

ON TO 2050

Freight Program Funding Update

September 17, 2018

Where we were

- **June 2014 CMAP reauthorization principles**
 - The federal government should support a robust freight program
 - Integrate metropolitan regions into the freight investment decision-making process
 - Dedicate a range of funding sources and authorize a minimum of \$2 billion funding per year for freight investments, consistent with proposals from national freight advocacy organizations
 - Redefine the national freight network to comprise a multimodal transportation system

Where we were

- **FAST Act new programs**

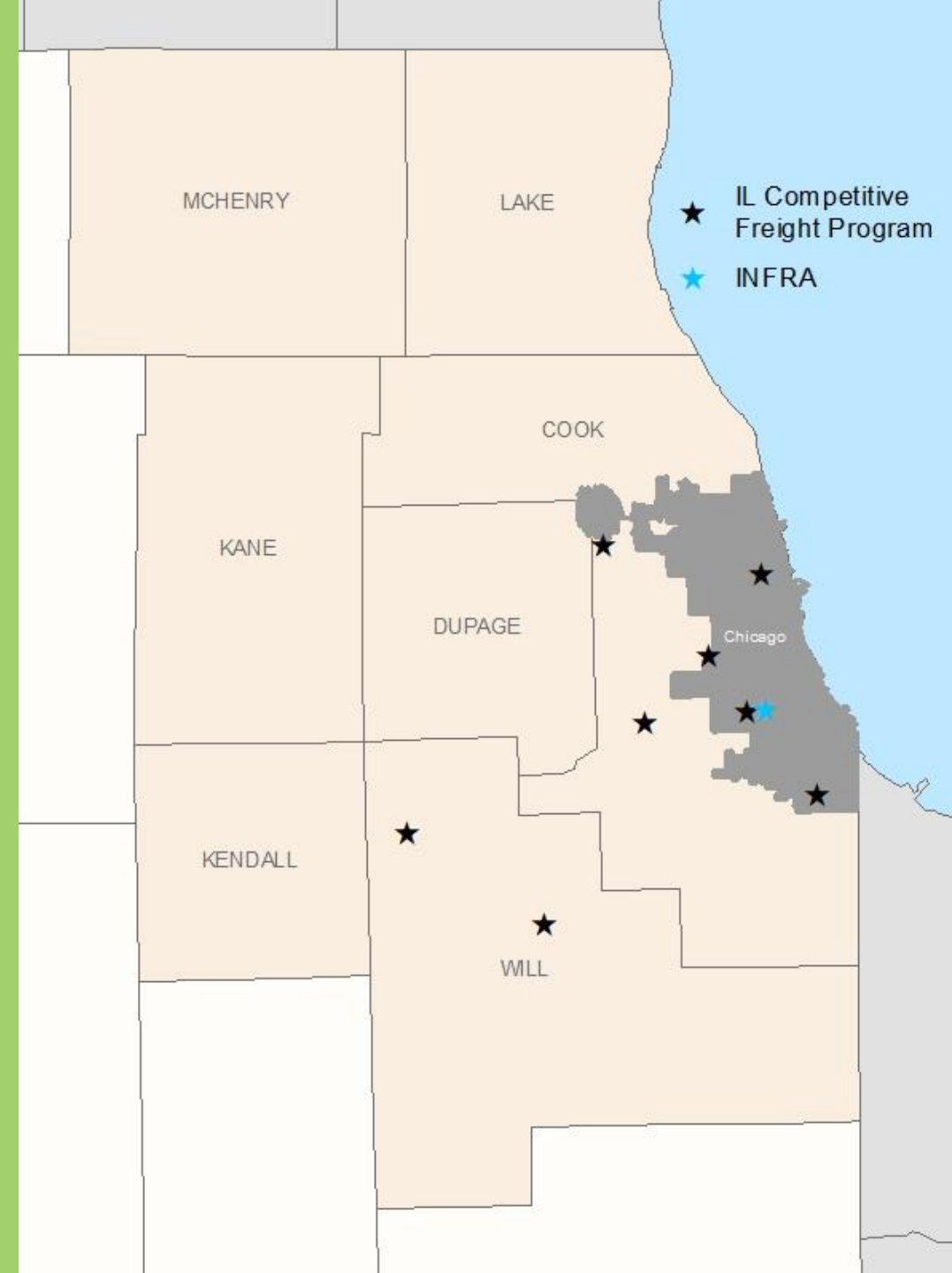
- Formula program: National Highway Freight Program
 - \$6.3 billion over 5 years
 - Approx. \$45m/year for Illinois
 - No more than 10% of funds for freight intermodal / freight rail
- Discretionary competitive program: Nationally Significant Freight and Highway Projects
 - \$4.5 billion over 5 years
 - No more than \$500 million over 5 years for freight intermodal / freight rail

Where we are

- **National Highway Freight Program in Illinois**
 - Approx. \$45m/year
 - Obligations through June 1, 2018:
 - \$60.6m on 4 projects related to Circle Interchange
 - \$8m for CREATE project WA-4 (BNSF Connection – Western Avenue to Ash Street)
 - Illinois Competitive Freight Program
 - 5 years of funds programmed (FFY18-22)
 - 4 focus areas: bottleneck reduction, improving CMV safety, intermodal accessibility, technology deployment
 - Awards announced June 5, 2018

Where we are

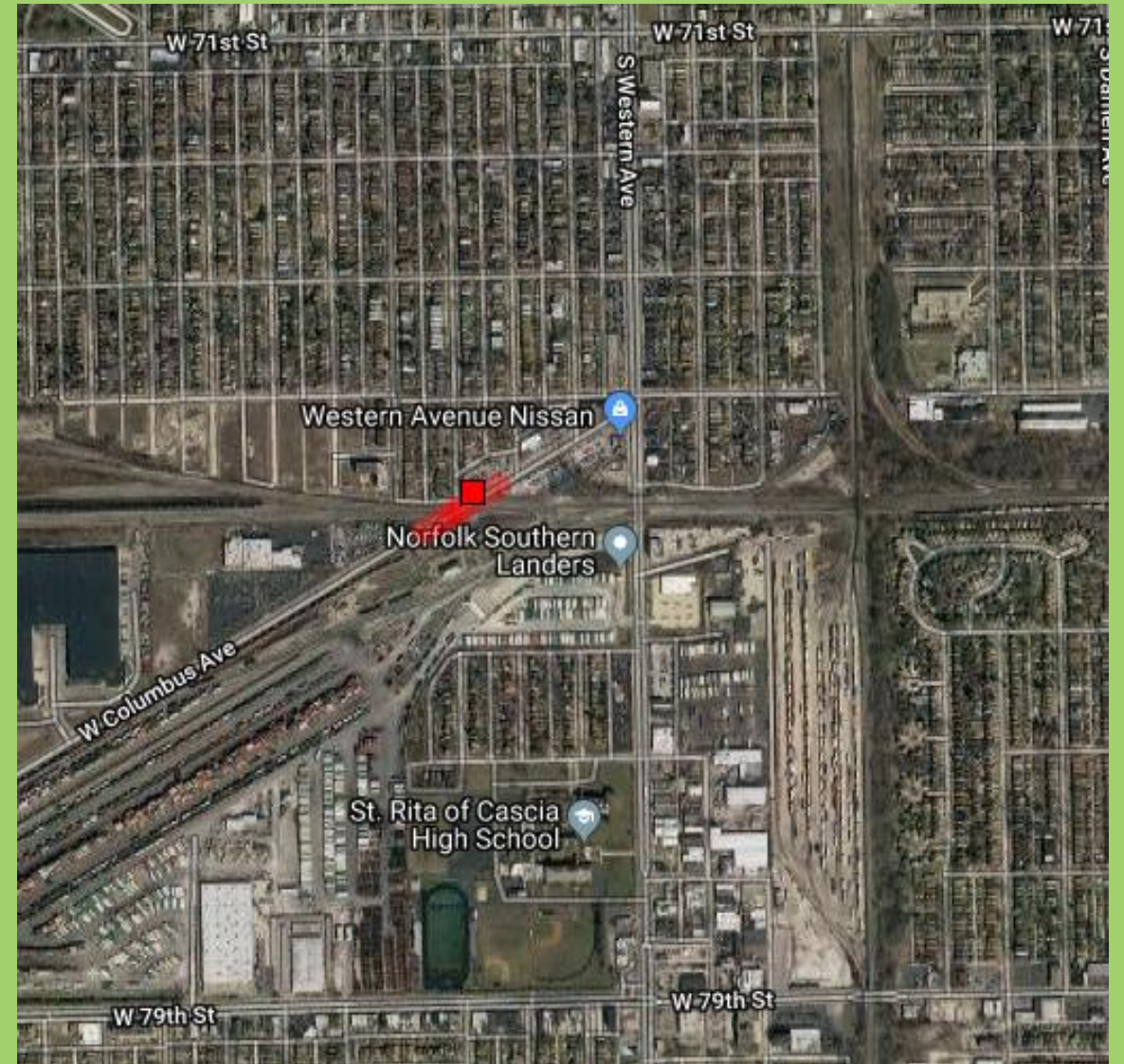
- **National Highway Freight Program in Illinois**
 - 8 projects in CMAP region
 - \$157.7m in federal awards (approx. 2/3 of funds awarded)



Columbus Avenue & Belt Railway Company of Chicago Grade Separation (GS-11)

Sponsor: Chicago Department of Transportation
 Category: Intermodal Accessibility

Phase	Year	Federal Amount	Total Project Cost
Phase II	2018	1,400,000	3,000,000
ROW Acquisition	2019	4,900,000	5,880,000
Utility Relocation	2019	664,000	830,000
Construction	2020	43,016,000	53,770,000
		49,980,000	63,480,000



I-80 at US 30 Interchange Reconstruction

Sponsor: IDOT – District 1
Category: Bottleneck Reduction



Phase	Year	Federal Amount	Total Project Cost
Construction	2018	38,703,000	43,003,000

Franklin Avenue Reconstruction

Sponsor: Village of Franklin Park
 Category: Bottleneck Reduction

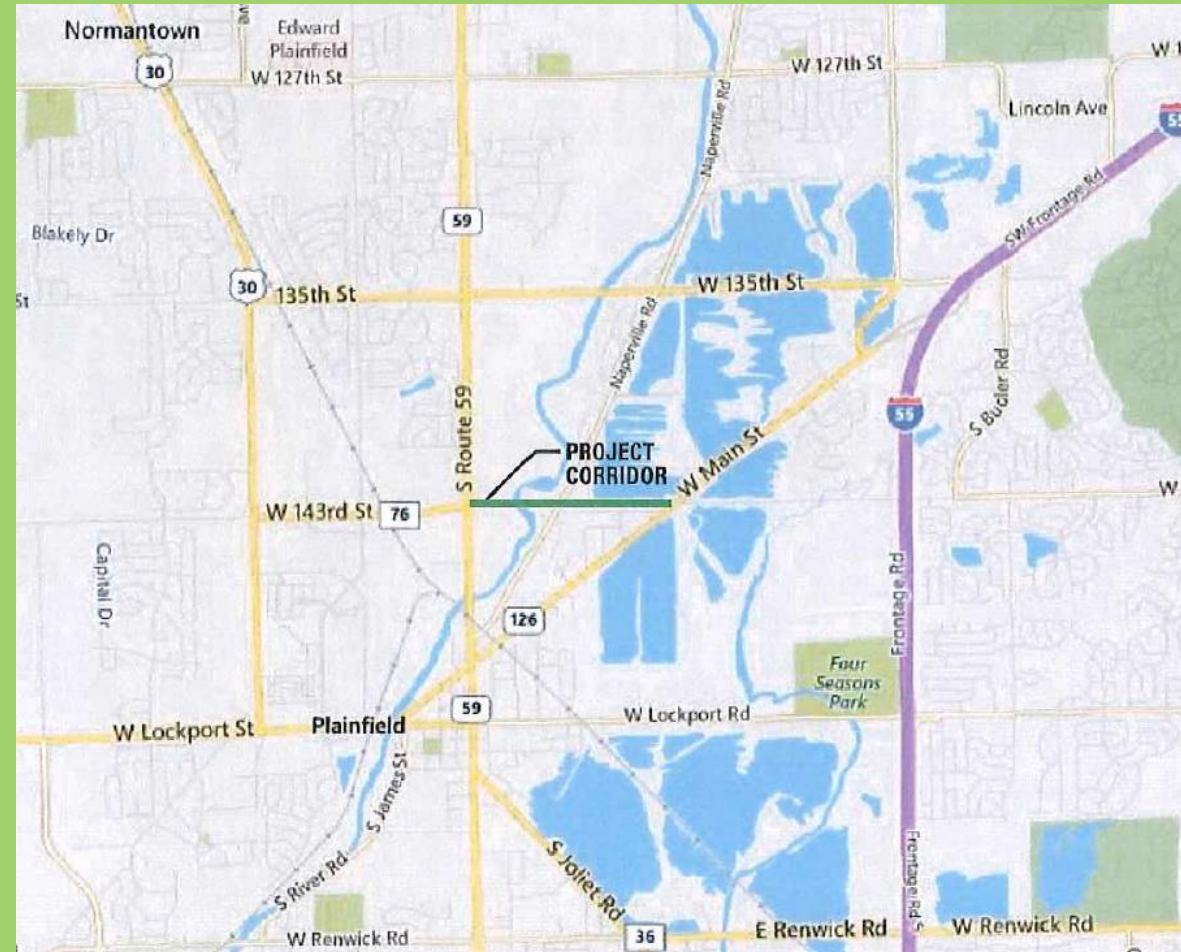
Phase	Year	Federal Amount	Total Project Cost
Utility Relocation	2021	2,400,000	3,000,000
Construction	2022	20,560,000	24,646,000
		22,960,000	27,646,000



Illinois Route 126 Re-route – 143rd Street Extension

Sponsor: Village of Plainfield
Category: Bottleneck Reduction

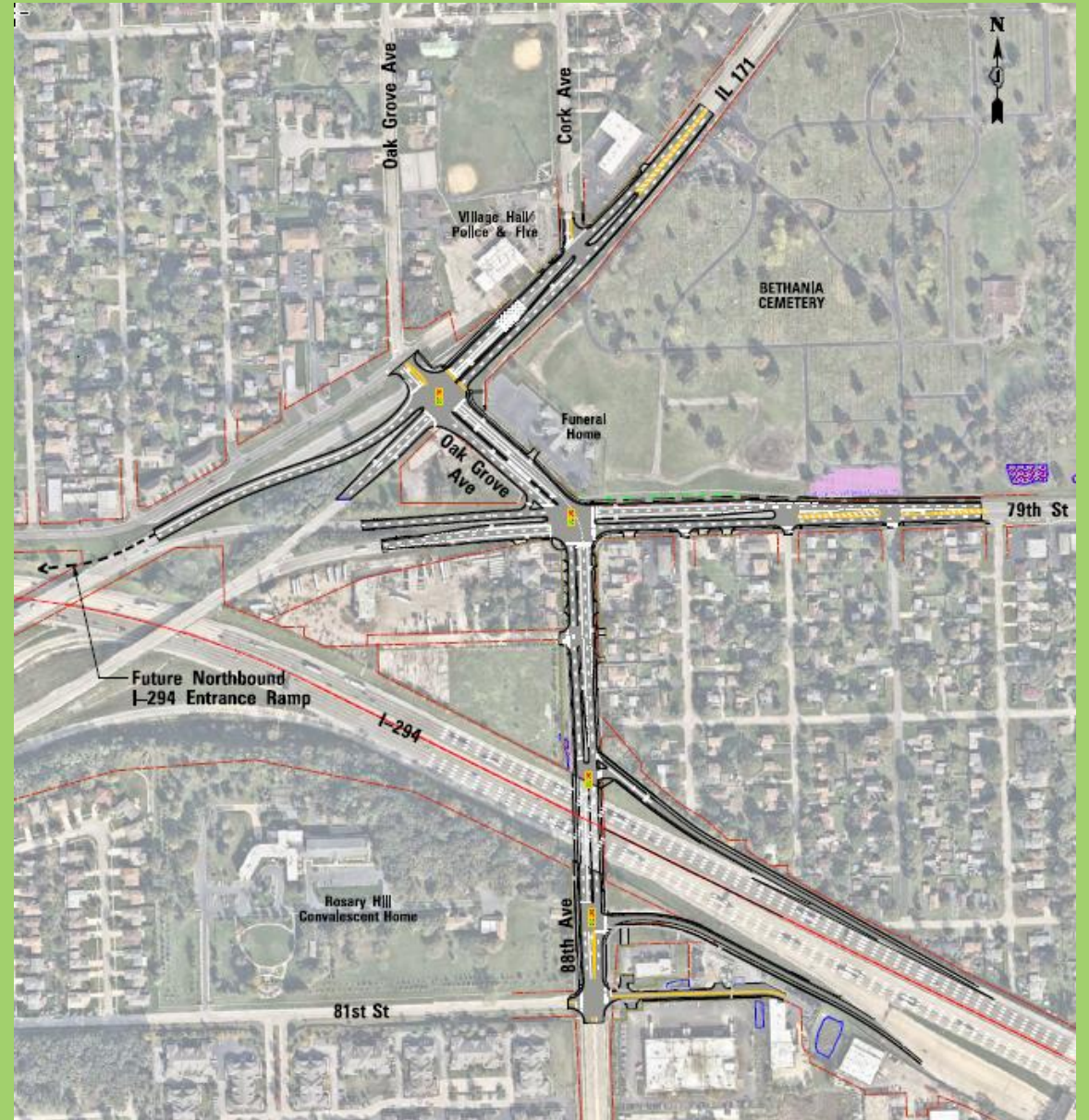
Phase	Year	Federal Amount	Total Project Cost
Wetland Mitigation/ Contingency, Construction	2022	20,328,000	28,910,000



88th/Cork Avenue at I-294 Interchange

Sponsor: Village of Justice
Category: Bottleneck Reduction

Phase	Year	Federal Amount	Total Project Cost
ROW Acquisition	2019	1,443,680	1,804,600
Construction	2020	12,000,000	27,748,103
		13,443,680	29,552,703

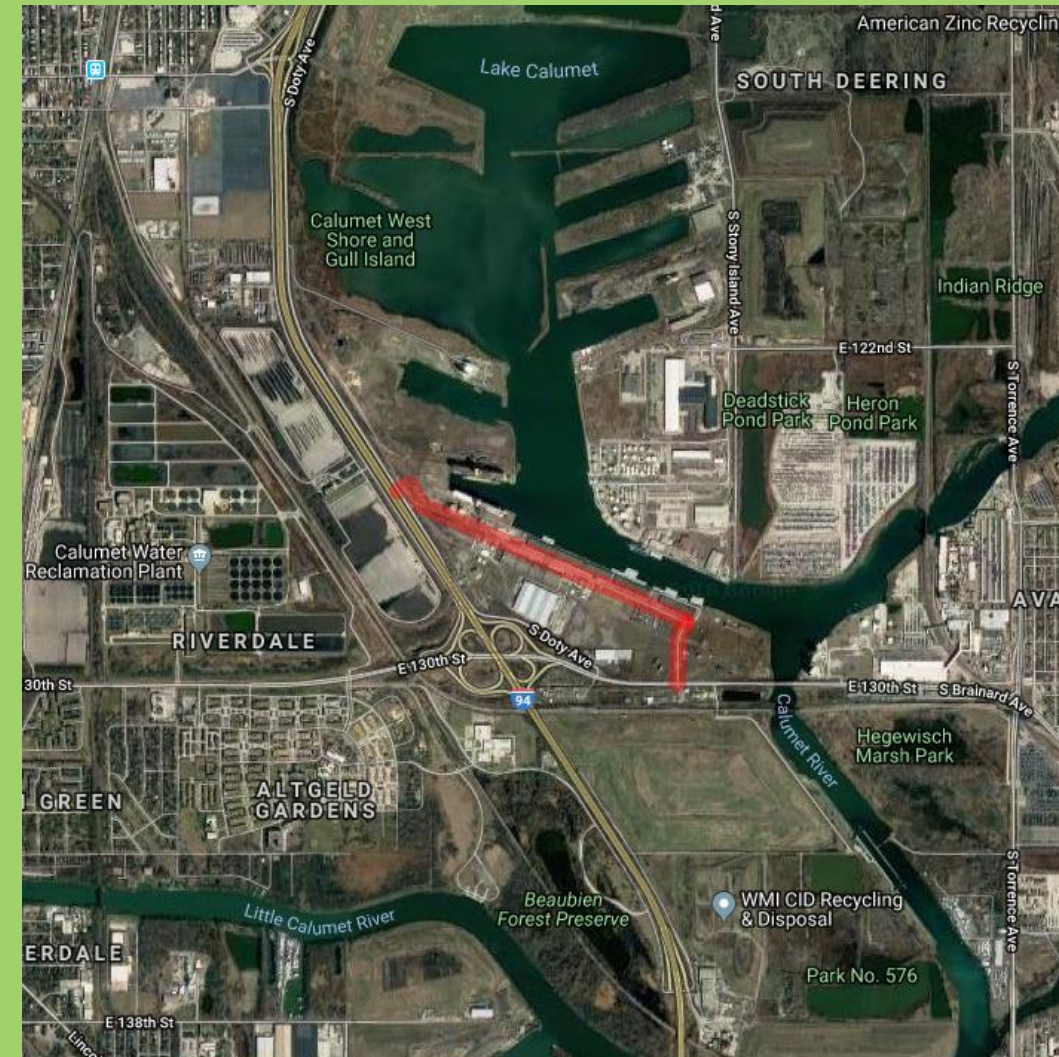


Butler Drive / Stony Island Avenue Reconstruction Project

Sponsor: Cook County Department of Transportation and Highways, on behalf of the Illinois International Port District

Category: Intermodal Accessibility

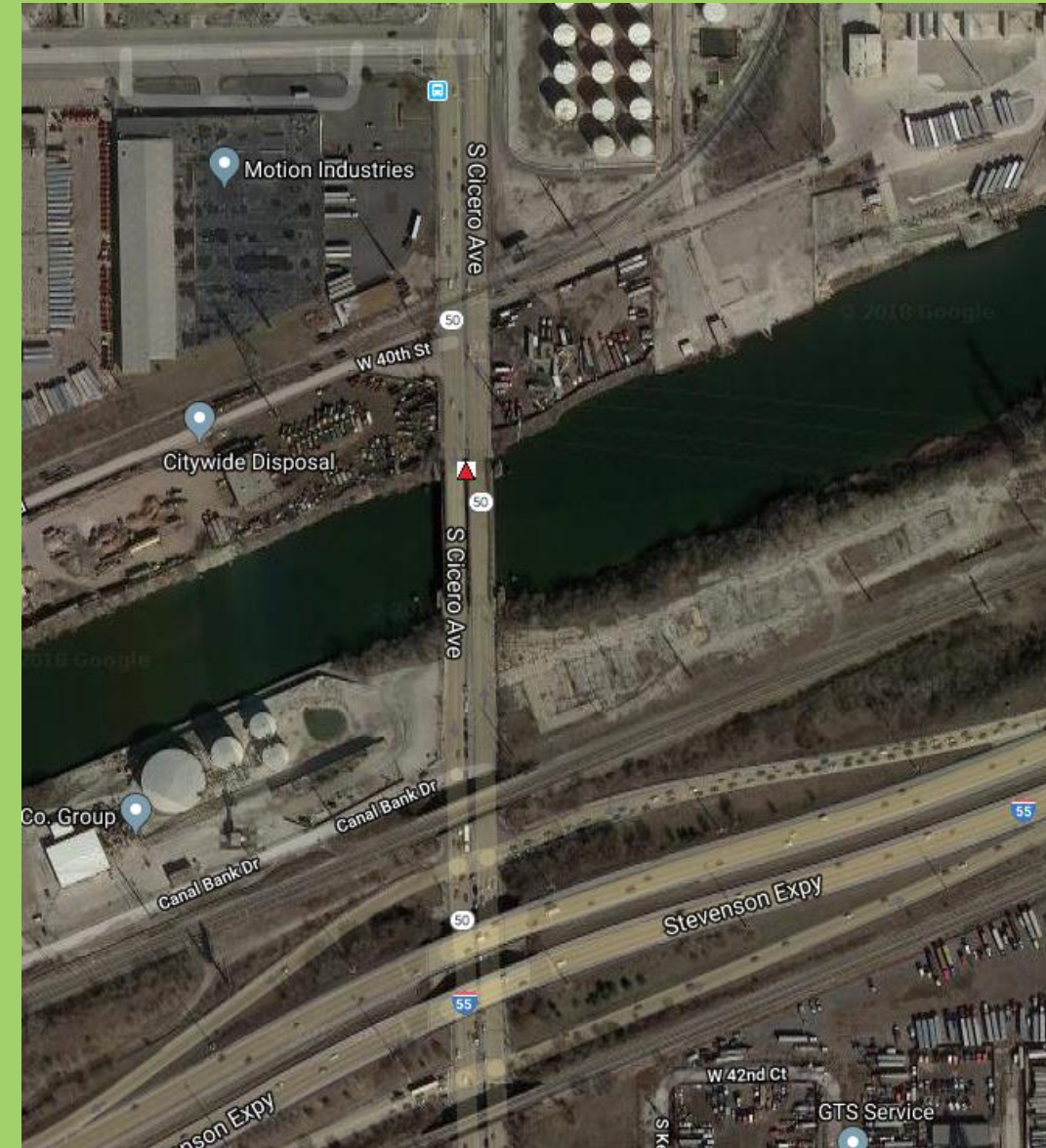
Phase	Year	Federal Amount	Total Project Cost
ROW Acquisition	2019	480,000	600,000
Construction	2020	10,457,853	13,072,316
		10,937,853	13,672,316



Cicero Avenue (IL Rt 50) Bridge over the Sanitary and Ship Canal

Sponsor: City of Chicago Department of Transportation
Category: Bottleneck Reduction

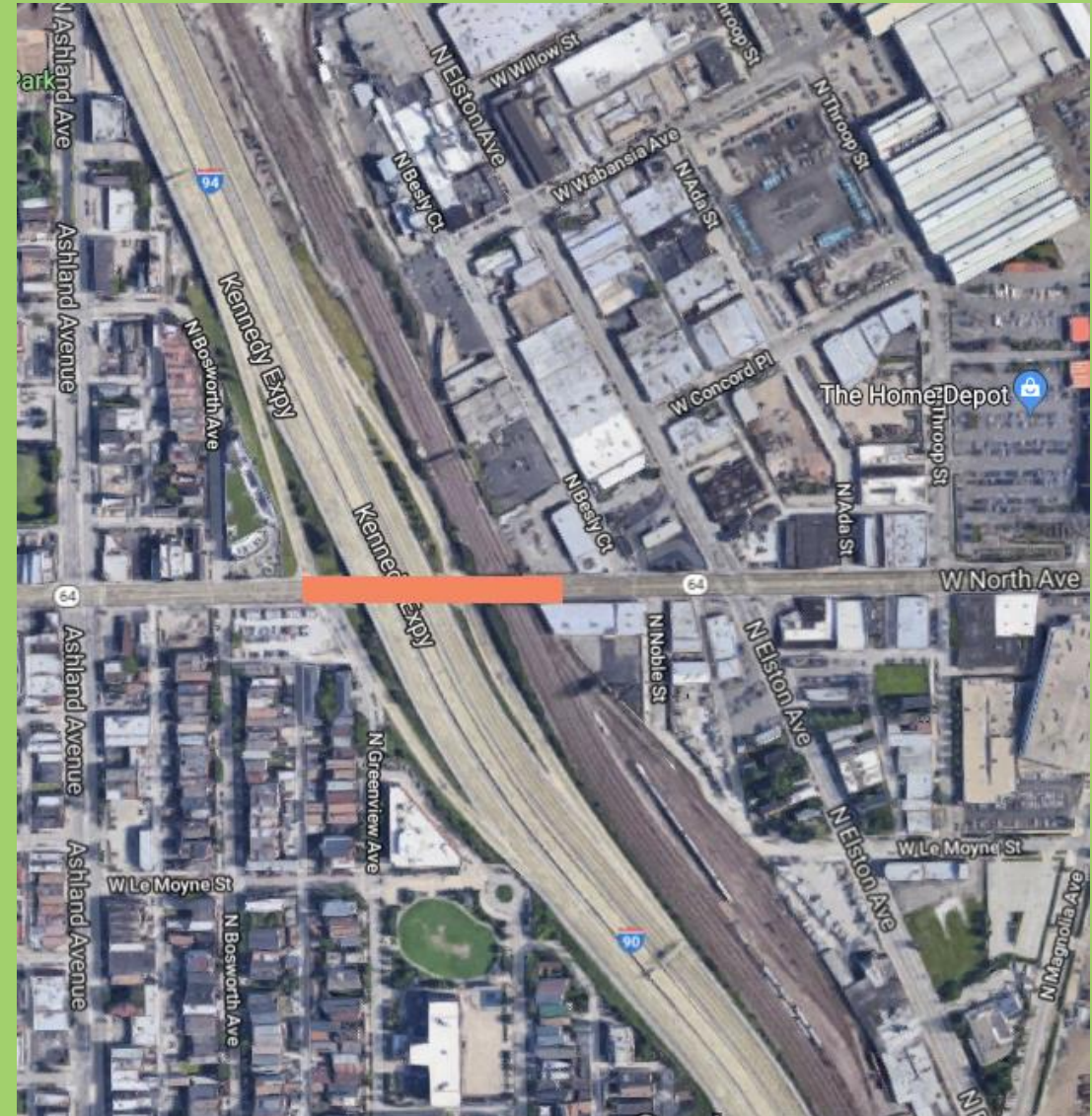
Phase	Year	Federal Amount	Total Project Cost
Phase I	2018	800,000	1,000,000



North Ave. (IL Route 64) UPRR and I-90/94 Viaducts

Sponsor: City of Chicago Department of Transportation
Category: Bottleneck Reduction

Phase	Year	Federal Amount	Total Project Cost
Phase I	2019	560,000	700,000



Where we are

- **Nationally Significant Freight and Highway Projects**
 - Currently branded as Infrastructure for Rebuilding America (INFRA)

	FY16		FY17		FY18	FY17/18	FY19
	Small	Large	Small	Large	Small	Large	
Awards announced	July 2016	July 2016	August 2016	n/a	June 2018	June 2018	TBD
CMAP region applicants	2	2	2	1	3	2	
CMAP region awards	-	-	-	n/a	-	<u>75th CIP & Argo</u>	

Large (90% of funds): total project cost > \$100m, grant amount > \$25m

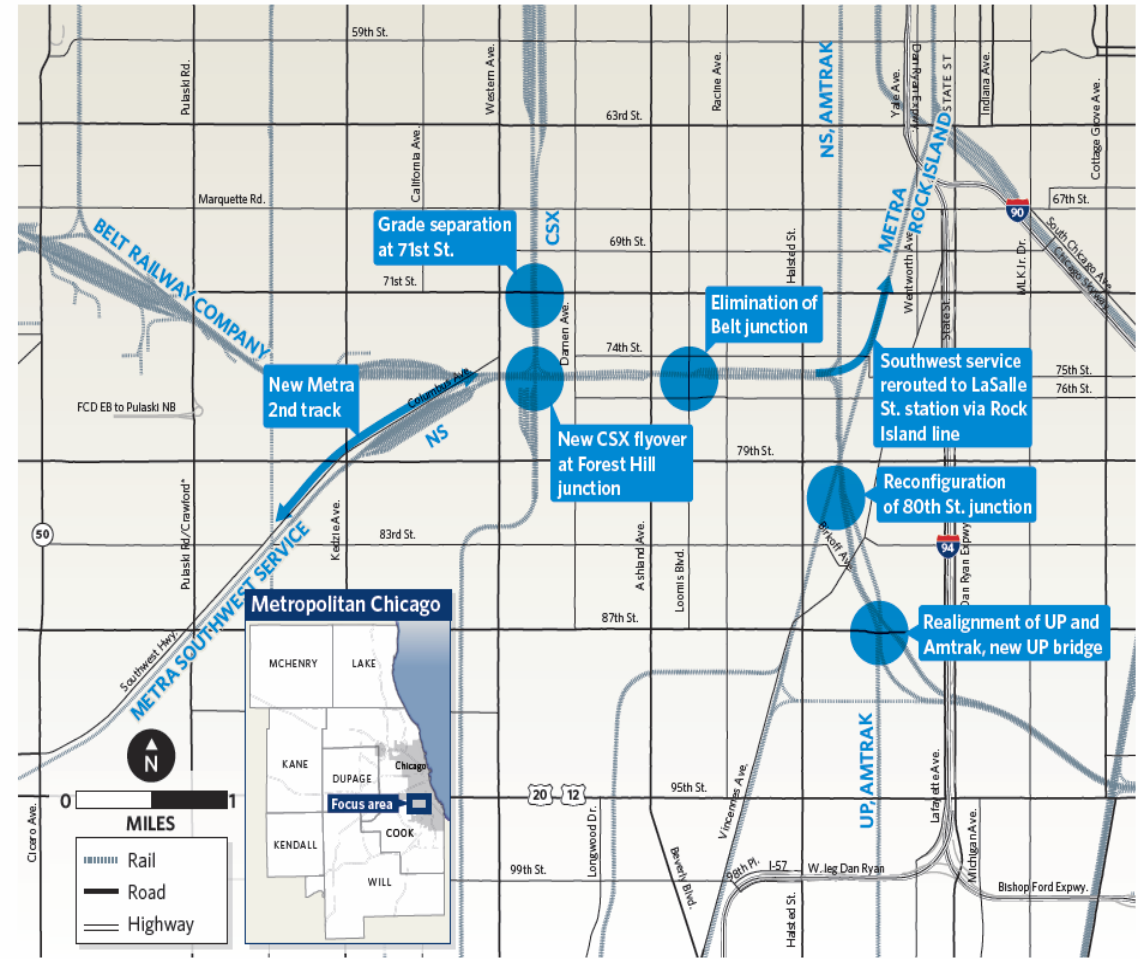
Small (10% of funds): total project cost < \$100m, grant amount > \$5m

75th Street Corridor Improvement Project and Argo Connections

- \$132 million INFRA grant
- Construction anticipated to start Spring 2019 for:
 - Argo Connections
 - Forest Hill flyover
 - 71st St. grade separation

75th St. CIP selected alternative schematic

Source: 75th St. CIP Final Environmental Impact Statement.



Where we're going

- **ON TO 2050 draft freight funding recommendations and strategies:**
 - Maintain the region's status as North America's freight hub
 - Invest strategically in the freight network
 - Develop a unified regional approach for freight transportation issues
 - CMAP and partners should create a process to develop, coordinate, and prioritize responses to federal freight funding opportunities such as INFRA or TIGER/BUILD.
 - IDOT should use performance-based programming for freight formula funding sources such as the National Highway Freight Program.
 - Fully fund the region's transportation system
 - Implement a federal cost of freight service fee
 - Build regionally significant projects

Where we're going

- **Seeking committee feedback**

- Surface transportation reauthorization discussions could begin in 2019
 - Amount of funding?
 - Eligibility
 - Raise / eliminate caps on freight rail / freight intermodal projects?
 - Should there be a focus?
- Calls for projects: coordination / prioritization?

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Thank you!