



# **Will County Community Friendly Freight Mobility Plan**

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A Public Private Partnership: Will County and the Will County Center for Economic Development

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# Why Is The Global Freight Summit Occurring Here?

Will County has regional, national, and global significance.



- **Assets & Resources:** Highway, Rail, Waterways, Air, Pipeline and engaged stakeholders
- **Will County is a center for global trade**
  1. Containerized goods from Asia terminate in Will County for distribution to the Midwestern market. Over 62% of freight travels through Will County.
  2. Agricultural products fill the back haul to Asia
  3. Various industrial inputs from around the world including cement, fertilizer and steel arrive by all modes, are processed and distributed from Will County

# Economic Acceleration



# Will County's *Economic Acceleration*

1. USDOT projects 42% increase in freight movements nationally by 2040
2. Between 2005 and 2015 TDL workforce in Will County has increased 138% with real growth surpassing Los Angeles, Memphis and Kansas City
3. TDL workforce in Will County is projected to increase 33% between 2016 and 2026 – however jobs recently added or announced have nearly equaled over 65% of this 10 year projection
4. New freight activity centers are emerging in Eastern Will County along I-57
5. Substantial increases in intermodal lifts are projected at Will County facilities
6. Industrial space tripled between 2005 and 2015... Currently > 140MM ft<sup>2</sup>
7. **In the last 16 months 9.6MM ft<sup>2</sup> industrial space has been added and over 3,820 jobs have been announced**

# Growth Challenges of Economic Acceleration

## ( traditional planning methods can't respond )

*Rapid market-driven growth in a short time frame can't be absorbed naturally or understood through existing planning processes!*

1. Infrastructure planning at CMAP, IDOT and USDOT rely on aged data (often 5+ years old).
2. Traditional planning horizons are often 10, 15, 20 years = Lost opportunity as business decision cycles are much faster !
3. Planning efforts across freight, freight mobility, land use, workforce, workforce mobility, education, training and livable communities are often **siloes** and the interrelationships are not integrated.

*Note: Planning cycles are statutorily determined*

# **What's Needed?**

An Innovative Approach and a Holistic Solution  
Supporting  
*Economic Acceleration*

**The Will County Community  
Friendly Freight Mobility Plan**

# Who is involved?

## A Unique Public Private Partnership

### Project Sponsors

- Will County
- Will County Center for Economic Development (CED)
- IDOT and FHWA
- Will County Workforce Investment Board
- JADA
- Three Rivers Realtors/National Association of Realtors
- Will County Governmental League
- Illinois Soybean Growers

### Freight Advisory Committee

Freight Industry Representatives, Public Agencies, Will County Governmental League

### Stakeholders

Public, Freight Industry, Public Agencies, FHWA

### Consultant Team

Ann L. Schneider & Associates, Illuminative Strategies, CDM Smith, RT&A Inc., High Street Consulting, Metro Strategies, Inc

# A Holistic Solution





# Plan Outcomes

1. Create a common voice across stakeholders
  1. *Quantify TDL industry's Economic Impact at a stakeholder level*
  2. *Tell the story of freight in Will County*
2. Create a project ranking mechanism across the Holistic elements
3. Amplify Return-On-Investment by leveraging project and plan element interrelationships
4. Incorporate lessons learned from the past
5. Reduce truck freight movement on local streets

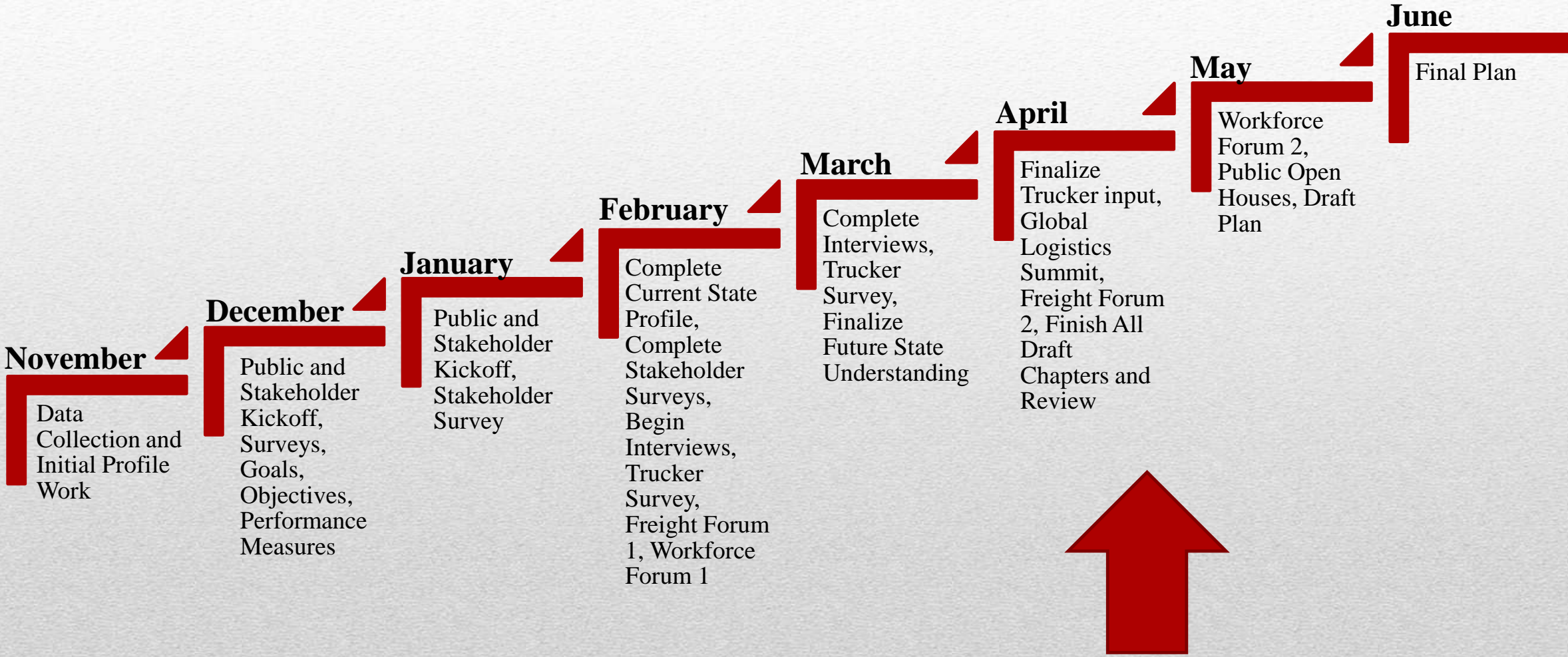
# Project Website

Stay Informed and Stay Engaged: [www.willcountyfreight.org](http://www.willcountyfreight.org)

Website content includes:

- Plan overview
- Project timeline
- Public involvement opportunities
- Plan library and news
- Stakeholder videos
- Draft and Final Plan Documents
- Public Survey

# Project Schedule



# **Project Findings to Date**

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## Stakeholder Input

- Will County's competitive advantages
- Top concerns
- Top considerations

## Key data driven findings

- Top directional movements
- Top modal movements
- Modal directional movements
- Employment growth and projections
- Employment in freight dependent industries
- Commute flows

# **Findings from Stakeholder Input...**

# Competitive Advantages

1. Multimodal nature of Will County is one the County's strongest competitive advantages, particularly rail and highway access
2. While barge transportation is not widely used by all TDL businesses, it plays a critical role in key industries in Will County
  - Including agricultural and chemical industries
3. Proximity to large population centers is a key factor for supporting workforce pipeline and freight movement
  - Most employees live within a 30 minute commute
  - Employers believe ideal commute time is 10 – 15 minutes

# Concerns

- 1. The top concerns are:**
  - Safety
  - Traffic congestion
  - Specific bottlenecks
  - Local government policy/regulations
  - Lack of data on County, municipal, and township roads
- 2. Top infrastructure concerns:** capacity constraints on the interstate system restricts business growth and operations
- 3. Truck parking:** a wide-spread lack of truck parking in the County, particularly along I-80 and I-55
- 4. Employee Retention:** Ability to attract and retain employees along with access to transit are the most critical workforce issues for TDL businesses
- 5. Access:** Limited access to intermodal yards and congestion within the yards imposes a cost on businesses

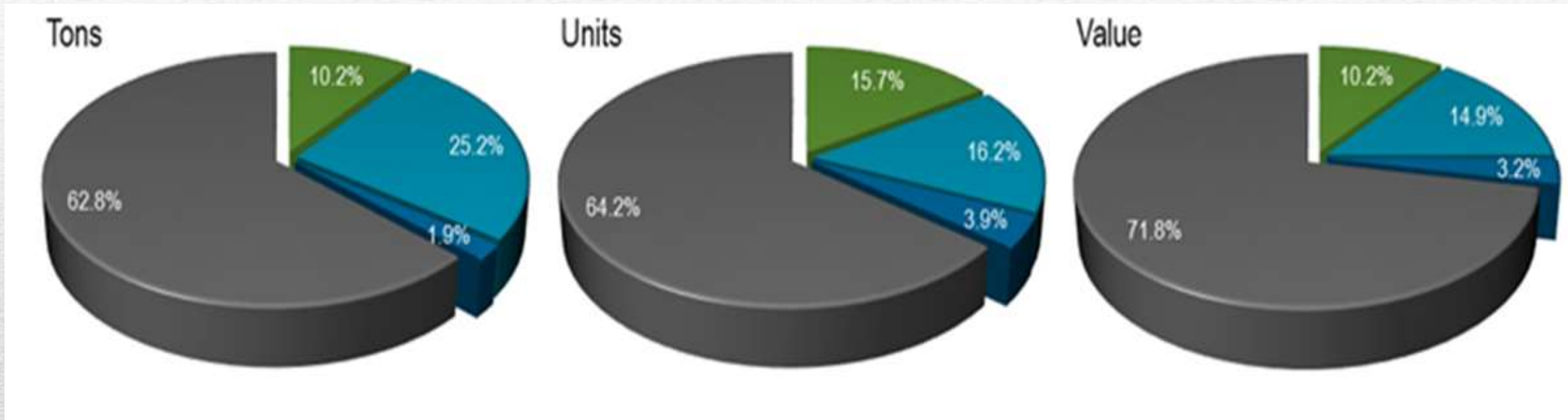


# Considerations

1. Many businesses are outsourcing transportation services, and in some cases warehouse management, to specialists
2. On-time delivery is critical for nearly all companies interviewed and surveyed
  - Companies have adjusted their operations to accommodate lack of reliability in truck travel times and congestion
3. Technology plays a role in many businesses, but most will continue to be labor—reliant

# **Findings from Data Analysis...**

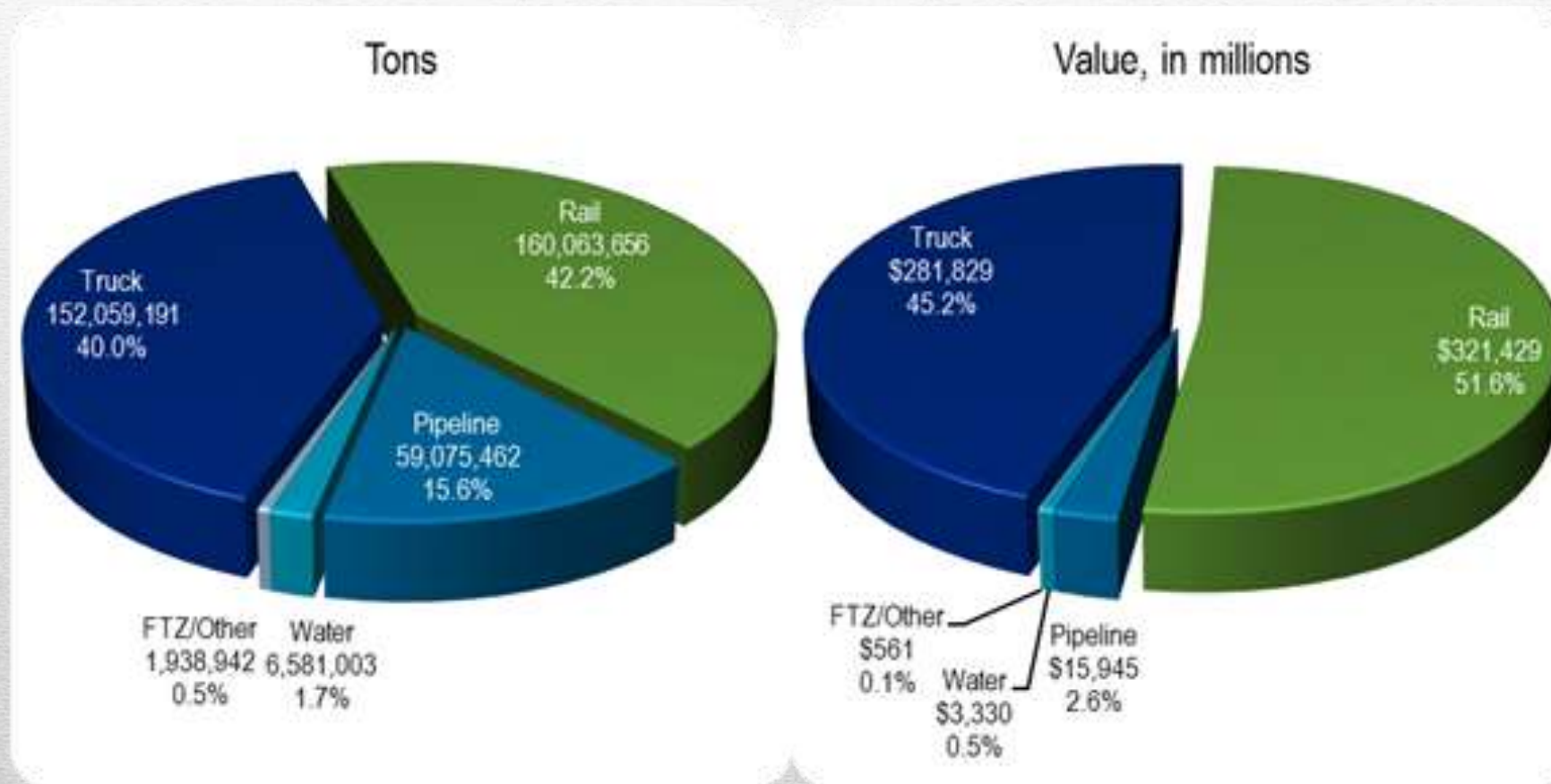
# Directional Movements All Modes in 2015



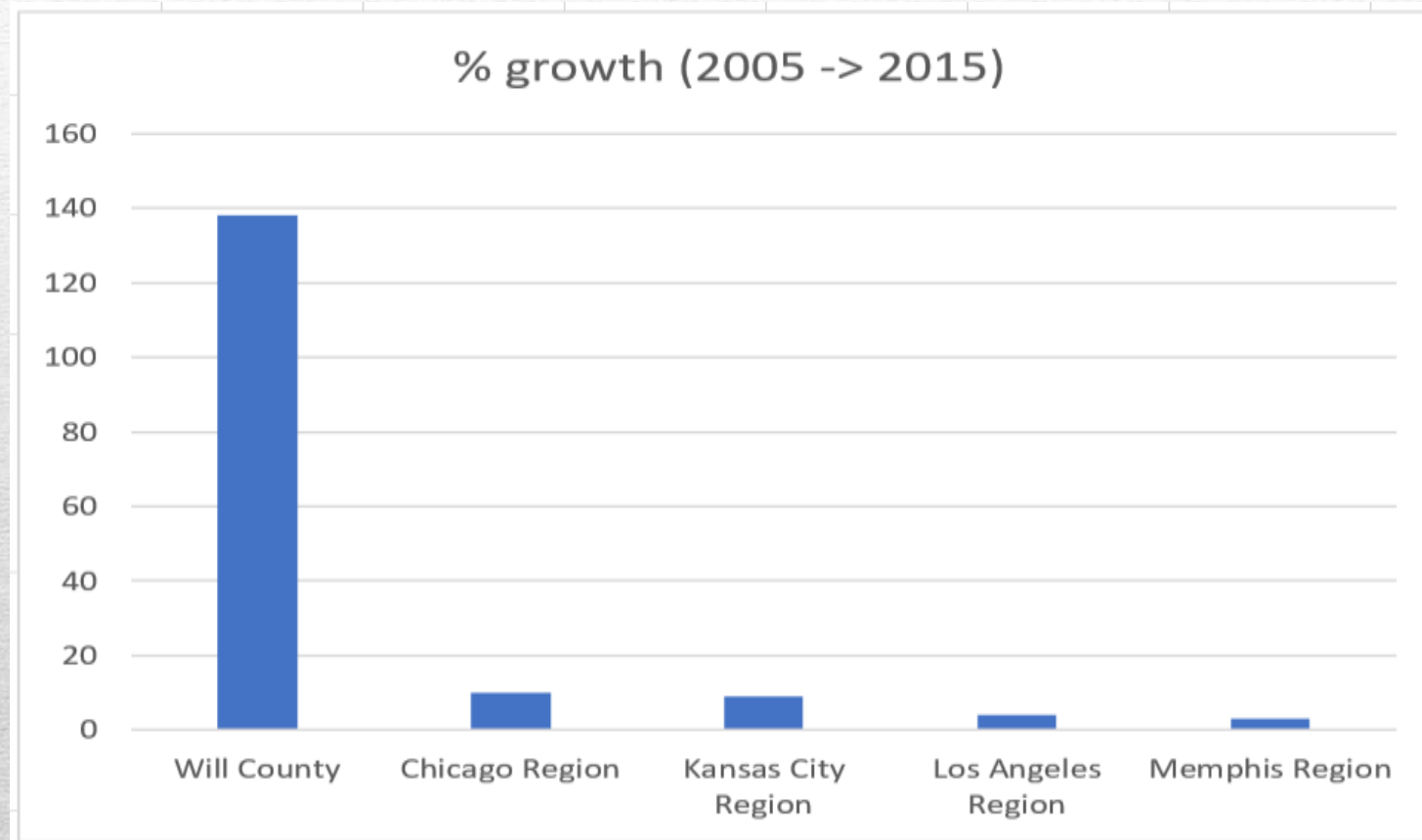
 Outbound  Inbound  Intra-County  Through

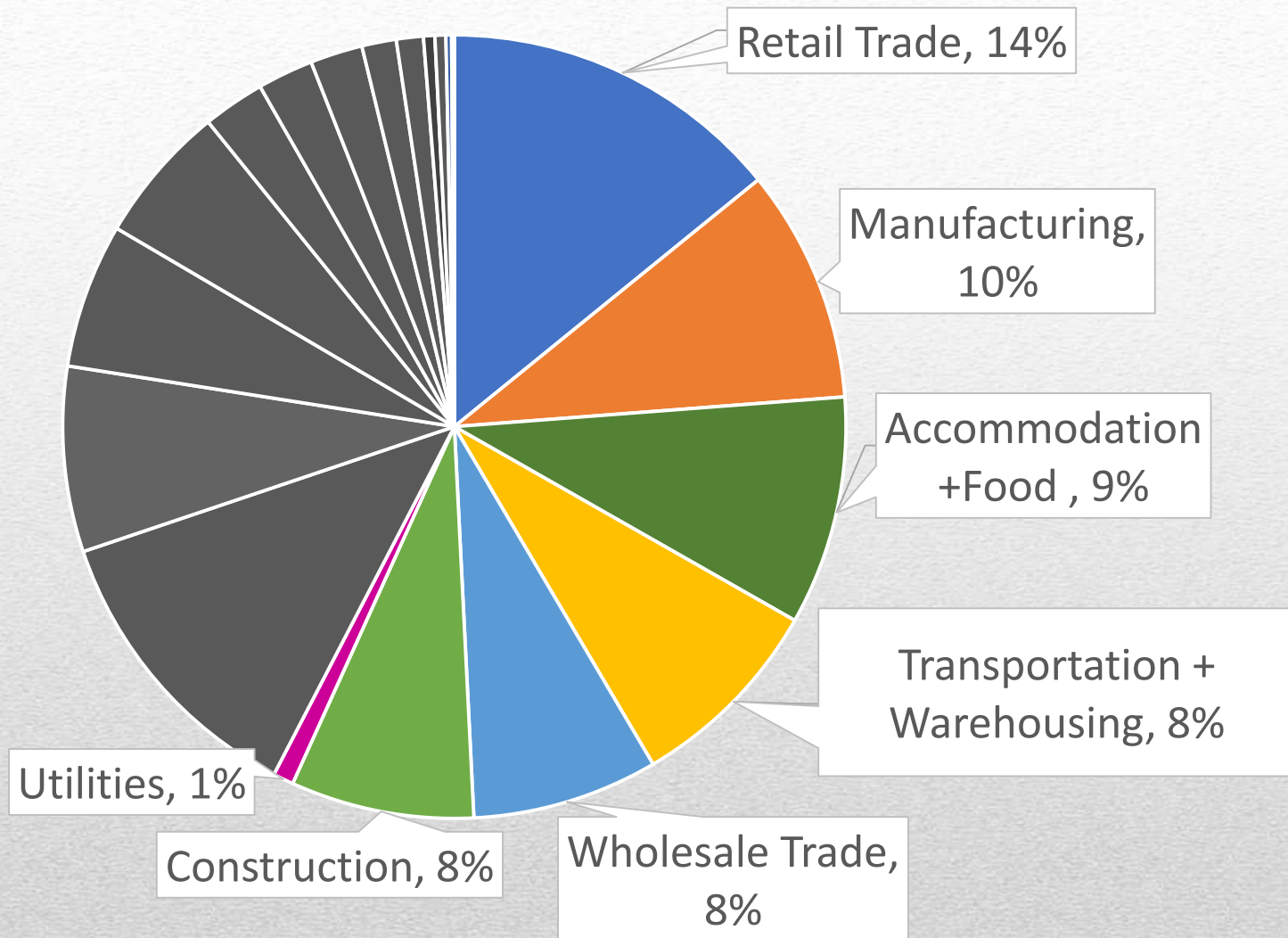
**By 2040, Transearch forecasts overall 58% growth in total tonnage with 117% growth in Intra-County tonnage.**

# Top-level Modal Movements All Directions 2015



# Employment Growth for TDL Industry Will County and Peer Regions

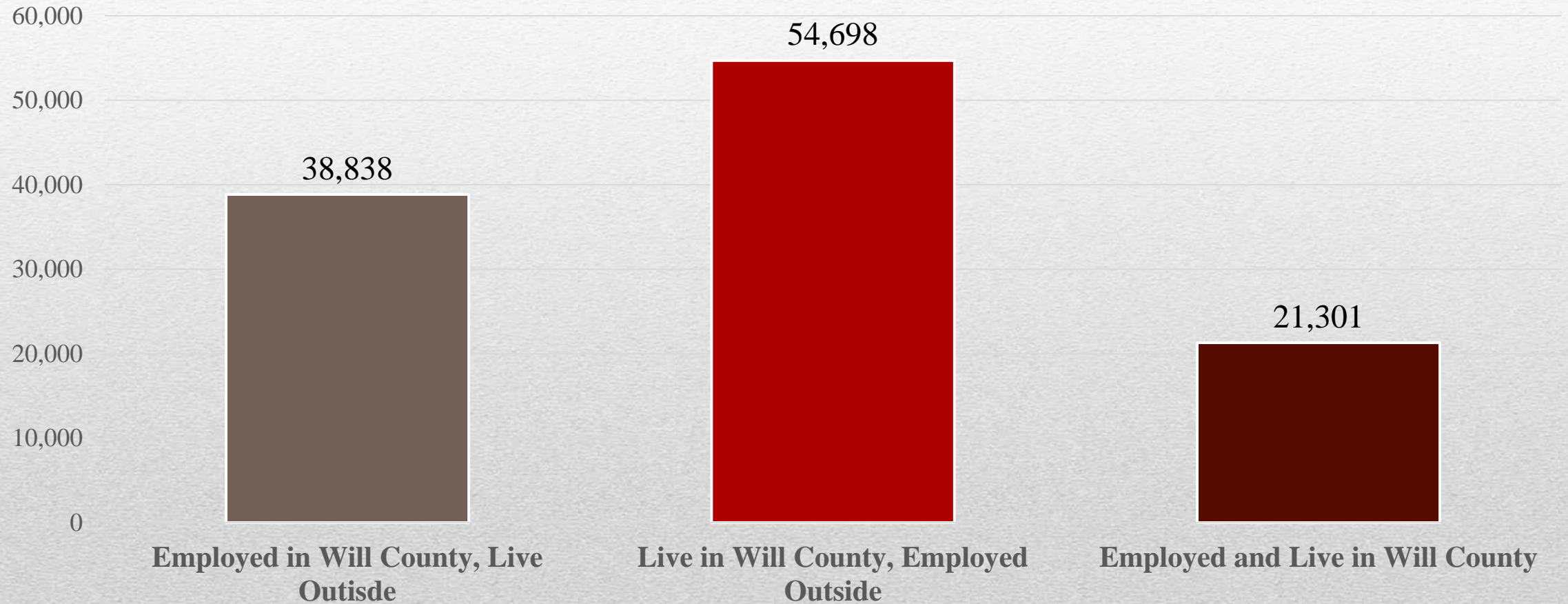




Freight-dependent industries represent **over 57%** of all private sector jobs in Will County—**over 122,000 jobs**

**Put another way 1 out of every 2 private sector jobs in Will County rely on the TDL sector**

# Commuter Flows in Trade, Transportation and Utility Industry in Will County



# Next Steps

## FREIGHT PLAN

Ongoing  
Trucker  
Survey

Finish  
Remaining  
Data Analysis

Prioritization  
Process

Freight  
Forum April  
25

Chapter  
Writing and  
Refinement

Public  
Engagement

- Public Survey
- Public Forums May 16 - 18

## WORKFORCE

Finish Remaining  
Data Analysis

Action Plan  
Concepts

Workforce Forum  
May 9

Chapter Writing  
and Refinement