policy needs to change so that the South Suburban communities are more competitive with the rest of the region.
- The CREATE agreement needs to be revisited to give South Suburban region a voice.
- Greater IDOT involvement is needed.
- Develop regional agreement on project priority.
- Use land for best and highest use.
- Set up regional loan fund (State Investment Bank).
- Develop tax incentives.
- Consider freight impacts in zoning.
- Noise standards should be flexible.
- Develop a policy to distribute benefits among the region.
- Regional planning – address impacts equitably.
- Expand CMAP region? Kankakee?
- Relate geography to each issue.
- CMAP needs to focus on freight.
- Regional planning is needed for intermodal development and growth.

4. What Other Impediments Exist that Could Prevent this from Happening?

- Labor – available but with right skills?
- Transit needs.
- Current state government.
- Intergovernmental cooperation.
- Brownfields.
- Access roads not well planned.
- Lack of intergovernmental cooperation.
- NIMBY – need better communications about the value of freight.
- Need to consider raising taxes to pay for improvements.
- Need tax incentives for freight.
- Businesses do not vote.
- Length of time to permit and site projects.
- State of current infrastructure – not designed for freight.

5. How Can Intergovernmental and Public/Private Cooperation Be Enhanced?

- Incorporate environmental benefits into arguments for public funding of projects that reduce vehicle idling and congestion.
- Expand intermodal planning to broaden region (e.g., Rockford, Rochelle, Indiana, and Kankakee).
- Unified planning balanced with local authority.
- State leadership needed for freight.
- Explore value pricing in Southland region.
- Utilize corridor planning councils.
- Foster dialogue between public and private sectors, ensuring that benefits to both sectors are addressed.
- Increase communications, education, and commitment to freight.
- State incentives for municipal collaboration, acting regionally (projects of regional significance).

Appendix A. Stakeholder Interviewees

Stakeholder Interviewees

BUSINESS ORGANIZATIONS/CHAMBERS OF COMMERCE

1. Mary Schmidt (Businesses 5, 6, and 7 participated in a group interview at ACC's invitation)
   Director
   Alsip Chamber of Commerce
   12159 South Pulaski Road
   Alsip, IL 60803

2. John Greuling
   President and CEO
   Will County Center for Economic Development/Logistics Council
   116 North Chicago Street
   Two Rialto Square, Suite 101
   Joliet, IL 60432

3. Michael Scholefield (submitted a written questionnaire)
   President
   Chicago Southland Economic Development Corporation

MAJOR EMPLOYERS/SHIPPERS/MANUFACTURERS

1. Jack Lanigan, Sr.
   Chairman
   Mi-Jack Products, Inc.
   3111 West 167th Street
   Hazel Crest, IL 60429

2. Scott Haas
   Vice President for Transportation
   UPS

3. Gary Norgren
   General Manager – Riverdale
   Mittal Steel

4. Gregory Blazina
   Manager – U.S. Transportation
   Griffith Laboratories USA
   1 Griffith Center
   Alsip, IL 60803

5. Charles Dan
   Warehouse Distribution Manager
   Berry Plastics
   5750 West 118th
   Alsip, IL 60803

6. Ruth Pajak
   Customer Service/Logistics
   JLM Chemicals
   3350 West 131st Street
   Blue Island, IL 60406

GOVERNMENT

1. Michael Einhorn
   Mayor
   Village of Crete
   524 West Exchange Street
   Crete, IL 60417

2. Larry Wilson
   Section Chief, Rail Planning
   IDOT

RAILROADS

1. Steve Serio
   Intermodal Director
   Canadian National Railway

2. Earl Wacker
   Director
   Chicago Transportation Coordinating Office (CTCO)

3. Paul Nowicki
   Assistant Vice President, Government and Public Policy
   Burlington Northern Santa Fe
   547 West Jackson Boulevard, Suite 1509
   Chicago, IL 60661-5717

4. Jim Kvedaras
   Senior Manager, U.S. Public and Government Affairs
   Canadian National Railway
   17641 South Ashland Avenue
   Homewood, IL 60430

TRUCKING FIRMS

1. Janet Cervantes
   Vice President
   Hammer Express
   9100 Plainfield Road
   Brookfield, IL 60513-2418

BARGE COMPANIES (WRITTEN QUESTIONNAIRES SUBMITTED BY REGGIE GREENWOOD, SSMMA)

1. Todd Hudson
   Commercial Director
   American River Transportation Company
   Decatur, IL

2. Jerry Knapper
   Assistant Vice President
   Ingram Barge Company
   4400 Harding Road
   Nashville, TN 37202

LOGISTICS FIRMS

1. Pete Baumhefner
   Executive Vice President, Operations
   Pacer StackTrain
   2300 Clayton Road, Suite 1200
   Concord, CA 94520

2. Mark Yaeger
   Hub Group, Inc.
   3050 Highland Parkway, Suite 100
   Downers Grove, IL 60515-5543

DEVELOPER/WAREHOUSE CENTER

1. T.J. O'Brien
   Development Manager
   DP Partners (DP has facility at Rochelle as well)
   One Parkview Plaza
   17 West 110 22nd Street, Suite 660
   Oak Brook Terrace, IL 60181

2. Neil Doyle
   Senior Vice President, Infrastructure
   CenterPoint Properties (Elwood/Rochelle/Crete)
   1808 Swift Drive
   Oak Brook, IL 60523-1501

EXTERNAL INFLUENCES

1. Northwest Indiana

- Justin Murphy
  Chief of Staff
  Four Cities Consortium
  6949 Kennedy Avenue, Suite E
  Hammond, IN 46323

2. Logistics Park Chicago

- Jim Haller
  Director, Community and Economic Development
  City of Joliet
  150 West Jefferson Street
  Joliet, IL 60432

- Aimee Ingalls
  Village Administrator
  Village of Elwood
  P.O. Box 435
  Mississippi Street
  Elwood, IL 60421

TRANSPORTATION AND LOGISTICS CONSULTANTS

1. Sandra Dearden
   President
   Highroad Consulting Ltd.
   55 East Jackson Boulevard, Suite 625
   Chicago, IL 60604

APPENDIX B. SAMPLE STAKEHOLDER QUESTIONNAIRES

B.1 DEVELOPER QUESTIONNAIRE

I'm Maria Choca Urban, Program Director, with Chicago Metropolis 2020, a business-backed civic organization focused on ensuring the health and vitality of the Chicago region as a place to live and work. Chicago Metropolis 2020 has a key interest in freight planning in the region given the importance of this sector to Chicago's economy and the growth forecast for the freight industry over the next 20 years.

Cambridge Systematics, a leader in national freight policy and planning, and Chicago Metropolis 2020 are preparing a freight study of the Southland under contract to South Suburban Mayors and Managers Association, a council of governments representing south suburban municipalities. The purpose of the study is twofold: 1) to assess the adequacy of existing and planned South Suburban freight assets and networks to accommodate the expected growth in the freight industry, and 2) to identify the improvements needed in infrastructure, land use and public policy as well as possible new business development opportunities that will enable the Southland to maximize the economic growth associated with the freight industry.

I'd like to interview you regarding business operations and freight movements in the south suburbs. The interview should take approximately 45 minutes.

Date:

Contact:

Title/Position:

Corporate/Government Affiliation:

Address:

Phone:

E-mail:

What elements of the Southland's transportation system and real estate market make it an attractive business location?

What elements serve as obstacles to companies operating in the Southland that rely on freight shipments for their operations?

How would you rate the Southland – High (best), Medium, Low (worst) – along the following parameters? Please elaborate on why a particular factor is rated High or Low.

Compatibility between freight-intensive businesses and Southland communities	H	M	L
Truck route	H	M	L
Viaduct clearances	H	M	L
Highway Access	H	M	L
Congestion	H	M	L
Rail Access	H	M	L
Waterway accessibility	H	M	L
Airport Access	H	M	L

For each of the above categories, name the specific south suburban freight facilities most important to businesses in the Southland.

How has freight traffic changed in the Southland in the last five years?

What changes do you expect in the next five to ten years? What should be done to accommodate these changes, if any?

Have the recently opened rail intermodal facilities in Elwood (BNSF's LPC) and/or Rochelle (UP's Global III) impacted freight operations in the Southland? In what way?

Will CenterPoint's proposed intermodal development in Crete affect truck and rail movements in the Southland? In what ways?

What impact will the development of new intermodal facilities have on existing intermodal terminals in Chicago and its inner ring suburbs?

What impact will the proposed south suburban airport have on freight shipments in the Southland?

What would a healthy south suburban freight system look like in your opinion?

What barriers exist to achieving such a system?

How can the negative impacts of the freight industry be minimized while maximizing the economic opportunities?

What infrastructure improvements would enhance the Southland's business climate?

What land use changes?

What policy or operational changes would make intermodal terminals run more efficiently (i.e., truck weight limits, peak hour pricing for container lifts/movements, tax policy)? What obstacles exist to making such changes?

Does your firm foresee difficulties in filling freight-related employment openings?

Do you foresee labor shortages for specific freight-related employment categories?

If yes, what job categories have forecasted shortages?

Does your firm provide on-the-job training for these positions or does a need exist for job training programs?

What opportunities exist for the development of new businesses or innovation in the Southland's logistics industry?

Is there any other organization, business, or person I should interview?

Is there anything I should have asked you that I didn't?

B.2 GOVERNMENT QUESTIONNAIRE

I'm Maria Choca Urban, Program Director, with Chicago Metropolis 2020, a business-backed civic organization focused on ensuring the health and vitality of the Chicago region as a place to live and work. Chicago Metropolis 2020 has a key interest in freight planning in the region given the importance of this sector to Chicago's economy and the growth forecast for the freight industry over the next 20 years.

Cambridge Systematics, a leader in national freight policy and planning, and Chicago Metropolis 2020 are preparing a freight study of the Southland under contract to South Suburban Mayors and Managers Association, a council of governments representing south suburban municipalities. The purpose of the study is twofold: 1) to assess the adequacy of existing and planned South Suburban freight assets and networks to accommodate the expected growth in the freight industry, and 2) to identify the improvements needed in infrastructure, land use and public policy as well as possible new business development opportunities that will enable the Southland to maximize the economic growth associated with the freight industry.

I'd like to interview you regarding business operations and freight movements in the south suburbs. The interview should take approximately 45 minutes.

Date:

Contact:

Title/Position:

Corporate/Government Affiliation:

Address:

Phone:

E-mail:

What elements of the Southland's transportation system and real estate market make it an attractive business location?

What elements serve as obstacles to companies operating in the Southland/your community?

How would you rate the Southland – High (best), Medium, Low (worst) – along the following parameters? Please elaborate on why a particular factor is rated High or Low.

Compatibility between freight-intensive businesses and Southland communities	H	M	L
Truck route	H	M	L
Viaduct clearances	H	M	L
Highway Access	H	M	L
Congestion	H	M	L
Rail Access	H	M	L
Waterway accessibility	H	M	L
Airport Access	H	M	L
Barge Access	H	M	L

For each of the above categories, name the specific south suburban freight facilities most important to businesses in your community.

How has freight traffic changed in the Southland and/or your community in the last five years?

What changes do you expect in the next five to ten years? What should be done to accommodate these changes, if any?

Have the recently opened rail intermodal facilities in Elwood (BNSF's LPC) and/or Rochelle (UP's Global III) impacted freight operations in the Southland? In what way?

Will CenterPoint's proposed intermodal development in Crete affect truck and rail movements through your community? In the Southland? In what ways? How do you feel about this?

What impact will the proposed south suburban airport have on freight shipments in the Southland?

What would a healthy south suburban freight system look like in your opinion?

What barriers exist to achieving such a system?

How can the negative perceptions of the freight industry be minimized while maximizing the economic opportunities?

What infrastructure improvements would enhance the Southland's business climate?

Will the CREATE program address the rail infrastructure needs of the Southland?

What land use changes?

What policy or operational changes would make intermodal terminals run more efficiently (i.e., truck weight limits, peak hour pricing for container lifts/movements, tax policy)? What obstacles exist to making such changes?

Is there any other organization, business, or person I should interview?

Is there anything I should have asked you that I didn't?

B.3 LOGISTICS-RAIL-TRUCKER-BARGE QUESTIONNAIRE

I'm Maria Choca Urban, Program Director, with Chicago Metropolis 2020, a business-backed civic organization focused on ensuring the health and vitality of the Chicago region as a place to live and work. Chicago Metropolis 2020 has a key interest in freight planning in the region given the importance of this sector to Chicago's economy and the growth forecast for the freight industry over the next 20 years.

Cambridge Systematics, a leader in national freight policy and planning, and Chicago Metropolis 2020 are preparing a freight study of the Southland under contract to South Suburban Mayors and Managers Association, a council of governments representing south suburban municipalities. The purpose of the study is twofold: 1) to assess the adequacy of existing and planned South Suburban freight assets and networks to accommodate the expected growth in the freight industry, and 2) to identify the improvements needed in infrastructure, land use and public policy as well as possible new business development opportunities that will enable the Southland to maximize the economic growth associated with the freight industry.

I'd like to interview you regarding business operations and freight movements in the south suburbs. The interview should take approximately 45 minutes.

Date:

Contact:

Title/Position:

Company/Organization:

Address:

Phone:

E-mail:

How long has your firm operated in this location?

Headquarter Location:

Does your firm specialize in the shipment of particular products? ☐ Yes ☐ No
If yes, please name primary ones:

How much of your business centers around the following geographies (check all that apply):

☐ Chicago region

☐ Midwest region

☐ U.S. Coastal Ports – specify which ones:

☐ Elsewhere – U.S.

☐ Canada/Mexico

☐ Internationally – name the countries:

By what modes do the materials you handle travel?

☐	Truck – Container shipment?	☐ Yes	☐ No
☐	Rail – Container?	☐ Yes	☐ No
☐	Air – Container?	☐ Yes	☐ No
☐	Inland Waterway – Container?	☐ Yes	☐ No
☐	Ocean – Container?	☐ Yes	☐ No

How has your firm's handling of shipments changed in the last five to ten years?

What changes do you expect in your operations in the next five to ten years?

Have the recently opened rail intermodal facilities in Elwood (BNSF's LPC) and/or Rochelle (UP's Global III) impacted your freight operations? In what way?

Will CenterPoint's proposed intermodal development in Crete affect how you ship your freight? In what ways?

What impact will the proposed south suburban airport have on freight shipments in the Southland?

How would you rate Chicago's south suburbs – High (best), Medium, Low (worst) – along the following parameters? Please elaborate on why High or Low.

Community acceptance/compatibility	H	M	L
Truck facilities	H	M	L
Truck route	H	M	L
Viaduct clearances	H	M	L
Highway access	H	M	L
Congestion	H	M	L
Rail access	H	M	L
Airport access	H	M	L
Barge access	H	M	L

For each of the above categories, name the specific south suburban freight facilities most important to your business in the Southland.

What elements of the South suburb's transportation system make doing business here easy? Why?

What obstacles does your company confront in moving materials and products through the south suburbs?

What would an ideal south suburban freight system look like in your opinion?

What barriers exist to achieving such a system?

How can the negative perceptions of the freight industry be minimized while maximizing the economic opportunities?

What infrastructure improvements would enhance the movement of goods through Chicago and its south suburbs?

What land use changes?

What policy or operational changes would make intermodal terminals run more efficiently (i.e., truck weight limits, peak hour pricing for container lifts/movements, tax policy, ways to shift freight from truck to rail, other)? What obstacles exist to making such changes?

Does your firm currently have difficulty filling freight-related employment openings?

Do you foresee labor shortages for specific freight-related employment categories?

If yes, what job categories have forecasted shortages?

Does your firm provide on-the-job training for these positions or does a need exist for job training programs?

What opportunities exist for the development of new businesses or innovation in Chicago's logistics industry?

Is there any other organization, business, or person I should interview?

Is there anything I should have asked you that I didn't?

B.4 SHIPPER QUESTIONNAIRE

I'm Maria Choca Urban, Program Director, with Chicago Metropolis 2020, a business-backed civic organization focused on ensuring the health and vitality of the Chicago region as a place to live and work. Chicago Metropolis 2020 has a key interest in freight planning in the region given the importance of this sector to Chicago's economy and the growth forecast for the freight industry over the next 20 years.

Cambridge Systematics, a leader in national freight policy and planning, and Chicago Metropolis 2020 are preparing a freight study of the Southland under contract to South Suburban Mayors and Managers Association, a council of governments representing south suburban municipalities. The purpose of the study is twofold: 1) to assess the adequacy of existing and planned South Suburban freight assets and networks to accommodate the expected growth in the freight industry, and 2) to identify the improvements needed in infrastructure, land use and public policy as well as possible new business development opportunities that will enable the Southland to maximize the economic growth associated with the freight industry.

I'd like to interview you regarding business operations and freight movements in the south suburbs. The interview should take approximately 45 minutes.

Date:

Contact:

Title/Position:

Company/Organization:

Address:

Phone:

E-mail:

How long has your firm operated in this location?

Headquarter Location:

Why did you choose this particular site?

Do you anticipate any changes in your operations in the next five years?

☐ Facility expansion or contraction

☐ Production shifts

☐ Relocation

If yes, why?

What products does your firm produce and/or sell?

Do you purchase materials from and sell your products in the (check all that apply):

☐ Chicago region

☐ Midwest region

☐ Elsewhere – U.S.

☐ Canada/Mexico

☐ Internationally – name the countries:

By what modes do the materials you purchase/goods you produce travel?

☐	Truck – Container shipment?	☐ Yes	☐ No
☐	Rail – Container?	☐ Yes	☐ No
☐	Air – Container?	☐ Yes	☐ No
☐	Inland Waterway – Container?	☐ Yes	☐ No
☐	Ocean – Container?	☐ Yes	☐ No

How have deliveries to and shipments from your firm changed in the last five years?

What changes do you expect in the next five to ten years?

Have the recently opened rail intermodal facilities in Elwood (BNSF's LPC) and/or Rochelle (UP's Global III) impacted your freight operations? In what way?

Will CenterPoint's proposed intermodal development in Crete affect how you ship your freight? In what ways?

What impact will the proposed south suburban airport have on your company's freight shipments?

How would you rate this facility location – High (best), Medium, Low (worst) – along the following parameters? Please elaborate on why H or L.

Community acceptance/compatibility	H	M	L
Truck route	H	M	L
Viaduct clearances	H	M	L
Highway Access	H	M	L
Congestion	H	M	L
Rail Access	H	M	L
Airport Access	H	M	L
Barge Access	H	M	L

For each of the above categories, name the specific south suburban freight facilities most important to your business in the Southland.

What elements of the Southland's transportation system make doing business here easy? Why?

What obstacles does your company confront in moving materials and products?

What would an ideal south suburban freight system look like in your opinion?

What barriers exist to achieving such a system?

What infrastructure improvements would enhance the Southland's business climate?

What land use changes?

What policy or operational changes would make intermodal terminals run more efficiently (i.e., truck weight limits, peak hour pricing for container lifts/movements, tax policy, ways to shift freight from truck to rail, other)? What obstacles exist to making such changes?

Does your firm currently have difficulty filling freight-related employment openings?

Do you foresee labor shortages for specific freight-related employment categories?

If yes, what job categories have forecasted shortages?

Does your firm provide on-the-job training for these positions or does a need exist for job training programs?

What opportunities exist for the development of new businesses or innovation in Southland's logistics industry?

Is there any other organization, business, or person I should interview?

Is there anything I should have asked you that I didn't?

Appendix C. Freight Advisory Committee Members

Name	Organization
Janice Morrissy	Riverdale
Ray Tippit	Mi-Jack
Gene Larken,Jr.	Mi-Jack
John (Jack) Lanigan	Mi-Jack
Tom Murawski	Midlothian, SSMMA
Frank Beal	Chicago, IL
Dave Chandler	CNT
Michael F. Cook	City of Harvey, IL
Chris King	Robinson Eng. LTD
Chuck Jenrich	PSC
Mike Scholefield	Baxter & Woodman
Reggie Greenwood	SSMMA/CSEDC
Dan Burns	Burns Commercial R.E.
George Maragos	CB Richard Ellis
Scott Duerkop	CBRE
Tom Durkin	Crete
Mike Einhorn	Crete
Ed Paesel	SSMMA
Bert Herzog	Village of Dolton
Maria Choca-Urban	Chicago Metropolis 2020
Chris Kopp	Cambridge Systematics
Barb Sloan	Cambridge Systematics
Jeff Wagoner	CSX Rail
K.L.Hay	Elgin, Joliet & Eastern Railway
Scott Spencer	Roadway Express
Mary Clumpner	Robinson Engineering
Don Peloquin	City of Blue Island

Neil Doyle	Center Point
Jim LaBelle	CM2020
Don Kopec	CMAP
Chuck Abraham	IDOT
John Bosca	Bosca Realty

Appendix D. Summaries of Freight Advisory Committee Meetings

South Suburban Freight Study
Freight Advisory Committee
Kickoff Meeting Minutes
LogistiCenter Business Park – Sauk Village
Friday, April 13th, 2007, 10:00 AM

I. Introductions and Study Outline

The kickoff meeting of the South Suburban Freight Study Freight Advisory Committee was held on Friday, April 13th, 2007 at 10:00 AM at the LogistiCenter Business Park in Sauk Village. Those in attendance at the meeting included the following:

Name	Organization	E-Mail Address
Janice Morrissy	Riverdale	jmorrissy@villageofriverdale.org
Ray Tippit	Mi-Jack	RTippit@Mi-Jack.com
Gene Larken,Jr.	Mi-Jack	elarken@mjmc.com
John (Jack) Lanigan	Mi-Jack	
Tom Murawski	Midlothian, SSMMA	mayor@villageofmidlothian.net
Frank Beal	Chicago, IL	Frank.h.beal@cm2020.org
Dave Chandler	CNT	david@cnt.org
Michael F. Cook	City of Harvey, IL	mcook@cityofharvey.org
Chris King	Robinson Eng. LTD	cking@reltd.com
Chuck Jenrich	PSC	cjenrich@prairiestate.edu
Mike Scholefield	Baxter & Woodman	mscholefield@baxwood.com
Reggie Greenwood	SSMMA/CSEDC	Reggie.greenwood@ssmma.org
Dan Burns	Burns Commercial R.E.	Dan@burnsre.com
George Maragos	CB Richard Ellis	George.maragos@cbre.com
Scott Duerkop	CBRE	Scott.duerkop@cbre.com
Tom Durkin	Crete	tdurkin@villageofcrete.org
Mike Einhorn	Crete	meinhorn@villageofcrete.org
Ed Paesel	SSMMA	paesel@ssmma.org

Bert Herzog	Village of Dolton	bert_herzog@msn.com
Maria Choca Urban	Chicago Metropolis 2020	maria.urban@cm2020.org
Chris Kopp	Cambridge Systematics	ckopp@camsys.com
Barb Sloan	Cambridge Systematics	bsloan@camsys.com

The meeting began with self-introductions by Freight Advisory Committee members and members of the study team. This was followed by a presentation by the Cambridge Systematics / Chicago Metropolis 2020 study team. The presentation included a discussion on the motivation for the study and an outline of how the study will be performed. The approximate duration of the study will be nine months, wrapping up around the end of the year. The study will involve the following four tasks:

- Task 1 - Inventory and Profile
- Task 2 - Public – Private Partnership Forum
- Task 3 - Identify Assets, Needs and Opportunities
- Task 4 - Identify Implementation Plan

We are currently involved in the first task, Inventory and Profile. A discussion took place regarding the types of data that will be collected for the study. The initial list that had been developed by the project team included the following:

- Population data
- Employment Data
- Land use and land development
- Zoning (where applicable)
- InfoUSA data (freight producing and consuming industries)
- Freight movement patterns and commodity flow data (FAF2)

To this initial list, committee members suggested the following additions:

- Capacity improvements
- Adequacy of truck route network
- Viaduct clearances
- Secondary routes
- CREATE
- Elwood – A/P connector
- Proposed CN intermodal facility north of Manteno
- Proposed Wilmington intermodal facility
- Lorenzo Road/I-55
- Zoning for intermodal/truck facilities – Will County has standards for this
- Barge facilities (Calumet River) – Bolero Barge at Premcor site

- SSMMA GIS data

II. Stakeholder Surveys

The study team then discussed the stakeholder survey that they will be conducting as part of the inventory and profile process. An initial list of potential interviewees was presented to the committee. The floor was then opened to suggestions regarding potential additions to the list, which included the following:

- Mi-Jack Corp.
- Intermodal trucking firms
    - Drayage firm
    - Alliance
    - Roadway
    - Pacer Stacktrain
    - APL
    - DSL
- FAC members – to complete questionnaires on their own and submit to CM2020
- Will County Logistics Council (John Grueling) – has just completed a wage and salary survey for the logistics industry in Will County

Draft versions of the questionnaires to be used for the stakeholder interviews were then presented. Four tailored questionnaires will be used for the following interviewee groups:

- Developers
- Government Officials
- Logistics – Rail – Trucking Industry Representatives
- Shippers

To the initial sets of questions, committee members added the following as potential questions / clarifications:

- Wording of South Suburban Airport question
- Value of existing intermodal facilities and infrastructure for industrial retention purposes
- Number and nature of jobs created by expanding freight industry
- Availability of a trained workforce
- Role of academic institutions in preparing the workforce for new logistics positions (e.g., charter trade school to train truck drivers)

III. Stakeholder Workshops

Team members then discussed the Stakeholder Workshops that will be part of the public outreach effort for the project. Two workshops are proposed. The first will be held at the end of Task 1, in early July, to present the findings of the Inventory and Profile efforts. A second workshop will take place during Task 4 to provide input into the Implementation Plan. This will likely occur in October. The floor was opened to discussion regarding the logistics of the workshops, with the following consensus being reached:

- Stakeholders to be invited:
    - Academic institutions
    - Select legislators
    - Developers
    - Class I and Belt Railroads
    - SSMMA members with warehousing and distribution facilities
    - CMAP IATF staff and members
    - NIRPC IATF
    - Maersk or other steamlines without a presence in the Southland
    - Owners of large properties available for re/development (Reggie)
- Workshop size: Shoot for 100 attendees with small group breakouts
- Plenary session at morning's end to summarize key recommendations
- End of July at Prairie State College
- Morning – half day session

IV. Other Issues

- It was suggested that a more "stimulating" title be selected for the South Suburban Freight Study. Possibilities included:
    - Gateway to Chicago
    - Freight Hub within the Chicago Hub
    - Port of North America
- Additional items that should be addressed by the study:
    - How does the Southland fit into the global supply chain
    - Security issues
    - Federal Trade Zone – Illinois International Port at Chicago

V. Next Meeting

The next "official" meeting of the Freight Advisory Committee will take place in late July or early August, following the first Stakeholder Workshop.

South Suburban Freight Study
Freight Advisory Committee
Meeting # 2
SSMMA Offices, East Hazel Crest, IL
October 30, 2007, 8:30 AM

The second meeting of the South Suburban Freight Advisory Committee was held on Tuesday, October 30th, 2007 at 8:30 AM at the SSMMA Offices in East Hazel Crest. Those in attendance at the meeting included the following:

Name	Organization	Email Address
Ed Paesel	SSMMA	paesel@ssmma.org
George Billows	Illinois Trucking Assoc.	gbillows@iltrucking.org
Don Kopec	CMAP	dkopec@cmap.illinois.gov
Mike Scholefield	Baxter&Woodman	mscholefield@baxwood.com
Reggie Greenwood	SSMMA	Reggie.greenwood@ssmma.org
Scott Duerkop	CBRE	sduerkop@CBRE.com
George Maragos	CBRE	George.maragos@cbre.com
Dave Chandler	CNT	david@cnt.org
Erik Hanley	Midwest Com.	elh@midwestcre.com
Tom Durkin	Crete	Tdurkin@villageofcrete.org
Janice Morrissy	Riverdale	jmorrissy@villageofriverdale.org
Tom Murawski	Midlothian	mayor@villageofmidlothian.net
Dan Burns	Burns Commercial	dan@burnsre.com
Chuck Abraham	IDOT-DPIT	Charles.abraham@illinois.gov
Chuck Kadlec	IDOT-DPIT	Chales.kadlec@illinois.gov
Bert Herzog	Village of Dolton	bert_herzog@msn.com
Bud Fleming	SSMMA	Bud.fleming@ssmma.org
Veria Ely	Village of Ford Heights	Veria.ely@fordheights.org
Mary Clumpner	Robinson Engineering	mclumpner@reltd.com
Frank Beal	Metropolis 2020	Frank.h.beal@cm2020.org
Barb Sloan	Cambridge Systematics	bsloan@camsys.com
Audrey Wennink	Cambridge Systematics	awennink@camsys.com
Sam Van Hecke	Cambridge Systematics	svanhecke@camsys.com

The meeting began with self-introductions by Freight Advisory Committee members and members of the study team. Cambridge Systematics presented

results from the forthcoming *Technical Memorandum 1: Study Area Inventory and Profile*, including:

- Existing Infrastructure
- Freight Demand Drivers
- Trends in Freight Movement
- System Performance
- Land Development Issues
- Emerging Corridors
- Stakeholder Meeting Results

Participants provided comments on information to be included in the *Inventory and Profile* as well as future phases of the study.

Inventory and Profile

Meeting participants requested a forecast of the business sector breakdown, particularly an estimate of trends for freight generating industries. Participants asked if the *Inventory and Profile* will include projects that are already proposed. CS noted that the report includes projects programmed in the Regional Transportation Plan and some other major projects but not necessarily small, local projects. When participants review the draft Technical Memorandum they can also add information on planned projects.

The group discussed a desire for greater detail on volumes of freight forecasted to enter the region and by what mode. For example, freight volumes entering the ports of Los Angeles are forecasted to grow dramatically and a larger share of that freight is anticipated to leave the region on rail. The American Transportation Research Institute (ATRI) may have this data.

Truck Mode

Committee members asked about defining the alignment of the Illiana Expressway and how they might emphasize the value of this project to the region. While Indiana is now taking the lead, Illinois needs to also work to raise the profile of this project. Participants noted that it is important that Illiana make economic sense to potential users. The Illiana study will include a sensitivity analysis of potential toll rates.

Committee members said that IDOT held a meeting about the Peotone airport and the needed infrastructure to move freight to the airport. A truck-only freeway between the proposed airport and Elwood was discussed, and this should be investigated for potential inclusion in our study.

Rail Mode

The group also asked about the impact of CN's proposed acquisition of the EJ&E railway and how that will affect the SSMMA area. CN's submission of its plan for the acquisition is due any day. Information about how the acquisition may affect the SSMMA region will be included in the report.

Additionally, a need exists to boost export of freight in shipping containers that come into the region from Asia. The development of products for export presents an opportunity for development of land near rail infrastructure in the region. Additionally, opportunities for

rail-to-rail transfers should be evaluated, such as in Blue Island where multiple rail lines converge. More detail on the characteristics of each rail line, such as commodities carried, origins, and destinations would be beneficial.

Development Opportunities

Participants noted that SSMMA has a committee that evaluates land development issues, which includes some members on the Freight Advisory Committee. Coordination between the two committees is recommended.

Committee members asked what information from the study can be used to help developers differentiate the value of various available land in the region. The infrastructure data collected can be used to focus in on specific areas so that the transportation assets, deficiencies (e.g. bridge clearances and weight limits), congestion, and other elements can be reviewed at a more detailed level. CS noted that the 2035 congestion forecast does not include any projects built after 2002 or programmed projects.

Currently many components are shipped to the Chicago region and then transferred to other locations for goods assembly. CenterPoint has raised the potential of Chicago handling more component assembly locally, which would generate new development and create employment.

Next Steps

The Inventory and Profile Technical Memorandum is 95 percent complete. In the next phase, the study will identify the most critical infrastructure needs, industries to target, and financing options. A second Stakeholder Workshop will be held in the next few months to receive input in the development of the phased implementation plan. Once this plan has been developed, it will be presented at the third Freight Advisory Committee meeting. The study was originally set to be completed by the end of 2007 but will be extended into 2008.