



Chicago Metropolitan Agency for Planning

Freight System Planning Recommendations Project

Presented March 21, 2011

by Tom Murtha

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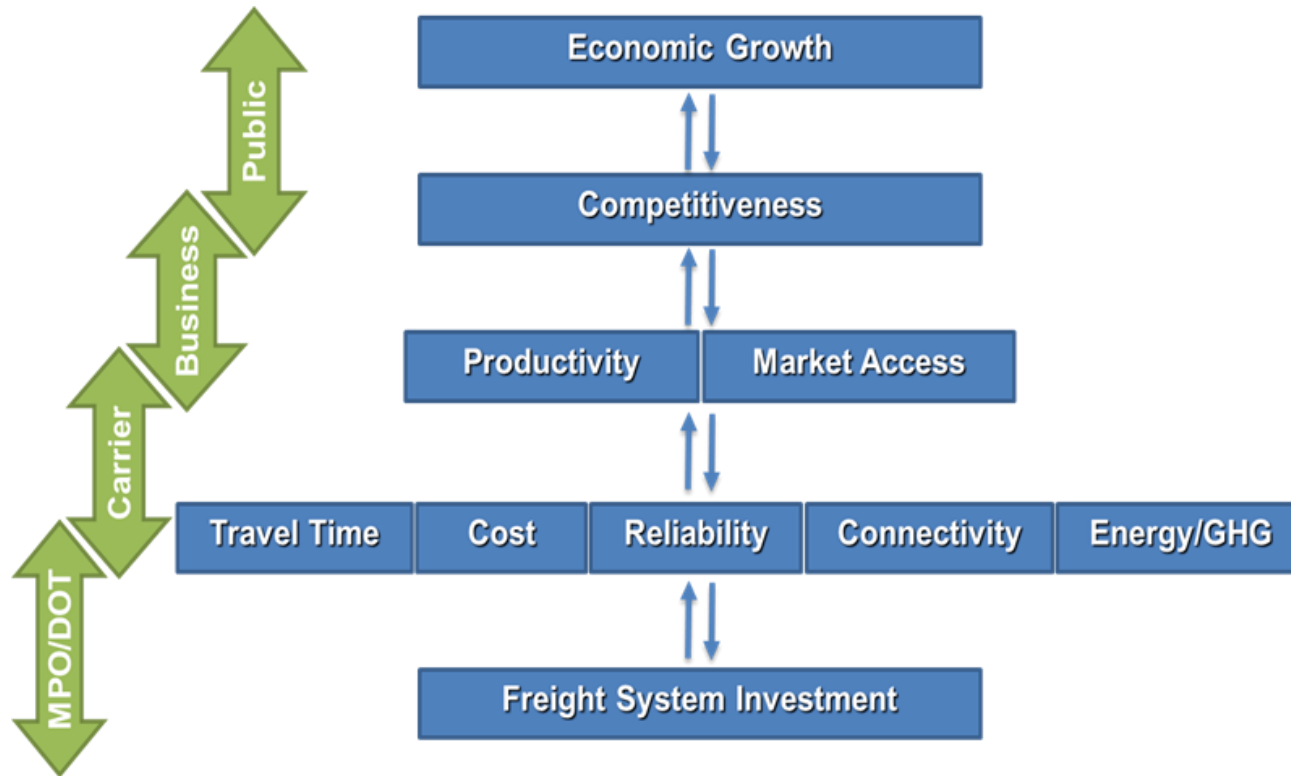
Review: Regional Freight System Planning Questions

- How might freight flows change over the next 30 years?
- What should we do to achieve a resilient and efficient freight system for our region?
- If we invest in our freight system to those ends, what will it mean for our economy and for our communities?

Review: Freight System Planning Recommendations Project

- Planning contract with Cambridge Systematics
- CMAP Freight Committee serves as advisory committee
- Project will prepare recommendations and estimates of impacts for consideration and inclusion in *GO TO 2040* regional comprehensive plan

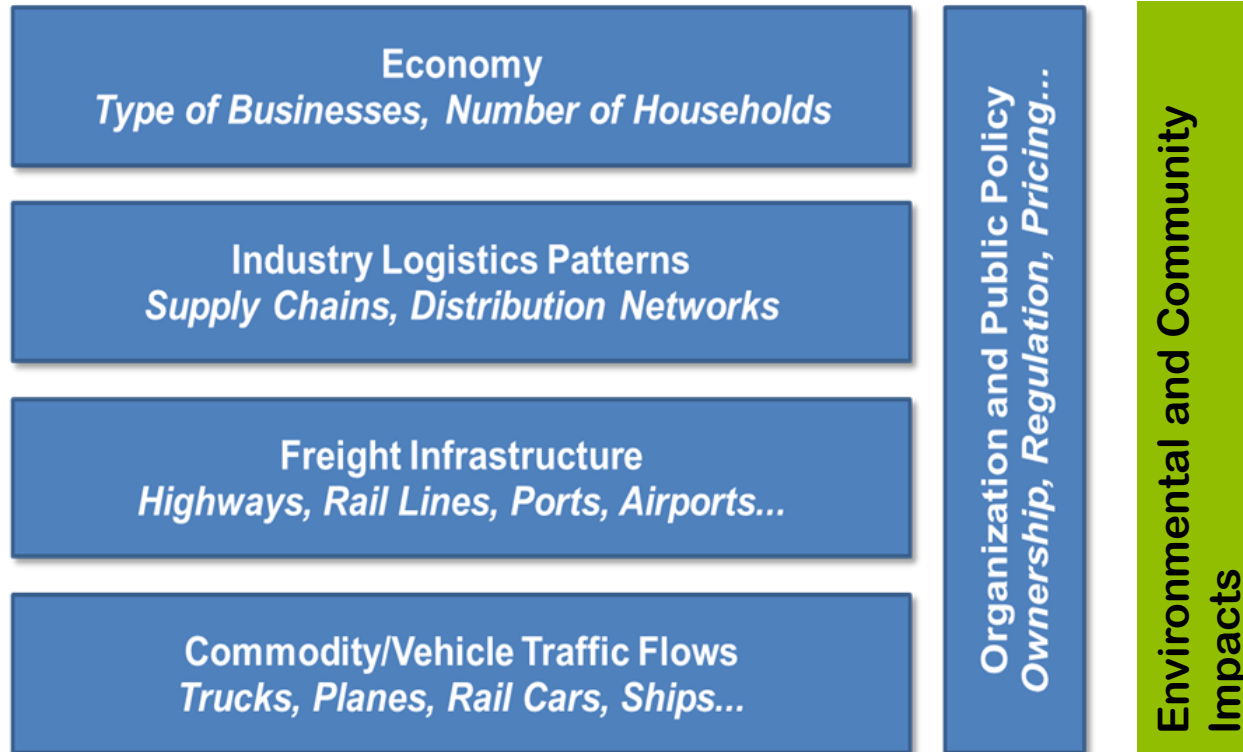
Review: Core Freight Planning Principles



Source: Cambridge Systematics



Review: Freight System Elements



Source: Cambridge Systematics, CMAP



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Review: Stakeholder Input

Interviews

- Trucking
- Water
- Aviation
- Council of Mayors

Survey

- 74 electronic surveys
- 43% private sector (shipping to 7 continents)
- 38% public sector
- 18% non-profits

Review: Stakeholder Input

- System strengths and deficiencies
- Needed improvements
- Trends
- Funding Options
- Policies
- Workforce Issues

Example: Private and public sector input points to the lack of coordination of truck routes between jurisdictions, and shows the need to commence such coordination.

Review: Some of Our Data Collection

Data Need	Source
Freight Flows	TRANSEARCH
Socioeconomic Data	CMAP Travel Model Sub-zone Data
Container Terminal Locations	Intermodal Association
Land Use Data	CMAP Land Use Inventory
Roadway Inventory	IDOT/IRIS

Data Need	Source
Truck and Traffic Volumes	IDOT/IRIS, Others
Intermodal Connectors	FHWA
Structures	National Bridge Inventory
Congestion	CMAP Travel Time Indices
Truck Routes and Prohibitions	IDOT and CDOT

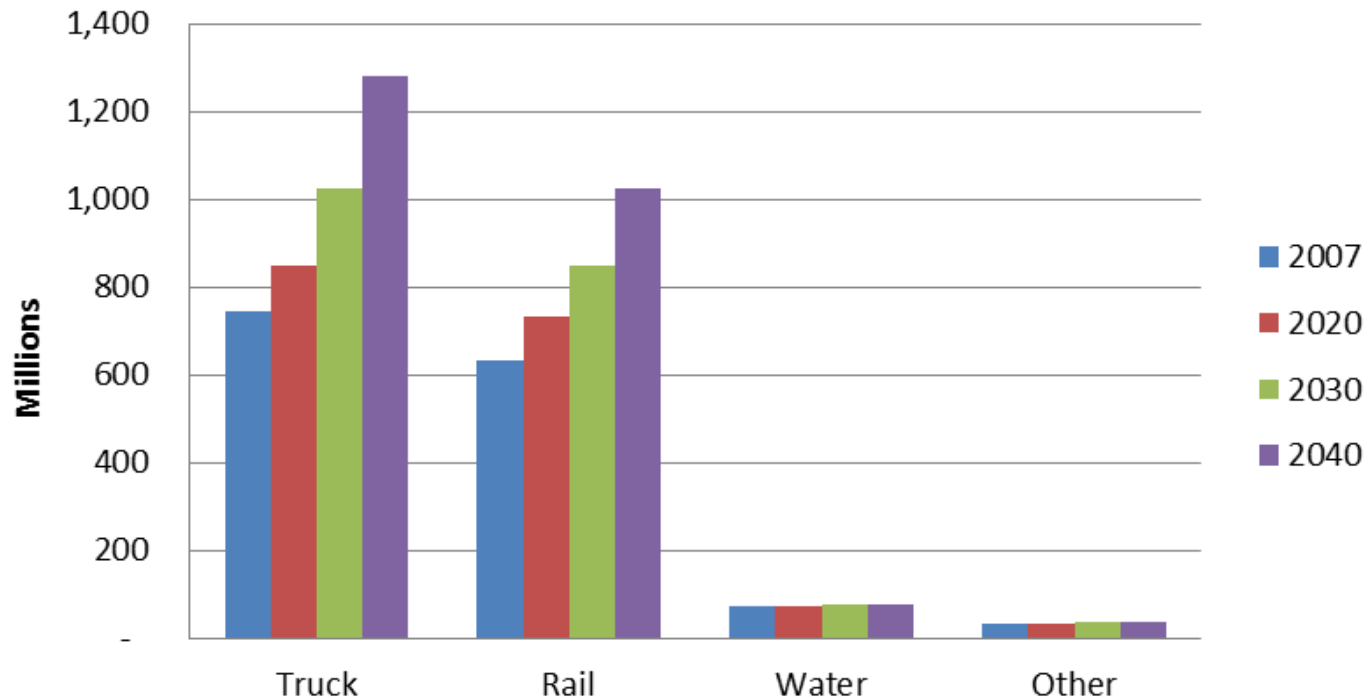
Review: Some More of Our Data Collection

Data Need	Source
Clearance Deficiencies	IDOT
Truck Parking	CFIRE Study
Planned Network Improvements	CMAP TIP, RTP, and Highway Network
Railways	NTAD
Rail Volumes	NTAD/ TRANSEARCH*

Data Need	Source
CREATE Corridors	CREATE Project
Airports	NTAD
Air Freight Volumes	TRANSEARCH, FAA
Port Facilities and Water Terminals	NTAD
Volumes and Delay by Lock	Corps of Engineers

Freight Forecasts

Freight Tonnage by Mode 2007-2040



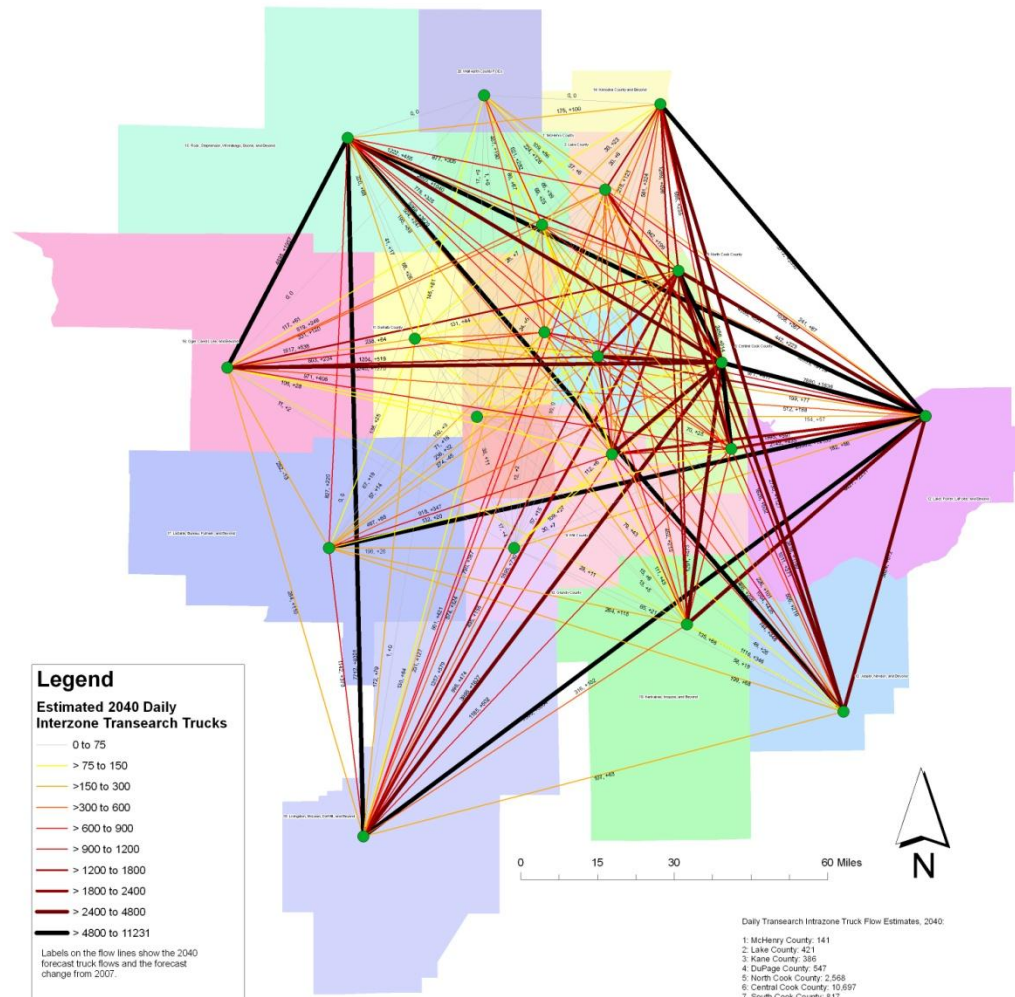
Source: IHS Global Insight, TRANSEARCH Database (Excludes Retail Distribution)



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Freight Flow Forecasts

Daily Transearch Interzone Truck Flow Estimates - 2040



March, 2011

Regional Truck Volumes



Map:
Cambridge
Systematics



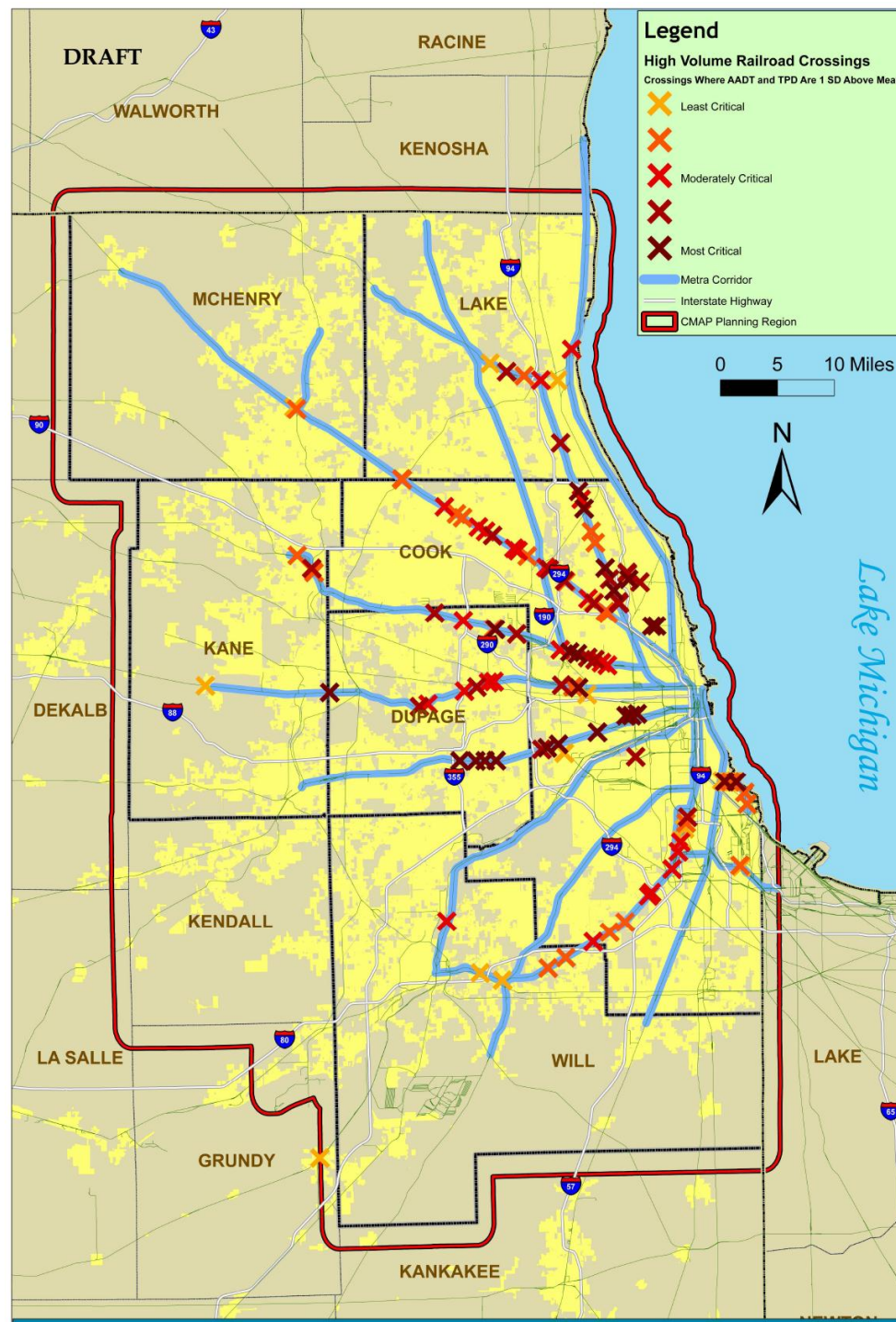
Regional Rail Volumes



Map:
Cambridge
Systematics



Highway-Rail At-Grade Crossings:



Map:
Cambridge
Systematics

March, 2011

Review: Planning Framework

Economic Theme: *“In 2040, the Chicago region’s freight system will contribute to the growth, productivity, and changing needs of business and industry by providing cost-effective and reliable access to resources, markets, and labor.”*

Logistics Theme: *“In 2040, the Chicago region will serve as an International hub for goods movement.”*

Review: Planning Framework (2)

Freight Infrastructure Theme: *“In 2040, the Chicago region’s freight infrastructure will provide seamless, efficient connections to markets beyond the region’s/state’s borders, throughout North America, and to the world.”*

Commodity/Vehicle Flows Theme: *“In 2040, the Chicago region’s freight system will have operational capacity to accommodate highway, rail, water, and air freight commodity and vehicle flows.”*

Review: Planning Framework (3)

Organization and Public Policy Theme: *In 2040, the Chicago region's public and private freight stakeholders will have shared goals and priorities on the process used for identifying the region's freight system needs, priorities, and making investment decisions.*

Environment and Community Impacts Theme: *In 2040, public and private freight stakeholders will contribute positively to the quality of life in metropolitan Chicago.*

Policy Recommendations

Freight System recommendations were prioritized, consolidated, and adopted as GO TO 2040 Action Areas in the GO TO 2040 freight system chapter.



Action Area: Create a National Vision and Federal Program for Freight

- Create a vision for a federal role in transportation that includes a national freight policy with dedicated funding and corridors of national significance.



Action Area: CREATE Rail System Improvements

- Build a larger national coalition to support CREATE.
- Secure funding to complete the CREATE Program.
- Prioritize and implement the CREATE Program.
- Develop the next phase of rail improvements.



Action Area: Regional Trucking Improvements

- Identify opportunities for dedicated freight corridor systems.
- Implement dedicated and managed truckways.
- Manage transportation systems to reduce peak-period congestion through congestion pricing.
- Catalog and update the region's truck routes.
- Address delivery times and truck parking issues.



Action Area: Organization and Public Policy

- Explore the establishment of a governance structure, such as a Port Authority, to identify issues, guide investments, and advocate on behalf of the region.
- Conduct further study to implement use fees or container charges.



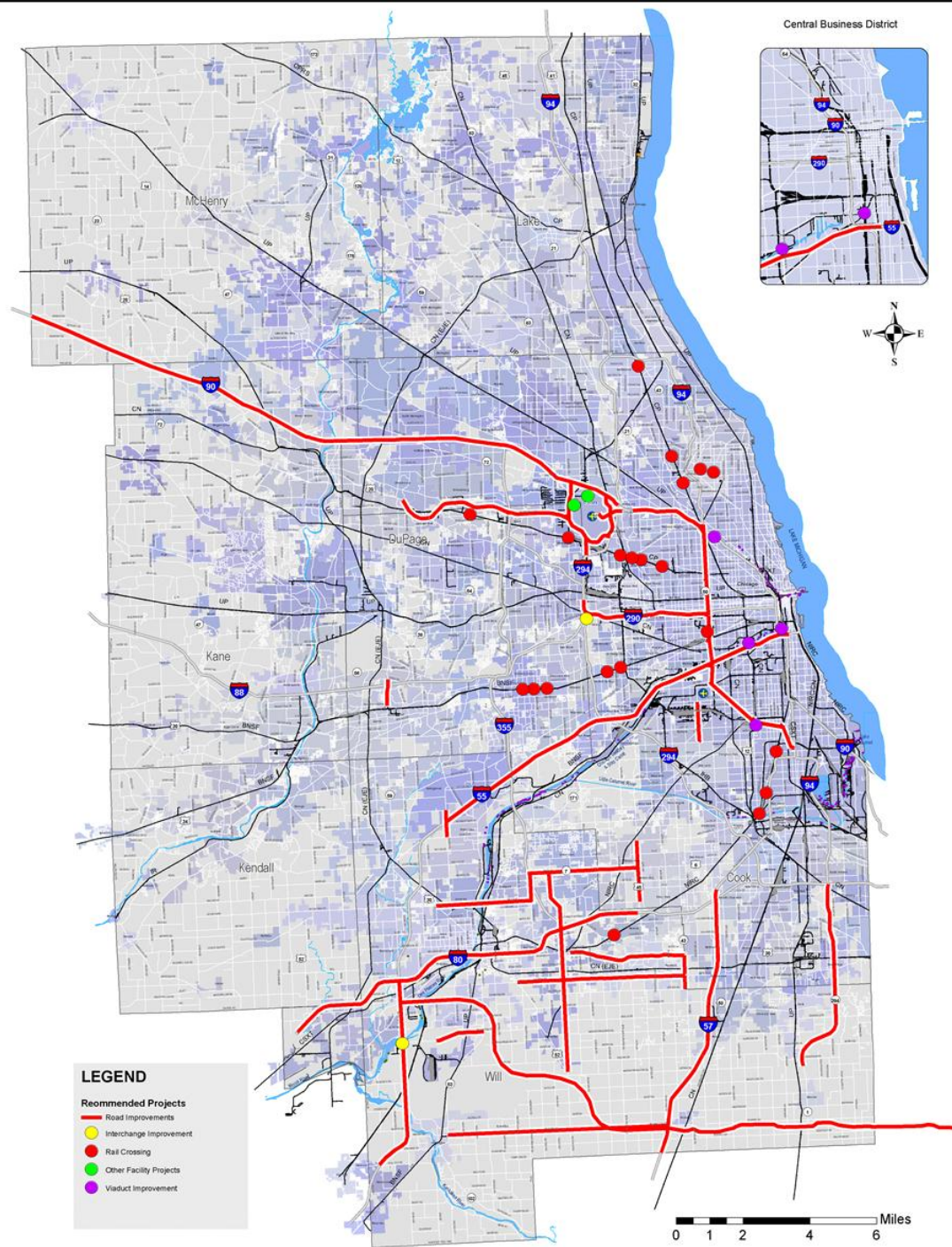
Action Area: Integrating Freight Needs and Financing into Infrastructure Prioritization

- Include freight-related performance measures in the project evaluation process.
- Enhance freight modeling capacity.



Highway Infrastructure Recommendations

Prioritized and Selected



0 TO 2040 CAPITAL PROJECTS



RAPID TRANSIT
COMMUTER RAIL
MULTIMODAL CORRIDOR
NEW OR IMPROVED HIGHWAY
EXISTING TRANSIT
EXISTING HIGHWAY

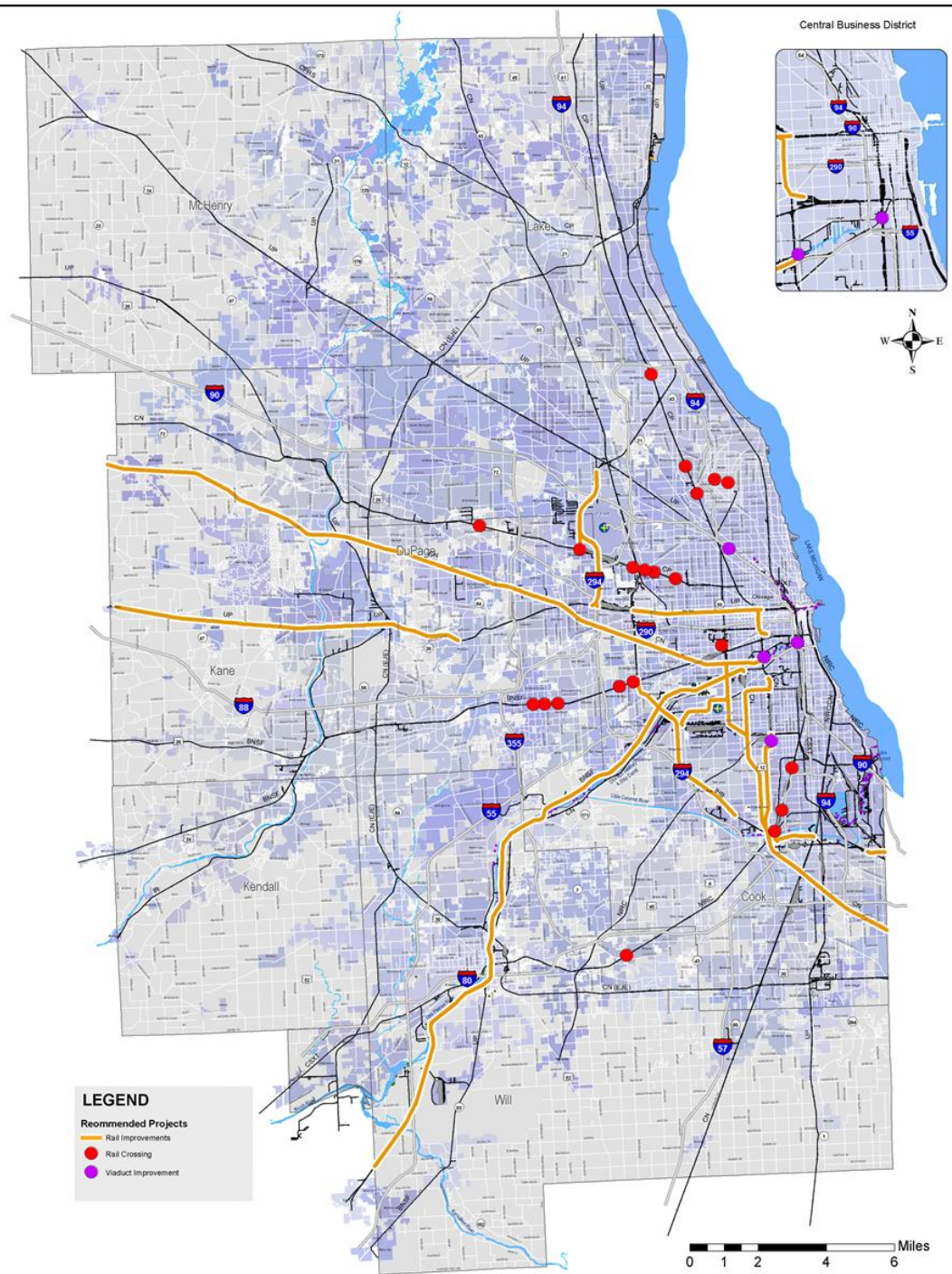
Rail Infrastructure Recommendations

CREATE



Rail Infrastructure Recommendations

“CREATE II”



Future Rail Capacity Improvements

Projects/Project Bundles	Sectors					Project Source			
	Intermodal Connector	Aviation	Trucking	Water	Rail	Stakeholder Outreach	Data Analysis	CMAP 2030 RTP	CMAP 2007-12 TIP
Rail Capacity Projects									
CREATE Program	I		T		R	•			
BNSF Chillicothe Subdivision – Joliet Arsenal to Nerska					R		•		
BRC – 59 th Street Subdivision from Clearing Yard to Kenton Line					R		•		
BRC – Kenton Line from Hayford to Hawthorne					R		•		
CSXT Barr Subdivision – Blue Island to Indiana border (segments)					R		•		
CSXT Blue Island Subdivision – Blue Island to Forest Hill Yard					R		•		
UP Geneva Subdivision – A-2 to Maple Park					R		•		
UP Milwaukee Subdivision – Proviso Yard to Shermer		A			R		•		



Freight System Planning Recommendations

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More Information:

<http://www.cmmap.illinois.gov/freight-system-planning>

Thank You