

CHICAGO RAIL FUTURES STUDY II RAIL'S REGIONAL IMPACT

APA – IL Conference

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CHICAGO RAIL FUTURES STUDY II: Study Contacts



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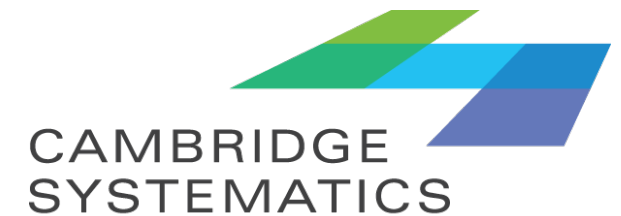
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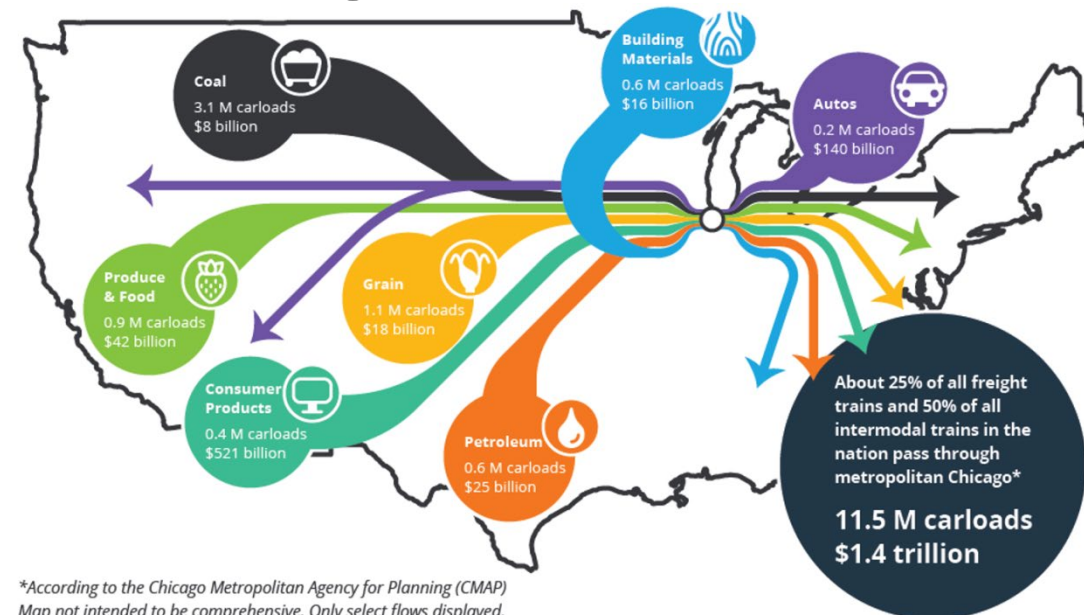
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Why Rail Investment is Critical to the Chicago Region

- Chicago's freight network is critical to the national and regional economy
 - Over \$1.6 trillion in goods weighing 760 million tons moves to, from and through Cook County each year
 - Regional truck and rail volumes are expected to nearly double by 2050, according to the Cook County Freight Plan
- However, negative impacts of freight transportation are often felt at the regional and local levels
- Rail infrastructure investment is needed to sustain the benefits and mitigate the impacts



The CREATE Program

Chicago Region
Environmental and
Transportation
Efficiency Program



A \$4.6 billion Public-Private Partnership to improve rail transportation throughout the Chicago region:

- Increase capacity, speed, reliability for freight train traffic
- Separate freight and passenger/commuter trains
- Build grade separations to eliminate road/rail grade crossings

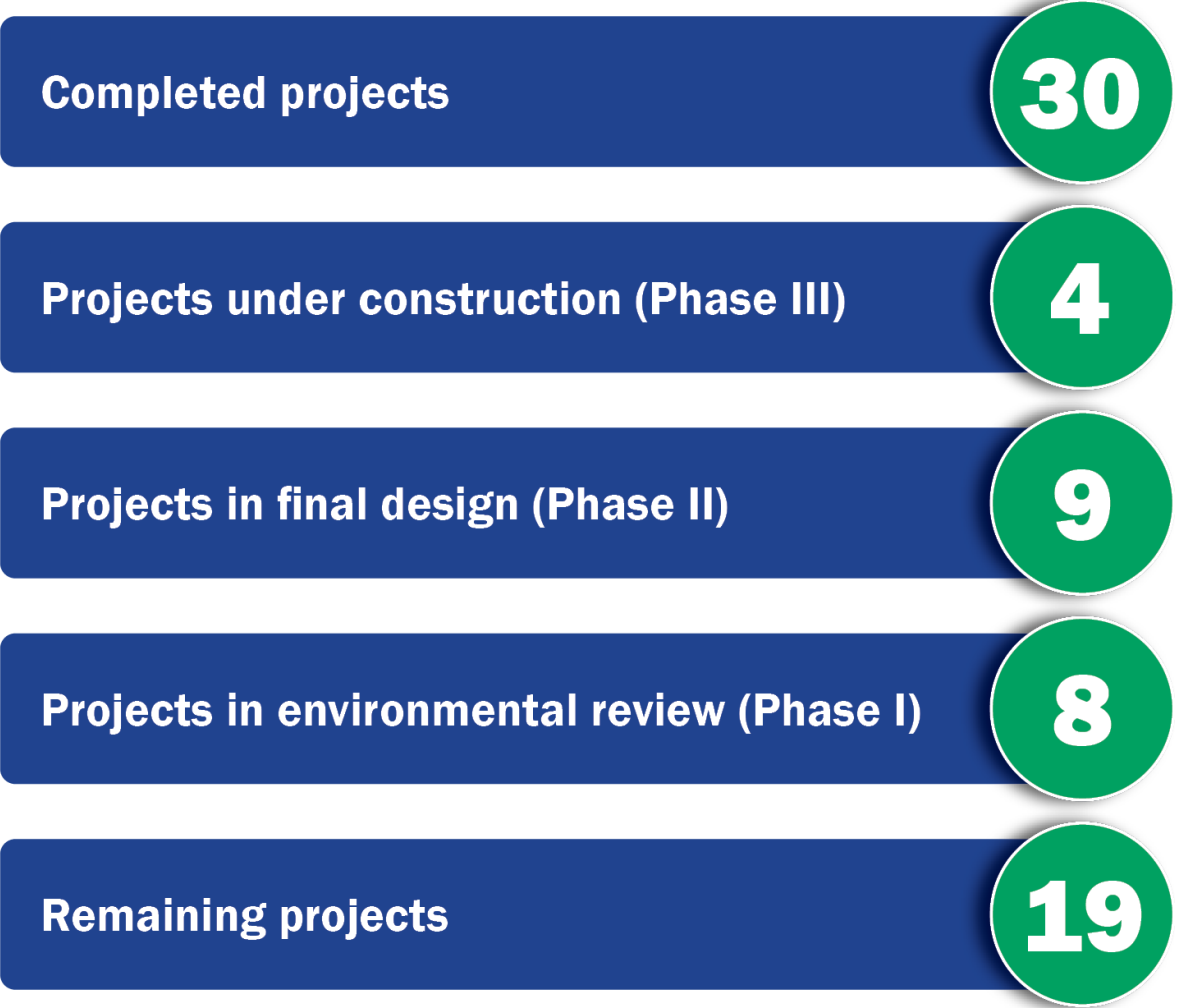
A cooperative effort involving:

- U.S. Department of Transportation (FHWA and FRA)
- Illinois Department of Transportation (IDOT)
- Chicago Department of Transportation (CDOT)
- Cook County Department of Transportation & Highways (DOTH)
- 6 “Class 1” freight railroads and 2 switching railroads
- Amtrak and Metra

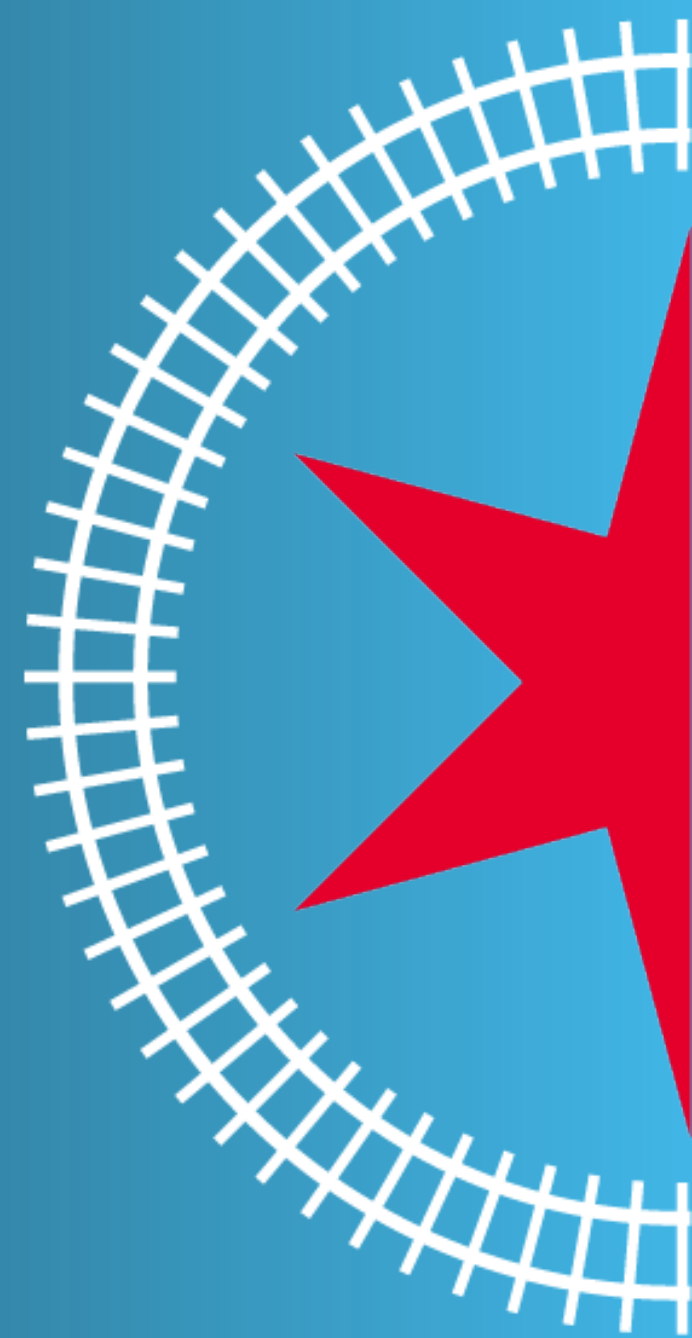


CREATE Program – 70 Projects

- 25 road/rail grade separations
- 6 passenger/freight rail grade separations
- Railroad projects to improve rail infrastructure and upgrade technologies
- Viaduct improvement program
- Grade crossing safety enhancements
- Rail operations and visibility improvements



CHICAGO RAIL FUTURES STUDY II





Measuring the Importance of Rail in Chicago

CDOT undertook the Rail Futures Study, the first study to estimate the economic benefit of rail to the region

2003

A review of the CREATE Program estimated the 30-year benefits of the program as \$31.5 billion* with costs of less than \$5 billion

2013

This study will build upon existing and ongoing work to create a more comprehensive and current understanding of the economic benefits of rail to the Chicago region

2020

Study helped make the case for the creation of CREATE



*Based on USDOT guidance for benefit cost analysis of transportation investments

Goals of the Study



- Illustrate the relationship between rail and the regional economy
- Capture the benefits and impacts of rail to local residents, businesses and users
- Quantify the value of investments already made, planned, and potentially needed in the future
- Reinvigorate the national and regional conversation about rail investment
- Position the region for future rail investments





Study Activities



Outreach with the general public, business interests, civic leaders, elected officials, and other stakeholders



Developing a series of white papers to examine the regional rail system



Model and conduct scenario analysis on the rail system and its impacts to the regional economy



Analyze the localized benefits and impacts of rail to communities, businesses and users

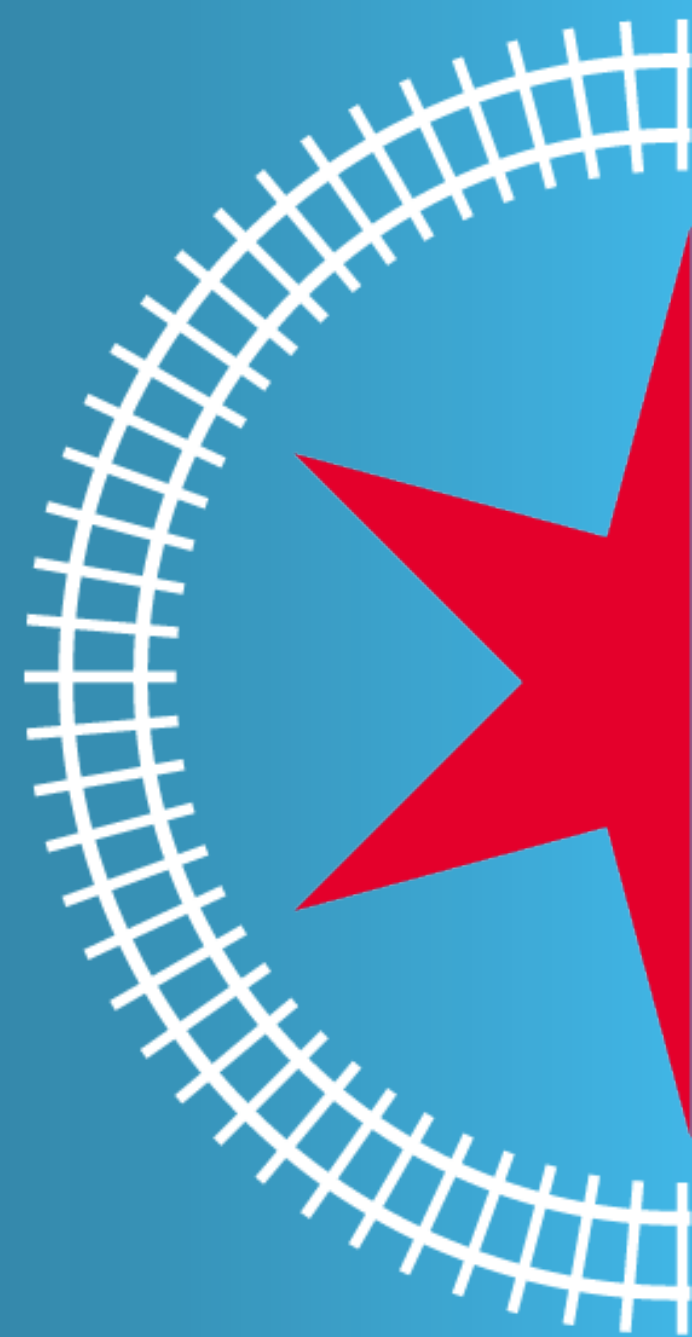


DOCUMENTING existing conditions and historical trends on the Chicago region's rail system

ANALYZING rail-served and other industries to understand changes to and current state of the Chicago region's industrial economy

REVIEWING the CREATE Program to date, including accomplishments and next steps

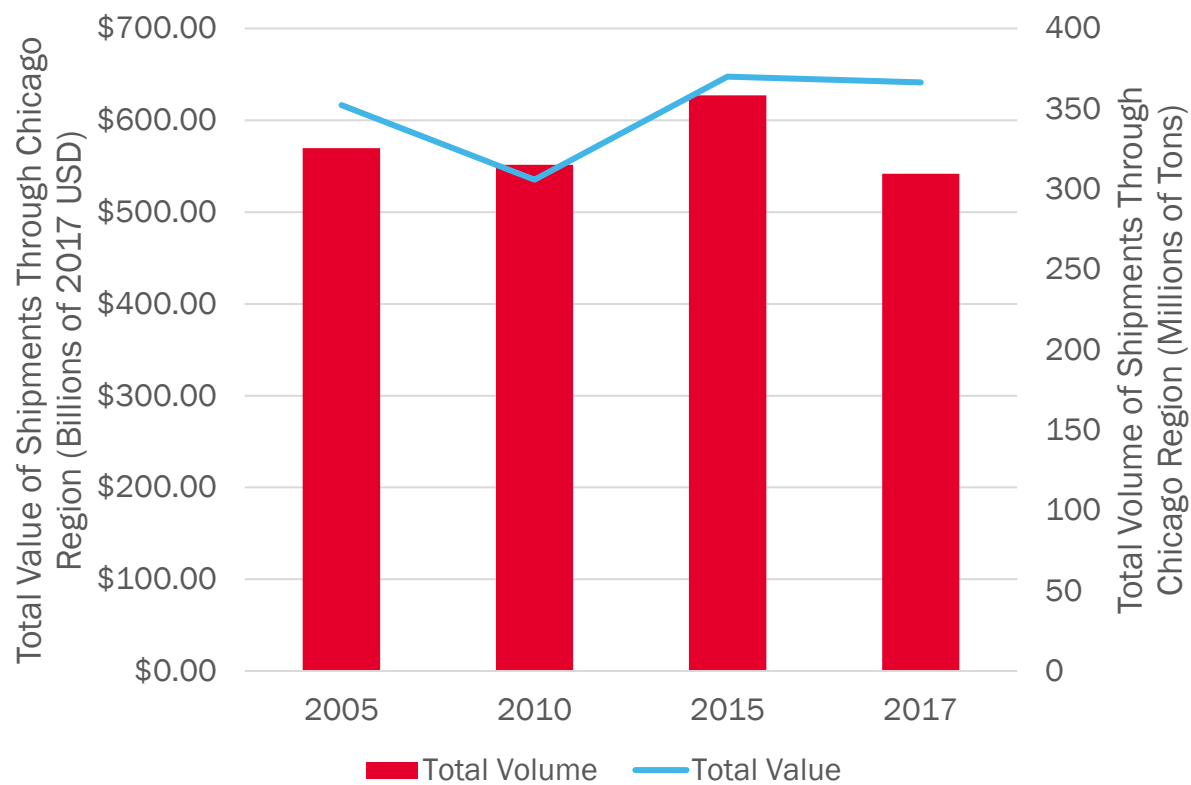
CHICAGO REGION FREIGHT RAIL TRENDS



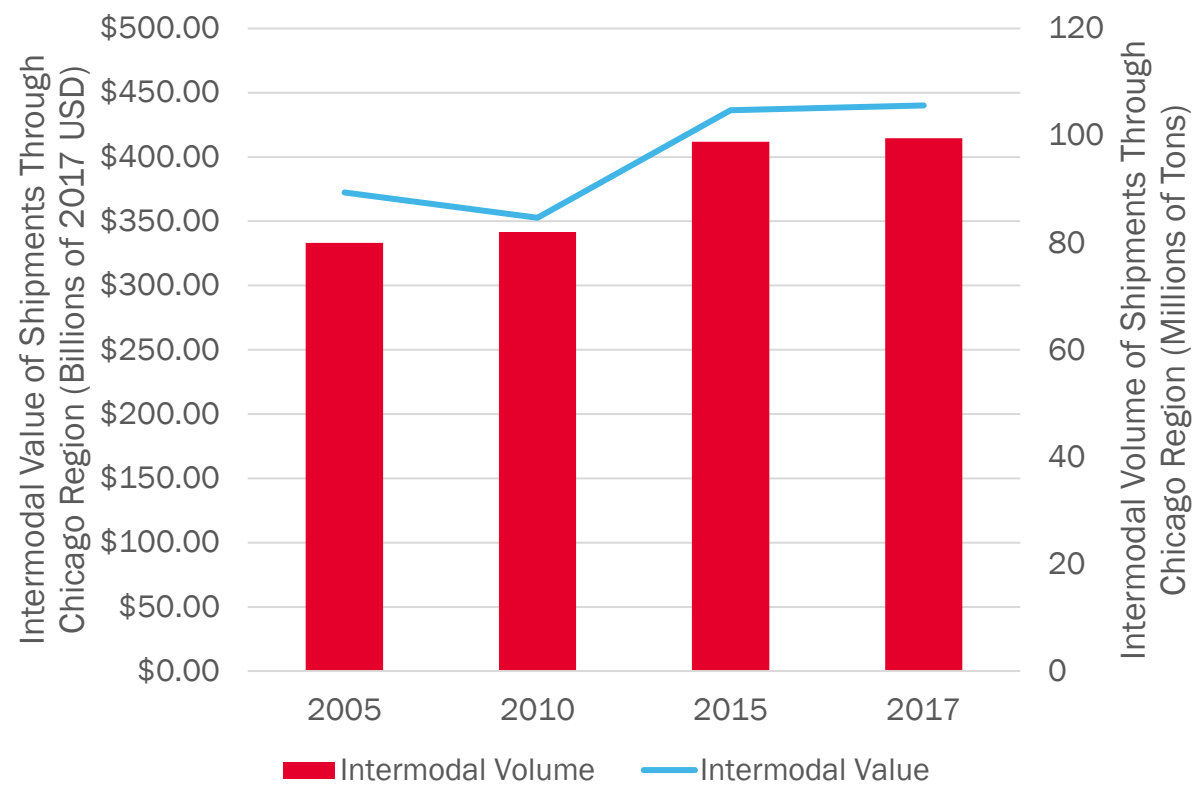


Rail and Intermodal Volumes

Total Volume and Value of Chicago Region Freight Rail (2005-2017)



Intermodal Volume and Value in Chicago Region (2005-2017)



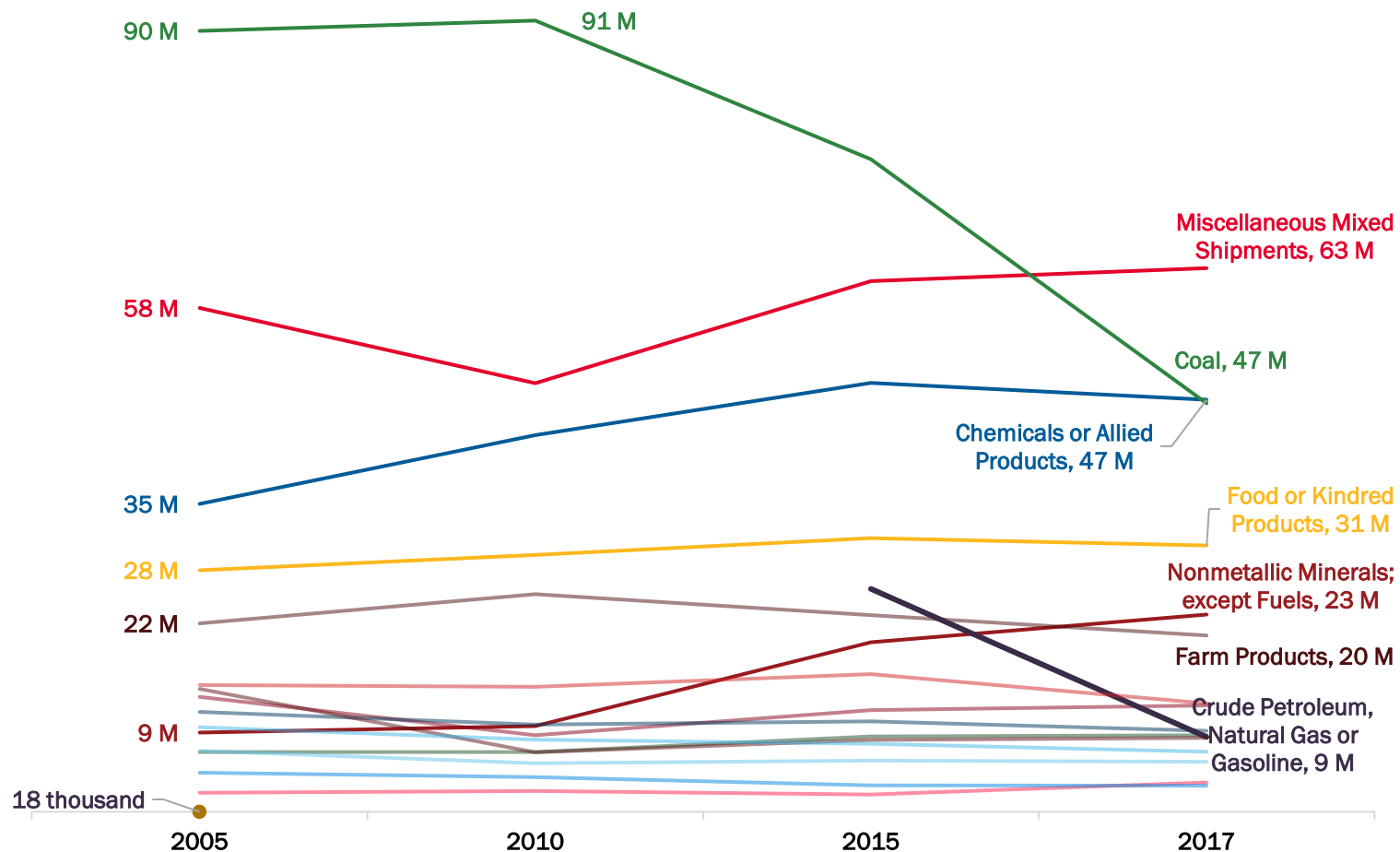
Sources: Confidential Surface Transportation Board Waybill for Illinois, 2005, 2010, 2015, and 2017. IHS Markit Data, 2019.



Commodity Level Rail Trends

Despite decreased tonnage moving by rail through the Chicago Region, the value of trade has increased

- Volumes of highest value commodities, such as misc. mixed shipments and chemicals or allied products, have increased
- Coal tonnage continues to decline since 2008 peak, and domestic energy production and associated markets have been volatile

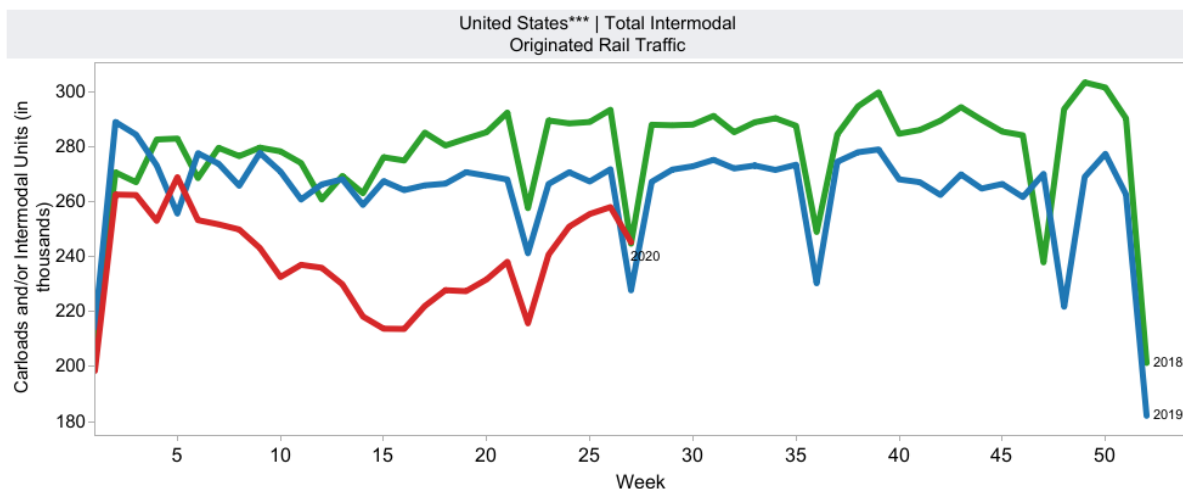
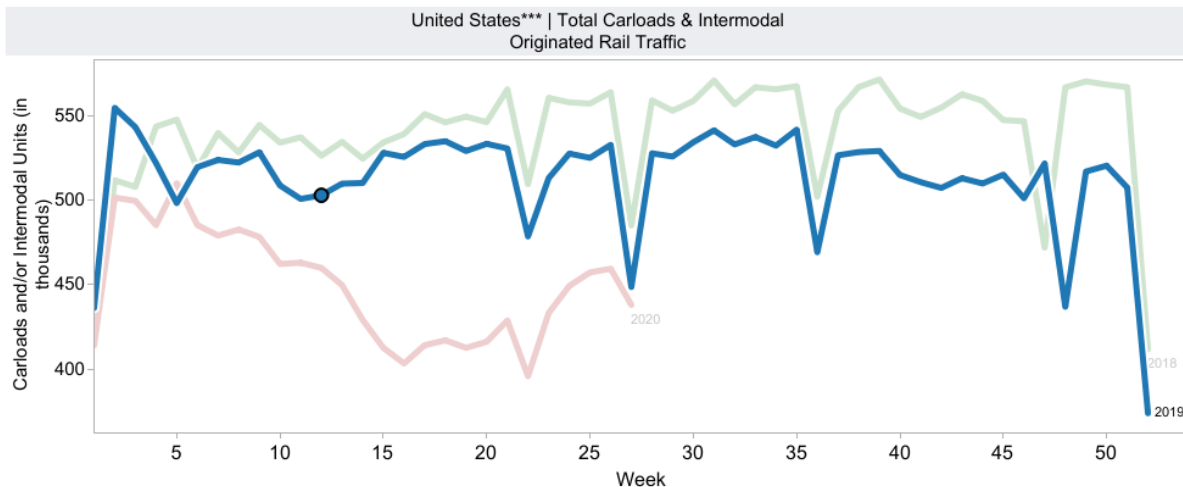


Sources: Confidential Surface Transportation Board Waybill for Illinois, 2005, 2010, 2015, and 2017.

Note: Crude petroleum, natural gas or in 2010 could not be shown.



Post Covid-19 National Rail Trends

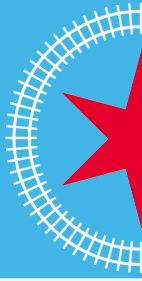


- Total US rail traffic dropped by up to 20% in 2020, primarily due to Covid-19 impacts
- Carload traffic continues to be down by about -20%
 - Coal, stone/gravel, and motor vehicles/parts are down -30% or more
- Intermodal traffic initially dipped, but is back to -7% of 2019 levels
 - Some intermodal recovery is associated with consumer goods & e-commerce
 - Reopening of auto plants is contributing to rising volumes in auto production materials, impacting both carload and intermodal

* Canadian traffic includes the U.S. operations of Canadian railroads.

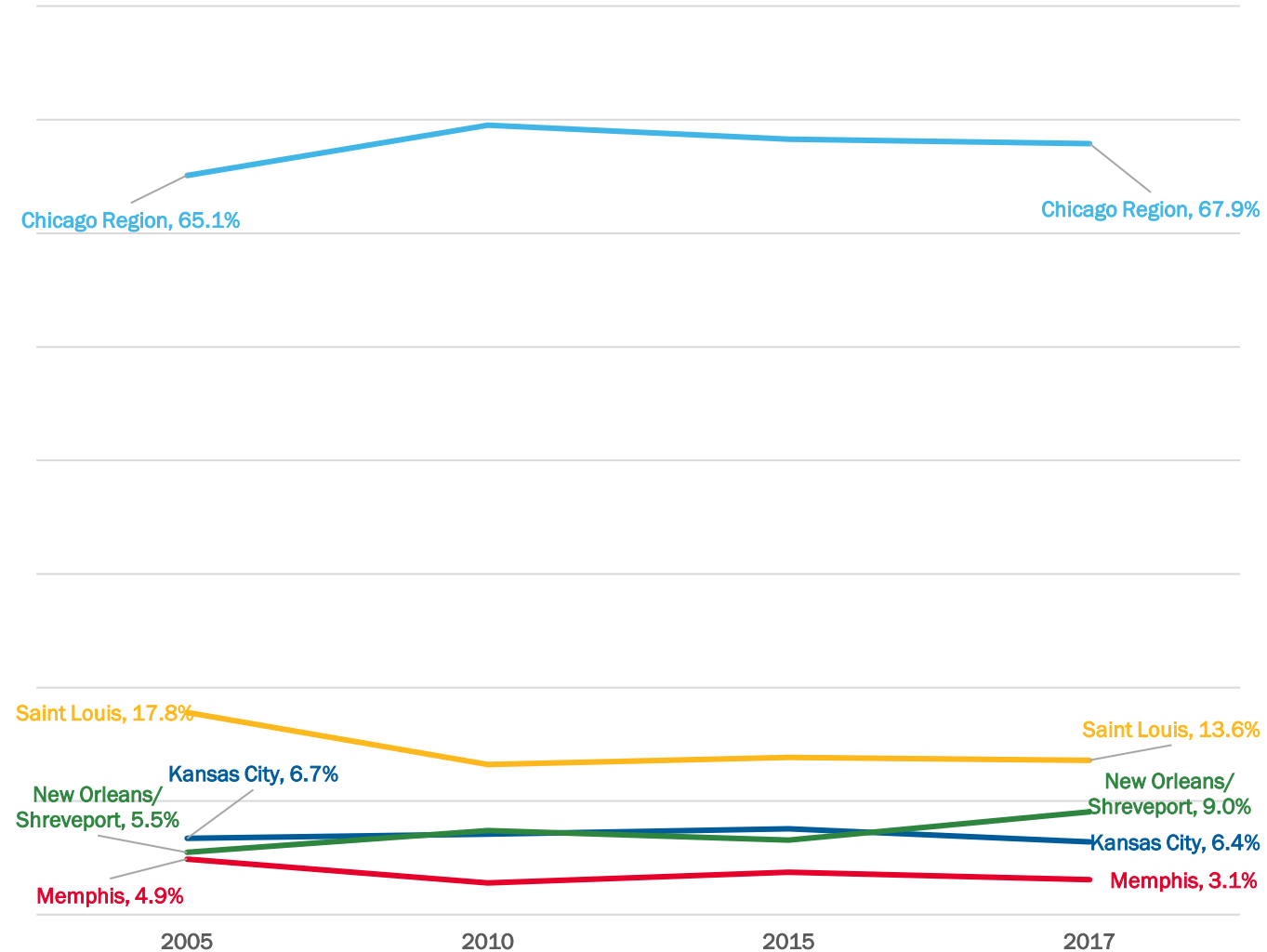
** Mexican traffic includes the U.S. operations of Mexican railroads. Comparable railroad figures are not available for Weeks 1-26, 2017...

Chicago Remains the Largest US Rail Gateway



Chicago Region continues to dominate U.S. rail market in both market share and total volumes moved

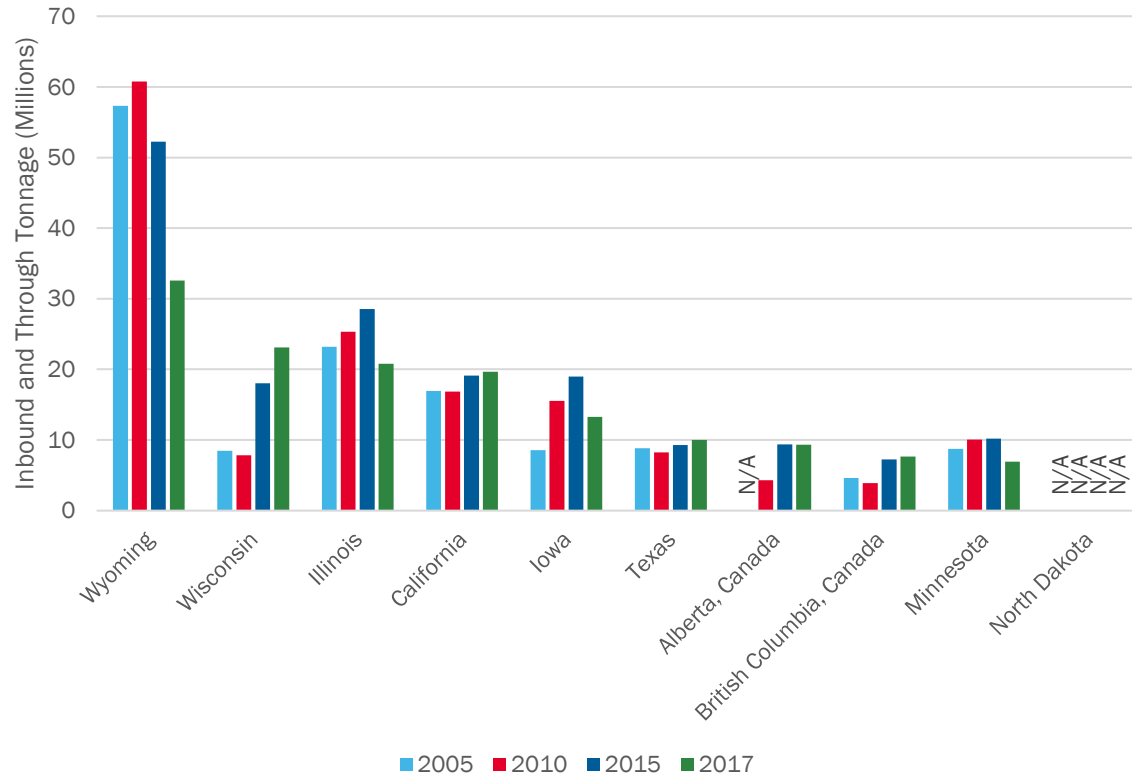
- Chicago handles about 67% of all East-West Gateway Traffic, and about 85% of intermodal East-West Gateway Traffic
- When measured by tonnage, Chicago's market share is increasing as compared to other gateways
- From 2005-2017, Chicago outperformed the national rail market – Chicago saw less decline in carload traffic and an increase in intermodal traffic



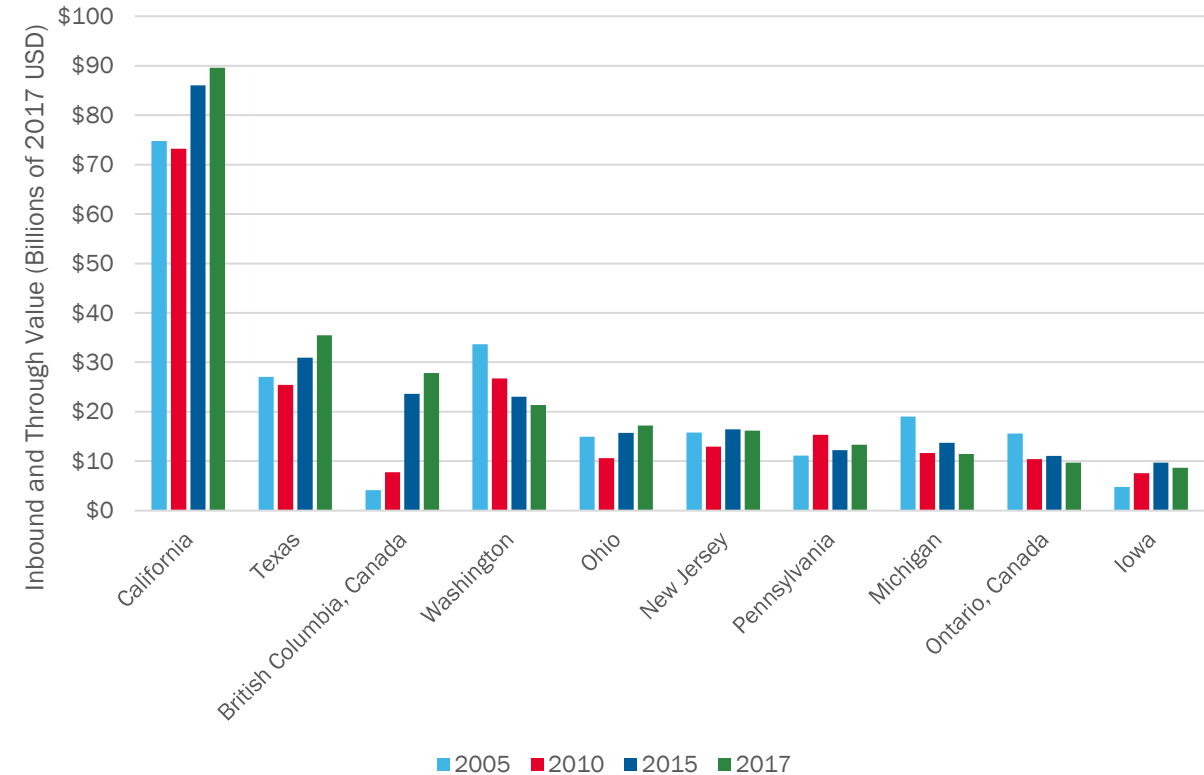


Chicago is Critical for State to State Trade

Top Ten States Originating Rail Traffic Through Chicago: Tonnage



Top Ten States Originating Rail Traffic Through Chicago: Value



CHICAGO RAIL FUTURES STUDY II: Next Steps

Stakeholder Engagement

- Stakeholder Interviews with Key Agencies – Fall 2020
- Stakeholder Virtual Forum #1 – Fall 2020
- Rail User and Shipper Survey – Winter 2020

Internal Study Development

- Existing Conditions White Paper – Fall 2020
- CREATE Program Review White Paper – Fall 2020
- Freight Economy White Paper – Winter 2020
- Develop Quantitative Modeling and Community Impacts Measurement Plan – Winter 2020