



# Chicago Metropolitan Agency for Planning

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## Freight Committee

Minutes

March 20, 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, Clayton Harris III, Kazuya Kawamura, Mike Klemens, Steve Lazzara, Floyd Miras, Libby Ogard, Adam Rod, DeAnna Smith

**Staff Present:** Alex Beata, Austen Edwards, Tom Kotarac, Tom Murtha, Jared Patton, Jake Seid, Aseal Tineh, Simone Weil

**Others Present:** Kristen Andersen (Metra), Garland Armstrong (Access Living), Heather Armstrong (Access Living), Ted Coffey (Michael Baker International), Colin Fleming (Metro Strategies), Jackie Forbes (Kane/Kendall Council of Mayors), John Greuling (Will County CED), Elaine McKenzie (Cambridge Systematics), Steve Vujic (Acres Truck Parking)

### 1.0 Call to Order

Mr. Beata, staff liaison to the Freight Committee, called the meeting to order at 10:00 a.m.

### 2.0 Approval of Minutes – January 23, 2017

The minutes from January 23, 2017 were approved by the Committee, with minor amendment to correct a typographical error.

### 3.0 Agenda Changes and Announcements

There were no agenda changes. Mr. Jake Seid from CMAP staff announced that the application period for the Future Leaders in Planning (FLIP) program is open through May 15, 2017.

### 4.0 Regional economic indicators briefing

Ms. Weil briefed the Committee on the latest Policy Analysis and updates to the CMAP Regional Economic Indicators microsite related to freight and manufacturing topics. The former was an analysis of manufacturing employment trends in Illinois's metropolitan and non-metropolitan areas. The latter was an update to annual intermodal lift data for the region's highway-rail intermodal facilities.

Committee members asked follow-up questions, including clarification in comparing port activity to truck-rail intermodal lifts, as well as more detailed questions on the composition of the manufacturing workforce.

#### **5.0 O'Hare subregional truck routing study**

Mr. Murtha briefed the Committee about an ongoing Local Technical Assistance project investigating truck routing across municipalities in the greater O'Hare area. This project is being led by a consultant team under the direction of CMAP staff and in coordination with municipalities and other stakeholders. Mr. Murtha reviewed the state statutory and regulatory context for truck routing in Illinois, and then presented a matrix summarizing the project's conceptual framework for identifying truck routes. The project team is scheduled to present draft maps of truck route classifications to stakeholders later at the end of March.

One committee member asked about the use of performance measures in recommending truck routing classifications. Staff responded that a variety of performance measures are being considered, along with extensive outreach to local stakeholders. Committee members also asked for clarification on Class III truck route designations compared to locally preferred truck routes.

#### **6.0 Regional Strategic Freight Direction**

Mr. Beata presented four components – major freight facility development principles, freight and environmental justice, truck topics, and municipal support for freight – under development as part of the Regional Strategic Freight Direction (RSFD).

Regarding the major freight facility development principles, Mr. Beata presented the latest set of planning questions, centered on transportation, land use, and other considerations. These questions would be intended to guide future CMAP staff analysis of major freight facility development proposals, as well as provide helpful planning guidelines to other public and private stakeholders. These principles have been developed with extensive feedback from the Freight Committee over the past six months.

One Committee member noted the importance of access to an appropriate workforce for major freight facilities; Mr. Beata replied that language to that effect could be added to the document. Some members expressed support for technical guidance provided by CMAP to local governments upon request but otherwise did not see a role for CMAP in this area. One member suggested developing new tools to better understand freight movements across all modes.

Others expressed an interest in port and other waterborne freight topics being considered explicitly in the principles. Mr. Beata replied that CMAP's jurisdiction limits its ability to program or constrain projects to surface transportation modes only; further, access to data is limited for other modes. As a result, the proposed transportation principles center on the highway and rail impacts of major freight facility developments. He also clarified that the principles do not attempt to define a system-wide optimal performance for goods movement but instead are meant to guide project-specific analyses in the future.

Regarding freight and environmental justice, Mr. Beata reviewed the federal regulatory structure related to environmental justice and transportation, high-level best practices, and case studies, along with potential recommendations for the RSFD. Committee members underscored the importance of environmental justice, including a broad interpretation of the impacts of transportation on communities above and beyond traditional measures. They noted that innovative technologies could help mitigate concerns and the need for better data to understand the issue. They also noted the sensitivity of the issue and that not all goods movement occurs in excluded communities.

Regarding truck topics, Mr. Beata reviewed potential recommendations for the Regional Freight Strategic Direction. Building off recent LTA projects, the RSFD could incorporate recommendations for more proactive, multijurisdictional approach to truck routing and oversized/overweight permitting. Further, it could recommend strategies to make better use of existing infrastructure for urban deliveries.

Regarding municipal support for freight, Mr. Beata noted that the RSFD could make recommendations for planning activities across jurisdictions, based on refined mapping of the region's major freight-support land use clusters. The RSFD could also comment on local economic development considerations related to freight, including a more careful assessment of local impacts vis-à-vis jobs, wages, and long-term employment prospects.

#### **7.0 Other Business**

Mr. Harris noted one additional correction to the minutes from the January 23, 2017 meeting to reflect the discussion about ports and waterborne freight. The revised minutes were approved by the Committee.

#### **8.0 Public Comment**

Mr. Armstrong expressed a concern about truck movements in the West Loop area, where local deliveries create congestion issues for both highway and pedestrian traffic. He also expressed a concern about truck safety, specifically spills of hazardous materials related to truck rollovers.

#### **9.0 Next Meeting**

The next meeting will be May 15, 2017.

#### **10.0 Adjournment**

The Committee adjourned at 11:45 a.m.

Respectfully submitted,

Alex Beata, CMAP Staff