



Chicago Metropolitan Agency for Planning

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Freight Committee Meeting Minutes

March 19, 2018

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

Members Present: Joe Alonzo (CDOT), Elaine Bottomley (Council of Mayors), Ben Brockschmidt (Illinois Chamber), Mike Burton (C&K Trucking), Maria Choca Urban (Cook County DOT), *Colin Duesing (for Steve Lazzara - Will County), Eric Gallien (Illinois Trucking), Clayton Harris III (IL International Port District), Michael Kowalczyk (FHWA), Floyd Miras (US DOT MARAD), Libby Ogard (Consultant), Adam Rod (CDA), DeAnna Smith (IDOT), Herbert Smith (Class I Railroad)

Staff Present: Jesse Elam, Elizabeth Irvin, Erin Kenney, Tom Murtha, Jeff Schnobrich, Liz Schuh

Others Present: Ryan Anderson (Metro Strategies), Kristen Andersen (Metra), Alex Beata (Cook County DOT), Jackie Forbes (KKCOM), Benito Garcia (UIC), Malika Hainer (CDA), Jamy Lyne (WSP), Molly Monserud (CDA), Mary Elisabeth Pitz (MEP&A), Ann Schneider (Will County consultant), Steve Vujic (Acres Trucking Parking), Rebecca Wingate (Cambridge Systematics)

1.0 Call to Order

Mr. Gallien, co-chair of the Freight Committee, called the meeting to order at 10:04 a.m.

2.0 Approval of Minutes – December 4, 2017

The minutes from the December 4, 2017 meeting were approved by the Committee.

3.0 Agenda Changes and Announcements

Liz Schuh introduced a new CMAP policy analyst, Jeff Schnobrich, who will be taking over Freight Committee liaison responsibilities. Jeff will be contacting committee members to introduce himself and discuss members' priorities.

4.0 Will County Community Friendly Freight Mobility Plan

Ann Schneider, representing Will County, discussed the county's multimodal freight plan. Conducted in partnership with the private sector and other public entities, the plan provides strategies and goals to guide freight policies, programs, projects, and investments throughout Will County in a community-friendly manner. Schneider discussed the plan's findings on freight's importance to the county's economy and workforce, as well as analysis of regional freight movements, the county's freight clusters, crash hot spots, and congested locations for trucks. The plan contains a number of recommendations in areas including investment, truck permitting and routing, data collection, freight mobility, workforce, and land use integration. Schneider also presented key capital projects identified during the planning process, as well as current implementation strategies that include advocacy, collaboration on truck routing and permitting, and establishment of an industry-led initiative for workforce issues.

In response to a question from Ben Brockschmidt about data availability, Schneider discussed sources of data available for purchase as well as supplementing data with in-depth interviews. In response to a question from Adam Rod about the modal origins of freight in the county, Schneider responded that the plan includes an analysis of freight movement by mode, noting that a significant amount of oil and gas moves via pipeline.

5.0 ON TO 2050: Proposed Mobility Recommendations

Elizabeth Irvin presented major recommendations of the ON TO 2050 chapter concerning mobility. The first broad category of recommendations discusses a modern, multimodal system that adapts to changing travel demand; specific recommendations include harnessing technology to meet regional goals and anticipate future impacts, making transit more competitive, and retaining the region's status as North America's freight hub. The second category is a system that works better for everyone; specific recommendations include leveraging the transportation network to promote inclusive growth, improving travel safety, and improving resilience of the system. The third category is making transformative investments; recommendations include fully funding the region's transportation system, enhancing the region's approach to transportation programming, and building regionally significant projects. Irvin noted that the list of regionally significant projects would be forthcoming.

Ben Brockschmidt commented that considering mode shifts is important in the context of freight movement. Clayton Harris commented that increased freight movement via water has positive benefits for the rest of the transportation network. Mary Elisabeth Pitz commented on the importance of waterway transportation and the need for improvements to locks at LaGrange and on the Mississippi River. In response to a question from Pitz regarding Amazon potentially locating a second headquarters in the region and the impact on the region's comprehensive plan, Liz Schuh commented that while the plan does not anticipate specific changes, the recommendations, principles, and strategies in the plan are intended to be broad enough to address potential impacts. In response to a question from Libby Ogard about the recommendation to make transit more competitive, Irvin noted that both affordability and convenience are important in

ensuring that transit remains a viable, competitive transportation option. In response to a comment from Herbert Smith about the changing nature of freight delivery and distribution and keeping long-term plans relevant, Irvin noted the importance of setting goals that can be achieved regardless of changes in technology. Mike Burton noted the importance of measuring traffic safety broadly. In response to questions from Eric Gallien, Schuh noted that the plan does recommend fully replacing the motor fuel tax with a vehicle miles traveled fee in order to ensure sustainable revenues over time, and that pilot programs are an important near-term step.

6.0 ON TO 2050: Proposed Land Use Recommendations

Liz Schuh discussed development of ON TO 2050 and plan's principles, as well as the major recommendations of the chapter addressing land use. She highlighted major changes driving the recommendations: increased diversity and aging, less federal and state funding, and changing technology and travel patterns. Additionally, changing development trends, greater demand for walkable places, and increasingly collaborative planning efforts present opportunities for investment in existing communities. The first broad category of recommendations is directing investments to encourage sustainable development patterns; specific recommendations in this area include focusing resources in targeted reinvestment areas and increasing stewardship of valuable open space and agricultural lands. The second category is reinvesting to build vibrant communities; recommendations include supporting development of compact, walkable communities, matching housing supply with the type of housing residents want, and pursuing new investment and assistance for disinvested areas. The third category is improving the interaction of development, the economy, and fiscal issues; recommendations include incorporating market and fiscal feasibility into planning and development processes, aligning local economic development planning with regional goals, and developing tax policies that support successful communities.

In response to a comment from Ben Brockschmidt about potential changes to federal funding formulas, Schuh noted that the ON TO 2050 process has identified constrained federal resources as a challenge which may require local governments to provide more of their own support. In response to a comment from Adam Rod about responsible development being an obligation of developers, Schuh noted that the plan includes a recommendation that new development be conducted in a manner sensitive to the natural environment.

7.0 Rail Grade Separations

Tom Murtha discussed motorist delay at highway-rail grade crossings and ongoing work to prioritize grade separation projects. He discussed the importance of mitigating motorist delay at the region's approximately 1,400 public at-grade crossings, noting that ON TO 2050 will set targets for reducing hours of motorist delay. Reduction strategies include improving train fluidity, consolidating crossings to nearby better-performing crossings, and separating at-grade crossings. Since the expense of separating all crossings isn't feasible, work is ongoing to prioritize specific crossings. Most delay occurs at relatively few crossings, with about 50 crossings in the region accounting for half of all delay. Murtha discussed the two levels of screening undertaken by public

sector partners – including CMAP, Cook County, the Illinois Commerce Commission (ICC), the Illinois Department of Transportation, the City of Chicago, and others – to prioritize crossings for separation. Level 1 screening analyzed ICC delay data, with Level 2 screening considering compatibility with adjacent land use, engineering concerns, data anomalies, and other factors. Level 2 screening of approximately 75 crossings and further prioritization is ongoing, with a goal of having projects ready when construction funding becomes available.

Maria Choca Urban commented on the possibility of working with the railroads to address operational issues that cause delay, particularly in the southern portion of Cook County where delay is concentrated and higher. Herbert Smith noted that Positive Train Control implementation promises to provide additional data that can be used to improve network fluidity. Committee members discussed the importance of operational improvements and working with railroads in problem areas, as well as the possible implementation of dynamic sign messaging to communicate crossing blockages to drivers. Choca Urban suggested that CMAP could develop a toolkit for communities to use to mitigate grade crossing delay since grade separation will be too expensive in many cases. Committee members suggested that prioritization could consider the specific public and private stakeholders impacted by a potential grade separation project.

8.0 Other Business

There was no other business presented.

9.0 Public Comment

Mary Elisabeth Pitz announced that the Rail Supply Chain Summit will take place May 16, 2018.

10.0 Next Meeting – May 21, 2018

The next meeting will be held on Monday, May 21, 2018.

11.0 Adjournment

The Committee adjourned at 11:54 a.m.

Respectfully submitted,

Jeff Schnobrich, Committee liaison

Approved as presented, by unanimous vote, May 21, 2018