



Chicago Metropolitan Agency for Planning

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DRAFT **Freight Committee Meeting Minutes** March 19, 2012

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

- Committee Members:** Randy Thomas – Illinois Trucking Association (Chairman), Wes Lujan – Union Pacific Railroad (Chairman), Joe Alonzo – City of Chicago, Chalen Daigle – McHenry County Council of Mayors, Greg Dreyer – Illinois Tollway, Rob Hoffman – IIT, Kazuya Kawamura – University of Illinois at Chicago, Jim LaBelle – Metropolis Strategies, Dean Mentjes – FHWA, Floyd Miras – USDOT Maritime Admin, Libby Ogard – Prime Focus, Laurence Rohter – IIT, DeAnna Smith – IDOT, Herbert Smith – Norfolk Southern, Norm West – USEPA
- Absent:** David Chandler – CNT, David Grewe – UP/CTCO, Reggie Greenwood – SSMMA, Lee Hutchins – AECOM, Pat Killinger – Will County Highway Department, Steve Lazzara – Will County Land Use Dept.
- Staff Present:** Alex Beata, Annie Byrne, Tom Murtha, Ross Patronskey, Dan Rice
- Others Present:** Frank Acevedo – USEPA, Erica Bickford – University of Wisconsin – Madison, Allison Bos – Southwest Council of Mayors, Bernardo Bustamante – FHWA, Chris DiPalma – FHWA, John Paul Jones – Developing Communities Project, Inc., Marilyn Katz – MK Communications, Tony Maietta – USEPA, Jerry Mead-Lucero – Pilsen Environmental Rights and Reform Organization, Marty Mueller – Knight E/A Inc, Mike Payette – Union Pacific Railroad, Carolyn Persoon – USEPA, Barb Sloan – Cambridge Systematics, Erika Witzke – Cambridge Systematics, Robert Zelinski – Union Pacific Railroad.

1.0 Call to Order

Chairman Wes Lujan 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

None

4.0 Approval of Minutes – November and January

On a motion by Mr. Miras, seconded by Mr. Mentjes, the minutes for the previous two meetings were approved.

5.0 Environmental Impact of Freight Mode Shift

Tom Murtha introduced Ms. Erica Bickford, a Nelson Institute for Environmental Studies Ph.D. candidate at the University of Wisconsin-Madison. Ms. Bickford presented her work on the potential air quality impacts of a mode shift for freight from truck to rail. She noted that there may be other impacts of such a shift, including greenhouse gases, congestion, infrastructure capacity,

and highway safety, but these impacts were not considered in the study. Ms. Bickford pointed out that freight is a substantial source of emissions, particularly for nitrogen oxides and for particulates, including soot. An improvement in air quality from mode shift was hypothesized based on the greater fuel efficiency (miles per gallon per ton) for rail traffic than truck traffic.

Resources used in the research included FAF 2.2, USEPA emissions factors, meteorological data from LADCO (Lake Michigan Air Directors Consortium), and a photochemical air pollution model.

The research showed that changing the mode of transportation for freight from trucks to rail would reduce the CO₂, soot, and NO₂ emissions for the Midwest, the area of analysis for the study. Through freight traffic mode shift was much more important than intra-regional freight traffic. The positive impacts were not universal, since the hypothesized mode shift would cause emissions in areas near highways to decrease, but would also cause emissions in areas near railroads to increase. In addition, ozone levels were expected to improve, but not as much as other pollutants. Overall, however, the impact of such a mode shift would be positive. Thus, a public health benefit would accrue.

Ms. Bickford noted that the research is continuing. Current research involves remote sensing of air pollutants along highway corridors using NASA satellites.

Dr. Kawamura asked why NO₂ emissions fell greater than ozone. Ms. Bickford explained that ozone formation was complex, while NO₂ was a product of diesel emissions. Ms. Bickford followed up an additional question to note that the research did not account for idling trucks or locomotives.

Mr. LaBelle asked about the details of the shift from truck to rail. What were the options to accomplish this? Were policy incentives available? Ms. Bickford responded that these questions were not directly addressed in the study. She noted that policy options were available, including a carbon tax and appropriate public investment.

Mr. Rohter asked about the level of analysis. Ms. Bickford responded that transportation emissions were modeled at the one-half mile level, while health impacts were estimated at the county level.

Mr. Murtha pointed out that much of the railroad traffic on today's modern railways is intermodal, with trucks used to provide connectivity between industrial/commercial/distribution centers and the rail terminals. Intermodal traffic was expected to be the greatest part of rail traffic growth in our planning horizon. Mr. Murtha asked if the mode shift hypothesized in the study was to intermodal or carload traffic. Ms. Bickford responded that they had modeled a shift from highway truck to railroad carload traffic.

Further discussion included future expected improvements in freight fuel efficiency, and alternative fuels. Discussion also included further exploration of the potential impacts of mode shift on rail hubs like Chicago.

Mr. Lujan and Mr. Thomas thanked Ms. Bickford for briefing the Freight Committee on her recent work.

6.0 Chassis Management

Mr. Rohter and Ms. Ogard discussed an ongoing NCFRP Project, *Guidebook for Assessing Evolving International Container Supply Models*. Ms. Ogard noted that the supply model will be changing, but that the prior American model was unique. For the study, the consultants, led by CPCS and including Ms. Ogard, interviewed major terminal operators (marine, railroads, operating ports), steamship lines, major shippers, motor carriers, public officials (state DOTs, MPOs, ports), and trade associations (ILA, HTA, ATA, RILA).

In the US, the traditional models were for the steamship company or motor carriers to own and manage the chassis. This is now changing. New models include coop pools, neutral pools, and terminal pools.

Chassis distribution across the country totals 180K in the West, 100K in the Midwest, 80K in the Northeast, and 70K in the South Atlantic states. These compare to less than 180K in all of China. The ownership and management models vary by location throughout the country.

Ms. Ogard discussed current work regarding the distribution of costs with the changing ownership models. There are several “models within models” for evaluating how the costs of the transition are distributed among freight industry stakeholders.

Discussion included alternative models, including truck-owned models – potentially very fast with no on-site storage; the ocean carrier model, with carrier arrangements; arrangements with a drop and pickup at the same terminal – no bobtails; and remote container storage, which would clear the docks and reduce terminal congestion.

Mr. Murtha asked if the change in chassis ownership may have impacts on land use surrounding intermodal terminals. Mr. Rohter responded that without solid land use planning around terminals, we will have incompatible uses, as along Illinois Route 53. Mr. Rohter continued that there may be increased chassis stacking and increased traffic.

Mr. Lujan noted that at UP terminals, all chassis are now third-party. There are liability considerations that make such an arrangement advantageous.

Ms. Ogard added that there were roadability issues with chassis. Chassis owners consider maintenance costs and replacement costs. She agreed with Mr. Rohter that there may be land use impacts near rail terminals and container depots. Other issues that needed to be worked out include automation, and overweight containers, and the authority to repair and maintain.

7.0 Truck Routes

Mr. Murtha explained a new city-wide freight system map for Chicago. The map included restrictions coded into the CMAP master highway network, including truck restrictions, low clearances, and posted structures. The map also includes designated truck routes and freight traffic generators.

Mr. Murtha added that CMAP was compiling municipal truck restriction ordinances. CMAP was about half-done with this task. When complete, these restrictions would also be coded into the master highway network.

8.0 Freight Cluster Drill-Down

Ms. Byrne described the regional industry drill-down process. She noted that it was a new direction and approach to industry analysis in the region. The analysis included human capital and industry innovation aspects of regional industries. The analysis includes not only analyses of the primary industry, but also direct and indirect industry customers. The reports look at opportunities for innovative technologies that affect the industry.

Ms. Byrne reviewed the freight cluster report. Section one included industry projections, linkages, and the strengths and weaknesses of the cluster. Section two reviewed the national and international impacts on the Chicago region. This section also included local industry changes and changes being deployed in other regions. Section three included challenges and opportunities, including a look at the freight network and freight infrastructure. This section also included a discussion of innovation and its work force implications. Section four was an overview of networks and groups that support the clusters.

Ms. Byrne explained that the project will be complete in June. The staff was reaching out now, seeking additional feedback from new contacts. The committee offered some feedback regarding the appropriate analysis area, other freight economic studies, etc.

9.0 Major Capital Projects

Mr. Murtha reviewed information regarding I-55. He said IDOT will be at the next Freight Committee meeting to discuss potential managed lane improvements to I-55. Mr. Murtha reviewed I-55 freight traffic data, including volumes, congestion, and traffic generators.

Mr. Murtha also reviewed official CMAP comments regarding the ongoing Illiana expressway project.

10.0 CMAQ Programming

Mr. Patronsky reviewed new CMAQ programming procedures. The new procedures set about to avoid funding Phase-1 engineering, but established a higher reimbursement rate for construction. place.

11.1 – 11.7 Items Deferred

12.0 Other Business

None

13.0 Adjournment

The next meeting was set for May 21 at 10 am. Mr. Thomas adjourned the meeting at approximately noon.

Respectfully submitted by Tom Murtha