



**Chicago Metropolitan Agency for Planning (CMAA)
DRAFT**

Freight Committee Meeting Minutes

February 24, 2020

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

Members Present: Joe Alonzo (CDOT), Elaine Bottomley (Council of Mayors), Mike Burton (C&K Trucking), Colin Duesing (Will County), Eric Gallien (Illinois Trucking), Clayton Harris (IIPD), Lee Hutchins (Consultant), Aimee Lee (ISTHA – via webinar), Libby Ogard (Consultant – via webinar), Adam Rod (CDA), DeAnna Smith (IDOT), Herbert Smith (Class I Railroad)

Staff Present: Michelle Agunloye, Courtney Barnes, Jesse Elam, Ben Krochmal, Kathy Lane, Stephanie Levine, Patty Mangano, Tim McMahon, Tom Murtha, Stephane Phifer, Jeff Schnobrich, Tina Fassett Smith, Joan Smedinghoff, Simone Weil, Laura Wilkison

Others Present: Garland Armstrong (Access Living), Josh Auld (Argonne), Samantha Bingham (CDOT), Alison Conway (City College of New York – via webinar), Cecilia Diaz (Cook County DOT), Peter Dirks (Cook County DOT), Aly Elbanna (CDOT), Benet Haller (Cook County DOT), Adam Miliszewski (WSP), Heidy Persaud (PMCS/RPM CTA), Ryan Peterson (KKCOM), Mary Elisabeth Pitz (MEP&A), William Riley (CDA), Aymeric Rousseau (Argonne), Ann Schlenker (Argonne), Monique Stinson (Argonne), Betsy Tracy (FHWA – via webinar), Rebecca Wingate (Cambridge Systematics)

1.0 Call to Order and Introductions

Mr. Gallien, co-chair of the Freight Committee, called the meeting to order at 10:04 a.m. and those present introduced themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes – November 18, 2019

The minutes from the November 18, 2019 meeting were approved by the Committee.

4.0 Railroad Trespassing Conference

Cecilia Diaz and Peter Dirks of the Cook County Department of Transportation announced the upcoming Railroad Trespassing Conference – to be held in May in coordination with the Federal Railroad Administration – and discussed research done in preparation for the conference. Cook County ranks second among all counties in the U.S. for rail trespasser fatalities. Dirks provided an overview of the analysis, which covered the seven-county Chicago region and used an ICC data set that includes 853 events over 7.5 years. The analysis expands on existing FRA analysis by including not just fatalities, but also injuries and property damage incidents.

Dirks categorized findings by bike/pedestrian, automobile, and heavy truck. Diaz announced that interested parties are welcome to attend the conference.

In response to a question about whether the number of trains passing through specific crossings has been factored in, Dirks said it has not yet been done but is of interest. In response to a question about whether railroad operations may create situations in which drivers may be tempted to drive around downed gates, Dirks noted that “control group” data is not available and that identifying a specific reason for an incident can be difficult and the resulting data inconsistent. Co-chair Smith noted that Norfolk Southern (NS) has partnered with Waze to purchase advertisements that notify drivers - - while they are not actively driving -- that they are in proximity to crossings. Diaz and Dirks noted that technological solutions -- and funding for them -- will be discussed on the second day of the summit.

5.0 Drive Clean Chicago

Samantha Bingham, Clean Transportation Program Director for CDOT, [discussed](#) the city’s electrification efforts, focusing on displacing diesel emissions from trucks. The Drive Clean Truck program, which was active from 2014 to 2017, used \$11.3 million in CMAQ funding and provided a point of sale discount for 288 Class 2 to Class 8 zero- or low-emission trucks and busses. An additional \$17.8 million in CMAQ funding was secured, but the program is on hold because Buy America partial waivers have not been issued by FHWA. Battery costs have decreased over time, which will help overcome range issues that occur due to Chicago’s cold winters, since more battery packs can be purchased.

Bingham also discussed development of a new guide for truck electrification for fleets and site developers. The guide will be available shortly. She also discussed the Green Drives Conference, held by the Chicago Area Clean Cities Coalition, scheduled for April 30, 2020.

Committee members requested that the commercial electric vehicles readiness guidelines be shared with the committee. In response to a question about whether interest in incentives differed by fleet size, Bingham stated that there was interest from fleets of all sizes and that willingness to try out a new technology was the main differentiator.

6.0 Complete Streets Considerations for Freight

Dr. Alison Conway of the City College of New York [presented](#) a guidebook on Complete Streets Considerations for Freight. While “complete streets” may bring to mind bicycle and pedestrian considerations, freight needs must also be considered on urban streets. Conway discussed guidebook development, common challenges to designing streets for freight, examples of solutions, and demand management. The common challenges can be broken into three groups: selecting an appropriate design vehicle, vehicle navigation challenges (large vehicle turns; conflicts with vulnerable road users), and curbside challenges (providing space for parking, loading, and delivery; providing curb and building access). Demand management solutions – such as off hours deliveries, consolidation centers, and lockers – can be successful, but they may require policy and behavior change and will only be successful if the costs are acceptable to stakeholders.

In response to a comment about differences between cities that have significant alley networks and those that don't, Conway noted that some cities with alleys have seen a push to convert those alleys to nonmotorized or green uses and that commercial needs must be considered before changes are made. A committee member commented that the ability of trucks to conduct deliveries on Lower Wacker Drive makes Chicago somewhat unique. A committee member thanked Dr. Conway for the presentation and stated that these considerations are important for the trucking industry.

7.0 E-commerce and Parcel Delivery: VMT and Energy Consumption

Monique Stinson presented [research](#) that she and colleagues conducted into the net effects on VMT and energy consumption of increased parcel truck deliveries and decreased personal shopping trips brought about by the rise of e-commerce. Different scenarios were modeled for the present, 2025, and 2040 that had different assumptions for level of TNC use and adoption of autonomous vehicles. The number of e-commerce deliveries per household per week is assumed to be 1 at present. In the scenarios, this figure increases to 3 in the mid term, and 5 in the long term. The number of passenger shopping trip miles is significant at baseline and represents a major area for VMT reduction. The scenarios suggest that in a world of increasing e-commerce, retail-related VMT will decrease by 32% in the short term and 36-50% in the long term; the decrease in energy use would be even greater. A corner case that assumed that e-commerce deliveries will replace all household shopping trips resulted in a decrease in retail-related VMT of 80% and energy savings of 50-60%. Household shopping trips tend to be 7 to 8 miles one way and are often done in a hub-and-spoke manner, whereas delivery trips are generally more efficient, and the marginal VMT increase for an added delivery is just .4 miles. In summary, efficient e-commerce systems can save on VMT and energy.

A committee member commented on potential inefficiencies in e-commerce delivery due to multiple delivery services operating in the same area. Stinson noted that she hopes to conduct future research into what is happening in the express delivery market. In response to a comment about the efficiency of operations during the holiday season, Stinson noted that it is a challenge for all parcel delivery companies.

8.0 CMAP and Member Updates

CMAP staff provided a number of updates: Jeff Schnobrich stated that CMAP Executive Director Erin Aleman testified before two subcommittees of the U.S. House Transportation Committee in December; he also noted that CMAP commented in response to USDOT's Request for Information on a National Freight Strategic Plan. Patty Mangano provided updates on three truck routing studies in development or underway. The Will County study is now known as [Moving Will County](#). Schnobrich also announced that the Chicago Terminal Carload Transit Time indicator has been [updated](#) with 2019 data. He reminded committee members that FRA's Blocked Crossing [website](#) is up and running, but that CMAP has ongoing concerns that the self-reported data is not representative.

DeAnna Smith provided updates from the IDOT Bureau of Planning. Studies underway include a statewide truck parking study and a truck bottleneck follow-up study. Forthcoming projects include state pipeline network study as well as a rail needs assessment. Smith also provided an overview of the January ISFAC meeting.

Mike Burton announced that a presentation and data on truck turn times at intermodal facilities is available at the Illinois Trucking Association website.

Joe Alonzo announced that CDOT will be conducting a study of non-motorized transportation on the 31st Street corridor on the Near West Side, as well as a broader Southwest Industrial Corridor study.

9.0 Other Business

There was no other business presented.

10.0 Public Comment

Garland Armstrong stated a concern about turning movements related to the rail crossing at the intersection of 87th, Pulaksi, and Southwest Highway. He also noted a concern with accessibility devices on shuttle buses at O'Hare airport.

11.0 Next Meeting – May 18, 2020

The next meeting will be held on Monday, May 18, 2020.

12.0 Adjournment

The Committee adjourned at 12:00 p.m.

Respectfully submitted,

Jeff Schnobrich, Committee liaison