



Chicago Metropolitan Agency for Planning

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DRAFT

Freight Committee Meeting Minutes

April 22, 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, Gregory Dreyer-Illinois Tollway, Pat Killinger – Will County Highway Department, Dean Mentjes-FHWA, Floyd Miras-USDOT-Maritime Admin, , Amy Welk – IDOT (for Larry Wilson)

Absent: Tom Zapler, UPRR (Co-Chairman), David Chandler-CNT, Reggie Greenwood – SSMMA, David Grewe – CTCO, Jeff Harris - NS/CTCO, Rob Hoffman – IIT, Lee Hutchins – AECOM, Kazuya Kawamura-UIC, Jim LaBelle – Chicago Metropolitan 2020, Steve Lazarra – Will County Land Use Dept, Libby Ogard – Prime Focus, Laurence Rohter-IIT Earl Wacker – Consultant, Norm West – USEPA, Larry Wilson – IDOT

Staff Present: Claire Bozic, Doug Ferguson, Tom Murtha, Dan Rice, Kermit Wies

Others Present: Chalen Daigle – McHenry Council of Mayors, Marc Dixon – FHWA/CMAP, Eric Holeman – Wilbur Smith, Ryan Richter – Metra, DeAnna Smith – IDOT, Jessica Slaton – Jacobs, Erika Witzke – Cambridge Systematics

1.0 Call to Order

Co-chair George Billows called the meeting to order at 10:00 a.m.

2.0 Introductions

Committee members and other attendees introduced themselves.

3.0 Agenda Changes and Announcements

4.0 Approval of Minutes – February 18, 2010

A motion to approve the minutes of the January meeting, with no revisions, was made and seconded. With all in favor, the motion carried.

5.0 Regional Transportation Operations Coalition

Claire Bozic provided an update on Regional Transportation Operations Coalition activities. Ms. Bozic explained that development of a Regional Data Archive, and initial RTOC activity, would offer more accessible data in a user-friendly format. Information in the archive will include a range of data such as arterial and expressway detectors, tollway data, incident data, and signal data from various data providers. A request for proposals will soon be released for a consultant to develop a web-based interface and to provide data preparation and preliminary analysis. In response to a

question, Ms. Bozic stated that transit information will be included in the archive, but perhaps not with the initial roll-out.

6.0 CMAQ Freight Modeling

Kermit Wies presented the CMAP plan for implementing advanced freight system modeling. The model will be designed to improve regional forecasts for freight demand and activity. Dr. Wies addressed current model limitations, and stated that freight modeling needs fine-grained prediction capabilities. Such a freight model is a regional priority to better provide the ability to make informed policy decisions. He also stated that the plan will integrate NIRPC and CMAP models development.

Dr. Wies stated that the advanced freight system model will include three scales:

- Macro: Track national and global level freight demand;
- Meso: Regional demand for goods movement and the impact on the transportation system;
- Micro: Modeling operational characteristics for freight systems.

7.0 Freight System Planning Recommendations

Mr. Murtha presented the initial freight policy recommendations presented to the Board of CMAP for inclusion in the *GO TO 2040* plan. The policy recommendations were developed from selected recommendations in the *Freight System Planning Recommendations Project* and were presented to the Board earlier this year. Staff is using the material developed for the Board to prepare final *GO TO 2040* text. Freight has been identified as one of the “top ten” issues in *GO TO 2040*.

Mr. Murtha reviewed key recommendations presented to the Board. The recommendations included continued support for CREATE, regional trucking improvements, integrating freight into the infrastructure prioritization processes, and organizational and public policy improvements make these improvements, including a Regional Freight Authority (to be housed within an existing organization) and a Regional Transportation Operations Coalition. He noted that the recommendations do not address details of who will pay for such improvements.

The committee emphasized issues to be addressed, including delay at at-grade rail crossings, access to intermodal sites, the availability of local truck route information, night-delivery and truck parking, operational efficiencies, truck route restrictions and impact to trucking operations, and impacts to trucking as costs increase. Mr. West expressed interest in CMAP taking a role in educating the public on importance of trucking industry. Mr. Murtha responded that CMAP will consider that, and added that this would be a topic for an issue brief prepared for local communities and stakeholders.

8.0 Freight System Snapshot

Mr. Murtha briefed the Committee on *Freight System Snapshot* efforts. Such efforts were focusing on truck route identification. Mr. Murtha noted that we had the services of an FHWA staffer, Mr. Marc Dixon, to assist in this work. Mr. Dixon will be working with local communities to determine existing routes. Later, in support of the Regional Transportation Operations Coalition, he will also begin compiling information needed to make improvements to the system through inter-jurisdictional cooperation.

9.0 Project and Issue Updates

9.1 CMAQ Diesel Emissions Reduction Projects

Staff noted that the project continues to be delayed, but IDOT and the Union Pacific Railroad appear to be close to an agreement.

9.2 National Highway System Intermodal Connectors

Staff stated that little progress had been made, but we were planning discussions with local communities.

9.3 Chicago Area Waterway System

Mr. Miras provided a presentation on asian carp problem, including background and control strategies. Mr. Miras noted that carp are in the Illinois Waterway, but no carp had been found in Lake Michigan or beyond existing barriers. Mr. Miras stated that stakeholders are sorting through costly options. He noted that some control strategies would have potentially significant economic implications. He added that we need to keep that freight on barges, rather than shifting it to trucks on congested highways.

10.0 Adjournment

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

Respectfully submitted by Tom Murtha