



Chicago Metropolitan Agency for Planning

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

Freight Committee Meeting Minutes

December 3, 2018

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

Members Present: Joe Alonzo (CDOT), Mike Burton (C&K Trucking), Jack Cruikshank (for Elaine Bottomley - Council of Mayors), Maria Choca Urban (Cook County DOT), Eric Gallien (Illinois Trucking), Clayton Harris III (IL International Port District, via tele-conference), Dr. J. Lee Hutchins, Jr. (Consultant), Kazuya Kawamura (UIC-UTC), Aimee Lee (ISTHA), Floyd Miras (US DOT MARAD), Libby Ogard (Consultant), Adam Rod (CDA), DeAnna Smith (IDOT), Herbert Smith (Class I Railroad), Erik Varela (Class I Railroad)

Staff Present: Austen Edwards, Jane Grover, Erin Kenney, Tom Murtha, Jeff Schnobrich

Others Present: Kristen Andersen (Metra), Garland Armstrong (Access Living), Alex Beata (Cook County DOT), Cecilia Diaz (Cook County DOT), Scott Figved (Metra ADA Advisory Board), Jamy Lyne (WSP), Elaine McKenzie (Cambridge Systematics), Mary Elisabeth Pitz (MEP&A), Ryan Peterson (KKCOM), Sam Wright (Cook County DOT)

1.0 Call to Order and Introductions

Mr. Gallien, chair of the Freight Committee, called the meeting to order at 10:10 a.m. and introduced new committee member Erik Varela with Union Pacific Railroad. Mr. Varela provided his background and noted that he was looking forward to participating on the committee.

2.0 Agenda Changes and Announcements

Chair Gallien announced that Agenda Item #4 – a presentation on the Autonomous Illinois initiative – would be struck because the IDOT presenter was unable to attend.

3.0 Approval of Minutes – September 17, 2018

The minutes from the September 17, 2018 meeting were approved by the Committee.

4.0 Regional Data Scan on Traded Industry Clusters

Building on the traded clusters analysis outlined in ON TO 2050, staff presented the preliminary findings of a data scan on traded clusters in northeastern Illinois. Traded clusters are groups of industries and businesses that sell to outside the region and gain a competitive advantage from close proximity to each other. Austen Edwards reviewed trends in the region's economy, examining how metropolitan Chicago fares relative to its peers. Noting that the region's economic growth has been slower than peer regions and job growth has been concentrated at the low and high ends of the skill spectrum, Edwards explained that the purpose of the project is to analyze the human capital and planning needs of cluster-oriented economic development. He also presented information on the primary transportation mode for certain clusters as well as the proportion of freight flowing internationally versus domestically. The findings will be compiled into a report, expected spring 2019.

In response to a question about other regions that are conducting cluster research with actionable recommendations, Edwards cited Denver and New Orleans as well as entities in St. Louis (BioSTL) and Milwaukee (The Water Council). In response to a question, Edwards noted that site selection – particularly proximity to major roadways – can have impacts on truck bottlenecks and truck routing, and CMAP will be examining how it can take these factors into account in its planning and programming work. The committee asked whether the final report will have an editorial angle. Edwards noted that the report will lay out what a cluster-based economic development vision would entail, and it will also support the Chicago Regional Growth Corporation.

Committee members emphasized that while public sector actions to support clusters can help, ultimately private sector involvement is needed. Edwards noted that high-level data must be supported by on-the-ground business intelligence, and that it is important that private sector participation be broad based. He also noted that businesses are sometimes hesitant to discuss workforce issues in public venues.

Committee members commented on the prospect of Illinois becoming a center for autonomous vehicle research, the impacts of Illinois improving its business climate, and learning lessons from the Amazon HQ2 process. Members also suggested that staff reach out to private sector stakeholders to gather recommendations on how to address the “last mile” for urban freight deliveries and their impacts on site selection. Other members suggested connecting with universities about how they could change curriculum to reflect trends and support some of the clusters discussed.

5.0 Expressway Vision Update

Tom Murtha provided an update on the Expressway Vision, a project to create a long-term, multi-modal vision for the northeastern Illinois expressway system. The report will serve as a planning document and policy framework for future IDOT and Illinois Tollway capital programs and operating policies. Murtha informed the committee that the product is in an interim stage and will be a CMAP staff report that does not represent official Tollway or IDOT policy. Goals for the expressway system include improved truck freight movement, improved safety, and achieving a state of good

repair, among others. Current financial resources have not facilitated the timely reconstruction of IDOT's portion of the expressway system. The Vision proposes system-wide reconstruction of the IDOT system, paid for by tolling, as well as price-managed lanes for speed and reliability. Murtha cited preliminary results of travel demand modeling showing an increase in overall vehicle miles traveled (VMT) on expressways, but a decrease on arterial roadways. Congested VMT is expected to decrease substantially on expressways and arterials. Regarding freight, truck congested VMT is expected to decrease substantially relative to the no-build scenario, with overall truck VMT decreasing on almost all portions of the system.

The Vision documents congestion, operational, safety, and environmental deficiencies on the existing expressway system. It proposes expanded tolling to fund a better-managed system with reconstruction and additional capacity, packaged together to reduce overall user costs for the trucking industry with pricing set to avoid truck diversions off expressways. Preliminary freight strategies include increased truck parking, the possibility of dedicated truck lanes, and price incentives to reduce diversions and encourage off-peak travel. The plan outlined in the Vision would rebuild over 95 percent of the IDOT expressway system by 2050.

In response to a question about jurisdiction, Murtha noted that transferring the IDOT system to the Tollway was one option, but not the only option. In response to a question about using mileage-based user fees to fund the program, Murtha noted that this type of fee is viewed more as a substitution for the gas tax. Regarding timing of the report, Murtha shared that an Executive Summary is expected to be released in the coming months, with a final report a couple months thereafter.

Chair Gallien noted that pricing will be key, and that in the past there have been overestimates of costs for a truck to sit idle for an hour. He also stated that truck parking issues are key and that the trucking industry is seeking regulatory reforms from FMCSA related to hours of service. Finally, he noted that tolling can have a significant impact on residents of economically disadvantaged areas and inquired how the Vision would address this. Murtha responded that an equity program is being considered.

Aimee Lee noted that while the Vision looks at tolling as a means of price managing travel behavior, the Tollway views pricing as a means of covering the cost of investments that were made in the system.

In response to a question about modeling assumptions regarding truck travel, Murtha said that staff had developed a time of day model using ATRI data that looked at factors of congestion and destination. Many trucks do not travel overnight today due to shipper/receiver needs, FMCSA regulations, and other factors. However, modeling conducted for the Vision suggests that a significant portion of truck travel could be incentivized to travel overnight.

In response to a question about congestion pricing in other cities, Murtha stated that around 20 other cities use it and CMAP has been in touch with some of them.

6.0 2019 Proposed Freight Committee Meeting Schedule

2019 meeting dates for the Freight Committee will be February 11, April 15, June 17, September 16, and November 18.

7.0 Other Business

There was no other business presented.

8.0 Public Comment

Garland Armstrong voiced a concern regarding freight trains in Berwyn stopped waiting to enter a rail yard that cause delays to busses and paratransit vehicles.

Scott Figved commented on a June 2018 incident in Barrington, IL in which a stalled freight train blocked four grade crossings and delayed first responders transporting crash victims to a hospital. He also voiced concerns with CN trains causing traffic backups on Lake Cook Road.

9.0 Next Meeting – February 11, 2019

The next meeting will be held on Monday, February 11, 2019.

10.0 Adjournment

The Committee adjourned at 12:03 p.m.

Respectfully submitted,

Jeff Schnobrich, Committee liaison

Approved as presented, by unanimous vote, April 15, 2019