



Chicago Metropolitan Agency for Planning

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Freight Committee Meeting Minutes

May 21, 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), Mike Burton (C&K Trucking), David Chandler (CNT), Maria Choca Urban (Cook County DOT), Eric Gallien (Illinois Trucking), Clayton Harris III (IL International Port District) (via tele-conference), Michael Kowalczyk (FHWA), Aimee Lee (for Kevin Donahue – ISTHA), Libby Ogard (Consultant) (via tele-conference), Adam Rod (CDA), Herbert Smith (Class I Railroad)

Staff Present: Diana Cooke, Jesse Elam, Erin Kenney, Tom Murtha, Jeff Schnobrich, Liz Schuh, Elizabeth Scott, Aseal Tineh

Others Present: Kristen Andersen (Metra), Garland Armstrong (Access Living), Heather Armstrong (Access Living), Alex Beata (Cook County DOT), Jackie Forbes (KKCOM), Malika Hainer (CDA), Alicia Hanlon (TransPlan Consulting), Carolina Martinez-Gutierrez (CDA), Molly Monserud (CDA), Leslie Phemister (SSMMA), Mary Elisabeth Pitz (MEP&A)

1.0 Call to Order and Introductions

Mr. Gallien, co-chair of the Freight Committee, called the meeting to order at 10:02 a.m. and asked those present to introduce themselves.

2.0 Approval of Minutes – March 19, 2018

The minutes from the March 19, 2018 meeting were approved by the Committee.

3.0 Agenda Changes and Announcements

Mr. Gallien announced that the National Highway System presentation would be moved up on the agenda.

4.0 National Highway System

Tom Murtha discussed proposed changes to the National Highway System (NHS), emphasizing changes to intermodal connectors. He noted that the CMAP Freight Committee was initially created (as the Intermodal Advisory Task Force) to identify intermodal connectors for inclusion in the NHS when it was established in the mid-1990s. CMAP has worked with IDOT and other stakeholders to identify proposed changes to connectors. NHS designation of a roadway brings with it certain requirements, including performance measurement and design controls; thus, it is important that the system be up to date. Reasons for changes to intermodal connectors include technical fixes, changes in connectivity, better information regarding truck routing, and changes in industry such as new or closed intermodal facilities. Murtha discussed the 11 specific areas in which updates to intermodal connectors are proposed.

In response to a question about a proposed de-designation in Blue Island, Maria Choca Urban noted that Cook County has been in touch with the City and the Iowa Interstate Railroad, and truck traffic is limited; however, the County is seeking to improve Division Street. In response to a question about designation criteria, Murtha stated that the facility must handle at least 50,000 TEUs per year or 100 trucks per day in each direction on the primary route. He noted that intermodal connectors cannot be designated solely for the purpose of funding, but that during initial designation the Committee had identified needed investments; similarly, the process of adjusting current designations provides insight on needed improvements. Murtha noted in response to another question that truck traffic created by warehouses and industrial developments alone, in the absence of an intermodal facility, does not qualify a route for designation.

5.0 Staff Update and Site Visit Discussion

Jeff Schnobrich thanked committee members for taking the time to conduct introductory meetings with him and to discuss the work of the committee. He noted that CMAP has applied for Statewide Planning and Research funds to conduct a series of truck routing, permitting, and delivery management studies. He also noted that some committee members have expressed an interest in doing a site visit and requested that members follow up with him if they have ideas for potential locations.

6.0 Illinois International Port District LTA Project

Elizabeth Scott gave an overview of a forthcoming CMAP project to provide planning assistance to the Illinois International Port District (IIPD). IIPD applied for and received a CMAP Local Technical Assistance (LTA) award, and preparation of a planning priorities report is underway. It will examine both the port's role in goods movements as well as its impact on surrounding communities. Scott noted that CMAP has applied for Statewide Planning and Research funds to conduct a second phase of the planning process – preparation of a master plan for the port – which would begin next year.

In response to questions and comments from committee members, Clayton Harris, Executive Director of the IIPD, discussed an upcoming RFP for the potential development of a hotel and boathouse on port property near the existing golf course. In response to a question about previous planning efforts, Scott noted that CMAP staff are reviewing all available prior plans. In response to a question about the compatibility of a hotel/recreation use and a desire to increase freight movement, Harris noted that recreation uses would be focused on the north and northwest portions of Lake Calumet, with freight uses concentrated on the southern portion. A project to improve Butler Drive is will contribute to the multimodal capability of the port and is anticipated to increase the ability of the port to handle higher freight volumes. Harris noted his gratitude to the Rail Supply Chain Summit, Cook County, State of Illinois freight partners, and other partners for the goodwill that is coming into the port.

7.0 O'Hare Airport Cargo Update

Adam Rod of the Chicago Department of Aviation (CDA) provided an update on cargo activity at O'Hare Airport. He introduced CDA planners Malika Hainer, Carolina Martinez-Gutierrez, and Molly Monserud and noted their involvement in cargo matters at the airport. Rod discussed passenger and cargo activity at both O'Hare and Midway, but focused on O'Hare, since only about 3% of air freight volume comes through Midway. He provided a number of statistics about cargo shipments at O'Hare, including that it is the number one cargo airport in the Americas by value of goods shipped. Major improvement programs have included the O'Hare Modernization Program – begun fifteen years ago and focused on the airfield – and O'Hare 21, which was recently announced and is focused on terminal improvements. Rod noted that western access to the airport, in the beginning, will not include a new terminal but will be limited to employee access and a parking garage. He discussed improvements to the Northeast Cargo Campus, including Phase I, which opened in 2016; Phase II, which opened in early 2017; and Phase III, which is scheduled to open in 2020. Ongoing planning issues include truck routes, congestion, and staging; impacts of e-commerce; and future land needs for further air cargo development.

In response to a question about the ability of surrounding infrastructure to handle increased air cargo volumes, Rod noted that impacts on roadways are always a challenge, but the airport works closely with roadway owners such as the Illinois Tollway; for example, a project related to a new Tollway ramp at Lee Street may include a dedicated route for trucks. In response to a question regarding trucks types, Rod noted that most trucks accessing the Northeast Cargo Campus are semis rather than smaller box trucks.

8.0 ON TO 2050 Mobility Chapter: Financial Plan and RSPs

Jesse Elam provided an overview of two aspects of the Mobility Chapter that were not covered at the committee's March meeting: the financial plan and regionally significant projects (RSPs). ON TO 2050's draft financial plan projects a \$24 billion gap over the planning period from now to 2050 between expected revenues and expenditures needed

to keep the system in its current condition. Elam highlighted major needs on the IDOT Expressway system as well as for transit capital improvements. The planning process has identified five sources of new sustainable revenues: increase the motor fuel tax (MFT) in the short term and eventually replace it with a vehicle miles travelled (VMT) fee; expand the sales tax base; implement a federal cost of freight service fee; create a regional revenue source; and expand priced parking. Other recommendations in the category are enhancing the region's approach to transportation programming and building regionally significant projects (RSPs). Elam discussed the process used to identify and evaluate RSPs and compared the processes in GO TO 2040 and ON TO 2050, reporting that: arterial and bus projects are now included in the plan's fiscal constraint; ON TO 2050 recommends less new capacity; similar to GO TO 2040, new capacity is approximately 60 percent transit and 40 percent roadway (by cost); and two previously constrained projects are unconstrained in the ON TO 2050 draft, the Illiana Expressway and Tri County Access (IL 53/120) projects. Certain projects are assumed have some of their cost offset by their ability to raise revenue, either through value capture (for transit) or tolling (for roadways). Elam encouraged committee members to review the draft plan and provide comments.

Co-chair Gallien applauded the plan's focus on improving existing facilities rather than expansion. In response to a question about revenue needs, Elam stated that the financial plan assumes approximately \$55 billion in new revenue over the planning period. In response to a question about the proposed cost of freight service fee, Elam noted that it could provide a sustainable source of revenue for the new freight programs established by the FAST Act.

In response to a question about the dedicated revenue source for northeastern Illinois, Elam noted that multiple options are available, but it is likely to be an addition to an existing revenue source. For example, it could be an add-on to the existing motor vehicle registration fee or an expansion of the local option motor fuel tax. In response to a question about the financial plan, Elam stated that the plan assumes a 15 cent per gallon increase in the motor fuel tax. In response to a question about electric vehicles, he noted that transitioning to a VMT fee would collect revenue from those vehicles that do not use motor fuel, and that conducting a pilot program is the first step. Elizabeth Schuh added that increasing the MFT alone is insufficient in raising revenue over the long term.

In response to a question about the ability of off-peak operations and technology solutions to reduce peak period truck congestion, Elam noted that operational improvements are very important, though capacity expansion on certain facilities such as I-55 will still be needed. In response to a question about the proposed cost of freight service fee, Elam stated that the fee is envisioned as mode neutral. Jeff Schnobrich added that there currently exists a fee on air cargo shipments, and the proposed fee would operate in a similar manner.

9.0 Other Business

There was no other business presented.

10.0 Public Comment

Heather Armstrong commented that instituting tolls in congested areas could help lessen congestion and that many Chicago roadways should have been tolled when they were first constructed. Garland Armstrong suggested increased public education around safety at highway-rail grade crossings.

11.0 Next Meeting – September 17, 2018

The next meeting will be held on Monday, September 17, 2018.

12.0 Adjournment

The Committee adjourned at 11:40 a.m.

Respectfully submitted,

Jeff Schnobrich, Committee liaison

Approved as presented, by unanimous vote, September 17, 2018