



Chicago Metropolitan Agency for Planning

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DRAFT **Freight Committee Meeting Minutes** November 21, 2011

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
DuPage 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, David Chandler – CNT, Chalen Daigle – McHenry County Council of Mayors, Greg Dreyer – Illinois Tollway, Reggie Greenwood – SSMMA, Lee Hutchins – AECOM, Pat Killinger – Will County Highway Department, Steve Lazzara – Will County Land Use Dept., Dean Mentjes – FHWA, Libby Ogard – Prime Focus, Laurence Rohter – IIT, DeAnna Smith – IDOT, Herbert Smith – Norfolk Southern

Absent: David Grewe – UP/CTCO, Rob Hoffman – IIT, Floyd Miras – USDOT Maritime Admin, Earl Wacker – URS Corporation

Staff Present: Tom Murtha, Dan Rice, Todd Schmidt, Kermit Wies

Others Present: Allison Bos – Southwest Council of Mayors, Chris DiPalma – FHWA, Bola Delano – IDOT, Scott Killinger – Will County Stormwater Committee, Holly Lown – Metra, Marty Mueller – Knight E/A, Erika Witzke – Cambridge Systematics

1.0 Call to Order

Chairman Wes Lujan called the meeting to order at 10:03 a.m.

2.0 Introductions

Committee members and other attendees introduced themselves.

3.0 Agenda Changes and Announcements

None

4.0 Membership

Tom Murtha noted that DeAnna Smith had been appointed the ex officio member representing IDOT. Mr. Murtha also suggested clarifying or formalizing the membership of the Council of Mayors in the Freight Committee. The addition to the Committee membership was approved.

5.0 Approval of Minutes – March

The meeting minutes for September were approved.

6.0 Freight Model

Kermit Wies presented the status of CMAP Freight Model Development. He explained that the most recent model development included work on the meso- or middle-scale element of the models. The recent project did not include macro-scale (“big decisions”) or micro-scale (“operations level”) development, but was designed to facilitate the future development of those models. He further

explained that the meso-scale model would help predict “how freight moves into, through, and out of the region.”

Dr. Wies said that our current model estimates only truck volumes, and only based on observed counts. However, recent policy issues, including those addressed by GO TO 2040, required a more nuanced understanding of freight, including “the economic choices made for goods movement across multiple modes and commodities.” Understanding and addressing these policy issues required the development of a more advanced freight model to test scenarios of policies and projects.

The meso-scale model includes firm generation, supplier selection, flow apportionment, and path selection. Firm characteristics include industry, size, and location. For each firm, the top five supply industries are identified, which commodities are involved, and which suppliers are involved. Commodity flows are apportioned among suppliers and receivers. Paths are then selected for the commodity flows. The path consists of information about mode of transportation, size of the shipment, distance, and logistics cost characteristics.

Dr. Wies further explained that the freight model needs commodity flows (US DOT), make/use tables (BEA), county business patterns (Census Bureau), and regional employment data (ORNL). In addition, the freight model needs networks models of the rail, highway, air, and marine freight transportation systems. Using this information, the model tracks firms, transactions, and commodity flows. This involves 40K suppliers, 691K receivers, and 2,100K shipper-receiver pairs. 43 commodities are modeled with 55 logistics alternatives.

The model will help us estimate the effects of different scenarios. Dr. Wies gave an example, to estimate the impact of a new logistics node and short-line rail connection. The example model output of performance metrics included estimates of the change in tons by mode, change in drayage, value of commodities handled, and the tons of goods within the Chicago region.

Dr. Wies concluded by identifying future work, including testing adopted GO TO 2040 policies and the Freight System Planning Recommendations. He also said CMAP would pursue development of the macro-scale model and would develop data in support of the meso-scale model. Together, these would allow the advanced freight model to be used in travel forecasting.

7.0 Federal Reauthorization Update

Elaine Nettle of the Coalition for America’s Gateways and Trade Corridors reviewed the status of efforts to address freight needs within the next federal transportation reauthorization bill. Ms. Nettle explained the complexities of the effort, including the total Highway Trust Fund Authorization level, determining the level of offsets, and the composition of the program. She also noted that while the features of the Senate bill were becoming increasingly clear, the House was not expected to mark up a bill until 2012. For the Senate bill emerging in the Transportation and Infrastructure Committee, she explained that the number of federal programs was expected to be reduced from approximately 90 to approximately 30, with 5 core programs.

Ms. Nettle noted three programs of interest:

- A proposed National Freight Program, expected to total about 5% of the authorization.
- TIFIA, expected to expand in scope with the new authorization.

- Projects of National and Regional Significance, discretionary projects that would not come from the Highway Trust Fund.

Ms. Nettle said a few more words about the proposed National Freight Program. She noted that program apportionments were not yet known. She also stated that the program would be focused on a “Primary Freight Network,” yet to be designated.

8.1 NHS Intermodal Freight Connectors

Staff offered a status report on NHS intermodal freight connectors. He said that field data collection in support of designating NHS intermodal connectors had been completed for 2011. Staff noted several documents posted on the CMAP web site. First, there is a map of [2011 Truck Turning Count Locations](#). The counts were used to confirm truck travel patterns, including in an area on the southwest side of Chicago (see [2011 Near Southwest Side NHS Intermodal Freight Connector Diagram](#)). In addition, staff explained that the field data was recently used to estimate truck trip generation for intermodal facilities (see [Intermodal Truck Trip Generation](#)). Staff further explained that this information would be useful in work to map designated and preferred truck routes.

8.2 Chicago DOT Truck Route Study

On behalf of Mr. Alonzo, Mr. Murtha reported that the City was reviewing the proposals for its truck route study. The City hoped to announce the selected firm soon.

9.0 At-Grade Highway-Rail Crossing Motorist Delay Measurement

Staff said that highway-railroad crossing motorist delay estimation was proceeding. Most noteworthy, the ICC had released an estimate of motorist delay using the same methods as applied in 2002. This study resulted in an estimate of delay of 7,817 hours in 2011, compared to 10,982 hours in 2002. The number of gate-down hours fell from 1509 in 2002 to 1,214 hours in 2011. The number of at-grade crossings in the 6-county area fell from 1,732 in 2002 to 1,468 in 2011.

Staff stated that the report showed delay concentrated at very few crossings. He also stated that several of the crossings with the highest estimated delay were candidates for highway rail grade separations in the CREATE Program.

Staff said much of the reduction in delay might owe to fewer highway-rail at-grade crossings. Mr. Lujan added that other reasons for the delay reduction included faster trains, resulting in part from efforts like CREATE. The effects of more remote intermodal yards were also discussed. While there may have been a reduction in delay at Cook County crossings with fewer trains, these crossings may experience higher delay in the future as new traffic fills in the available rail capacity. Staff indicated that additional work might provide more information about the factors leading to the delay reduction. He said that work would continue.

10.0 Project and Issue Updates

10.1 CMAQ Programming

Mr. Murtha reported that final approvals of the CMAQ program were received in October, and that several projects were nearly ready-to-go, so could be expected to move ahead soon. A railroad grade separation for Washington Street at the CN railway in Lake County was included in the new program (a nearby grade separation at Rollins Rd. is also being built with county-issued bonds). He noted that two CMAQ-funded railroad grade separations, at 130th/Torrence in Chicago and at Belmont Rd in Downers Grove, were under construction this year.

10.2 CMAQ Diesel Emissions Reduction Projects

Staff reported that all but one of the approved rail diesel emissions reduction projects were progressing, and that the Union Pacific Railroad had proposed additional projects. However, the request for funds followed the recent call for projects, so any funds for this project would need to come from projects falling out of the program.

10.3 Freight Cluster Drill-Down – no new information

10.4 Freight Snapshot

Staff noted that new and revised information had been posted to the freight snapshot site at <http://www.cmap.illinois.gov/freight-snapshot>. He stated that comments and corrections are still welcome.

10.5 Chicago Area Waterway System.

Staff reported that Mr. Miras provided new information, which would be posted to the Freight Committee web site.

10.6 CMAP Senior Freight Planner Recruitment

Mr. Murtha said that a revised position, more focused on freight policy and financing, had been posted at <http://www.cmap.illinois.gov/careers>.

7.8 Illinois Transportation District Authority Act – no new information.

8.0 Other Business

No other business was reported.

11.0 2012 Meeting Dates

The following 2012 meeting dates were established:

- January 17 (Tuesday)
- March 19 (Monday)
- May 21 (Monday)
- September 17 (Monday)
- November 19 (Monday)

12.0 Adjournment

Mr. Thomas adjourned the meeting at approximately noon.

Respectfully submitted by Tom Murtha