# 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 |
|---|---|---|---|
| Support the implementation of a national freight policy and freight networks | Federal (Congress, U.S. DOT) | MAP-21 established a method to formulate a national freight policy, as well as a National Freight Network and a Primary Freight Network. Support the development and implementation of these efforts. | 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:**
- Revisions reflect progress made in MAP-21.

| Action | Lead Implementers | Specifics | Retain/Revise/ Complete/Delete |
|---|---|---|---|
| Expand federal policy to include a truly multimodal freight network | Federal (Congress, U.S. DOT) | MAP-21 defines the National Freight Network and Primary Freight Network as highway systems. Work to expand these networks to include other modes critical to goods movement, and to expand the highway network beyond the 27,000-mile cap established in MAP-21. | This is a potential new implementation action. |

| Action | Lead Implementers | Specifics | Retain/Revise/ Complete/Delete |
|---|---|---|---|
| Provide dedicated, performance-based funding for freight improvements | Federal (Congress, U.S. DOT) | MAP-21 fails to provide dedicated funding for a national freight program. Dedicate funds to that purpose from freight user fees, and allocate these funds using performance criteria. | This is a potential new implementation action. |

| Action | Lead Implementers | Specifics | Retain/Revise/ Complete/Delete |
|---|---|---|---|
| Provide an engaged role for MPOs in freight planning and project selection | Federal (Congress, U.S. DOT) | MPOs should be directly involved in the state freight planning process. They should also have a key decision-making role in the prioritization and selection of freight projects for funding. | This is a potential new implementation action |

*Implementation Action Area #2: CREATE Rail System Improvements*

| Action | Lead Implementers | Specifics | Retain/Revise/ Complete/Delete |
|---|---|---|---|
| Build a larger national coalition to support the CREATE Program | Federal (Congress, U.S. DOT), State (General Assembly, IDOT), Amtrak, Metra, CMAP, municipalities, freight railroads | To heighten the status of the CREATE program at the federal level, its importance and 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:**
- Slight text edits to improve readability.

| 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 to complete the implementation of the CREATE Program. Funding sources that should be explored include, but are not limited to, local, state, and federal grants; bond or loan opportunities; freight railroads; and other private sources. | Revise |

**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.
- "User fees" would be paid by the freight railroads, so it is redundant to include both in the list of potential revenue sources. Other slight text revisions made to improve readability.
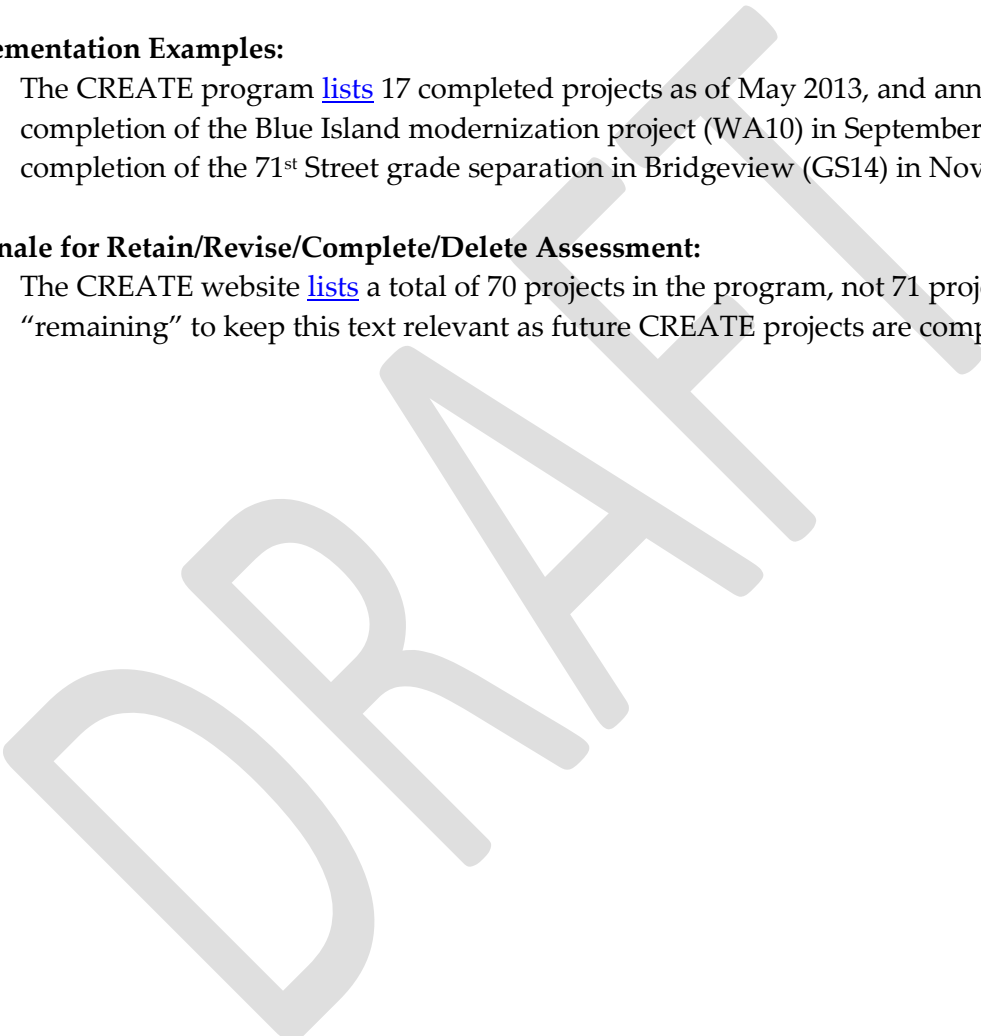
| Action | Lead Implementers | Specifics | Retain/Revise/ Complete/Delete |
|---|---|---|---|
| Prioritize and implement the CREATE Program | Federal (U.S. DOT), State (IDOT), Amtrak, Metra, City of Chicago, freight railroads | Prioritize the remaining projects based on criteria that factor in project readiness, available funding resources, and public benefit, and aggressively work to implement all remaining 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 and completion of the 71st Street grade separation in Bridgeview (GS14) in November 2013.

**Rationale for Retain/Revise/Complete/Delete Assessment:**
- The CREATE website lists a total of 70 projects in the program, not 71 projects.  Use "remaining" to keep this text relevant as future CREATE projects are completed.

| Action | Lead Implementers | Specifics | Retain/Revise/ Complete/Delete |
|---|---|---|---|
| Develop the next phase of rail improvements | State (IDOT), Amtrak, Metra, CMAP, municipalities, freight railroads | Develop a "CREATE II" program to ensure the regional rail system has the capacity to efficiently handle future traffic loads and intermodal transfers. CREATE II should seek to improve operating speeds and reduce congestion on all major mainline routes traversing the Chicago region and also increase terminal capacity. | Revise |

**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 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.
- Added Amtrak to "Lead Implementers".
- Wording change to emphasize intermodal transfers over truck drayage.

*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 truck corridor systems | State (IDOT, Tollway), Freight Authority, CMAP, counties, municipalities | Identify appropriate facilities and corridors for truckways or truck-only lanes, in order to improve safety and increase efficiencies by separating large trucks and passenger vehicles. Provide an alternative for freight to avoid certain corridors due to peak-period passenger vehicle congestion. Engage freight-industry stakeholders and communities in early discussions. | Revise |

**Implementation Examples:**

**Rationale for Retain/Revise/Complete/Delete Assessment:**
- This action refers to specific corridors which may need to be revised.
- Added "counties" to Lead Implementers.
- Slight text revisions for clarification. Elimination of specific corridors from text.

| Action | Lead Implementers | Specifics | Retain/Revise/ Complete/Delete |
|---|---|---|---|
| Implement dedicated and managed truckways | State (IDOT, Tollway), Freight Authority, CMAP, counties, municipalities | Preserve right-of-way in potential corridors.  Engage in feasibility studies and, if appropriate, preliminary engineering and construction.  Provide freight-appropriate designs, including pavement design, geometrics, sight distance, and lane 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:**
- Added "counties" to list of "Lead Implementers".
- Slight text revisions.

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

**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:**
- Slight text correction to "Action" text.

| 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. | Retain |

**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:**
- This action remains a priority for CMAP and the region.

| Action | Lead Implementers | Specifics | Retain/Revise/ Complete/Delete |
|---|---|---|---|
| Conduct further study to implement user fees | Federal (Congress, U.S. DOT), 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 as a potential revenue source for freight improvements. | 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 was reworded more generally to support freight user fees.
- Added Federal partners to the list of "Lead Implementers".  The federal government will likely play a critical role in the development of 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 the 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. | Revise |

**Implementation Examples:**

**Rationale for Retain/Revise/Complete/Delete Assessment:**
- This Slight text correction to the "Action".

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

**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.
- Slight wording changes to improve readability.