



Chicago Metropolitan Agency for Planning

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Freight Committee Meeting Minutes

April 15, 2019

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

Members Present: Mike Burton (C&K Trucking), Maria Choca Urban (Cook County DOT), Colin Duesing (Will County), Eric Gallien (Illinois Trucking), Dr. J. Lee Hutchins, Jr. (Consultant), Aimee Lee (ISTHA), Rebecca Mason (IL Chamber, via tele-conference), Floyd Miras (US DOT MARAD), Libby Ogard (Consultant), Adam Rod (CDA), DeAnna Smith (IDOT), Herbert Smith (Class I Railroad)

Staff Present: Sarah Buchhorn, Erin Kenney, Stephanie Levine, Patty Mangano, Tom Murtha, Jeff Schnobrich, Sarah Walwema

Others Present: Kristen Andersen (Metra), Garland Armstrong (Access Living), Sheng Chen (IDOT), Anna Faford (C&K Trucking), Adam Miliszewski (WSP), Mary Elisabeth Pitz (MEP&A), Ryan Peterson (KKCOM), Betsy Tracy (FHWA), Mike Vanderhoof (IDOT), Rebecca Wingate (Cambridge Systematics)

1.0 Call to Order and Introductions

Mr. Gallien, co-chair of the Freight Committee, called the meeting to order at 10:06 a.m. and members introduced themselves. Floyd Miras announced that he would be retiring at the end of next month, and committee members congratulated him. Co-chair Gallien introduced new committee member Rebecca Mason, Executive Director of the Illinois Chamber's Infrastructure Council. He also introduced Herbert Smith, member of the Freight Committee since 2011, as the new co-chair.

2.0 Agenda Changes and Announcements

Jeff Schnobrich announced new CMAP staff member Patty Mangano, who will be playing a key role in CMAP's forthcoming truck routing studies. He stated that the CMAP Board had approved the consultant selection for the Illinois International Port District Master Plan and that work would be underway shortly. He also noted that the

application period was open for CMAP's Future Leaders in Planning program for regional high school students interested in planning.

3.0 Approval of Minutes – December 3, 2018

The minutes from the December 3, 2018 meeting were approved by the Committee.

4.0 Intermodal Drayage Research

Mike Burton presented a research project underway to measure truck dwell times at intermodal facilities. After providing an overview of C&K Holdings and their operations in Chicago, he noted that one of the biggest issues facing the company is productivity at intermodal railyards as measured by turn times, that is, the time it takes a truck to get in and out of the facility. He provided two illustrative examples of the impact of intermodal yard dwell times on driver productivity. The Illinois Trucking Association has partnered with Geostamp to provide real time data from trucks' electronic logging devices (ELD) to measure turn time, with over 1,000 trucks in the Chicago area participating. Benefits of improved productivity at intermodal yards are that the intermodal industry can become more competitive with long haul trucking and not lose market share due to new technologies and new companies. Burton provided a demonstration of the online tool that allows both real time tracking of turn times as well as measurement of trends over time. The data will be used to document problem times and areas and – in collaboration with the railroads – identify solutions such as adding staff at certain times or modifying timing of shift changes. The first step is obtaining standardized, agreed upon data.

In response to a question about location specificity, Burton noted that geofencing smaller areas within the intermodal yard can provide insight into the cause of delays. In response to a question about the 1,000 trucks participating, Burton estimated that this represents 3 to 4 percent of intermodal trucks operating in the region. In response to a question about the truck driver shortage, Burton noted that C&K has bonus and reward programs, and that driver retention is an issue they are trying to address by increasing communication and setting expectations around congestion and wait times by using data. In response to a question about pay, he stated that drivers are paid by the trip rather than by the hour.

5.0 Grade Crossing Delay and Prioritization Studies

Tom Murtha provided an update on staff's work analyzing highway-rail grade crossing delay. 1,260 trains operate in the region every day, using 1,600 at grade crossings. Motorist delay at highway-rail grade crossings is an ON TO 2050 regional indicator that CMAP will track. Crossing delay can be reduced by speeding up trains, consolidating problematic crossings, rerouting highway traffic to better-performing crossings, and grade separations. Murtha stated that CMAP is working with public sector agencies to prioritize crossings for separation, using a number of different measures, one of which is crossing delay. Factors impacting estimates of crossing delay include estimates for number of trains per day, speed of trains, proximity to railyards and transit stations, and AADT. Murtha discussed a number of known issues with the quality of the data, including that trains do not travel at timetable speeds and that some delay occurs even

in the absence of trains, since certain vehicles stop at all railroad crossings. Field data collected by summer interns at 40 sites shows that actual delay, including substantial queue-clearance times, is higher than previously estimated, particularly for freight trains. The new estimates of delay are 160 percent higher than the old. Next steps include generalizing from this sample, refining estimates of daily freight trains, investigating automated data collection, and use truck probe GPS data to estimate delay in the absence of a train.

In response to a question about integrating this information into the travel demand model, Murtha stated that this possibility would be examined. In response to a question about using Waze or other data sources, Murtha stated that he planned to use existing truck location data sources but that additional information might be useful. In response to a question about communicating the importance of the rail industry to the public, Murtha noted that CMAP has published Policy Updates on this issue in the past.

Co-chair Smith suggested that CMAP might advocate for a grade separation program in upcoming state legislative discussions. Norfolk Southern worked with Indiana to establish the Local Trax program to fund separations using state funding, with an emphasis on closing redundant crossings as well. Smith suggested that IDOT would be the appropriate entity to administer the program. Committee members discussed the importance of local traffic studies, and a committee member noted their organization's support for a grade crossing program in a capital bill.

6.0 CMAP Call for Projects

Jeff Schnobrich discussed the status of the call for projects for CMAQ, TAP-L, and the STP-Shared Fund, with a focus on freight projects. Overall, 136 projects were submitted, with \$1.7 billion in funds requested. For CMAQ, two highway-rail grade separation projects were submitted, as was the CREATE WA-11 project. Three bike/ped-rail grade separations were also submitted. For the STP-Shared Fund, one truck route improvement and four grade crossing improvements were submitted. An additional 16 projects were submitted in other categories but will also be evaluated as truck route or grade crossing improvements.

7.0 Federal Update

Jeff Schnobrich provided an update on freight-related discretionary grant programs as well as the current status of reauthorization discussions. CMAP's federal agenda contains provisions calling for sustainable, dedicated funding with a user fee nexus to freight, as well as transparency in competitive grant programs. Schnobrich also discussed the reauthorization platform of the Coalition for America's Gateways and Trade Corridors, a freight interest group that CMAP participates in. The platform calls for increases to the INFRA and freight formula programs as well as removing the cap on non-highway spending in those programs. Finally, Schnobrich discussed the current status of reauthorization hearings and the varying approaches in the House and Senate.

Floyd Miras added that Congress had also approved \$292 million for a seaport infrastructure grant program.

8.0 Other Business

Tom Murtha announced that a workshop on a freight fluidity program would occur at CMAP on June 17, the date of the next Freight Committee meeting.

Co-chair Smith provided an update on efforts to collect intermodal lift data from the railroads.

9.0 Public Comment

Garland Armstrong stated concerns with freight trains impacting the performance of Metra trains in Barrington, as well as freight trains blocking crossings in Berwyn.

10.0 Next Meeting – June 17, 2019

The next meeting will be held on Monday, June 17, 2019, beginning earlier than usual at 9 a.m.

11.0 Adjournment

The Committee adjourned at 11:52 a.m.

Respectfully submitted,

Jeff Schnobrich, Committee liaison

Approved as presented, by unanimous vote, June 17, 2019