Chicago Metropolitan Agency for Planning

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DRAFT
Freight Committee Meeting Minutes
September 2, 2009

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

Committee Members: George Billows-Illinois Trucking Association (Chairman), Joe Alonzo-CDOT Gregory Dreyer-ISTHA, Reggie Greenwood-SSMMA, Patti Killinger-Will County, Jim LaBelle-Chicago Metropolis 2020, Dean Mentjes-FHWA, Laurence Rohter-IIT, Norm West-USEPA

Absent: Tom Zapler, UPRR, David Chandler-CNT, Doug Grane-Central States Trucking, David Grewe-CTCO, Rob Hoffman, Dr. J. Lee Hutchins-AECOM, Kazuya Kawamura-UIC, Steve Lazarra-Will County Land Use Dept, Floyd Miras-USDOT-Maritime Admin, Libby Ogard-Prime Focus, Gary Perry-Walgreens, Earl Wacker-Consultant, Larry Wilson-IDOT

Staff Present: Brett Baden, Patricia Berry, Julian Carow, Don Kopec, Tom Murtha, Arthur Nicholas, John O'Neal, Holly Ostdick, Todd Schmidt

Others Present: Kristen Bennett-Metro Strategies, Bernardo Bustamante-FHWA, Erik Cempel-Cambridge Systematics, Eric Holemann-Wilbur Smith Associates, Dean Mentjes-FHWA, Mark O'Donnell-Metra, Gerald Rawling, Jessie Slaten-Jacobs, Barb Sloan-Cambridge Systematics, Audrey Wennink-Cambridge Systematics, Tammy Wierciak-WCMC, Erika Witzke- Cambridge Systematics

1.0 Call to Order and Introductions

Co-chair George Billows called the meeting to order at 9:08a.m. Mr. Billows informed the Committee that his co-Chair, Tom Zapler, could not attend the meeting.

2.0 Introductions

Other committee members introduced themselves.

3.0 Agenda Changes and Announcements

No changes were noted; no announcements made

4.0 Approval of Minutes – June 3, 2009

A motion to approve the minutes of the July 16 meeting, with no revisions, was made seconded by Committee members. All in favor, the motion carried.

5.0 City of Chicago Rail Structure Inventory

Mr. Alonzo, from the City of Chicago DOT, introduced the presenter, William Reed, and briefed the Committee on the background of the Inventory. He stated that the Inventory was initiated by the City's former Commissioner for Transportation, and represents an attempt to streamline and centralize information about rail viaducts within the City. He added that the Inventory is still a work in progress, and not yet available to the general public.

Mr. Reed (an IT specialist from HOH Consulting) gave the Committee a presentation about the software application and its use, which his firm is developing as searchable, web-based database of the viaducts within the City of Chicago, with information about the viaducts, including ownership, as well as photos of the structures. He stated that there are 1,572 viaducts in the database. He discussed and demonstrated the 'search' function of the database, using sample locations.

He stated that at present the database is for internal use only, but that it is planned to be made available to the general public in the future. Committee members expressed support for making this information publicly available.

6.0 Regional Freight System Planning Recommendations

Ms. Witzke from Cambridge Systematics – after introducing her colleagues on the project – presented the freight planning recommendations efforts thus far. She noted that the goal of the project was to propose a set of planning recommendations for the freight system to be considered within the GO TO 2040 process, and to estimate the effects of such recommendations, including any economic benefits. Project phases included developing a freight planning framework; data and forecasting; performance, policy, and investment analysis; and recommendations, with continuous public outreach.

Public Outreach

Ms. Witzke outlined the type of feedback which they have gotten so far from trucking, railroad, and business interests, and briefly previewed the kind of responses they had received from the online survey. Key problem areas identified by trucking interests included congestion in urban areas; construction; local delivery time restrictions, and the lack of parking. Their recommended solutions included construction management; advanced traveler information; more truck parking; policies to encourage night deliveries; and travel demand management.

Ms. Witzke stated that railroad interests noted the heavy reliance on Chicago as an east-west rail service interchange. They anticipated significant future growth in intermodal traffic, with longer trains and more prioritized loads. They also stated that the CREATE program will address many of the identified major rail bottlenecks, facilitating this future traffic.

Ms. Witzke stated that business interests were concerned about local delivery time and delivery route restrictions. They had also expressed concern about oversize and overweight permit requirements adding substantial costs to some shipments. Roadway conditions and congestion were seen as problematic, but not a high direct cost.

Ms. Witzke gave a preview of upcoming outreach meetings, including aviation, waterborne carriers, and the Council of Mayors Executive Committee.

Ms. Witzke also pointed out that the online freight survey was continuing.

Framework
Ms. Witzke outlined and briefly discussed the broad study framework elements: 1) Economy, 2) Logistics, 3) Infrastructure, 4) Commodity/vehicle traffic flows, and 5) Organization and Public Policy. She discussed the framework themes, and outlined the framework development process. The framework would provide the first draft of guiding principles for the plan recommendations.

Issues and opportunities for the economy included identifying critical sectors for economic growth, their dependency on freight, and the implications of structural changes in the Chicago economy. The draft theme for economic issues was:

> *"In 2040, the Chicago region's freight system will contribute to the growth, productivity, and changing needs of business and industry by providing cost-effective and reliable access to resources, markets, and labor."*

Issues identified for industry logistics patterns included the Chicago's role as an intermodal hub, a distribution center, and a service/manufacturing center. There was concern that the next generation of logistics strategies would bypass our region. The draft theme for industry logistics patterns was:

> *"In 2040, the Chicago region will serve as an International hub for goods movement."*

The issues and opportunities for freight infrastructure included mismatches between the existing freight infrastructure and industry/carrier needs. Identifying needed improvements within a changing region was a big hurdle. The draft theme for freight infrastructure was:

> *"In 2040, the Chicago region's freight infrastructure will provide seamless, efficient connections to markets beyond the region's/state's borders, throughout North America, and to the world."*

The issues and opportunities for the commodity/vehicle flows theme included the level of service (travel times, cost, and reliability), bottlenecks, and congestion pricing. The draft theme for commodity/vehicle flows was:

> *"In 2040, the Chicago region's freight system will have operational capacity to accommodate highway, rail, water, and air freight commodity and vehicle flows."*

Finally, the issues and opportunities in the organization and public policy theme included the identification of a Chicago model for re-linking transportation planning and investments to economic, social, and environmental goals. Freight-related land use and development as well as the balance between moving people and moving goods were other issues. The draft theme was for organization and public policy was:

In 2040, the Chicago region's public and private freight stakeholders will have shared goals and priorities on the process used for identifying the region's freight system needs, priorities, and making investment decisions.

The related theme of environmental and community impacts had the following theme:

In 2040, public and private freight stakeholders will contribute positively to the quality of life in metropolitan Chicago.

Discussion ensued among Committee and audience members as to whether our region can have a larger volume of freight without a substantial negative impact, or whether we should only seek a positive *net* effect from freight operations.

Performance Measures
Ms. Witzke introduced the project's performance measures. The project is establishing basic performance measures that will aid in identifying freight needs and deficiencies and guide the development of recommendations. The approach includes a literature review, stakeholder feedback, and complementing the CMAP regional indicators. Goal areas for freight performance measures include system preservation, mobility, connectivity/accessibility, safety, environment/community, and economic growth.

Policy Analysis
Ms. Witzke gave a very brief explanation of the policy analysis work, including the development of policy bundles by framework theme.

7.0 Regional Arterial Congestion
Mr. Murtha introduced the Committee to the work Todd Schmidt of the CMAP staff has completed on regional arterial congestion, pointing out a map showing the relative travel times (i.e. state of congestion) on arterial roads. Mr. Murtha asked for feedback from Committee members and the general public as to whether such data / maps were of use in their work.

8.0 Congestion Mitigation and Air Quality Improvement (CMAQ) Program
Mr. Murtha introduced the CMAQ program and staff member, Holly Ostdick, who described the CMAQ program in greater detail. Ms. Ostdick told the committee that the program funds air quality improvements in our transportation system. Ms. Ostdick pointed out that several of the projects in the program would benefit the freight industry, including the diesel engine retrofits. Ms. Berry then expanded on how the program might be of use to local agencies and groups needing funding for freight-related projects. She pointed out that early involvement in project development and providing program comments is most helpful. Mr. Murtha pointed out that program changes were being considered, including programming funds for the I-55 Intelligent Transportation System project. He indicated this would be a net plus for the freight industry, which is a heavy user of I-55. [This latter change was included in the final approved program, posted at http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=17786.]

9.0 Project and Issue Updates
No discussion

10.0 Meeting Schedule – Next meeting, October 16 at 10am [rescheduled for November 16].

Future meeting dates:

Dec. 3, 2009
Jan. 6, 2010
Feb. 18, 2010

11.0 Adjournment

At 11:35 a.m., a motion to adjourn was made and approved by acclamation.

Respectfully submitted by John O'Neal