



Chicago Metropolitan Agency for Planning

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Freight Committee

Minutes

January 25, 2016

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

Members Present: Joe Alonzo, Ben Brockschmidt, Mike Burton (by phone), David Chandler, Colin Duesing (for Steve Lazzara), Mike Klemens, Jim LaBelle, Adam Lomasney, Dean Mentjes, Floyd Miras, Phil Resendiz, Adam Rod, DeAnna Smith (by phone), Herbert Smith, John Yonan

Staff Present: Alex Beata, Jesse Elam, Jacki Murdock, Tom Kotarac, Tom Murtha, Todd Schmidt, Joe Szabo

Others Present: Garland Armstrong (Access Living), Heather Armstrong (Access Living), Max Bosso (Village of Elwood), Elaine Bottomley (Will County Governmental League), Maria Choca Urban (Cook County DOT), John Donovan (FHWA), Jackie Forbes (Kane/Kendall Council of Mayors), Alicia Hanlon (Quetica LLC), Mary Lupa (Parsons Brinckerhoff), Alex Marach (CPCS Transcom), Tomohiko Music (Cook County DOT), Mary Elisabeth Pitz (MEP&A), Jonathan Rualo (Cook County DOT), Erika Witzke (CPCS Transcom), Barbara Zubek (Southwest Council of Mayors)

1.0 Call to Order

Alex Beata, staff liaison to the Freight Committee, called the meeting to order at 10:02 a.m.

2.0 Approval of Minutes – November 16, 2015

Mr. Brockschmidt to approve the minutes, with multiple members seconding. The minutes from November 16, 2015 were approved by the Committee.

3.0 Agenda Changes and Announcements

There were no agenda changes, but there was three announcement. Mr. Beata informed the Committee of a potential field trip to the O'Hare cargo facilities, tentatively planned for April 25, 2016. Mr. Lomasney informed the Committee of the Regional Truck Permitting Initiative's visioning workshop to be held on January 26, 2016. Mr. Brockschmidt informed the Committee of the recent Illinois State Freight Advisory Committee meeting, which had affirmed truck permitting as a key issue.

4.0 Key Outcomes of the Regional Freight Plan

Mr. Beata presented a revised version of the "Key Outcomes of the Regional Freight Plan" memo, which made clarifying revisions to an original version that had been presented to the Committee at its November meeting. These edits clarify the impact of limited data on the freight plan's ability to make specific capital project recommendations for certain modes, as

well as the plan's ability to focus on topics within the agency's purview. The Committee members found the revised memo to be helpful. Mr. LaBelle asked how CMAP defines its partners in the context of a freight plan. Mr. Beata and Mr. Elam replied that the primary partners are the members of the various CMAP committees, including the Freight Committee and MPO Policy Committee.

5.0 Extent and Use of the Freight System

Mr. Schmidt presented on his research into the identification of trucking bottlenecks using the NPMRDS database. He reviewed his research methodology – identifying locations with persistent slow truck speeds and then overlaying data on various potential causes of the slow speeds – and then reviewed the preliminary results of the analysis, focusing on the southwest side of Chicago, the greater O'Hare area, and west-central Will County. Various members asked questions related to specific facilities.

Mr. Rod noted the importance of private-sector operational issues in addressing trucking bottlenecks, such as the recent experience in coordinating freight forwarders and trucking companies in the O'Hare area. Mr. LaBelle asked if a data source like NPMRDS existing for rail; Mr. Beata responded that no such source was publicly available. Mr. Resendiz noted that his firm takes a similar approach to identifying capital priorities as CMAP staff used in this analysis.

Various members noted potential other sources of data that would supplement staff work to date, including overlays of other modal facilities, construction data, connections among traffic signals, seasonal variation in trucking, and trucking origin-destination data. Members also encouraged staff to consider "missing links" in the network, i.e., facilities that do not currently exist but would improve connectivity and thus reduce trucking congestion in certain areas.

6.0 Truck Routing Regulations

Ms. Murdock presented staff research into federal, state, and local trucking regulations. She first provided the federal and state context on truck size and weight regulations, drawing heavily from the Illinois Vehicle Code. She then presented a series of maps showing truck route designations in the region, relative concentrations of various truck routes, and locations where truck restrictions change at jurisdictional boundaries. Finally, Ms. Murdock presented the results of regional travel demand modeling estimating the reduction in distance and hours of travel if policy- or infrastructure-based restrictions were removed.

Mr. Yonan asked if the modeling analysis included load-posted bridges. Ms. Murdock replied that it did not, due to lack of data availability; the infrastructure-based restrictions were largely based on inadequate vertical clearances. Ms. Hanlon asked if the underlying information is publicly available. Ms. Murdock noted that IDOT is generally required to gather data on local truck restrictions, but CMAP directly collected much of this data a few years back. Mr. Murtha noted that this information is not appropriate for navigation and is limited to CMAP's Master Highway Network. Various members asked about stakeholder input or more detailed truck routing analysis; staff replied that the upcoming LTA project in the O'Hare subregion will explore these issues in greater detail and may provide a model for future analysis.

7.0 Federal Updates

Mr. Beata briefed the Committee on recent federal legislative activity. He reviewed recent Policy Updates published on the Fixing America's Surface Transportation (FAST) Act – which

contains significant new freight provisions, including dedicated formula and competitive funds for freight improvements – and a recently proposed merger between the Norfolk Southern and Canadian Pacific Railroads. Various members asked how the region planned to coordinate its applications to the new competitive federal funding program, and when that application would be due. Mr. Beata replied that the first round of grants would likely happen in the near future, likely in the spring, and as such the Freight Committee would not be the most appropriate venue to have that discussion, but other coordination efforts are underway.

8.0 Other Business

There was no other business before the Committee.

9.0 Public Comment

Mr. Armstrong of Access Living asked if there were any data available on incidents like vehicle collisions with crossing gates, and if any such data were shared with train operators in real time. Mr. Smith noted that the Federal Railroad Administration collects safety data. Ms. Armstrong of Access Living asked about the potential for the FAST Act to fund grade crossing improvements. Mr. Beata noted that grade separations and other crossing improvements were eligible for funding under the act, and that grade separations would not be counted against the FAST Act's cap on non-highway spending (set at 10 percent of the formula program and \$500 million of the competitive program).

10.0 Next Meeting

The next meeting will be March 21, 2016.

11.0 Adjournment

The Task Force adjourned at 11:35 a.m.

Respectfully submitted,

Alex Beata, CMAP Staff