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DRAFT

Freight Committee Meeting Minutes

October 28, 2010

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
DuPage County Conference Room
233 S. Wacker Drive, Suite 800, Chicago, Illinois

Committee Members: George Billows – Illinois Trucking Association (Chairman), David Chandler – CNT, Chalen Daigle – McHenry County Council of Mayors, Rob Hoffman – IIT, Lee Hutchins – AECOM, Steve Lazarra – Will County Land Use Dept., Dean Mentjes – FHWA, Laurence Rohter – IIT, Norm West – USEPA Amy Welk – IDOT (for Larry Wilson), Gregory Dreyer – Illinois Tollway

Absent: Joe Alonzo – City of Chicago, David Grewe – CTCO, Reggie Greenwood – SSMMA, Jeff Harris - NS/CTCO, Jim LaBelle – Chicago Metropolis 2020, Kazuya Kawamura – UIC, Pat Killinger – Will County Highway Department, Floyd Miras – USDOT Maritime Admin, Libby Ogard – Prime Focus, Earl Wacker – Consultant

Staff Present: Patricia Berry, Doug Ferguson, Tom Murtha, Dan Rice, Todd Schmidt

Others Present: Chris DiPalma – FHWA, Alicia Hanlon – Will County Center for Economic Development, Eric Holeman, Jim Giblin – TranSystems, Marcy Jensen – Metro Strategies, DeAnna Smith – IDOT, Erika Witzke – Cambridge Systematics, David Zarowny – Hatch Mott MacDonald

1.0 Call to Order

Chairman George Billows called the meeting to order at 10:05 a.m.

2.0 Introductions

Committee members and other attendees introduced themselves.

3.0 Agenda Changes and Announcements

None

4.0 Approval of Minutes – September

The minutes for September were approved.

5.0 Update: GO TO 2040 and Freight System Planning Recommendations

Mr. Billows opened the discussion of GO TO 2040 by stating that the rollout event was “great.” Mr. Murtha thanked Mr. Billows and noted that the approved freight chapter was included in GO TO 2040 as a result of the work of our consultant, Cambridge Systematics, and the Committee in developing strategies to improve freight mobility in the region. Mr. Murtha thanked everyone for their assistance.

On a lighter note, Mr. Murtha pointed out that the rail structures implemented as part of the plan would probably be more substantial than that depicted in the illustrations, but added, responding to questions, that the CREATE Plan in fact calls for rail flyovers in the region. In response to additional questions, Mr. Murtha and others confirmed that the CREATE project map in the plan was current.

Mr. West stated that the GO TO 2040 plan was a commendable, meaningful contribution to the future of the region. Mr. DiPalma followed up by asking about “next steps,” and expressed concern about the work on plan development losing momentum. Mr. Murtha responded the plan development process facilitated implementation. He added that initial implementation efforts are focusing on key truck routes, vertical clearance restrictions, and coordinating agency efforts to address system deficiencies. He stated that CREATE, a key part of the plan, was also moving forward. Mr. Hoffman noted the gaps in funding for CREATE. Mr. Murtha agreed, but added that a process was in place, with additional funding being identified on a regular basis. Committee members noted such recent projects as the Belmont Rd. grade separation (under construction), the Irving Park Rd./York Rd. grade separation (recently announced), and the P-1 Englewood (Rock Island-Norfolk Southern) flyover (recently announced). Further, Mr. Chandler noted implementation on the land-use side, the recent sustainable communities grants, EPA technical assistance grants, and the South Suburban Mayors and Managers land acquisition fund, seeking to leverage funds to acquire and pre-develop land for transit-oriented development projects.

Mr. DiPalma noted such plan elements as vertical clearance restrictions, dedicated truck corridors, and congestion pricing. He asked if the committee still agreed with these steps. The sense was still of general agreement.

Mr. Rohter said that these were all good initiatives, but there was still no central authority to pull things together on the trucking side. Mr. Billows said that Mr. DiPalma made some good points, and added that we need the connection to implementation, to push the plan forward. Mr. Billows asked if the committee still agreed with the focus on the link between freight and economic development. The sense was still of general agreement. He added that the plan included substantial truck system improvements, and that the costs for these improvements were generally lower than many high-priced rail improvements. Low-cost projects include truck parking and truck routes.

A general discussion of truck route improvements, including improvements to intermodal connectors, took place. The discussion focused on getting such projects moving, though everyone was very concerned about number of steps and the amount of paperwork required to do so.

Mr. Billows ended the conversation by reinforcing the need for improved facilities for truck access. He stated that some intermodal connectors in particular seemed to be in very poor condition, and required attention.

6.0 CMAQ Program

The CMAQ Project Selection Committee met on October 21, 2010. Staff discussed the outcome of this meeting, and possible directions for freight-related programming. Mr. Murtha indicated that the CMAQ Project Selection Committee was considering modification to the mechanisms for identifying CMAQ projects, so as to implement GO TO 2040. He added that there was an

expectation that the Freight Committee would be involved, through the Regional Transportation Operations Coalition. Early involvement of the Freight Committee will be an important element of this process.

7.0 Regional Transportation Operations Coalition

7.1 Truck Route Data Collection

Staff updated the Committee on progress regarding the collection of local agency designated Class II truck routes. Mr. Murtha provided a presentation of showing the process for identifying potential truck routes, using Chicago as an example. Mr. Murtha showed an information system comprised of multiple layers of freight-related data, including intermodal facilities and gates, bridge data, viaduct vertical clearance data, intermodal connectors, agency roadway jurisdictions, interchange buffering, and land use. Mr. Murtha noted that 53' trailers/containers are the issue, to designate the best, most direct routes, to provide information about those routes to facilitate compliance, and to identify needed improvements to reduce travel distances. So the issues are both the routes identified and the infrastructure to match.

Mr. West asked about the land-use and transportation link in this process. Mr. Murtha responded that we need input from the trucking and intermodal industries, as well as shippers, on what is important, project costs, and prioritization. Mr. Billows noted that there are too many detours and roundabout routes to freight destinations. Mr. Murtha noted that we still don't know the top priorities among these routes. Mr. Billows stated that we need to get companies involved. He pointed out the operations of UPS, with knowledge applied to driver training in detail to minimize waste. Mr. Billows stated that we need insight from companies and customers.

7.2 Scheduled RTOC Meeting

Mr. Schmidt stated that the Regional Transportation Operations Coalition would meet in early November. Topics include truck route data collection, CMAQ, the regional data archive, and incident information. Mr. Murtha said we were trying to get truck projects plugged into the process.

8.0 Freight System Snapshot

Mr. Murtha stated that there was no progress to report at this time.

9.0 Project and Issue Updates

9.1 CMAQ Diesel Emissions Reduction Projects

Mr. Murtha reported that a cost increase was recently approved for a Belt Railway diesel emissions reduction project by the CMAQ Project Selection Committee. The project was moving forward.

9.2 National Highway System Intermodal Connectors. Mr. Murtha stated there was nothing to report at this time.

9.3 Chicago Area Waterway System. Mr. Murtha stated that a call for proposals has been released regarding this issue by the Great Lakes Commission and the Great Lakes and St. Lawrence Cities Initiative. CMAP's water resource staff is participating in the advisory group for the project. See <http://www.glc.org/ans/cwsphasell>.

9.4 CMAP Advanced Model Development. Mr. Murtha indicated that this project was proceeding. A peer exchange was expected in early 2011.

10.0 Other Business

Mr. Lazarra noted a recent Will County HUD-FHWA grant for Midewin area municipalities, providing a planning perspective on the IL 53 corridor from Joliet looking south.

11.0 Upcoming 2010 Meeting Dates. The next meeting was tentatively set for December 9 (since rescheduled for December 1).

12.0 Adjourn

The committee adjourned at 11:30

Respectfully submitted by Tom Murtha