Create a More Efficient Freight Network

Implementation Action Area #1: Create a National Vision and Federal Program for Freight

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Create a vision for a federal role in transportation that includes a national freight policy with dedicated funding and corridors of national significance	Federal (Congress, U.S. DOT)	Establish a method to formulate a national freight plan that can guide regional and state efforts to improve the freight systems. Create a systematic funding program for freight improvements. This will help alleviate interstate highway, rail, and airport congestion and provide redundancy for the times when other parts of the national transportation system are overburdened.	Revise

Implementation Examples:
- MAP-21 calls for strategic investment in transportation and operational improvements with a goal of improved system performance. It charges U.S. DOT with establishing a two-part National Freight Network, one network being "primary" and the other "rural". The National Freight Network will serve as a target for state investment. However, the Network does not include freight rail, which carries about 42 percent of the nation's ton-miles (a unit that measures a ton of freight moving one mile).
- U.S. DOT will establish performance measures for the National Freight Network. Within one year after rulemaking, states must develop and report on state performance targets for freight movement. While performance targets have not yet been designated, they may include anticipated changes in hourly delay, average travel speeds, and the condition of connectors between the interstate system and intermodal terminals. Every two years, U.S. DOT will prepare a report on the performance of the national freight system.
- U.S. DOT will also develop a national freight strategic plan that will periodically review the condition and performance of the National Freight Network and will identify significant bottlenecks over a 20-year forecast horizon. The plan must also outline best practices and strategies for improving the system.

Rationale for Retain/Revise/Complete/Delete Assessment:
- MAP-21 makes some progress in this area, but CMAP wants to transcend MAP-21 to allow for a truly multimodal vision, an engaged role for MPOs, a dedicated funding source, and performance-based project selection.

Implementation Action Area #2: CREATE Rail System Improvements

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Build a larger national coalition to support CREATE	Federal (Congress, U.S. DOT), State (General Assembly, IDOT), Amtrak, Metra, CMAP, municipalities, freight railroads	To heighten the status of this program at the federal level, the importance of it and its benefits need to be communicated to stakeholders (elected officials, other MPOs, business community, public) throughout the country in order to gain broader endorsement, support, and funding.	Retain

Implementation Examples:
- In June 2013, representatives from the CREATE partnership, along with representatives from Metra, the Association of American Railroads, the Illinois Chamber of Commerce, and labor groups participated in a roundtable convened by the Congressional Railroads Subcommittee to discuss the program's national importance, examine progress and consider needs moving forward.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Secure funding to complete the CREATE Program	Federal (Congress, U.S. DOT), State (General Assembly, IDOT), Amtrak, Metra, CMAP, municipalities, freight railroads	Identify funding sources for continuing implementation of the CREATE Program infrastructure improvements. Funding sources that should be explored, but not limited to, include the following: local, state, federal grants, bond or loan opportunities, railroads, other private sources, and user fees.	Retain

Implementation Examples:
- CREATE has been successful in the federal Transportation Investments Generating Economy Recovery (TIGER) program, a discretionary grant program. CREATE received $100 million in TIGER I in FY 2009, and an additional $10.44 million in TIGER IV in FY 2012.
- The program was awarded $322 million through the Illinois Jobs Now! state capital program. Illinois Jobs Now! was first appropriated in FY 2009.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Prioritize and implement the CREATE Program	Federal (U.S. DOT), State (IDOT), Amtrak, Metra, City of Chicago, freight railroads	Prioritize the remaining projects based on criteria that factor in project readiness, available funding resources, and public benefit, and aggressively work to implement all of the 71 projects.	Revise

Implementation Examples:
- The CREATE program lists 17 completed projects as of May 2013, and announced the completion of the Blue Island modernization project (WA10) in September 2013.

Rationale for Retain/Revise/Complete/Delete Assessment:
- The CREATE website lists a total of 70 projects in the program, not 71 projects.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Develop the next phase of rail improvements	State (IDOT), Metra, CMAP, municipalities, freight railroads	Develop a CREATE II program so that the regional rail system has the capacity to efficiently handle potential future traffic loads and meshes with an efficient system for local pick-up and delivery. CREATE II should seek to improve operating speeds and reduce congestion on all major mainline routes traversing the Chicago region and by also increase terminal capacity.	Retain

Implementation Examples:
- The Elsdon Subdivision project, one of the projects envisioned in planning studies leading up to the GO TO 2040 freight system recommendations, was implemented in the Fall 2013 through an agreement between the CN and CSX railroads, approved by the Surface Transportation Board.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.

Implementation Action Area #3: Regional Trucking Improvements: Truckways, Truck Routes, Delivery Time Management, and Restrictions

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Identify opportunities for dedicated freight corridor systems	State (IDOT, Tollway), Freight Authority, CMAP, municipalities	Identify appropriate facilities and corridors, via truckways or truck-only lanes, in order to improve safety and increase efficiencies through separating large trucks and passenger vehicles. Provide an alternative for freight to avoid certain corridors due to peak hour passenger vehicle congestion. Engage freight-industry stakeholders and communities in early discussions. Suggested corridors to study: • Illiana Expressway • I-55/Stevenson Expressway • Connections between intermodal freight terminals	Revise

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action refers to specific corridors which may need to be revised.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Implement dedicated and managed truckways	State (IDOT, Tollway), Freight Authority, CMAP, municipalities	Preserve right-of-way in potential corridors. Engage in feasibility studies and, if appropriate, preliminary engineering and construction. Provide freight-friendly designs, including pavement design, geometrics, sight distance, and land widths. Engage PPPs, as appropriate.	Revise

Implementation Examples:
- Dedicated truckways are one option being considered in the I-55 Managed Lane Project. That study was initiated in April 2012 and is expected to be completed in early 2014. The scope of this project includes one new lane in each direction from I-90/94 to I-355; various managed lanes strategies could include an express toll lane, high-occupancy vehicle lane, high-occupancy toll lane, congestion-priced lane, or other strategies.

Rationale for Retain/Revise/Complete/Delete Assessment:
- The text should read "lane widths", not "land widths".

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Manage transportation system to reduce peak-period congestion through congestion pricing	State (IDOT, Tollway), CMAP	Analyze, evaluate, and institute congestion pricing on selected road segments.	Retain

Implementation Examples:
- In late 2012, CMAP launched a new [microsite](#) to demonstrate the need for congestion pricing as a tool to manage traffic and help pay for infrastructure improvements. The site features new computer-modeled analysis by CMAP and describes significant benefits of congestion pricing, which uses "express toll lanes" to manage traffic for faster, reliable travel times. If it were implemented on five new construction projects, express-lane drivers during the morning rush would reach their destinations 31 to 66 percent quicker, at a modest additional cost.
- The above study looked at five expressway projects as recommended by the GO TO 2040 comprehensive regional plan. These included two new facilities -- the Illinois Route 53 north extension and Illinois Route 120 bypass and the Elgin-O'Hare West Bypass -- plus new lanes on the I-90 Addams Tollway, the I-290 Eisenhower Expressway, and the I-55 Stevenson Expressway.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Catalog and update the region's truck routes	State (IDOT), CMAP, counties, municipalities	Analyze and map existing truck routes. Identify the gaps and inconsistencies in the current routes. Coordinate a logical and efficient system to update and implement a regional network of truck routes.	Retain

Implementation Examples:
- CMAP published an updated Regional Freight System Planning Map in March 2013, along with a Chicago Freight System Planning Map. These maps include truck routes.
- As of Fall 2013, the City of Chicago was wrapping up its UWP-funded study of truck routes, with suggested recommendations.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Address delivery times and parking restrictions	Counties, municipalities	Assess local delivery times and parking restrictions. Make changes where possible to reduce peak-period truck travel.	Retain

Implementation Examples:
- In April 2013, CMAP published a revised Regional Freight System Planning Map with Level of Overnight Delivery Regulation, as well as a revised Regional Freight System Planning Map with Level of Truck Parking Regulation. CMAP had collected the information as part of its biennial municipal survey.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.

Implementation Action Area #4: Organization and Public Policy

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Explore the establishment of a governance structure, such as a Freight Authority, to identify issues, guide investments and advocate on behalf of the region	State (IDOT, Tollway), CMAP, counties, municipalities, freight carriers	Analyze and plan to establish a Freight Authority, preferably within an existing agency, to serve as an oversight agency for coordinating freight issues and investments in the Chicago region. The Authority should bring together the public and private sectors, working together toward accomplishing goals of mutual interest and benefit to the region. In its oversight capacity, the proposed body would have the authority to collect revenue (such as user fees or tolls) and issue bonds. The agency's oversight responsibilities would include all freight modes, as well as freight-related economic development opportunities within the region.	Revise

Implementation Examples:
- CMAP is convening the Regional Freight Leadership Task Force to meet this call. The task force will first meet in October 2014 and is expected to produce a report for the CMAP Board in June 2014. The task force is composed of members from the private, public, and non-profit sectors, and will address potential institutional responses to the region's freight issues.

Rationale for Retain/Revise/Complete/Delete Assessment:
- GO TO 2040 is fairly specific in calling for an RFA to be housed within an existing agency, to have taxing and/or tolling authority, to be able to issue bonds, and to be involved in economic development. This specificity may or may not be consistent with recommendations to come from the Regional Freight Leadership Task Force.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Conduct further study to implement use fees or container charges	State (IDOT, Tollway), CMAP, counties, municipalities, freight carriers	The largest hurdle to implementing improvements for freight is identifying funding and securing a revenue stream. The region should actively study various methods to collect user fees on container shipments as potential revenue source.	Revise

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:
- There are potential constitutional issues with container fees levied by states or local governments. This action should be reworded more generally to support freight user fees.

Implementation Action Area #5: Integrating Freight Needs and Financing into Infrastructure Prioritization

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Include freight-related performance measures in project evaluation process	State (IDOT, Tollway), CMAP, counties, municipalities	Develop measures that take into account freight needs and deficiencies in evaluating potential transportation improvements. This performance-based approach will provide a more transparent and quantitative means of project evaluation, and instill more accountability into the project selection process.	Retain

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Enhance freight modeling capacity	CMAP	Develop more robust modeling tools that will better predict local and regional impacts of freight based on changes in national and global freight systems. Also, assist to facilitate a better understanding of regional freight movements and impacts on our transportation network as well as nearby land use.	Retain

Implementation Examples:
- CMAP has been working with consultants to develop a mesoscale freight model. That model would act as a middle approach to translate large-scale, global economic trends to the detailed regional transportation system. In June 2011, the team published "A Working Demonstration of a Mesoscale Freight Model for the Chicago Region", including a final report and user's guide.
- Consultants have also developed a draft "Agent-Based Economic Extension to the Meso-Scale Freight Model." This model will better explain micro-scale freight decisions for regional analyses.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.