



Chicago Metropolitan Agency for Planning

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DRAFT
Freight Committee Meeting Minutes
March 21, 2011

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

Committee Members: George Billows – Illinois Trucking Association (Chairman), Wes Lujan – Union Pacific Railroad (Chairman), Joe Alonzo – City of Chicago, David Chandler – CNT, Gregory Dreyer – Illinois Tollway, Reggie Greenwood – SSMMA, Rob Hoffman – IIT, Lee Hutchins – AECOM, Pat Killinger – Will County Highway Department, Jim LaBelle – Metropolis Strategies, Steve Lazzara – Will County Land Use Dept., Dean Mentjes – FHWA, Floyd Miras – USDOT Maritime Admin, Libby Ogard – Prime Focus, DeAnna Smith – IDOT, Herbert Smith – Norfolk Southern

Absent: Chalen Daigle – McHenry County Council of Mayors, David Grewe – UP/CTCO, Kazuya Kawamura – UIC, Laurence Rohter – IIT, Earl Wacker – URS Corporation, Larry Wilson – IDOT

Staff Present: Tom Murtha

Others Present: Chris DiPalma – FHWA, John Greuling – Will County Center for Economic Development, Alicia Hanlon – Will County Center for Economic Development, Matt Hart – Illinois Trucking Association, Randy Thomas – Illinois Trucking Association, Jonathan Tremper – Metra, Audrey Wennink – Cambridge Systematics, Erika Witzke – Cambridge Systematics

1.0 Call to Order

Chairmen Randy Thomas and Wes Lujan 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

At the January meeting, it was noted that Dean Mentjes was present. With that correction, the December and January meeting minutes were approved.

5.0 Will County Inland Port Impact Study

Mr Greuling introduced the Will County Inland Port Impact Study. The study was sponsored by the Will County Center for Economic Development (CED), whose mission is to “create jobs and wealth throughout Will County through business retention, attraction, and expansion.” Mr. Greuling laid out the case for Will County as an “inland port,” or a “combination of assets which make a region an attractive distribution hub, consolidation point, or destination for imported or exported goods.” Will County’s assets include a central location within the U.S., a rail hub, access to a large market via

the interstate system, a concentration of distribution and warehouses, and land, among other assets. Mr. Greuling described several intermodal developments contributing to the inland port, including Logistics Park – Chicago, the Joliet Intermodal Center, the proposed Centerpoint Crete, and the proposed South Suburban Airport.

The study found that the Inland Port will enhance Will County’s economic development prospects, with opportunities to diversify the economy, expand the tax base, increase jobs, incent particular types of development, and establish an authority to maximize benefits and minimize impacts. The study included a number of recommendations related to transportation management and land use planning to reduce the negative impacts of the Inland Port.

Policy recommendations included infrastructure investment (including several specific projects), separation of truck traffic at key interchanges, alignment with Indiana, east-west corridors south of I-80, public transportation, land use planning, environmental protection, traffic safety management, and the establishment of a Port Advisory Council/Authority, regional coordination, international trade promotion, eliminating highway at-grade crossings through closure or separation, and congestion management.

Mr. Greuling reviewed the potential impact of the policy recommendations on the Inland Port assets of the county. He also reviewed a list of action items to implement the policy recommendations.

The committee extensively discussed the Inland Port study, also discussing related issues of overweight permits, truck restrictions, and infrastructure investment. Concern with existing permit arrangements was voiced. Concern was also expressed about a port authority; if allowed to raise revenues, it was not clear what infrastructure benefits would accrue to the freight industry and the region.

The Chairmen thanked Mr. Greuling.

6.0 Freight System Planning Recommendations Project

Mr. Murtha stated that the Freight System Planning Recommendations project had been wrapped up, with the report having been posted on the web. He added that the work had been substantially completed several months ago, with the incorporation of many of the report’s recommendations in the GO TO 2040 Comprehensive Regional Plan. Mr. Murtha explained that the presentation would shed light on how the adopted recommendations were developed.

To develop recommendations, the project sought to answer several planning-related questions: How might freight flows change over the next 30 years? How should we achieve a resilient and efficient freight system? If we invest to those ends, what will it mean for our economy and our communities? CMAP had selected Cambridge Systematics as the consultant for the contract. The Freight Committee served as the advisory committee to review materials. Mr. Murtha thanked Cambridge Systematics and the Freight Committee for their work on the project.

Mr. Murtha reviewed the levels of analysis for freight system planning, including the public, businesses, carriers, and the MPO/DOT. Elements of the system include the economy, industry logistics patterns, freight infrastructure, and commodity/traffic flows. In addition, there are organizational and public policy elements, and environmental and community elements.

To understand the system, extensive study was initiated, including stakeholder input, data collection and analysis, and forecasts.

A planning framework was developed, with a theme for each element described above. Recommendations were developed within a series of action areas. Mr. Murtha explained that the action areas included the following:

- Create a national vision and federal program for freight.
- CREATE rail system improvements.
- Regional trucking improvements.
- Organization and public policy, and
- Integrating freight needs and financing into infrastructure prioritization.

Highway infrastructure recommendations were discussed. Mr. Murtha explained that the GO TO 2040 plan included very few infrastructure recommendations, but several were included in this project's recommendations, including CREATE, I-55, the Elgin O'Hare expressway, and the Jane Addams Memorial Tollway. Mr. Murtha explained that other projects, not so large in scale, might proceed with additional study. He used a Phase-II CREATE program as an example of a concept that had demonstrated merit but needed additional study.

7.0 Truck Routes.

Mr. Murtha explained that staff was reviewing intermodal connectors, functional classifications, and designated truck routes. Mr. Hart explained that new legislation was being proposed to require that preferred truck routes be transmitted to the state, to be published by the state, in addition to the current requirement for designated truck routes. A discussion took place regarding the route designations, the consensus being that the routes need to be reviewed routinely and inventoried for use by the trucking industry. The current lack of information about even designated routes was a problem.

8.0 Project and Issue Updates

Owing to time, this issue was deferred.

9.0 Other Business

Mr. Billows announced his retirement. The committee thanked him for his service for the region and the industry.

10.0 2011 Meeting Dates

The following meeting dates were established: July 18, September 19 and November 21.

11.0 Adjournment

Mr. Lujan adjourned the meeting at 11:45 a.m.

Respectfully submitted by Tom Murtha