



# Chicago Metropolitan Agency for Planning

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## Freight Committee Meeting Minutes November 6, 2008 - 10.00.a.m DuPage County Conference Room

### Members Present:

Joe Alonzo, George Billows, Doug Grane, Rob Hoffman, Kazuya Kawamura, Jim LaBelle, Steve Lazzara, Dean Mentjes, Floyd Miras, Norm West, Larry Wilson, Tom Zapler

### Staff Present:

Roseann O'Laughlin, Jacob Hannan, Tom Murtha, John O'Neal, Todd Schmidt, Joy Shaad

### Others Present:

Jack Bauer, Kristen Bennett, Bernardo Bustamante, Chalen Daigle, Eric Holeman, Georgan Hurd, Tony Kurdziel, Brenda McGruder, Barb Sloan, Kyle Smith, Mike Sullivan, Audrey Wennink, Tammy Wierciak, Erika Witzke

### 1.0 Call to Order

The meeting was called to order 10:05 a.m. by Co-Chairman Tom Zapler.

### 2.0 Welcome and Introductions

Introductions began with Tom Zapler. Mr. Zapler announced that Earl Wacker has left his position at the CTCO and moved to a consultant group. David Grewe from the UP Railroad has filled the position.

### 3.0 Agenda changes and announcements

The agenda was changed to move Jim LaBelle's presentation to item 5.

#### **4.0 Approval of Minutes**

Mr. Wilson made a motion to approve the minutes of September 25, 2008. Mr. Billows seconded. Vote: All ayes. Motion carried.

#### **5.0 Presentation: Economic Impacts of CN's Acquisition of the EJ&E RR**

Jim LaBelle presented the initial findings of the soon to be released report by Chicago Metropolis 2020 on the economic impacts of the CN acquisition of the EJ&E RR. Metro 2020 was interested in the economic impacts of the action and no other seemed to be researching this impact. The EIS is required to minimally assess economic impacts and was used as the basis for the Metro 2020 report. Metro 2020 hired Economic Development Research Group and a freight expert at MIT to assist with the report.

Mr. LaBelle explained that CN rail traffic accounts for 7% of the region's total rail traffic. Most of this traffic runs north-south. If the acquisition is approved, CN operations on other lines will decrease which would allow other railroads to operate more efficiently. The BNSF and UP would likely use the "J" line for access to Kirk Yard in Gary.

Although the report is not fully completed, Mr. LaBelle offered some early conclusions. He stated that the benefits and costs of the acquisition even out on a regional level. The report doesn't assess the economic impacts at each grade crossing. Mr. LaBelle added that the CN traffic is a small portion of the region's rail traffic and that CREATE and other major freight projects are needed if Chicago wishes to retain its role as a freight center. He also suggested that a Freight Authority be established for the region to help this happen. This authority would act similar to the one created for the Alameda Corridor and be charged with establishing package financing and public-private partnerships and attracting financing.

Mr. Zapler inquired about the STARLINE. Mr. LaBelle stated that Metra is confident that an agreement will be made with the railroads and the North Central service could be expanded if funding is available.

Norm West asked what the optimal use of the EJ&E corridor should be. Mr. LaBelle stated that all freight corridors should be preserved.

The final report will be available on the Chicago Metropolis 2020 website later this year.

#### **6.0 Presentation: Chicago Downtown Freight Study**

Brenda McGruder, CDOT project manager, gave an overview of the Chicago Downtown Freight Study final report. The report was initiated in March 2006 to look at best practices in similar cities, survey the downtown area facilities and survey stakeholders.

Edwards and Kelcey, now Jacobs Engineering, was commissioned to complete the study.

The report included 60 recommendations which were divided into 3 categories: policies and practices; enforcement; and building design standards. Ms. McGruder highlighted a handful of the recommendations.

Ms. McGruder described the recommendation to improve the site plan review process to include more detailed review of waste and dock facilities and added that this recommendation is already in place. Among other recommendations that Ms. McGruder described, she explained that the recommendation to utilize on-street parking as loading zone space during the morning peak times is under serious consideration by the city. She added that a similar recommendation to encourage turnover in loading zones was to be implemented as part of the Congestion Reduction Program that the Chicago is participating in.

Another recommendation in the report is the addition of a designated freight person at CDOT and the establishment of a freight committee. Ms. McGruder stated that CDOT is considering convening a freight committee.

Mr. Wilson asked how the plan and related projects will tie into the 2016 Olympic bid. Ms. McGruder answered that the plan will fit into the 2016 plans.

Mr. Billows asked if buildings get fines for not allowing very early morning deliveries. Ms. McGruder stated that currently they do not. Rob Hoffman added that in London, buildings can receive fines for not accommodating deliveries at off peak times.

## **7.0 Presentation: Managed Lanes Strategy Report**

Tom Murtha presented a summary of the recent CMAP Strategy Report on Managed Lanes. Mr. Murtha began his presentation with answering the question, “Why have managed lanes.” He explained that congestion costs the US an estimated \$7.3 billion annually. Managed lanes are one or more lanes that apply one or more advanced operational strategies such as ITS, congestion pricing and vehicle preference such as transit or trucks in attempt to keep free flow. Mr. Murtha described the various types of managed lanes and showed examples of each.

Mr. Murtha stated that Governor Blagojevich’s recent proposal to add “green lanes” to select Illinois tollway roads is an example of managed lanes. He also explained that high occupancy toll, or “HOT” lanes, can maximize use of extra capacity with higher tolls.

The strategy paper is posted at [www.goto2040.org](http://www.goto2040.org). Comments are welcomed.

## **8.0 Update: *Freight Snapshot***

This item was postponed to the December meeting.

## **9.0 Project and Issue Updates**

### **9.1 Indiana State Freight Action Plan**

Barb Sloan of Cambridge Systematics gave a presentation of progress to date on the Indiana State Freight Action Plan.

The State of Indiana decided that a freight framework was necessary to secure future transportation funding. Freight is a component of the state's long-range transportation plan, which has a planning horizon to 2035.

Some highlights of the plan were presented. Indiana has 3 Class I railroads that cross the state. Inbound rail is largely from Illinois. Chicago is problematic for coal trains originating from southern Indiana. Consequently, the state's coal comes from Wyoming and other states.

Indiana has P3 legislation in place. Also, the state is participating in the "Corridors of the Future" project, where I-70 is a selected corridor for efforts to reduce congestion. Also, Indiana is considering adjusting truck size and weight restrictions to better match other nearby states.

## **10.0 Other Business**

Mr. Wilson announced that CREATE has received environmental approval for the first flyover, in the P1 section in Englewood. This involves a Metra Rock Island flyover the Norfolk Southern freight line.

## **11.0 Meeting Adjourned, 12:10 p.m.**

**Next meeting is scheduled for December 4 at 10am.**