

REGIONAL STRATEGIC FREIGHT DIRECTION TOPICS

Presentation to CMAP Freight Committee

January 23, 2017

What is the Regional Strategic Freight Direction?

- Near-term action agenda for freight in the region
- Strategic, not comprehensive, document
 - ▣ Focused recommendations on key freight policy and programming issues
- Agency-led effort
 - ▣ No external requirements
 - ▣ Intended audience of CMAP and core stakeholders
- Standalone document
 - ▣ Separate from ON TO 2050
 - ▣ Intended approval by CMAP Board and MPO Policy Committee in early 2018

What is the Regional Strategic Freight Direction?

- Vision statement: The Regional Strategic Freight Direction will drive economic growth and local quality of life
- The document will have five main components:
 - ▣ Existing conditions
 - ▣ Truck policy
 - ▣ Rail policy
 - ▣ Land use policy
 - ▣ Programming of freight funds

Today's agenda



- Review direction for three components of the Regional Strategic Freight Direction
 - ▣ Rail topics
 - ▣ Major freight facility developments
 - ▣ Federal freight funding

Rail topics



- Establish principles to assess major rail proposals
- Future of CREATE
- Grade crossings
- Operations
- Intercity passenger rail

Principles for proposed major rail facilities

- Major rail proposals can have broad transportation and land use impacts
- Need for appropriate rail data to be provided to public agencies
- Potential regional analyses would be guided by three principles:
 - The proposal should enhance, not degrade, the performance of the regional rail network
 - The proposal should not degrade performance of the regional highway network
 - The proposal should be a good neighbor while supportive reinvestment in existing communities

Future of CREATE

- Support completion of CREATE program
- Prioritize the completion of the 75th Corridor Improvement Project (CIP)
- After completion of 75th CIP, prioritize remaining Passenger Corridors and grade separation projects
- After completion of CREATE program, passenger rail and grade crossing improvements should be region's top rail-investment priority for the use of public funds

Grade crossings

- Based on methodology from March 2016 memo, sketch-level ranking of top crossings in region
 - ▣ Focus on motorist delay, truck traffic, safety, and transit
 - ▣ Further refined with outreach, resulting in 153 crossings
- Prioritize these 153 crossings using more detailed and accurate data, particularly for motorist delay
- Goal is to shortlist a small number of locations (maybe 25) for project-level studies

Operations and intercity passenger rail

- Recognize potential of operational practices to improve speed, safety, and reliability
 - ▣ CTCO/CIROC
 - ▣ Amtrak blue ribbon advisory panel report
- Recognize the importance of intercity passenger rail, but also the challenges it faces
 - ▣ Chicago Union Station redevelopment efforts
 - ▣ Shared infrastructure

Major freight facility development



- Addresses major new intermodal, truck, and similar scale freight developments
- Local best practices
- Explore regional principles

Best practices for locals

- Revamp the October 2016 memo into best practices for major freight facility development
- Planning questions organized around three principles
 - New major freight facilities should be analyzed for appropriate local infrastructure
 - New major freight facilities should be analyzed for appropriate local planning
 - New major freight facilities should be analyzed for an appropriate funding plan

Explore regional principles

- Why think about a regional perspective?
 - ▣ Interjurisdictional impacts of major developments
 - ▣ MPO transportation planning and programming responsibilities
- Three planning questions
 - ▣ Transportation impacts: regionally significant projects and broader network impacts
 - ▣ Land use impacts: regional development patterns and natural resources
 - ▣ Other impacts: economic development and equity

Principles for use of federal funds

- FAST Act provides first-ever dedicated federal funding for freight improvements, both competitive and formula
- It could behoove the region to establish principles on the use of those limited funds
 - ▣ Suballocate formula funds to be programmed at regional level
 - ▣ Focus these funds on addressing major freight bottlenecks and providing access to NHFN
 - ▣ Develop single, coordinated regional response to competitive calls for funding

Next Steps

- Other CMAP committees to review these topics in next few months
- Freight Committee to review three new topics in March
 - ▣ Trucking topics
 - ▣ Environmental justice
 - ▣ Local freight planning framework
 - Subregional land use clusters
 - Local strategies for freight land use planning
 - Freight as local economic development tool

References

- The proposals in these sections are grounded in past CMAP research and analysis. Examples include the following:
- Policy Updates
 - ▣ January 2016 [proposed railroad merger](#)
 - ▣ December 2015 [FAST Act](#)
 - ▣ October 2015 [Amtrak blue ribbon panel report](#)
 - ▣ February 2015 [CREATE program status check](#)
 - ▣ February 2015 [rail crossing delays](#)
 - ▣ January 2015 [regional industrial development trends](#)
- Freight Committee materials
 - ▣ October 2016 [intermodal policy](#) memo
 - ▣ May 2016 [freight land use issues](#) memo
 - ▣ March 2016 [grade crossings](#) memo
 - ▣ March 2016 NHFN [map](#) and [presentation](#)
 - ▣ January 2016 truck bottlenecks [memo](#) and [presentation](#)