



Chicago Metropolitan Agency for Planning

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Freight Committee

Minutes

January 26, 2015

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

Members Present: Mike Burton, Kevin Donahue, Lee Hutchins, Mike Klemens, John Loper, Phil Resendiz, DeAnna Smith (by phone), Herbert Smith, Tom Vander Woude (for Reggie Greenwood)

Staff Present: Erin Aleman, Alex Beata, Tom Murtha, Jacki Murdock, Elizabeth Schuh, Joe Szabo

Others Present: Kristen Andersen (Metra), Jennifer Becker (Kane/Kendall Council of Mayors), Max Bosso (Elwood International Port Authority), Sheena Frève (UIC-UTC), Aimee Lee, (Illinois Tollway), Ed Parks (Metro Strategies), Mary Elisabeth Pitz (MEP&A)

1.0 Call to Order

Alex Beata, CMAP staff liaison to the Freight Committee, called the meeting to order at 10:03 a.m.

2.0 Approval of Minutes – November 17, 2014

Mr. Loper moved to approve the minutes, which was seconded by Mr. Klemens. The Committee unanimously approved the minutes.

3.0 Agenda Changes and Announcements

There were no agenda changes, but there were several announcements. Mr. Beata introduced Joe Szabo, previously the Federal Railroad Administrator and currently a Senior Fellow at CMAP. Mr. Beata also summarized the results of the one-on-one interviews with Freight Committee members completed over the previous two months. In those conversations, Freight Committee members expressed an interest in tracking freight data metrics, studying land use and economic development issues, learning more about non-surface transportation modes of goods movement, and improving the private sector perspective, among other topics.

4.0 FUND 2040 proposal

Ms. Aleman provided an overview of the FUND 2040 proposal. Over the past several months, CMAP has been working with business, labor, civic, and local government groups to build support for FUND 2040, which would provide dedicated capital funding

for transportation, open space, and water infrastructure in northeastern Illinois.

Mr. Loper asked how FUND 2040 would relate to the proposed “Metropolitan Chicago Freight Fund” recommended by the Regional Freight Leadership Task Force. Ms. Aleman and Mr. Beata replied that the two efforts are separate, but complementary. Mr. Loper also asked how counties could support FUND 2040, and Ms. Aleman replied that resolutions of support would be helpful. Ms. Pitz asked how the proposal would ensure accountability. Ms. Aleman responded that the proposal would dedicate only 3 percent of funds to administrative overhead, CMAP is viewed as the logical programmer of FUND 2040 resources by most regional stakeholders, and CMAP has a diverse and transparent committee process. Mr. Burton asked if federal funds were available for the intended purposes of FUND 2040, and if other regions have pursued similar ideas. Ms. Aleman responded the federal funding is considered inadequate to meet the region’s needs, and Mr. Beata noted that other regions do program locally-raised funds for transportation improvements, although many of those case studies focus on transit expansion only rather than a more comprehensive portfolio of water, transportation, and open space topics.

5.0 Background on Regional Freight Planning

Mr. Beata gave a presentation summarizing the freight provisions in GO TO 2040; the agency’s subsequent work in freight and federal and state policy, freight and economic development, tax policy and land use, and freight and local planning; and a rough outline of the regional freight planning process through 2018. As a next step, staff intends to begin a thorough investigation of existing conditions for the regional freight system.

Mr. Smith asked for more information regarding a current freight-related Local Technical Assistance (LTA) project on coordinated truck permitting among the region’s counties, IDOT, and the City of Chicago. Mr. Beata, Mr. Murtha, and Ms. Murdock provided more background on the participating agencies in the project, the anticipated length of the project, and anticipated deliverables. Mr. Burton and Mr. Klemens noted the importance of including municipalities in a streamlined regional truck permitting system, and Mr. Burton noted the Village of Elwood as a particularly important municipality for truck permitting. Mr. Murtha and Ms. Murdock noted that the Metropolitan Mayors Caucus is involved in the project.

6.0 Freight Planning Framework – Policy Framework

Mr. Beata reviewed the freight planning framework project, seeks to identify a universe of potential projects and programs for study, and then to identify methodologies to study the selected projects and programs. Mr. Beata reviewed the staff memo, which identified potential projects and programs organized into three categories: operational programs, regulatory reforms, and capital projects.

Committee members suggested that the list of potential projects and programs be expanded to include right-of-way easement issues and intelligent transportation systems. Members also suggested potential case studies of various strategies in New York, Baltimore, and Washington, D.C., and expressed an overarching interest in reducing congestion and improving safety. Staff noted the relationship between safety and

congestion, and also clarified the intent of the “new highway corridor” strategy is to include any new roadway facility.

7.0 Review of CMAP’s O’Hare Subregional Freight-Manufacturing Drill-Down Report

Ms. Schuh reviewed the findings of a recent CMAP report, which assesses how local conditions support the competitiveness of freight and manufacturing firms in the greater O’Hare area, along with opportunities to ensure the cluster’s continued success. Key issues in that region include the relative age and small size of the industrial building stock, potential for significant land use change with the construction of the Elgin O’Hare Western Access project, local flooding and stormwater management issues, and needed trucking routing and related infrastructure improvements.

Mr. Loper asked whether the study looked into brownfield sites in the O’Hare region. Ms. Schuh replied that the report did not look into brownfield issues, but that some work in that area is underway and could be brought to the Freight Committee at a later date.

8.0 Other Business

Ms. Lee briefed the Freight Committee on the Illinois Tollway’s Commercial Vehicle Strategic Plan. The plan included a substantial public outreach process and was designed to ensure that the *Move Illinois* program supports the trucking industry.

Mr. Murtha provided a demonstration of CMAP’s new mobility data visualization, which provides interactive graphics for highways, transit, and freight data. These visualizations are available online at www.cmap.illinois.gov/mobility/explore. Under the bridge conditions webpage, Mr. Loper asked if the site would report functionally obsolete bridges in addition to structurally deficient bridges. Mr. Murtha replied that the functionally obsolete designation includes a number of design standards, such as lane widths, which do not always reflect the local context. Mr. Smith asked if CMAP would calculate a composite “freight score” to rate a location’s attractiveness for freight-related development. Mr. Murtha noted that the agency currently has no such metric, but one of its predecessor agencies did develop a comprehensive freight atlas many years ago. Such an effort could be undertaken as part of the next freight plan.

9.0 Public Comment

There were no public comments.

10.0 Next Meeting

The next meeting will be March 16, 2015.

11.0 Adjournment

The Task Force adjourned at 11:25 a.m.

Respectfully submitted,

Alex Beata, CMAP Staff