



# Chicago Metropolitan Agency for Planning

Agenda Item No. 4.0

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## **CMAF Freight Committee**

### **Draft Minutes**

Monday, November 19, 2012

10:00 a.m.

Offices of the Chicago Metropolitan Agency for Planning  
DupPage County Conference Room  
233 S. Wacker Drive, Suite 800  
Chicago, Illinois 60606

**Committee Members Present:** Randy Thomas-Illinois Trucking Association (chair), Joe Alonzo-City of Chicago, David Chandler-CNT, Chalen Daigle-McHenry County Council of Mayors, Greg Dreyer-Illinois Tollway, Lee Hutchins-AECOM, , Steve Lazzara-Will County Land Use Dept., Dean Mentjies-FHWA, Libby Ogard-Prime Focus, Laurence Rohter-IIT, DeAnna Smith-IDOT, Herbert Smith-Norfolk Southern, Floyd Miras- USDOT Maritime Admin

**Absent:** Wes Lujan-Union Pacific Railroad (chair), David Grewe-UP/CTCO, Rob Hoffman-IIT, Earl Wacker-URS Corporation Reggie Greenwood-SSMMA, Pat Killinger-Will County Highway Department

**Staff Present:** Randy Deshazo, Tom Murtha, Matt Maloney, Alex Beata

**Others Present:** Meleah Geertsma, National Resource Defense Council, Ron Shimizu, Parsons Brinkerhoff, Scott Hennings, McHenry County, DOT, Thomas Vander Vonde, SSMMA, Kristen Andersen, METRA, Ezra Monasebian, UIC, Jim Messmore, Hanson, Cooper Foszcz, Mark Rinnon, Jacobs

### **1.0 Call to Order**

The meeting was called to order at 10:05 a.m.

### **2.0 Welcome and Introductions**

Committee members and other attendees introduced themselves.

### **3.0 Agenda Changes and Announcements**

There were no agenda changes or announcements

#### **4.0 2013 Meeting Calendar**

Due to the Martin Luther King Jr Day, on January 21, 2013, staff was asked to change the meeting to another date. Staff replied that it would be likely that January 28, 2013 would be the next meeting.

#### **5.0 Freight Committee Membership Survey**

Staff provided a short discussion on the results of the Freight Committee membership. Half of the existing membership completed the survey. A couple of Committee members noted some difficulty either receiving the survey or completing it on time, and suggested call-backs for unanswered surveys.

#### **6.0 MAP-21 and State Freight plans Guidance**

Staff provided an overview of the US Department of Transportation Interim Guidance on State Freight Plans and Committees, and discussed the main points of CMAP's letter on the Guidance to DOT.

Committee members raised the issue that as MAP-21 is framed as a jobs bill there should be some emphasis on job creation. While stating that employment growth is important, the Guidance does not pay sufficient attention to the land use connection with freight.

#### **7.0 Update on State Freight Plan**

Ron Shimizu, Parsons Brinkerhoff, gave a presentation on the release of the State Freight Plan and State Rail Plan, both of which were available as of the day of the presentation from the Illinois DOT transportation plan website. Comments are due December 7, 2012.

Freight Committee members raised the following points:

- While the plan provides trends analysis, there is no analysis of scenarios such as changes to tariff rates
- What are the impacts of increased traffic on highways and what level of detail is the analysis?
- Will we have a uniform truck permitting process and analysis of local truck restrictions?
- How are issues such as alternative fuels handled?
- How is demand for freight in other states and its impact on Illinois handled in the plan?
- There is no consideration of rail in this plan
- There is a need for investment in locks and the use of waterways in developing a multimodal freight system

#### **8.0 Draft CMAP Federal Freight Policy Agenda**

Staff gave a presentation on draft concepts for a federal freight policy. The policy would call for a firewalled freight mobility account within the Surface Transportation program and an analysis of the impacts of expanding freight rail's total tonnage as a means of achieving a balanced multimodal transportation system.

A significant issue in changing policy is the plight of the short line railroads, with a quarter of rail trips originating or reaching destinations on short lines.

The Committee members discussed how the short line railroads could be supported under difficult economic operating conditions and competition with trucking. The short lines should be “neutral.” One possibility that was raised was public ownership of short lines as with Wisconsin, which owns some of these lines and leases them out.

Some Committee members felt that federal policy needed to strike a balance between the modes. The share of intermodal movements is growing but margins are thin. Public intervention in market place decisions means picking winners and losers, such as subsidies that merely prolong a short line going out of business.

A discussion developed furthering the idea of potential involvement by Metropolitan Planning Organizations (MPOs) in maintaining key intermodal infrastructure, while on the other hand it may be more useful to rely on the public sector, as job creators, to invest in public infrastructure and propel private firms to locate near their investment. The private sector moves a lot faster than the public sector, which is important given the role of timing in investment decisions. Additionally, an infrastructure focused job creation policy provides geographic focus and avoids politically expedient decisions in the name of economic development.

#### **9.0 Project and Issues Updates**

Staff provided a short overview of ongoing projects.

#### **10.0 Draft Minutes of the September 17, 2012 Freight Committee meeting**

The Committee unanimously approved the minutes of the September 17, 2012 meeting.

#### **11.0 Other Business**

There was no other business.

#### **12.0 Public Comment**

Meleah Geertsma, National Resource Defense Council, introduced herself and expressed interest in working with the Committee in the future. Ezra Monasabian was introduced to the Committee.

#### **13.0 Adjournment**

The meeting adjourned at 12PM.

Respectfully submitted,

Committee Liaison

1/28/13