



# Chicago Metropolitan Agency for Planning

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## DRAFT

### Freight Committee Meeting Minutes

January 24, 2011

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), Wes Lujan – Union Pacific Railroad (Chairman), Joe Alonzo – City of Chicago, Gregory Dreyer – Illinois Tollway, Reggie Greenwood – SSMMA, Pat Killinger – Will County Highway Department, Floyd Miras – USDOT Maritime Admin, Libby Ogard – Prime Focus (by phone), Laurence Rohter – IIT, Herbert Smith – Norfolk Southern

**Absent:** David Chandler – CNT, Chalen Daigle – McHenry County Council of Mayors, David Grewe – UP/CTCO, Rob Hoffman – IIT, Lee Hutchins – AECOM, Kazuya Kawamura – UIC, Jim LaBelle – Chicago Metropolis 2020, Steve Lazzara – Will County Land Use Dept., Dean Mentjes – FHWA, Earl Wacker – URS Corporation, Larry Wilson – IDOT

**Staff Present:** Brett Baden, Tom Murtha, Dan Rice

**Others Present:** Leah Aber – UIC/ANL, Chris DiPalma – FHWA, Jim Giblin – Transsystems, Alicia Hanlon – Will County Center for Economic Development, Tom Livingston – CSX, Jessie Slaton – Jacobs, DeAnna Smith – IDOT, Chuck Stenzel – Transsystems, Erika Witzke – Cambridge Systematics

#### 1.0 Call to Order

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

#### 2.0 Introductions

Committee members and other attendees introduced themselves.

#### 3.0 Agenda Changes and Announcements

Reggie Greenwood announced the initiation of the Logistics Park Calumet study. He also announced the recent completion of a new automated gate for the CN intermodal terminal in Harvey, reducing terminal delay at the facility.

#### 4.0 Approval of Minutes – December

The approval of minutes was deferred to a later meeting.

#### 5.0 Membership

The committee welcomed a new member representing class I railroads, Herbert Smith of Norfolk Southern Corporation, replacing Jeff Harris.

## **6.0 Presentation of Kansas City Flyovers**

TranSystems consultants Jim Giblin and Chuck Stenzel provided a review for the committee of two rail-to-rail grade separation projects in the Kansas City metropolitan area. The projects were developed to reduce conflicts between the rail lines. The projects were innovative in their approach, each involving rail flyovers with innovative financing.

Noting that such flyovers are a key part of the CREATE program, the consultants discussed the Argentine and Sheffield flyovers in Kansas City. Kansas City, like Chicago, has many of the Class I railroads serving the area. There is substantial switching activity, handled largely by the Kansas City Terminal Railway. Union Pacific and BNSF transcontinental lines traverse the area. The lines largely operate in the physically constrained Missouri River and Kansas River valleys.

The Sheffield project, wholly within Missouri, replaced a series of crossings stretching over several miles. The project was the first major cooperative infrastructure project among railroad industry competitors. The consultants noted that project was similar to the 75<sup>th</sup> Street Corridor in complexity.

The Argentine project was to reduce the congestion caused by the BNSF transcontinental mainline crossing of two north-south UP and BNSF mainlines in an area straddling the Kansas-Missouri state line. The project involved a new 80-foot-high flyover almost 2,500 feet long.

The projects' financing involved two special-purpose "transportation corporations" set up to hold the Missouri assets, issue bonds against those assets, and collect revenues to pay off the bonds from the Union Pacific, BNSF, and Kansas City Southern railroads. This structure lowers interest and tax payments for the improvements. The Argentine project's financing was complicated by also being in the state of Kansas, a situation which required an additional financing mechanism in the form of bonds issued by the Wyandotte/Kansas City unified government, to be paid off by the Kansas City Terminal Railway.

Discussion then occurred regarding the comparisons and lessons learned for the CREATE rail flyover projects. TranSystems, which is also preparing engineering documents for the P-1 Englewood Flyover in Chicago, noted that there were more constraints in the Chicago project development process, including, for P-1, immediately adjacent residential neighborhoods, Metra and Amtrak services with maintenance of traffic constraints, and an adjacent intermodal terminal. Nonetheless, the flyover solutions and the financial packages in Kansas City demonstrated innovation in the rail industry that could have lessons for metropolitan Chicago.

## **7.0 Truck Parking and Rest Study.**

Lawrence Rohter presented the next phase of the Truck Parking and Rest Study, "Guidelines, Site Selection, and Design for Implementing Truck Parking/Rest Facilities in Chicago's South Suburbs." Mr. Rohter started by speaking about the truck parking and rest problems, which include issues for both over-the-road drivers and local companies. The new hours of service regulations will make rest stop and parking critical for truckers in the area.

The study team, from the Illinois Institute of Technology, reviewed some of the constraints on truck parking. First, truck parking adjacent to residential areas is not well accepted. Building new truck parking is expensive, though retrofitting existing lots may be less expensive. However, there is not a widely accepted template for truck parking design, particularly applied to retrofits.

Mr. Rohter discussed several concepts, including parking lot retrofits and truck-friendly industrial campuses. Truck-friendly industrial campuses would meet parking demand within the site. Design elements would include fencing, security cameras, and remote access to information about security and parking space availability.

Other issues discussed included the following:

- Need for concrete pavement;
- Restrooms;
- Fees – while we need to find a way to fund facilities, fees cannot be so high as to preclude facility use.
- Directionality splits – convenient one-way access may not be useful in addressing demand that may be in the opposite direction.
- Police cooperation and monitoring is necessary.
- The goal is to position trucks near their morning delivery destinations to reduce morning peak congestion.
- Smaller facilities are better for logistics needs. However, the economics may favor large facilities, as large truck stops are now out-competing smaller truck stops.
- Truckers need to be able to reserve a space from the Web, as they can do in Europe.
- There may be environmental issues at some sites.

Overall, twelve sites were reviewed. The study included elements of design, policy changes, scale and scope issues, and information technology. Sites discussed by Rohter and others included US-30/I-55 (Joliet), Harvey, and Alsip (Water Reclamation District property).

The need to address this issue soon was discussed. It was noted that a few of the truck stops identified in the previous report as being truck parking resources were now out of business. The market economics of this issue are working against the public interests.

## **8.0 Freight Cluster Drill-Down Analysis**

Brett Baden of CMAP staff presented the proposed methodology for an investigation of the freight and logistics industrial cluster for the Committee's review. This investigation, called a "cluster drill-down" in GO TO 2040, will assess labor force challenges, industrial trends, business conditions, and the institutional environment faced by freight and labor businesses in the region. The report will look at how this sector works within the economy, and how it is linked to other sectors. Mr. Baden requested comments on the proposed methodology for this study.

Mr. Baden indicated he would look for comments. By October, the following are expected:

- Economic multipliers for use in economic input-output analysis.
- Shift-share analyses, including trends and forecasting at the industrial level.
- Workforce development analysis.
- Policy barriers.
- Business starts and closings.
- Supply and demand analysis

## **9.0 Congestion Mitigation and Air Quality Improvement Program**

The MPO Policy Committee approved a new approach to CMAQ programming at its January meeting. The process includes a direct programming process through such groups as the Regional Transportation Operations Coalition and an ad hoc diesel emissions reduction group. The CMAQ program concentrates on projects that reduce vehicle emissions and reduce traffic congestion. However, the new program approach can help implement GO TO 2040. Mr. Murtha noted that this process presents an opportunity for freight project development. RTOC would meet February 18 to discuss this.

## **10.0 Freight Snapshot**

Mr. Murtha stated that additional background materials were posted on the Freight Snapshot site, <http://www.cmap.illinois.gov/freight-snapshot>, and requested that Committee members and interested parties review these materials and provide comments to him.

## **11. Freight System Planning Recommendations**

Mr. Murtha noted that the project has wrapped up and the final report is at <http://www.cmap.illinois.gov/freight-system-planning>. The committee responded to an inquiry by affirming that a full presentation of the wrap-up of this project is desirable.

## **12.0 Issue Updates**

In the interests of time, most of this item was deferred. Staff noted the upcoming peer exchange on February 11.

## **13.0 Other Business**

- Steve Lazzara noted that discussions have begun on planning improvements on Illinois 53 in Will County.
- Chris DiPalma reminded members of the coming RTOC meeting.
- Mr. Greenwood reminded members of the newly initiated Logistics Park Calumet study.
- Mr Lujan noted that safety improvements were underway on the UP west line. In addition, a North Shore/Northwest safety workshop was scheduled for February 19.

## **11.0 2011 Meeting Dates**

The following meeting dates were established: March 21, May 16, July 18, September 19, and November 21.

## **12.0 Adjournment**

Mr. Lujan adjourned the meeting at 11:55 a.m.

Respectfully submitted by Tom Murtha