



ILLINOIS CHAMBER
OF COMMERCE

Infrastructure Considerations of GLMRIS

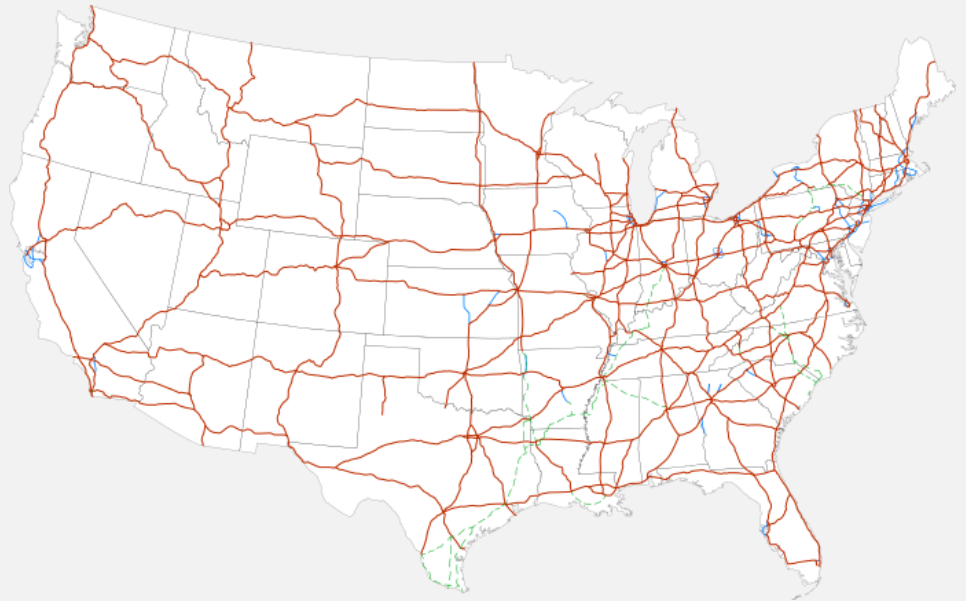
Our Past

Federal Aid Highway
Act of 1956

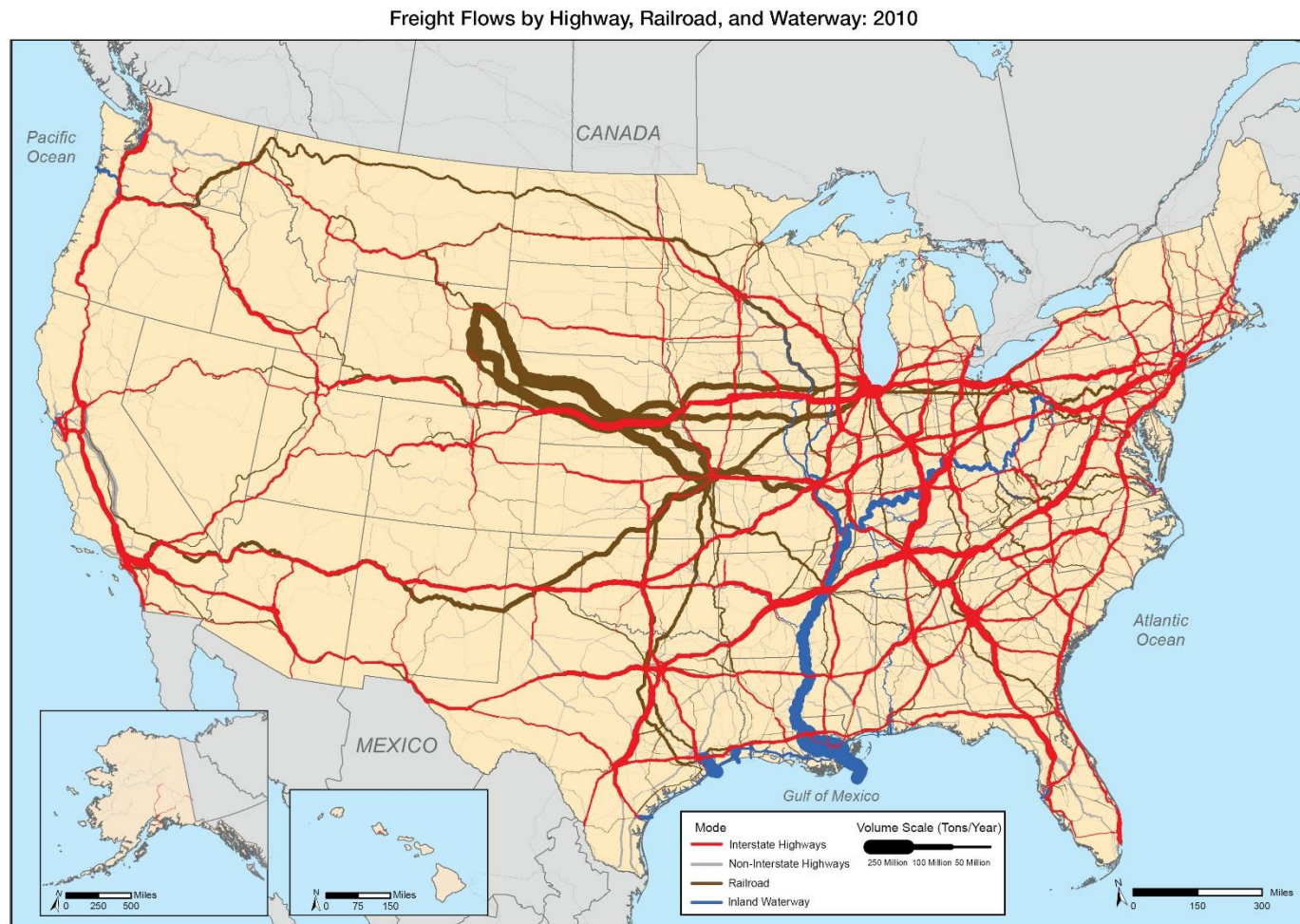
47,856 miles over 35+
years

\$425 Billion (2006)

Never again?



Crucial Location



Sources: **Highways:** U.S. Department of Transportation, Federal Highway Administration, *Freight Analysis Framework*, Version 3.4, 2013; **Rail:** Based on Surface Transportation Board, Annual Carload Waybill Sample and rail freight flow assignments done by Oak Ridge National Laboratory; **Inland Waterways:** U.S. Army Corps of Engineers, Institute of Water Resources, Annual Vessel Operating Activity and Lock Performance Monitoring System data, 2013.

Source: U.S. FHWA

http://www.ops.fhwa.dot.gov/Freight/freight_analysis/nat_freight_stats/tonhwyrww2010.htm

Important for Trade

215 international markets

9.2% of GDP in 2013

22% of total jobs

22,770 companies-90% small or medium

Exports continue to grow three times faster

Increasing Freight

2010

- 1.26 billion tons of goods
- Trucks carried 63%
- Rail carried 26%
- Waterways carried 11%
- Air .01%

2040

- 1.7 billion tons of goods
- Trucks will carry 67%
- Rail will carry 24%
- Water will carry 9%
- Air will carry 0.2%

Increase of

Trucks — 334.2 million tons

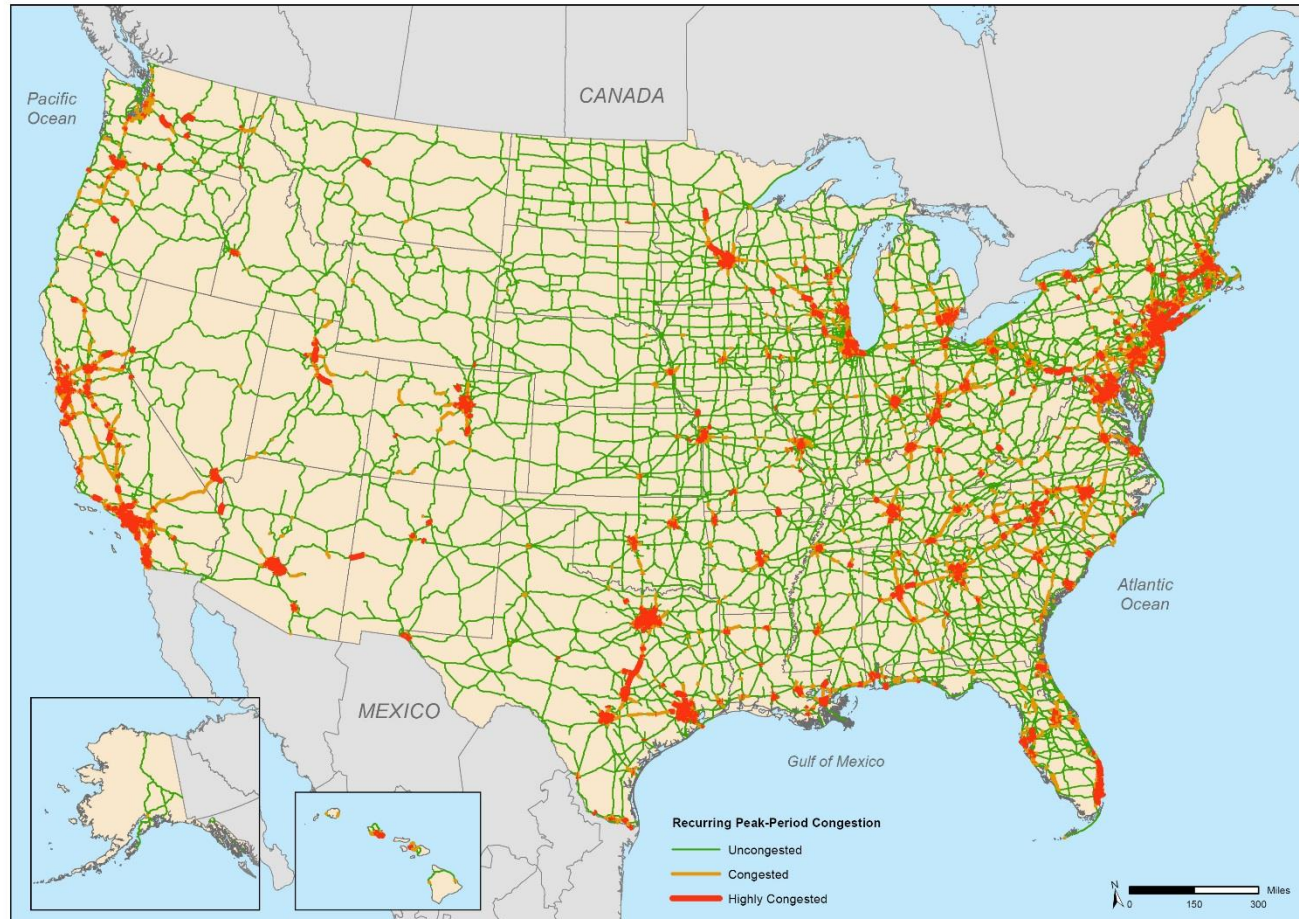
Rail — 79.5 million tons

Water — 13.9 million tons

Air freight — 3 million tons

Peak Period Congestion

Peak-Period Congestion on the NHS: 2011

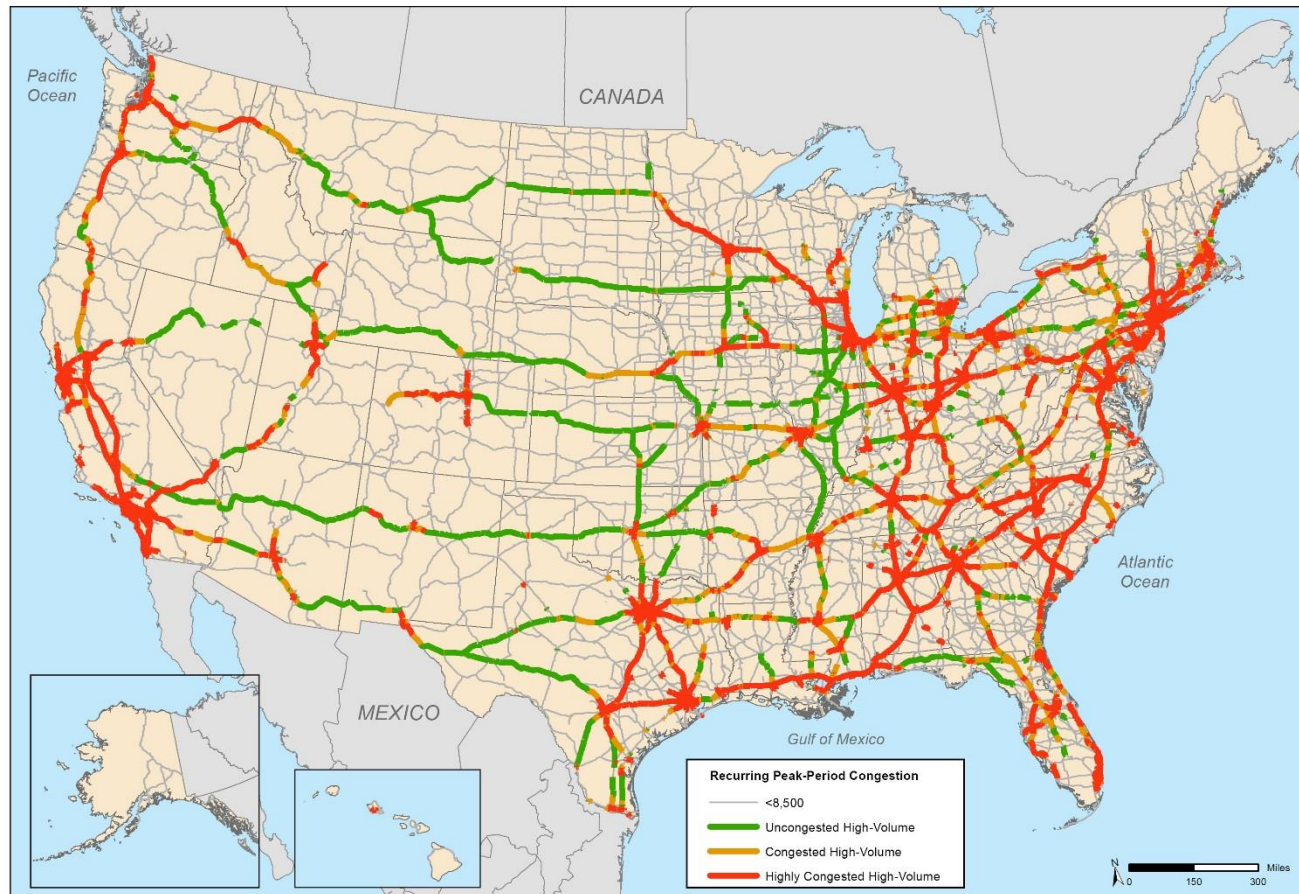


Notes: Highly congested segments are stop-and-go conditions with volume/service flow ratios greater than 0.95. Congested segments have reduced traffic speeds with volume/service flow ratios between 0.75 and 0.95. The volume/service flow ratio is estimated using the procedures outlined in the Highway Performance Monitoring System Field Manual, Appendix N. NHS mileage as of 2011, prior to MAP-21 system expansion.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, *Freight Analysis Framework*, version 3.4, 2013.

Peak Period Congestion

Peak-Period Congestion on High-Volume Truck Portions of the NHS: 2040

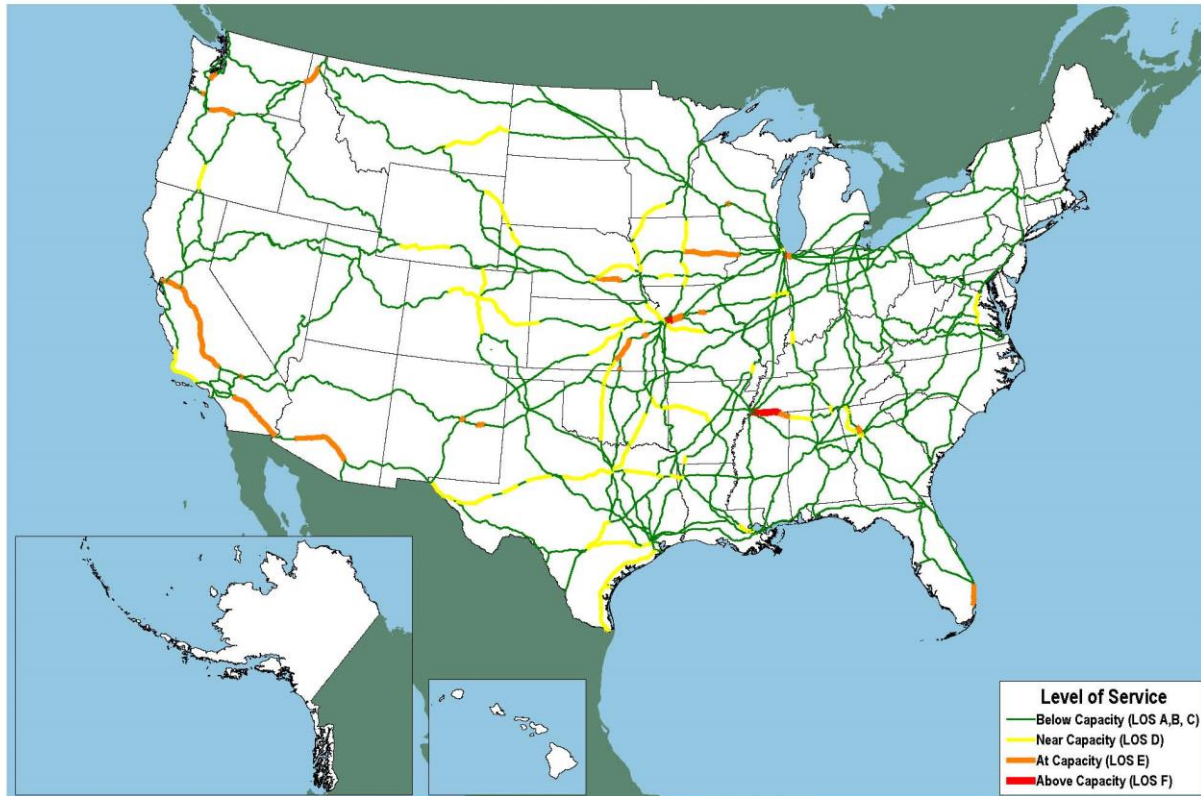


Notes: High-volume truck portions of the National Highway System carry more than 8,500 trucks per day, including freight-hauling long-distance trucks, freight-hauling local trucks, and other trucks with six or more tires. Highly congested segments are stop-and-go conditions with volume/service flow ratios greater than 0.95. Congested segments have reduced traffic speeds with volume/service flow ratios between 0.75 and 0.95. The volume/service flow ratio is estimated using the procedures outlined in the HPMS Field Manual, Appendix N, NHS mileage as of 2011, prior to MAP-21 system expansion.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, *Freight Analysis Framework*, version 3.4, 2013.

Train Volume

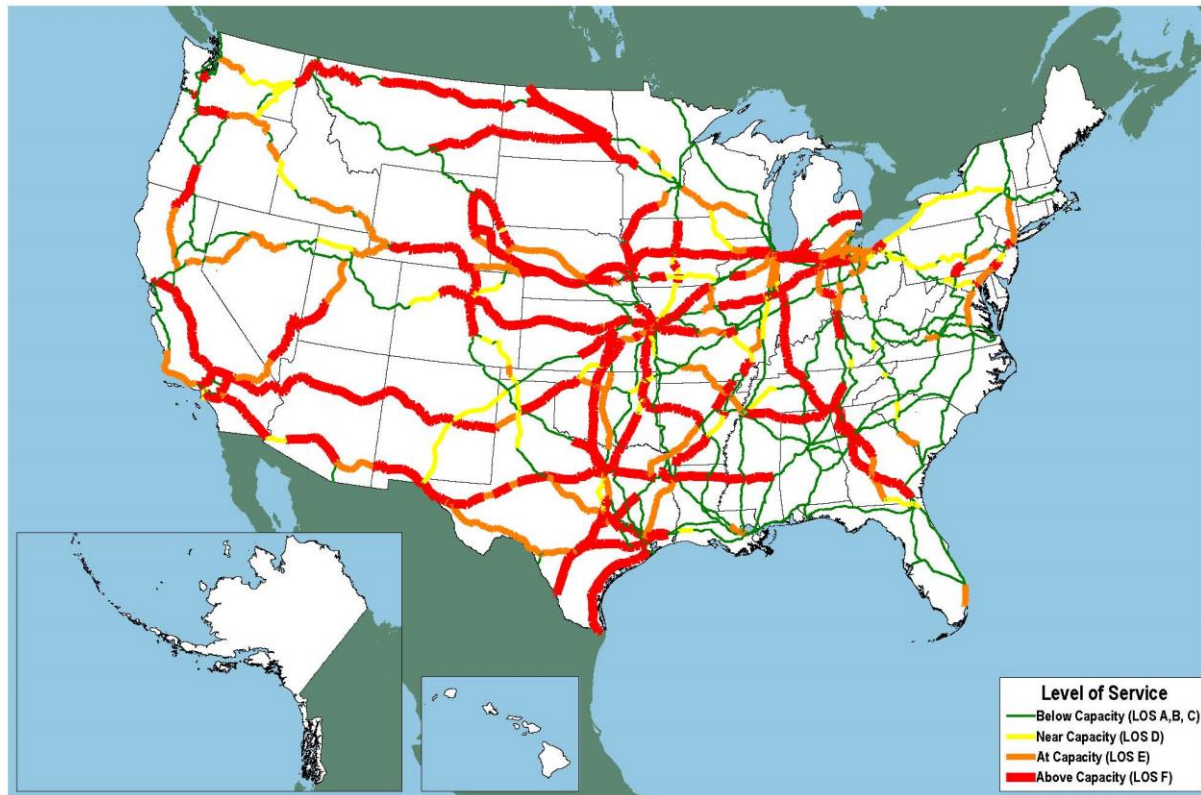
Current Train Volumes Compared to Current Capacity



Note: Level of Service (LOS) A through F approximates the conditions described in Transportation Research Board, *Highway Capacity Manual 2000* period Source: Association of American Railroads *National Rail Infrastructure Capacity and Investment Study*, July prepared by Cambridge Systematics, Inc. (Washington, DC: September 2007), figure 4.4, page 4-10.

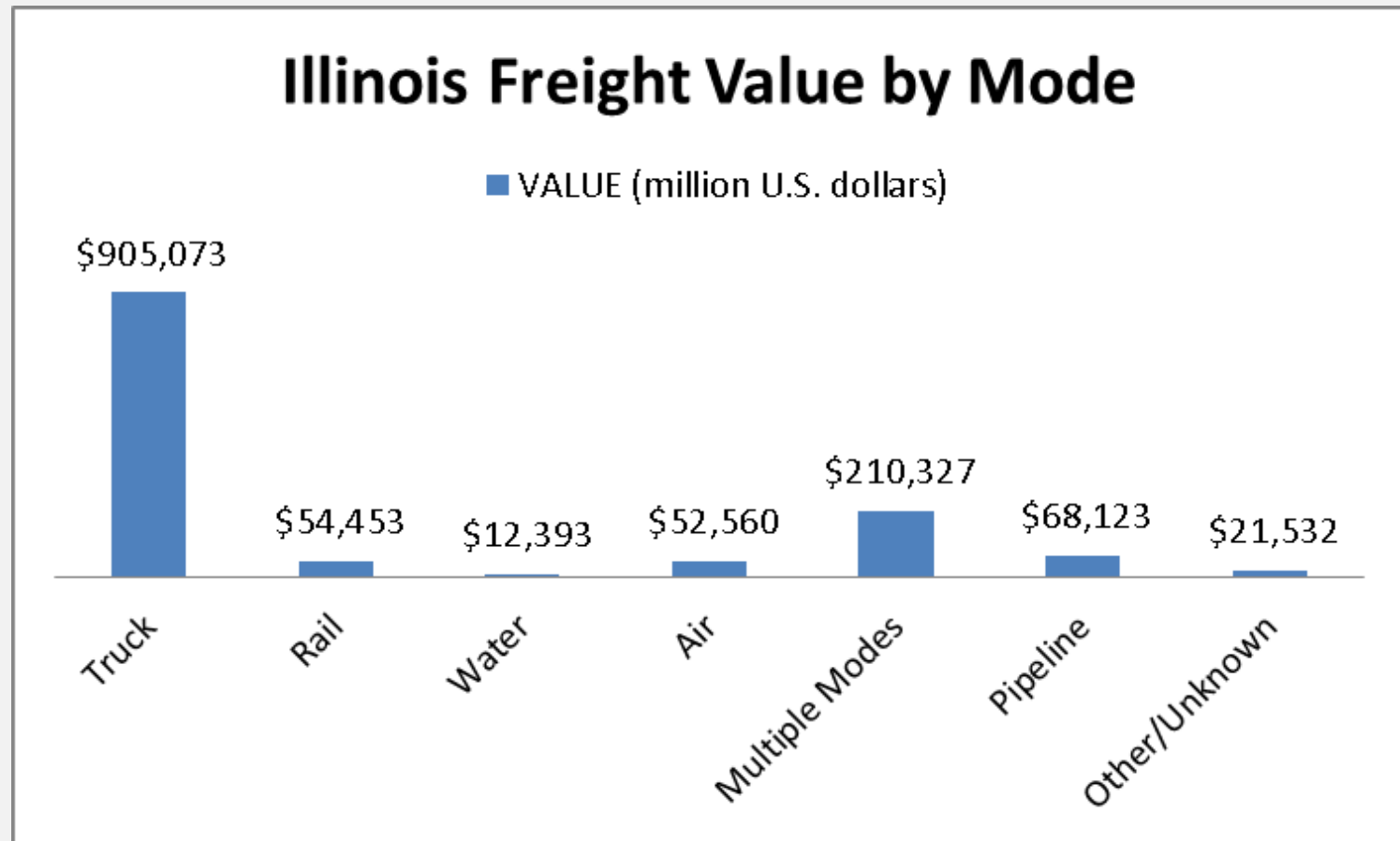
Train Volume

Train Volumes in 2035 Compared to Current Capacity



Note: Level of Service (LOS) A through F approximates the conditions described in Transportation Research Board, *Highway Capacity Manual 2000*.
Source: Association of American Railroads, *National Rail Infrastructure Capacity and Investment Study*, prepared by Cambridge Systematics, Inc. (Washington, DC: September 2007), figure 5.4, page 5-5.

Valuable Cargo



Source: Freight Analysis Framework 3.5 (May 2014)

Source: Illinois Department of Transportation

Congestion

61 extra hours behind the wheel

6 hours more than 2009

97% increase from 1982 (31 hours)

\$7.2 billion in additional costs

Clean Water & Sewage Treatment

Over the next 20 years

- \$17.5 billion – Wastewater
- \$15.02 – Drinking water
- \$32.52 billion combine

Other Considerations

Future energy use

Capacity and changes to TARP

- Tunnels 2.3 billion gal
- Reservoirs 14.8 billion gal

New technologies

Changing markets and economy

Bubbly Creek

Funding & Financing

Funding



Financing



Conclusion

Education

Time to be engaged is now

Need broad support to address this issue

Forward looking

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