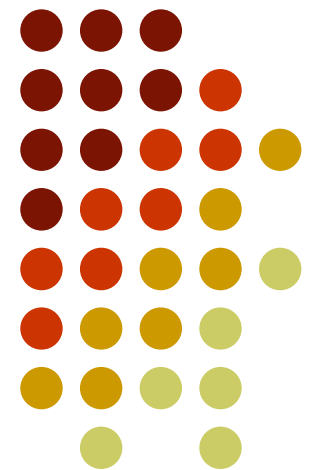


Usage Analysis Update

Urban Transportation Center
University of Illinois at Chicago
March 30, 2004



Current Tasks

- Collect all available secondary data (Federal, State, MPOs, etc.)
- Cross-check data
- Reconcile data
- Store data in GIS
- Extract useful information

Main Data Sources (O-D Information)



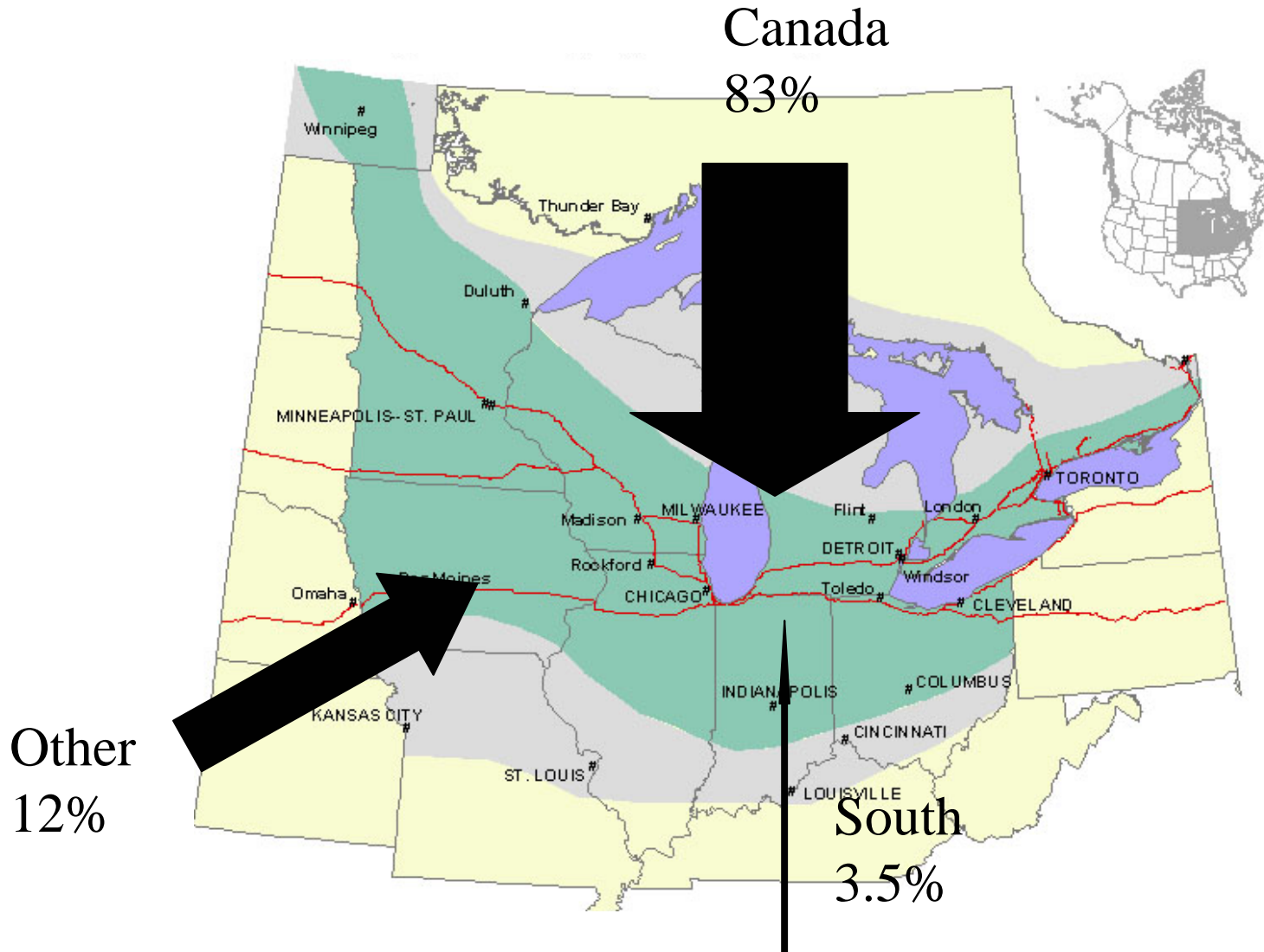
- Waybill sample ('88 ~ '02) for all 7 states
- FAF
- CFS
- Dr. Curt Richards (Trains)
- GeoFreight
- Transearch

Waterway Freight commodities

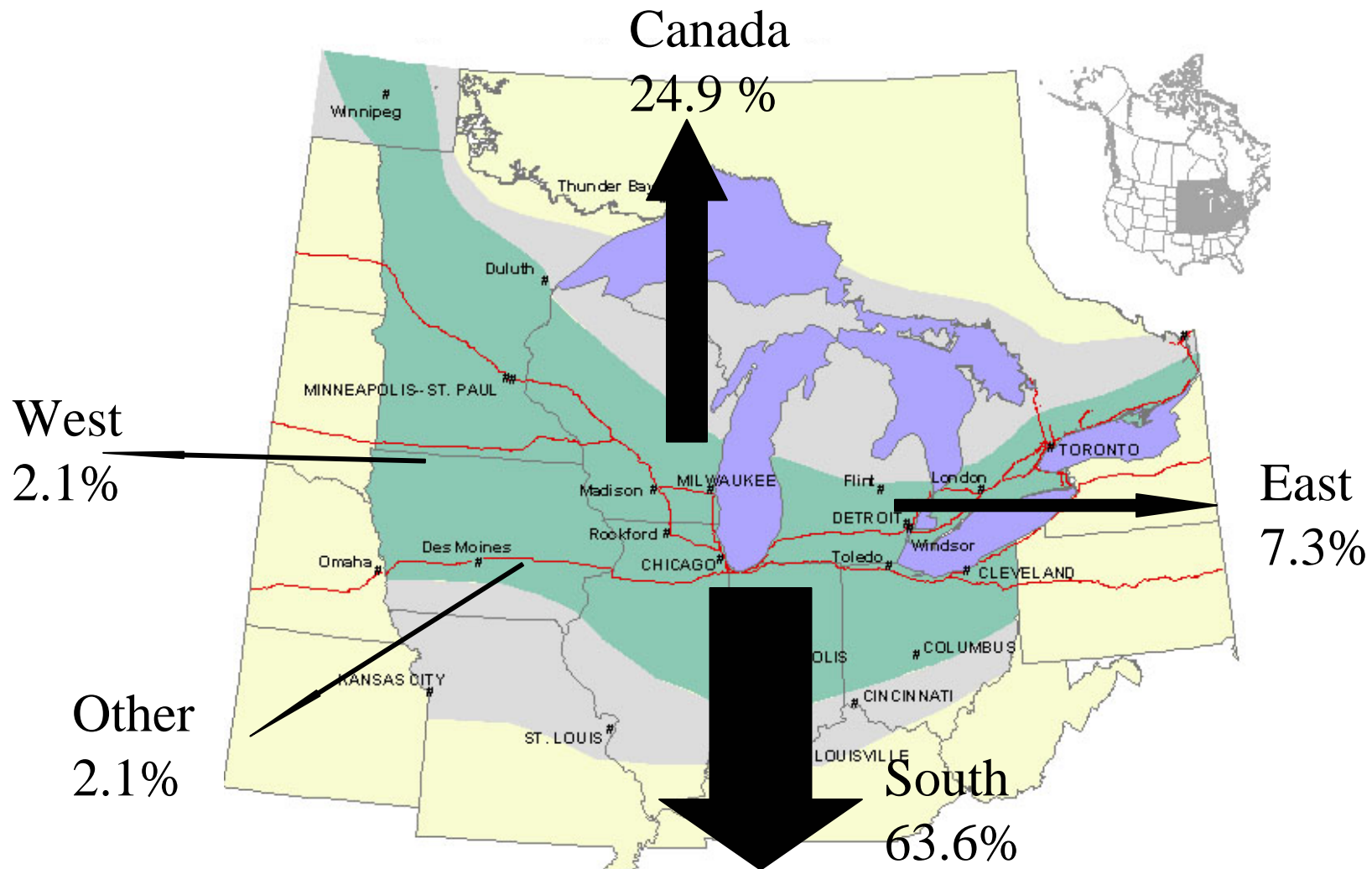


- Freight moving into region by waterway
 - 24% coal
 - 31% sand and gravel
 - 25% iron ore
- Freight moving out of region by waterway
 - 31% coal
 - 21% sand and gravel
 - 16% iron ore
 - 21% grain

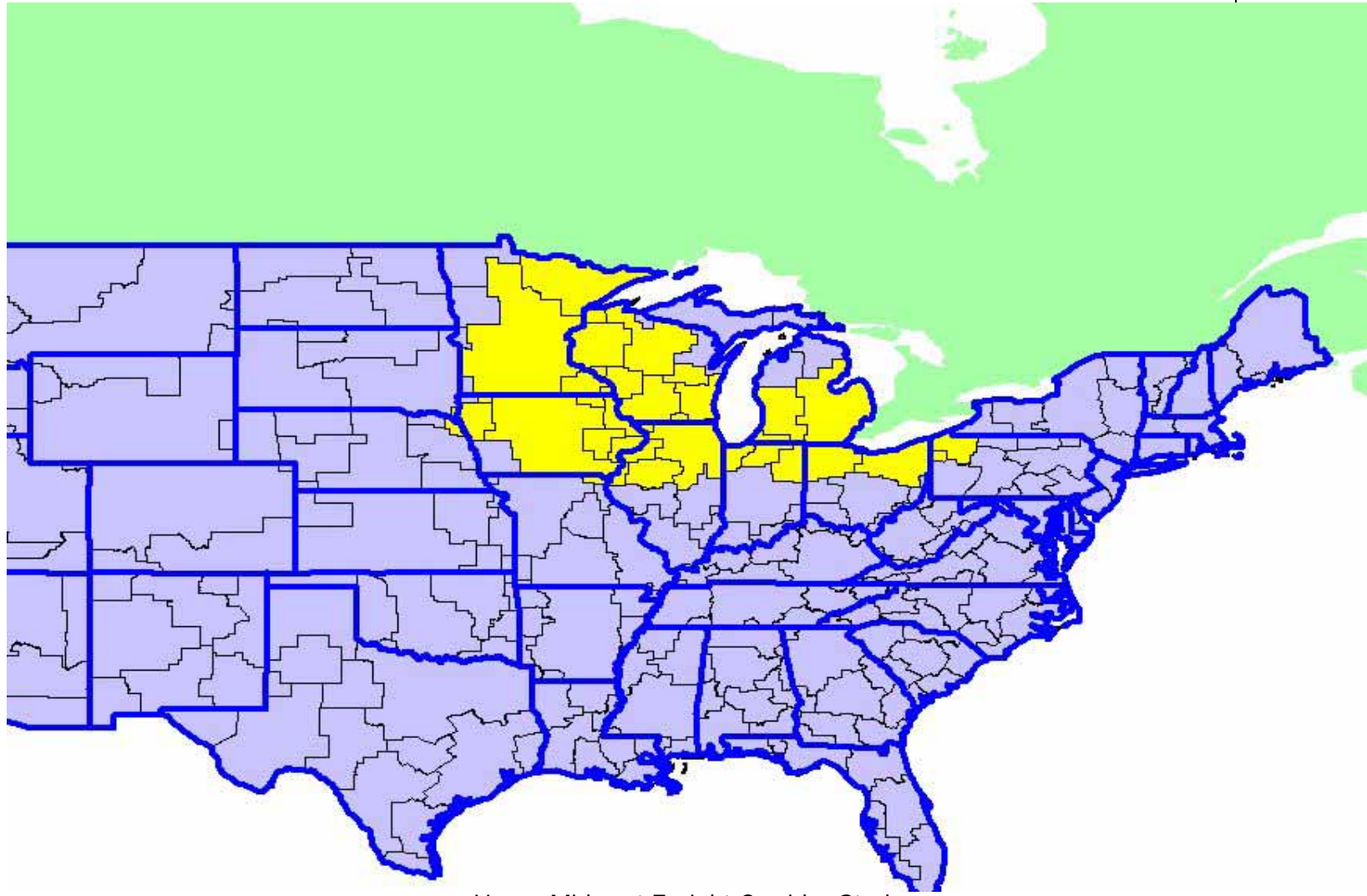
External waterway freight destined to the region



Waterway freight originating from the region



Waybill Sample Corridor BEAs



Upper Midwest Freight Corridor Study

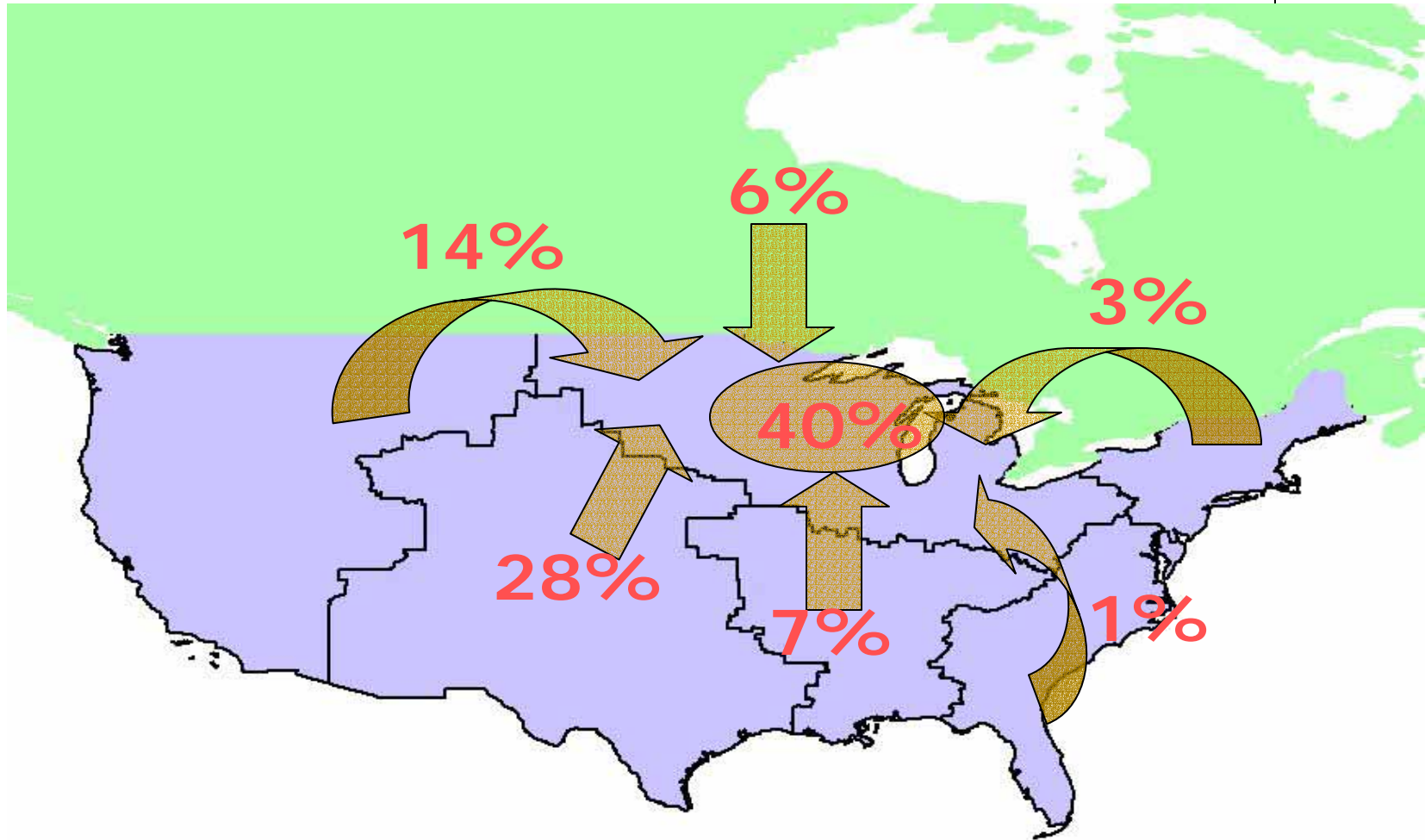
'01 Waybill Sample Shipments Terminating in corridor BEAs (all data in weight)



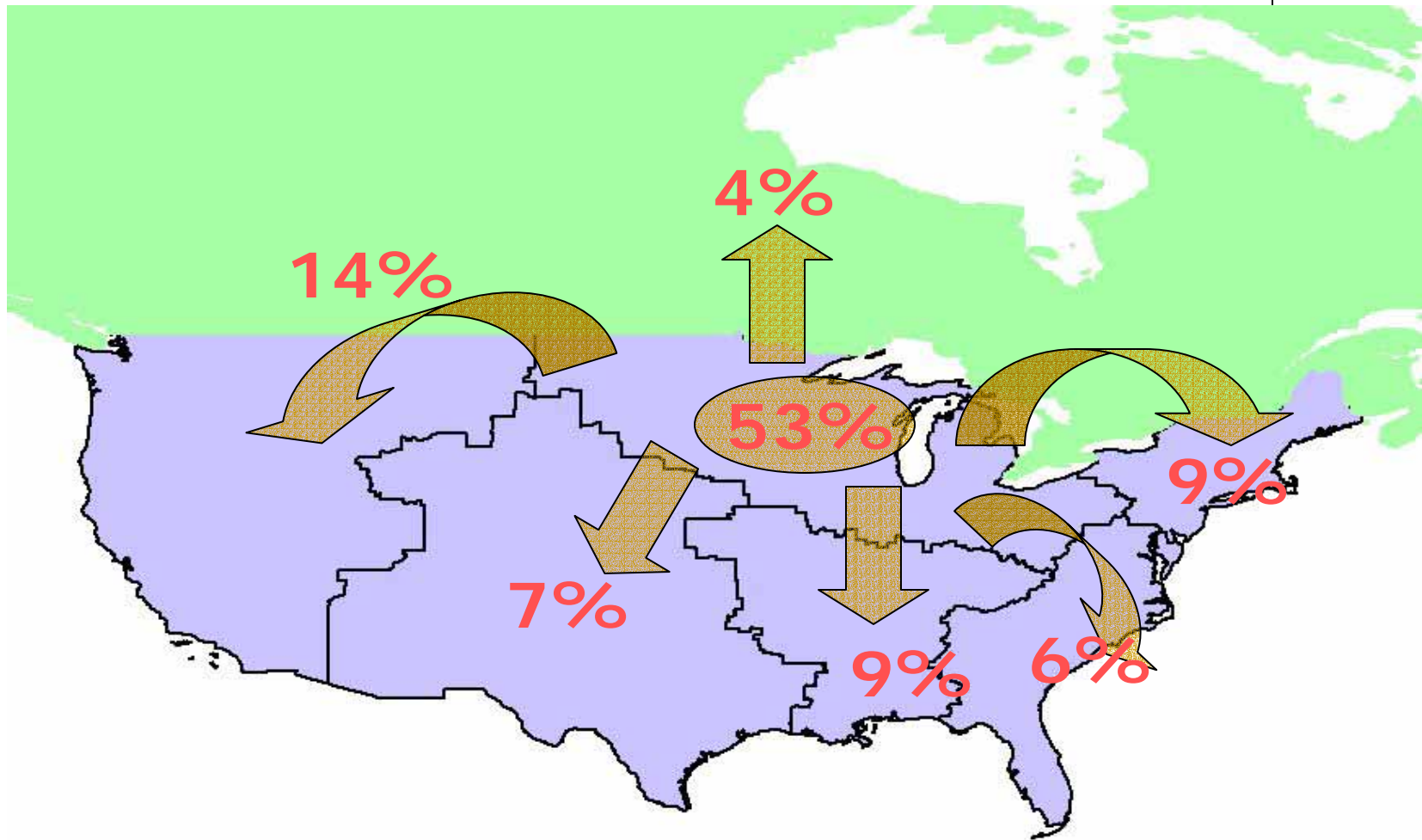
- 85% interstate, 15% intrastate
- 77% domestic, 3% import, ~0% export, 19% international pass through
- 12% to Great Lakes
- Total = 397 Million Tons

Commodity	% of Total TON	Cuml.
Coal	48.40%	48.40%
Metallic Ores	7.48%	55.87%
Freight All Kind	7.38%	63.26%
Chemicals/Allied	7.33%	70.59%
Farm	4.94%	75.53%

Where are the shipments coming from? (by Rail)



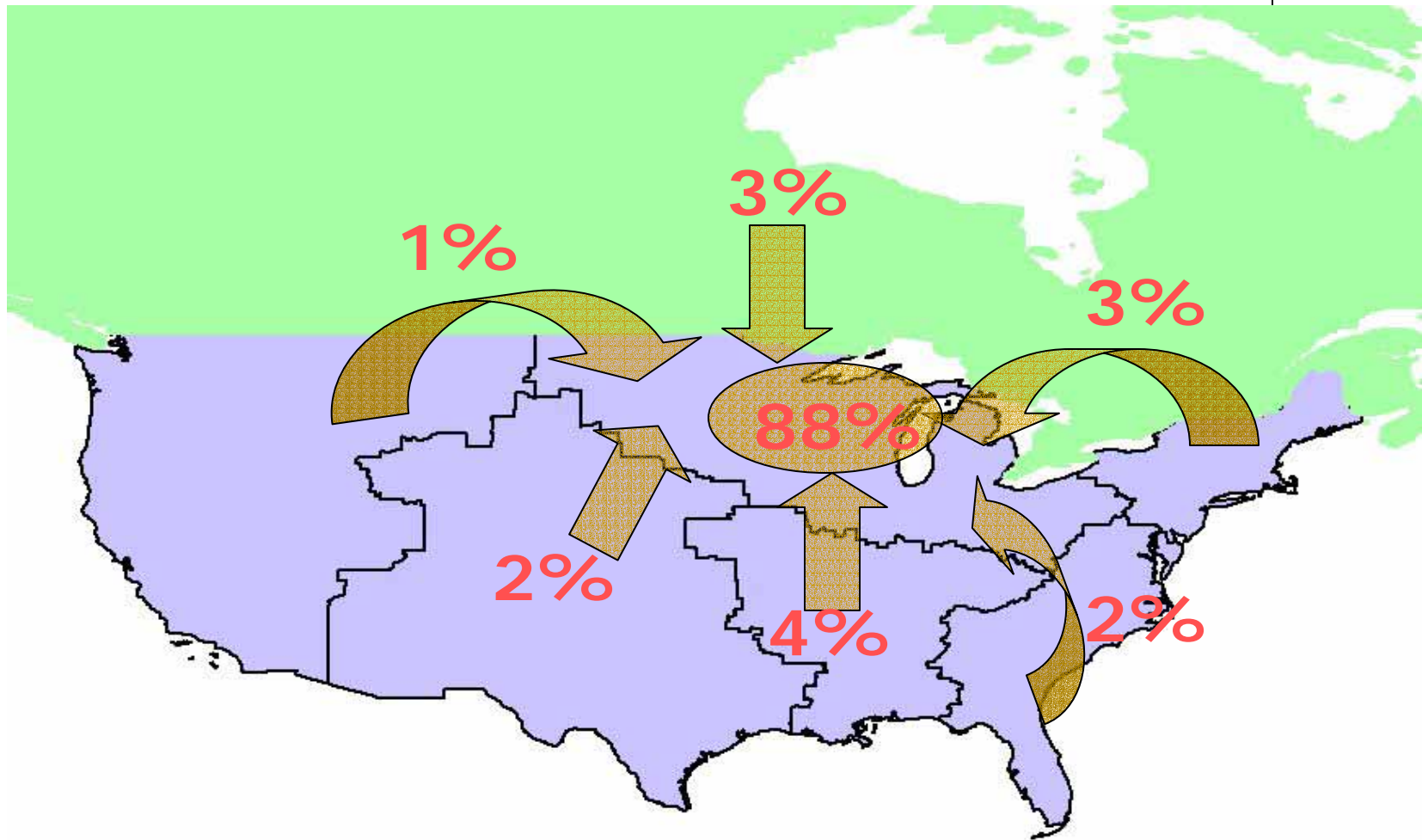
Where are the shipments going to? (by Rail)



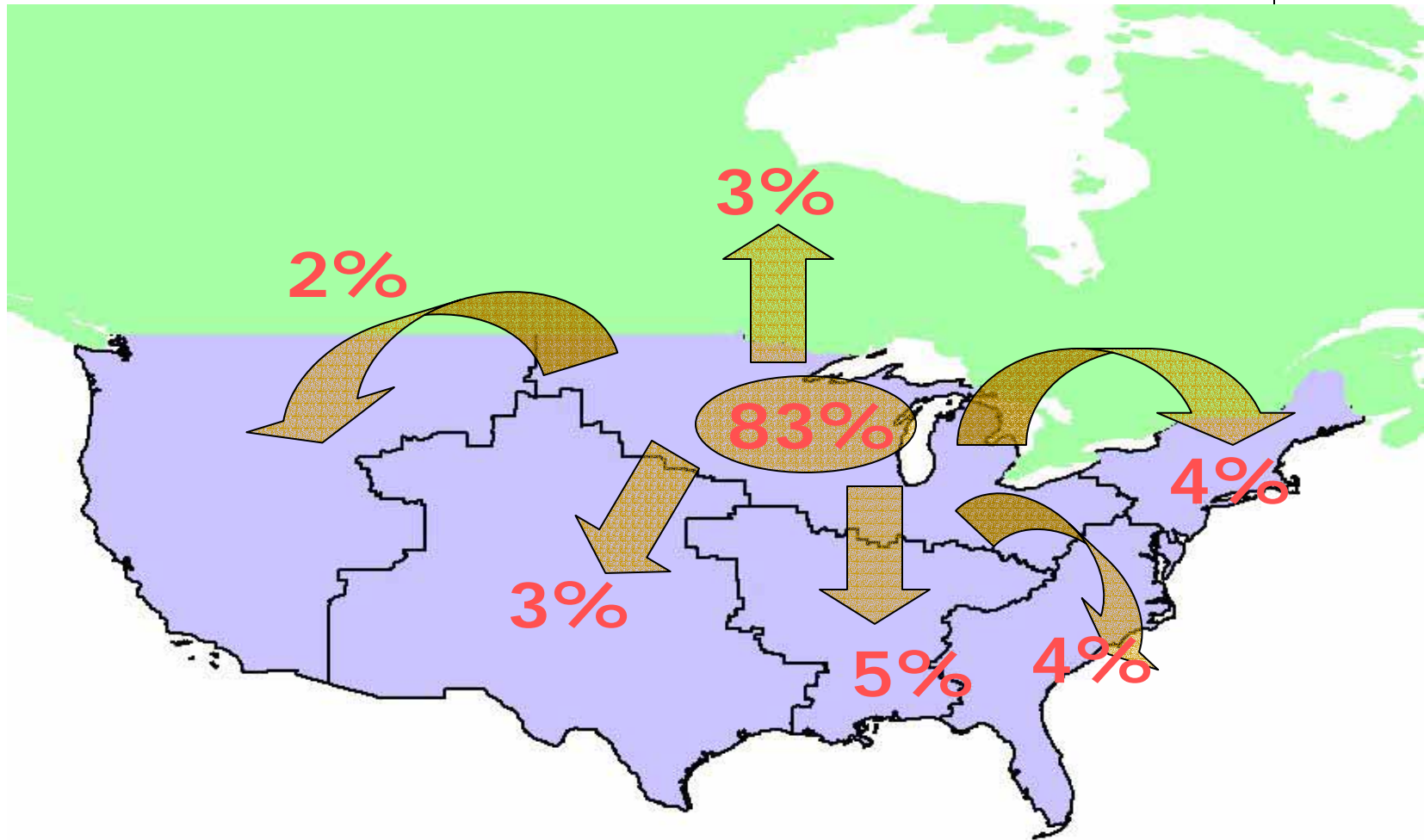
Highway O-D Data

- Main data sources: FAF, 97 CFS
- Of all truck tons in the US, 20% (2.2 bill. tons) occur within the 7 corridor states
- Of the shipments originate or terminate in the corridor states, ~ 3% (in tons) are for import or export
- Transportation equipment is the number 1 commodity for import or export

Where are the shipments coming from? (by truck)



Where are the shipments going to? (by truck)



Truck shipments originating in corridor BEAs



Commodity	% of Total Ton	Cuml. %
Non-metalic Minerals	36%	36%
Farm	13%	49%
Secondary Moves	9%	57%
Clay/Concrete/Glass/Stone	8%	66%
Food/Kindred	8%	74%
Primary Metal	4%	77%
Chemicals/Allied	4%	81%
Freight All Kind	3%	84%
Petroleum/Coal	3%	88%
Lumber/Wood	2%	90%

Freight Flow Originating or Terminating in Corridor States

Top 15 Commodities by Weight by Mode



Commodity	Rank	%	Cuml.	HWY	WATER	RAIL
Non-metallic Minerals	1	25%	25%	90%	7%	3%
Farm	2	13%	38%	67%	11%	21%
Coal	3	11%	48%	6%	26%	68%
Food/Kindred	4	7%	56%	76%	3%	22%
Clay/Concrete/Glass/Stone	5	6%	62%	91%	2%	6%
Secondary Moves	6	6%	68%	100%	0%	0%
Chemicals/Allied	7	5%	73%	65%	6%	29%
Primary Metal	8	4%	77%	73%	3%	23%
Freight All Kind	9	3%	80%	61%	0%	39%
Petroleum/Coal	10	3%	84%	72%	14%	14%

Modal Comparison Average Value Per Ton



Mode of transportation	Average Value per Ton	
	2003	1997
Truck	813	647
Rail	176	206
Water	127	135
Air (includes truck and air)	71,830	51,187
Parcel, U.S.P.S. or courier	38,645	36,131
Truck and rail	N/A	1,395
Truck and water	536	248
Rail and water	N/A	22
Other multiple modes	197	163

Tasks for the next few weeks

- Complete data collection (DOT, MPO, other organizations)
- Continue data cross-checking
- Reconcile link usage data (HPMS, FAF, traffic counts)
- Expand analysis (mode substitutability, O-D trends, etc.)
- Documentation