

Regional Freight System Planning Recommendations

presented to

**Chicago Metropolitan Agency for Planning
Freight Committee**

presented by

Cambridge Systematics, Inc.

January 6, 2010

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Agenda

- **12/3 Freight Committee Follow-up**
 - CS/CMAP meeting with railroads
 - CMAP meeting with Freight Committee members
- **Development of “Actionable Plan”**
- **Freight System Operational Considerations**
- **Next Steps**

12/3 Freight Committee Follow-up

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Need for Railroad Concurrence

- **December 11, 2009 meeting held with CREATE partners**
 - Describe data driven methodology employed
 - Review proposed recommendations
 - Discuss operational trends of significance
- **Recommended Projects Address:**
 - **Intermodal Access/Proximity**
 - **East-West Flows**
 - Most congested
 - Most important to the region
 - **Low Density Lines**

Potential Rail Improvements for CMAP Freight Plan

Rail Capacity

- 1) CREATE Program
- 2) Increase Yard Capacity (physical, technological)
- 3) Protect land for corridors and yards

Rail Corridors for Capacity Study

- 1) BNSF Chillicothe Subdivision – Joliet Arsenal to Nerska
- 2) BRC-59th Street Subdivision from Clearing Yard to Kenton Line
- 3) BRC – Kenton Line from Hayford to Hawthorne
- 4) CSXT Barr Subdivision – Blue Island to Indiana Border
- 5) UP Geneva Subdivision – A-2 to Maple Park
- 6) **CSXT Blue Island Subdivision to Forest Hill Yard ***
- 7) UP Milwaukee Subdivision – Proviso Yard to Sherman (A-20)
- 8) **UP Rockwell Subdivision Improvements ***
- 9) **IHB Alsip to LaGrange ***

Increase Utilization

- 1) CN Elsdon Subdivision
- 2) CN Freeport Subdivision

*** Indicates projects added post meeting**

Development of “Actionable Plan”

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Identification of Potential Actions

- **Link to Policy Recommendations (26)**
- **Goal is to provide initial direction for CMAP and Freight Committee on what “first steps” could be taken to move policies forward.**
- **Some considerations include:**
 - **Lead agencies**
 - **Timing of effort**
 - **Scale of action (large, small)**
 - **Possible sources of funding**

Policy Recommendation #13

Establish “CREATE for Trucks” which could include policy options to enhance the movement of cargo by truck.

- **Potential Action (example):**

- **Establish regional transportation operations coalition with freight system participation.**
- **Lead agencies: *CMAP (in partnership with regional planning partners)***
- **Timing of effort: *On-going***
- **Scale of action: *Small***
- **Possible sources of funding: *Initial support provided by CMAP through staff coordination***

Policy Recommendation #13

Establish “CREATE for Trucks” which could include policy options to enhance the movement of cargo by truck.

- **Potential Action (example):**

- **Expand and enhance the truck route system in the metro area**
- **Lead agencies: *Similar format to CREATE, with PPPs among city, state, trucking association, etc.***
- **Timing of effort: *Long-term - greater than 5 years***
- **Scale of action: *Large***
- **Possible sources of funding: *C4T Partners, Federal Earmark***

Policy Recommendation #24

Address the higher wear and tear on freight-impacted road surfaces with increased maintenance efforts.

- **Potential Action (example):**

- **Develop a process for identifying needed “small-scale, quick fix” freight-related improvement projects, similar to the DVRPC Freight Forward Improvement Program.**
- **Lead agencies: *IDOT, counties, local governments, townships***
- **Timing of effort: *Mid-term - 3 to 5 years***
- **Scale of action: *Small***
- **Possible sources of funding: *Identify non-traditional funding sources, such as public-private partnerships to supplement public funding***

Freight System Operational Considerations

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Freight System Operational Considerations

- **Operational strategies can help facilitate freight flow**
- **Strike a balance between investing in infrastructure (high \$) vs. improving the way it is managed and operated (lower \$)**
- **Concept white papers under development for each of the modes – truck, rail, water and air**

Potential M&O Considerations/Opportunities

Truck Freight

- **Construction Zone management - improvements to minimize lane closures, delay**
- **Advanced traveler information - real-time information on construction delays**
- **Delivery Restrictions - reduced nighttime restrictions**
- **Increased truck parking to reduce peak period operations, improve delivery staging**
- **Consideration of truck operations in express lanes/left lanes**
- **Increased uniformity of weight restrictions/permitting**
- **Improved roadway maintenance**

Potential M&O Considerations/Opportunities

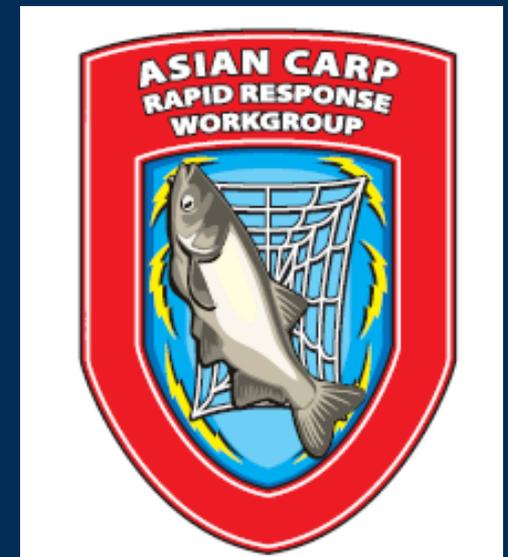
Rail Freight

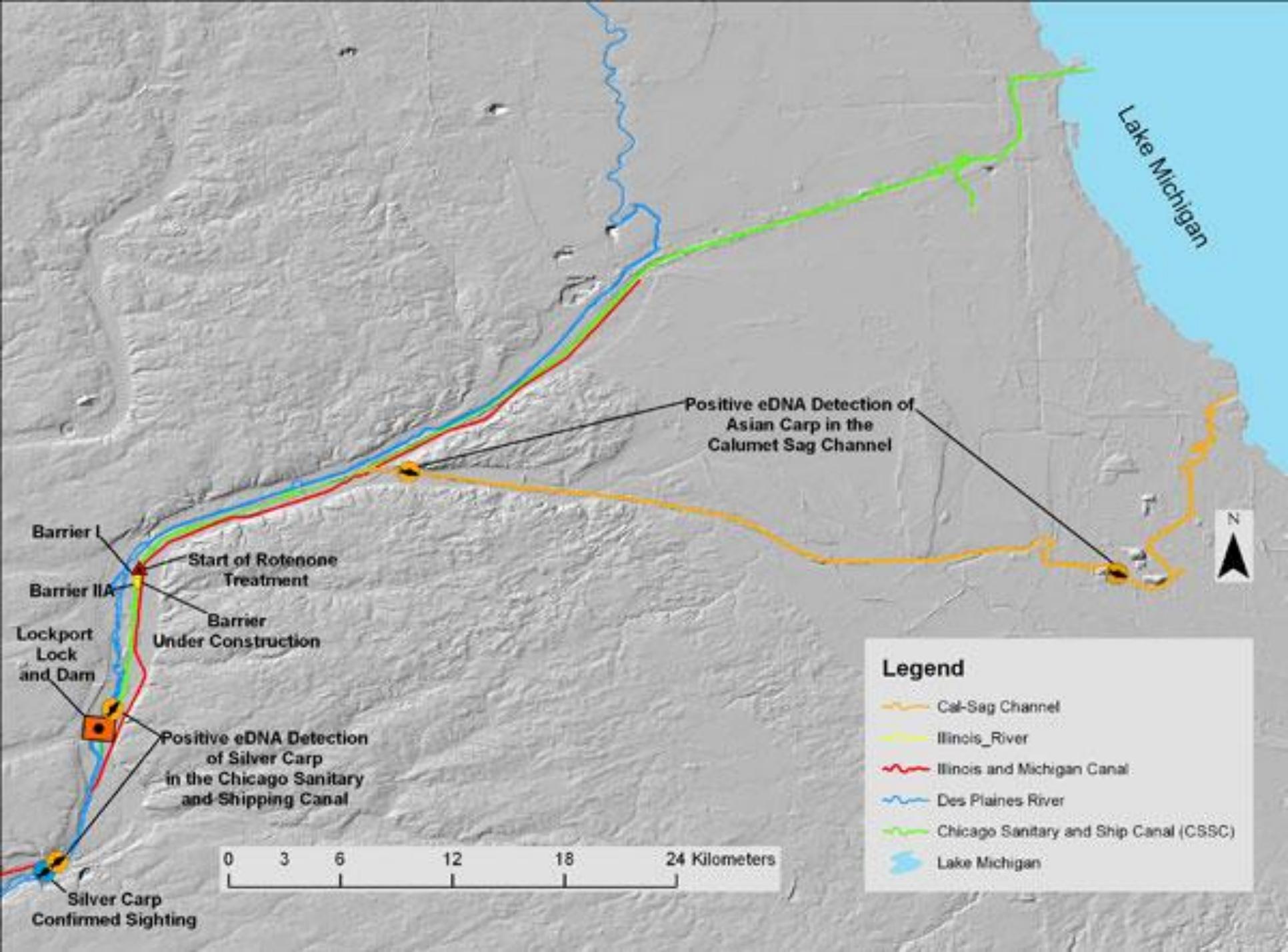
- **Positive Train Control (PTC)**
 - Enhance operations and safety
 - Aid to efficiently handle passenger growth, particularly on mainlines
- **Introduction of technology to allow longer, heavier trains**
 - Increase intermodal yard capacity, e.g. stacked storage and larger cranes
 - Increase yard capacity for longer trains
- **Use infrastructure (CN/EJE) to route through traffic outside congested areas**
- **Rationalize terminal for better interchanges between carriers**
 - Dedicated truck routes for rubber tire interchanges
 - Increase steel wheel interchanges

Potential M&O Considerations/Opportunities

Waterborne Freight

- Preventative Maintenance
- Fleeting Areas
- Potential closure of Illinois locks to prevent Asian carp
 - Lawsuit to close locks by Michigan, joined by Indiana, Ohio, Minnesota, Wisconsin, and New York





Lake Michigan

Positive eDNA Detection of Asian Carp in the Calumet Sag Channel

Barrier I
Barrier IIA
Lockport Lock and Dam
Start of Rotenone Treatment
Barrier Under Construction

Positive eDNA Detection of Silver Carp in the Chicago Sanitary and Shipping Canal

Silver Carp Confirmed Sighting

Legend

- Cal-Sag Channel
- Illinois_River
- Illinois and Michigan Canal
- Des Plaines River
- Chicago Sanitary and Ship Canal (CSSC)
- Lake Michigan



Potential M&O Considerations/Opportunities

Airborne Freight

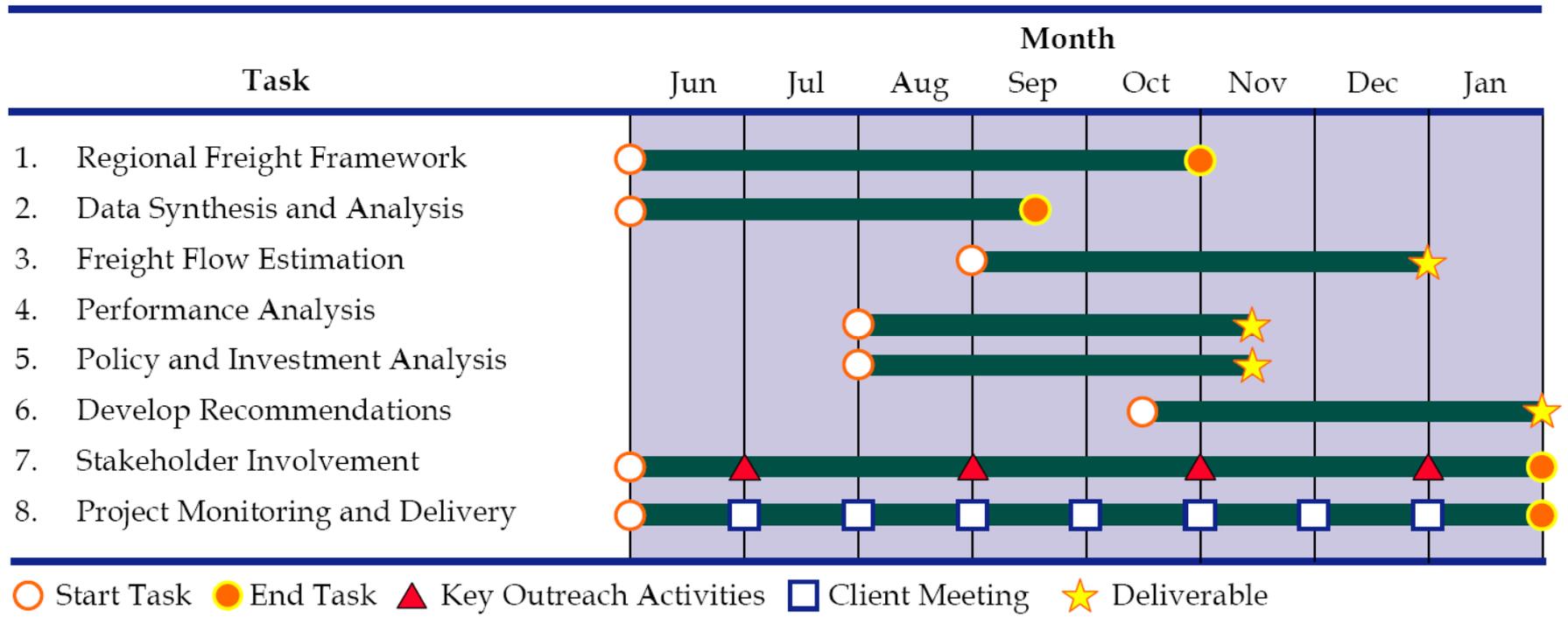
- **Constraints of O'Hare – Opportunity for South Suburbs?**
 - **Geographic**
 - **Competing with passenger ops**
 - **Air controller availability**
 - **Environmental mitigation**
- **Security screening procedures for air cargo**
 - **100% screening of freight on passenger flights by Aug. 2010**
- **Aging, inefficient fleets**
- **Fuel Cost = only high value, time sensitive freight by air**

Next Steps

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Project Schedule



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