



# Chicago Metropolitan Agency for Planning

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## **Freight Committee Meeting Minutes** September 16, 2019

Offices of the Chicago Metropolitan Agency for Planning (CMAP)  
DuPage County Conference Room  
233 S. Wacker Drive, Suite 800  
Chicago, Illinois 60606

**Members Present:** Joe Alonzo (CDOT), Elaine Bottomley (Council of Mayors), Colin Duesing (Will County), Kazuya Kawamura (UIC-UTC), Aimee Lee (ISTHA), Rebecca Mason (Illinois Chamber), Herbert Smith (Class I Railroad), Sam Wright (Cook County DOT)(for Maria Choca Urban)

**Staff Present:** Erin Aleman, Aidan Dixon, Jesse Elam, Stephanie Levine, Patty Mangano, Amy McEwan, Tom Murtha, Jeff Schnobrich, Elizabeth Schuh, Simone Weil

**Others Present:** Garland Armstrong (Access Living), Heather Armstrong (Access Living), Baird Bream (Cambridge Systematics), Marie Glynn (Jacobs), Benet Haller (Cook County DOT), George Letavish (City Tech), Adam Miliszewski (WSP), Ryan Peterson (KKCOM), Mary Elisabeth Pitz (MEP&A), Finn Swingley (HERE Technologies), Betsy Tracy (FHWA)(via teleconference)

### **1.0 Call to Order and Introductions**

Mr. Smith, co-chair of the Freight Committee, called the meeting to order at 10:03 a.m. and members introduced themselves.

### **2.0 Agenda Changes and Announcements**

Jeff Schnobrich invited those present to attend CMAP's "Small Plans, Big Ideas" forum series taking place throughout the region in September and October. The forums cover a number of topics that can help communities implement ON TO 2050 and coincide with the Local Technical Assistance program's call for projects.

### **3.0 Approval of Minutes – June 17, 2019**

The minutes from the June 17, 2019 meeting were approved by the Committee.

#### 4.0 Delivery Congestion Reduction Pilot Program

George Letavish of City Tech Collaborative and Finn Swingley of HERE Technologies discussed the [Delivery Congestion Reduction Pilot Program](#). Letavish began with an overview of City Tech – including its programs and partners – and discussed the recently launched Advanced Mobility Initiative. The Congestion Reduction project used data sets from UPS (vehicle information and GPS for seven routes over about a month) and HERE (congestion information) to examine vehicle speeds before, during, and after UPS delivery stops, though no pattern was identified. A secondary analysis examined stop duration and number of packages delivered. Recommendations of the project include that cities focus on locations where interventions can be most impactful at lowering congestion costs and that they make data on traffic congestion and mitigation efforts easily accessible.

Letavish noted that many of the findings validated hypotheses, including some about where and when deliveries are most difficult. A potential second phase of the project, to examine incentives to modify consumer behavior to enable delivery flexibility, was not pursued due to findings of the first phase.

In response to a question about scalability of solutions, Letavish noted that City Tech's solutions are intended to be replicable for different locations and communities of different sizes. In response to a question about the metric used for delivery congestion, Swingley noted that while the data didn't show a relationship between deliveries and general congestion in the areas studied, this may have been because impacts are localized and of short duration. Letavish noted that many carriers do not use real-time congestion information to inform routing and schedules; while this may not have a large impact for carriers with drivers who have knowledge and experience in the area, real time congestion information may be more important as third-party contractors increasingly make deliveries.

A committee member suggested that this type of analysis might be helpful to CTA which deals with bus arrival issues.

In response to a comment about delivery deadlines, Letavish and Swingley noted that business deliveries often have stricter deadlines than residential deliveries, which can decrease overall efficiency. In response to a question about next steps, the presenters stated that while there are no specific next steps, the findings have been shared with partners, and the study's results could help shape future similar efforts.

#### 5.0 Update on CMAP Freight Projects

Jeff Schnobrich provided an update on the Illinois International Port District Master Plan, which is being conducted through CMAP's Local Technical Assistance program. The project kicked off in August 2019 and will take place in two phases over 2019 and 2020.

Patty Mangano provided an update on the Western Will County Truck Routing study. The project was combined with LTA's Will County Freight and Transportation Land Use Strategy, and contract execution is expected in September 2019. In response to a question about the project area, Mangano noted that it has not changed.

Tom Murtha announced that CMAP would be conducting up to five planning-level feasibility studies for grade crossing improvement projects. The studies are anticipated to use Planning and Environmental Linkages to facilitate easy transitions to Phase I studies. An RFQ was released in August, and respondent qualifications are under review; completion is expected in 2021. Chair Smith encouraged collaboration with the impacted railroads.

## 6.0 Logistics Facilities and Truck Traffic

Dr. Kazuya Kawamura provided an [overview](#) of research into decentralization of urban logistics facilities and impacts on truck traffic. He discussed the concept of "logistics sprawl" – deconcentration of logistics terminals in metropolitan areas. Data from the Chicago region on transportation/warehousing employment, as well as warehousing business locations, suggest that logistics sprawl has occurred in the region. Kawamura noted that many transportation planners are concerned about logistics sprawl and have discussed trying to impact it via land use regulations with the goal of decreasing congestion, emissions, and pollution. However, research on logistics sprawl's impacts on truck traffic are limited. Using data from a Tokyo freight survey, his research showed that logistics sprawl was accompanied by a decrease in truck VMT. Average shipment distance increased, but this was offset by fewer total truck trips – a result of total freight volume decreasing and average loads per truck increasing. A second portion of the research used computer simulations to analyze the impacts of land use policies – such as concentration, deconcentration, and distance minimization – on truck VMT. It found that it is extremely challenging, if not impossible, to reduce truck VMT through land use policies.

In response to a question about the causes of decentralization, Kawamura stated that one cause is industry's desire for high throughput facilities that are bigger and more efficiently laid out. Other Tokyo-specific factors include timing of expressway construction and the real estate market.

In response to a question about the comprehensiveness of cost analysis that most companies undertake in siting decisions, Kawamura noted his analysis showed that existing decisions appear relatively efficient and optimized. A major concern when considering land use regulations for logistics facilities is that the locations they ship to change regularly, and regulations might soon be obsolete.

## 7.0 Capital Funding Package Analysis

Jeff Schnobrich [presented](#) portions of a CMAP analysis of the state's capital funding package, Rebuild Illinois. He discussed new state transportation revenues generally as well as impacts to the trucking industry. These include an increased diesel fuel tax rate,

increased truck registration fees, and repeal of the Commercial Distribution Fee. He discussed distribution of the new revenues, highlighting funds that could be used to improve the freight system; specific set asides include CREATE, ports, and grade crossings. He also discussed bond repayment sources and anticipated interest payments, as well as specific projects that were appropriated funds or were announced by the Governor's office.

In response to a question about port funding, Schnobrich noted that while the language is imprecise, it is anticipated that this funding will be limited to maritime ports and not airports. A committee member noted that IDOT's marine transportation group was working on how to spend these funds. Committee members also discussed legislator projects, the legislative process, and the status of IDOT's Multi-Year Plan.

#### **8.0 Other Business**

There was no other business presented.

#### **9.0 Public Comment**

Heather Armstrong stated concerns with railroad crossings on Harlem Avenue in the western suburbs, particularly at the BNSF crossing in Berwyn. She also noted concerns with pedestrians climbing between stopped freight train cars and voiced support for grade separations in Berwyn and Elmwood Park.

Garland Armstrong stated a concern about train derailments. Chair Smith noted the ways that railroads respond to such occurrences.

Chair Smith noted that recent changes in railroad operations in the region may impact intermodal facility lift counts as well as the grade crossing prioritization list. He stated that he would keep CMAP staff updated.

Chair Smith thanked CMAP staff for organizing a site visit to UPS' CACH facility and encouraged similar future visits. Jeff Schnobrich thanked Chair Smith for organizing a tour for students in CMAP's summer FLIP program of Norfolk Southern's 47<sup>th</sup> St. intermodal facility.

#### **10.0 Next Meeting – November 18, 2019**

The next meeting will be held on Monday, November 18, 2019.

#### **11.0 Adjournment**

The Committee adjourned at 11:43 a.m.

Respectfully submitted,

Jeff Schnobrich, Committee liaison

*Approved as presented, by unanimous vote, November 18, 2019*