



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

Freight Committee

Minutes
May 15, 2017

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Members Present: Ben Brockschmidt, Eric Gallien, Adrian Guerrero, Lee Hutchins, Kazuya Kawamura, Mike Klemens, Jim LaBelle, Colin Duesing (for Steve Lazzara), Libby Ogard, Adam Rod, DeAnna Smith

Staff Present: Alex Beata, Jesse Elam, Tom Kotarac, Tim McMahon, Tom Murtha, Melissa Porter

Others Present: Kristen Andersen (Metra), Garland Armstrong (Access Living), Heather Armstrong (Access Living), Colin Fleming (Metro Strategies), Alicia Hanlon (Trans Plan Consulting), Jackie Forbes (Kane/Kendall Council of Mayors), Jill Kramer (CH2M), Tomohiko Music (Cook County DOT), Mary Elisabeth Pitz (MEP&A), Jon Rualo (Cook County DOT), Steve Vujic (Acres Truck Parking)

1.0 Call to Order

Mr. Guerrero, co-chair to the Freight Committee, called the meeting to order at 10:00am.

2.0 Approval of Minutes – March 20, 2017

The minutes from March 20, 2017 were approved by the Committee.

3.0 Agenda Changes and Announcements

There were no agenda changes, but there were several announcements. Mr. Beata notified the Committee of the publication of the Freight System Trends snapshot report, one of several such reports being developed as part of the ON TO 2050 process. Mr. Brockschmidt notified the Committee of several events scheduled as part of the national Infrastructure Week, as well as an upcoming Critical Infrastructure Conferences in Collinsville, IL to be held June 6-7, 2017. Dr. Hutchins informed the Committee of an upcoming meeting of the American Association of Port Authorities in Indianapolis. Ms. Pitz notified the Committee of a bill in the Illinois General Assembly, HB 1797, that would affect the finances of the Illinois International Port District. Mr. Guerrero asked when the next Illinois State Freight Advisory Committee meeting would be held; Mr. Beata replied that the meeting is scheduled for June 19, 2017.

4.0 O'Hare subregional truck routing study

Mr. Beata updated the Committee on the progress of the O'Hare subregional truck routing study, which is currently being supported by the CMAP Local Technical Assistance program. He described the technical framework behind the analysis, the draft truck routing map, and next steps to finalize the project with additional input from stakeholders. The Committee noted the difficulty of truck routing across jurisdictions and asked about potential extension of the approach used in the O'Hare study to other freight land use clusters in the region.

5.0 Regional expressway vision

Mr. Murtha described the regional expressway vision project, including its origin and timeline, existing performance data on the expressway network, and the many initial goals for the projects identified by staff. He asked the Committee for its feedback on high-priority truck issues, community impacts, and revenue options.

The Committee discussed the regional expressway vision study at length. Many members discussed the topic of tolling, asking whether the study would proposed expressway-wide tolling, tolling of managed lanes, general gas tax increases in lieu of or in addition to tolling, the relative elasticities of trucks and passenger vehicles to tolling, congestion pricing, and other related issues. Mr. Murtha replied that the expressway study is meant to help answer these sorts of questions, on a corridor basis. Other topics mentioned by Committee members included truck parking, dynamic messaging signs and other management tools, the performance of the arterial network, autonomous vehicles, resilience, and institutional relationships between IDOT and the Tollway.

6.0 Regional Strategic Freight Direction

Mr. Beata reviewed the development of the Regional Strategic Freight Direction (RSFD), CMAP's short-term freight policy agenda. He reviewed several RSFD items that had previously been before the Committee, including multijurisdictional freight planning, freight and environmental justice, local economic development considerations related to certain components of the freight industry, and transportation programming considerations for federal freight funds.

The Committee discussed each of these topics. When asked to help refine freight land use clusters or identify unique planning topics in each cluster, members provided limited guidance. They noted the economic potential of underutilized clusters like South Cook County through brownfield redevelopment strategies and pervasive truck congestion in others like Will County. They noted the ubiquity of e-commerce impacts on land use and truck traffic and the importance of local land use policies to enable urban freight delivery centers to be developed. Mr. Beata noted that traditional planning tools could be brought to bear on those issues, and that technological advances, such as cleaner and quieter trucks, could help address traditional community concerns. Other Committee suggested inventorying best practices, cataloging local off-hours delivery policies, and focusing on workforce access issues as other local planning topics for potential study. The Committee did not offer advice on geographically

refining the clusters, and one member stated that there was no need to do so, instead preferring the flexibility allowed by more general land use clusters.

The Committee discussed environmental justice topics more briefly, identifying access to workforce as a key issue, including specific policy responses such as adopting local design standards to facilitate bus movements. One member noted that local costs of freight movement would need to be balanced against its broader benefits. Similarly, the discussion on local economic development considerations was brief, with one member linking the tax policy implications of industrial land uses to municipal capacity and by extension environmental justice.

Finally, on programming topics, the Committee discussed the relative merits of pursuing a single regional response to competitive calls for funding. Some members supported the overall goal, but expressed concern that the brief timelines associated with federal calls for funding, as well as the difficulty in assembling local matching funds, would not allow sufficient regional collaboration to be pursued. Others were concerned that some smaller projects would be at a relative disadvantage in a regional review process, and suggested that council of governmental approval be an interim step, developing a pool of projects for a regional review process. Mr. Beata replied that the procedural details are not yet determined, but clarified that the intent is to develop regional consensus. Experience suggests that this consensus would bolster the region's odds of receiving competitive federal funds.

7.0 Other Business

There was no other business before the Committee.

8.0 Public Comment

Ms. Pitz announced the upcoming 2017 Rail Supply Chain Summit on June 14, 2017, which will have a strong focus on Chicago-area waterway shipping. Ms. Armstrong stated that tolling is an efficient highway strategy and supported greater use of tolling to improve efficiency. Mr. Garland stated that the trucking industry should conduct more outreach, including town hall-style meetings, with the disability community.

9.0 Next Meeting – September 18, 2017

The next meeting will be held on Monday, September 18, 2017.

10.0 Adjournment

The Committee adjourned at 11:55 am.

Respectfully submitted,

Alex Beata, CMAP Staff