



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Freight Committee Minutes March 18, 2013--10:00 a.m.

**DuPage County Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois**

Committee Members Present: Randy Thomas-Illinois Trucking Association (chair); Adam Rod, City of Chicago, David Chandler, CNT; Dean Mentjes, FHWA; DeAnna Smith, IDOT; Herbert Smith, Norfolk Southern; Floyd Miras, USDOT Maritime Admin; John Yono, Cook County; Alicia Hanlon, Will County; Libby Ogard; Joe Alonzo, CDOT; Jim Labelle, Metropolis Strategies; Greg Dreyer, ISTHA; John Donovan, FHWA; Reggie Greenwood, SSMMA

Absent: David Grewe, UP/CTCO; Earl Wacker, URS Corporation; Norm West, EPA; Chalen Daigle

Staff Present: Randy Deshazo, Tom Murtha, Kermit Wies, Alex Beata, Simone Weil, Matthew Maloney

Others Present: Kristen Andersen, METRA; Bob Ginsburg, CDOT; Eric Emerson; Jack Eskin, NIRPC; Erika Witzke, Cambridge Systematics; Tom Vanderhood, SSMMA; Susan Stilt; Mike Clemens; Joe Levey, UIC

1.0 Call to Order 10:00 a.m.
The meeting was called to order at 10:02.

2.0 Welcome and Introductions

3.0 Agenda Changes and Announcements

4.0 Draft Minutes from March 18, 2013 meeting
Approved.

5.0 Update on Freight Component of Travel Demand Model
Kermit Wies, CMAP staff, provided an overview of CMAP's freight model that will support the analysis of regional freight mobility in a transportation modeling

environment. Designed to analyze shipper-carrier movements, the model adds capacity to CMAP's activity-based forecasting framework. There are three tiers of analysis, the first, at a macro scale analyzes economic choices; a meso scale level analysis models supply chain relationships, and micro scale models forecast network operations. CMAP's freight model is agent based and simulates commodity flows and distribution channels.

Capable of answering questions about traffic impacts of policy decisions and capital investment, the model will be useful in addressing questions about impacts of tolling, fuel price changes, truck only lanes and other potential investments. Some recent applications include studies of tour duration for 2 axle trucks with multiple stops.

In response to Committee questions, Dr. Wies noted that the CMAP model does not interact with individual firm models which are routing focused. The CMAP freight model requires assumptions to respond to certain policy questions, including such issues as truck driver shortages.

6.0 Update on Freight Operations

Tom Murtha, CMAP staff, discussed recently completed draft maps of certain types of truck restrictions in the region. The truck restriction maps are intended for freight system planning by public agencies. The maps now include not only roadway restriction data CMAP has been collecting for some time, but also data on restrictions of overnight deliveries and truck parking.

This new data was collected through the CMAP Municipal Survey. Mr. Murtha noted that these restrictions often force trucks to travel during peak periods. GO TO 2040 calls for both updating the region's truck routes and for addressing delivery times and truck parking restrictions. [Since the March 18 meeting, the maps have been checked and corrected; revised maps are posted at <http://www.cmap.illinois.gov/freight-snapshot#New>.]

In response to Committee questions, Mr. Murtha noted data sources are developed with input from local agencies. Further comments related to the difficulties faced by drivers in maneuvering the region because of truck restrictions.

7.0 Recent Federal Freight Activities and Multimodal Opportunities via Enhanced Freight Act of 2013

Randy Deshazo, CMAP staff, presented information on the newly introduced Multimodal Opportunities via Enhanced Freight Act of 2013 (MOVE 2013) amending the freight provisions of MAP-21. The bill's provisions address:

- 1. Inclusion of Multimodal Transportation Infrastructure in the National Freight Network:** The Primary Freight Network established by MAP-21 calls for the designation of 27,000 centerline miles of *highways* essential to freight movement; the MOVE Freight Act calls for 27,000 miles of *critical freight corridors*, to include

roadways, freight rail, navigable waterways, inland ports, seaports, freight intermodal connectors, airports, and aerotropolis transportation systems.

2. **Requirement that States Create State Freight Plans:** MAP-21 encourages states to develop state freight plans; the MOVE Freight Act requires states to develop state freight plans, which are critical to the development of a well informed and effective national freight policy.
3. **National Freight Infrastructure Investment Grants:** Establishes a competitive grant program to provide financial assistance for capital investments in freight transportation infrastructure to States, political subdivision of States, government-sponsored authorities and corporations.

8.0 Update on IDOT Freight Plan

IDOT staff provided an update on the state freight plan, including the state rail plan. The plans separately consider highway improvements and the state of the freight rail system. Maritime and air cargo are also considered. The rail freight program is an IDOT sponsored program to provide capital assistance to communities, railroads and shippers to preserve and improve freight rail service to Illinois. Among its targets, a zero backlog for the interstate highway system.

IDOT will form an advisory group to assist with updating the state freight plan to be consistent with MAP-21 requirements. There is no timetable as of yet.

Committee questions pertained to ensuring that progress is evaluated. Will performance measures be identified with the advisory committee? According to IDOT, those measures will be developed primarily by the state.

9.0 Presentation on Manufacturing Drill-Down Report

CMAP staff, Simone Weil, presented findings from the recently released report on the region's manufacturing cluster. Included in the report were analyses of the various subcomponents, including challenges and opportunities in the areas of infrastructure, innovation, and workforce.

Staff discussed the role of manufacturing in the region's economy, what lies ahead for the next ten years, and efforts underway to better support manufacturing. Metropolitan Chicago's manufacturing cluster builds on the region's geographic and transportation advantages, and human capital assets. Manufacturing output is highly diverse across industries, and is dispersed through all seven counties. Staff explained how advanced manufacturing fuels innovation in the region and relies on the robust freight cluster.

The Chicago region can draw on the same competitive advantages that fueled growth a century ago—economic innovation, infrastructure assets, and a deep pool of skilled workers—to thrive in a new manufacturing marketplace.

10.0 Freight Committee Member Updates

Committee members discussed HB 2212, the Brownfields Redevelopment and Intermodal Promotion Act ,to create a brownfield redevelopment zone, financed from an incremental tax on income from employees within the zone.

11.0 Other Business

None.

12.0 Public Comment

None.

13.0 Adjournment

Meeting adjourned at 11:50

CMAP Freight Committee Members:

___ Class I Railroad	Adrian Guerrero**	___ Metropolis Strategies	Jim LaBelle
___ Illinois Trucking	Randy Thomas**	___ Counties	Alicia Hanlon
___ CDOT	Joe Alonzo	___ FHWA	Dean Mentjes
___ CNT	David Chandler	___ US DOT Maritime	Floyd Miras
___ Council of Mayors	Chalen Daigle	___ Consultant	Libby Ogard-Prime Focus
___ ISTHA	Gregory Dreyer	___ IDOT	DeAnna Smith
___ SSMMA	Reggie Greenwood	___ Class I Railroad	Herbert Smith
___ CTCO	David Grewe	___ Consultant	Earl Wacker
___ UIC-UTC	Kazuya Kawamura	___ US EPA-Region 5	Norm West

**Co-Chairs