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DRAFT
Freight Committee Meeting Minutes
May 13, 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 (Co-Chairman), Joe Alonzo – City of Chicago, David Chandler – CNT, Gregory Dreyer – Illinois Tollway, Reggie Greenwood – SSMMA, Lee Hutchins – AECOM, Rob Hoffman – IIT, Steve Lazarra – Will County Land Use Dept, Dean Mentjes – FHWA, Libby Ogard – Prime Focus, Laurence Rohter – IIT, Norm West – USEPA, Larry Wilson – IDOT, Tom Zapler – UPRR (Co-Chairman)

Absent: David Grewe – CTCO, Jeff Harris - NS/CTCO, Kazuya Kawamura – UIC, Pat Killinger – Will County Highway Department, Jim LaBelle – Chicago Metropolitan 2020, Floyd Miras – USDOT Maritime Admin, Earl Wacker – Consultant

Staff Present: Tom Murtha, Dan Rice, Todd Schmidt

Others Present: Chris DiPalma – USDOT, Marc Dixon – FHWA/CMAP, Alicia Hanlon – Will County Center for Economic Development, Eric Holeman – Wilbur Smith, DeAnna Smith – IDOT, Erika Witzke – Cambridge Systematics

1.0 Call to Order

Co-chair Tom Zapler 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

Mr. Zapler noted with regret the passing of Mr. Pagano, the long-time Executive Director of Metra. The Committee observed a moment of silence.

4.0 Approval of Minutes – April

A motion to approve the minutes of the April meeting, was made and seconded. Attendance corrections were noted. With all in favor, the motion carried.

5.0 Regional Transportation Operations Coalition

Mr. Murtha introduced Marc Dixon of the FHWA Professional Development Program working on the Congestion Management Process and truck issues. Mr. Dixon presented a summary of CMAP work related to the identification of truck routes. He noted he was contacting local communities, searching municipal codes, and updating CMAP information. Mr. Murtha explained CMAP's understanding of truck routes. Mr. Murtha followed up by referencing the memo distributed during

the meeting regarding truck route planning, and three related exhibits for the Elgin area. Information sources CMAP planned to use included planning data such as employment, land use, intermodal terminals, strategic regional arterials, the National Highway System, National Highway System Intermodal Connectors, and highway jurisdiction. Additional base map data will include truck routes previously identified by IDOT, CMAP-identified truck routes depicting routes identified by ordinance, municipal boundaries, local streets, rivers, and rails. Mr. Billows suggested that, in addition, trucking facilities and staging facilities would also be useful in identifying truck routes. Ms. Ogard and others followed up with sources of such information, notably the Intermodal Association of North America and the Industrial Properties Development Association. Mr. Wilson also discussed Arcview Business Analyst. Lastly, information providers like Rand McNally, TomTom, and NAVTEQ might provide information on how the information is used, thus perhaps focusing our efforts in how to develop the information.

Mr. Wilson noted that agencies use differing approaches to define truck routes. He said that municipalities pay to maintain roadways and there are political issues and cost of congestion issues. Mr. Murtha noted that insufficient truck route systems increase VMT, congestion and the related economic burden. Mr. Billows concurred, and pointed out that weight, length and vertical clearance restrictions which impede direct access sometimes add several miles to the trip, but addressing some of these might be expensive; truck route rationalization was a lower-cost first step way of improving freight efficiency. Mr. Murtha agreed, but noted that the issue was complex, and sought concurrence that the Committee felt that the endeavor was worthwhile. Mr. Alonzo noted the need to clearly identify objectives in this study. Mr. Murtha responded that the goals were to accurately identify existing Class II truck routes, assure that IDOT had the right information to transmit to the freight industry, and work with local agencies and the Council of Mayors to assure that a sufficient system of Class II truck routes existed to efficiently meet regional and community economic development needs. Incidentally, higher levels of truck compliance with size and weight regulations and reduced truck ticketing might ensue. Committee comments were made that CMAP involvement in this issue makes sense.

6.0 Update: Freight System Planning Recommendations

Mr. Murtha noted that a *GO TO 2040* freight planning memo had gone to the CMAP Board. This memo is evolving into a draft chapter on freight. The chapter is currently under review, in the editing process. Core issues include the trucking issues identified in the *Freight System Planning Recommendations* project and CREATE.

7.0 NCFRP – Multimodal Freight Transportation within the Great Lakes-St Lawrence Basin

Mr. Murtha noted that at the last meeting, CMAP had identified a program of improvements to its freight modeling process, adopting an activity-based system. He noted that while models are never perfect, improvements would be useful. Model insufficiencies had been noted during the recent freight planning process. Mr. Murtha stated that the proposed program of improvements would provide a better understanding of the freight system and the effects of proposed improvements to the freight system.

Mr. Murtha stated that a consultant was submitting an NCFRP proposal that would advance this program. He requested committee support for CMAP to work with this consultant on this freight planning endeavor.

Ms. Ogard asked of clarification regarding whether CMAP was bidding on the RFP or participating with the successful bidder, and expressed concern if CMAP aligned with a firm that was bidding on the RFP. Mr. Murtha indicated that CMAP was interested in working with consultants that would advance identified CMAP model improvements. Ms. Ogard suggested that CMAP should work with whoever was selected for these purposes. Mr. Murtha noted that CMAP does indeed routinely work to provide support, information, and assistance for consultants on a wide variety of projects, but that this request was focused on a project that would further CMAP's capabilities, as discussed at the April meeting. He added that CMAP had already worked to identify these model improvements, and was pursuing them through this and several different opportunities.

A motion to table the request was made and seconded. Several members noted that they would not vote on any motion because they did not have enough information about the process. After some discussion, focused on assuring that the process was fair, this request was withdrawn. The motion to table the request was subsequently withdrawn.

8.0 Project and Issue Updates

8.1 Freight System Snapshot.

Progress was limited to the truck route identification work discussed above.

8.2 CMAQ Diesel Emissions Reductions Projects.

Mr. Zapler indicated that these projects were still delayed. The only outstanding issue identified was insurance. Mr. Murtha stated that deadlines regarding the project were approaching.

8.3 National Highway System Intermodal Connectors

No progress on the connector system update had been made in the previous month.

8.4 Chicago Area Waterway System

Some waterway closures were scheduled for the week of the meeting. Discussions regarding controls of the invasive species were ongoing.

8.5 Advanced Freight System Modeling RFP

No substantial progress at the time of the meeting.

8.0 Other Business

- Transport Chicago will be held on June 1.
- The Council of Supply Chain Professionals will hold a meeting featuring CenterPoint Properties on June 3.
- The Memphis World Trade Club held its Memphis Multi Modal Conference on May 11 and 12. Committee members noted that Memphis is actively developing its inland port, including new intermodal terminals, and is linking to a port connecting Mississippi to Pennsylvania.
- The 75th Street environmental impact statement process was introduced in the Federal Register.
- TIGER II grant opportunities are coming up.
- The Englewood Flyover, an element of CREATE, has received funding and is proceeding.

9.0 Next Meetings

The June meeting was rescheduled for June 15. September was rescheduled for September 16.

10.0 Adjournment

At 12:00 p.m., a motion to adjourn was made and approved by acclamation.

Respectfully submitted by Tom Murtha