



# Chicago Metropolitan Agency for Planning

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## Freight Committee

Minutes

January 23, 2017

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, Maria Choca Urban, David Chandler, Eric Gallien, Adrian Guerrero, Clayton Harris III, Mike Klemens, Mike Kowalczyk, Jim LaBelle, Floyd Miras, Libby Ogard, Adam Rod, DeAnna Smith (by phone), Herbert Smith

**Staff Present:** Alex Beata, Tom Murtha, Elizabeth Schuh

**Others Present:** Kristen Andersen (Metra), Garland Armstrong (Access Living), Heather Armstrong (Access Living), Colin Fleming (Metro Strategies), Jackie Forbes (Kane/Kendall Council of Mayors), Vontra Giles (FHWA), Alicia Hanlon (Quetica), Rick Kwasneski (JADA), Dennis Latto (SSMMA), Nick Markobrad, Dan Murray (ATRI), Tomohiko Music (CCDOTH), Nick Palmer (Will County Executive's office), Maria Perales (consultant), Mary Elisabeth Pitz (MEP&A), Jon Rualo (CCDOTH), Laurie Summers (Will County Board), Steve Vujic (Acres Truck Parking)

### 1.0 Call to Order

Mr. Gallien, co-chair of the Freight Committee, called the meeting to order at 10:05 a.m.

### 2.0 Approval of Minutes – December 5, 2016

The minutes from December 5, 2016 were approved by the Committee.

### 3.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

### 4.0 ATRI data updates

Mr. Murtha presented the results of recent staff analysis into the truck origin-destination dataset recently purchased from the American Transportation Research Institute (ATRI). Mr. Murtha described the characteristics of the dataset and its potential applications, and presented examples of recent staff analyses on truck flows beginning on southbound I-90 at the South Beloit toll plaza and then traveling through and around the region as well as truck flows through the I-290/I-294 interchange. Mr. Murtha noted that analysis of

crosstown intermodal trucking is difficult using this dataset, because intermodal terminals and adjacent warehousing are often captured in the same analysis zone, so it is unknown whether a truck origin or destination occurs at the intermodal terminal itself.

Mr. Murray noted that more recent ATRI datasets have greater detail, with some 30-35 percent more records than the 2014 datasets available to CMAP. Mr. LaBelle asked if there is a better route for longer-distance trucks to take in order to avoid the congested I-290/294 interchange. Mr. Murtha replied that the I-290/294 interchange is still a faster route for many truck trips, despite the congestion. Ms. Ogard asked if staff had explored geofencing the intermodal terminals to assist the crosstown analysis. Mr. Murtha replied that geofencing would require coordination with the railroads.

Ms. Choca Urban asked why the example analysis used South Beloit as an analysis point. Mr. Murtha replied that IDOT and the Tollway raise the question of whether truck traffic entering the state would divert down I-39 to I-88 or I-80 rather than travel through northeastern Illinois. Ms. Choca Urban also asked if CMAP can share the ATRI dataset. Mr. Murtha replied that CMAP cannot share the raw data under the terms of its purchase of the ATRI dataset, due to confidentiality concerns.

## **5.0 Regional Strategic Freight Direction**

Mr. Beata presented three components – rail topics, major freight facility development, and principles for use of federal funds – under development as part of the Regional Strategic Freight Direction. Rail topics would include the establishment of principles to assess major rail proposals, the future of CREATE, grade crossings analysis, operations, and intercity passenger rail. The Committee discussed the items at length.

Several members asked about specific evaluation criteria that would be used in implementing the principles for proposed major rail facilities, as well as how the principles would be used by CMAP in the future. One member suggested adding supporting economic development as an additional principle.

Regarding CREATE, the Committee discussed whether the Regional Strategic Freight Direction should recommend developing a public sector funding stream to support the remainder of the program.

Regarding grade crossings, one member noted that the eventual shortlist of projects for future study should not duplicate resources with potential Phase I studies.

Regarding major freight facility development, some members reiterated that they believed local decisions should be made at the local level and so were uncomfortable with the Regional Strategic Freight Direction offering anything beyond best practices. Some members stressed the importance of ports and waterways as part of the regional freight system, and requested that they be incorporated into any principles regarding major freight facility development.

Regarding federal funding principles, the Committee noted the importance of leveraging federal funds with locally-sourced revenues, and suggested broadening the discussion to encompass the need for dedicated state and local funding for freight.

**6.0 Other Business**

There was no other business before the Committee.

**7.0 Public Comment**

Mr. Armstrong expressed a concern about excessive rail crossing delays, citing a recent incident in Berwyn. Mr. Smith replied that he could pass along contact information for an appropriate official at the Illinois Commerce Commission. Will County Board member Laurie Summers noted the concerns of residents in her district about a proposed new intermodal facility at Crete.

**8.0 Next Meeting**

The next meeting will be March 20, 2017.

**9.0 Adjournment**

The Committee adjourned at 11:45 a.m.

Respectfully submitted,

Alex Beata, CMAP Staff