

## SURFACE TRANSPORTATION BOARD

Docket No. EP 724 (Sub-No. 4)

## UNITED STATES RAIL SERVICE ISSUES—PERFORMANCE DATA REPORTING

Summary of Ex Parte Meeting between The Chicago Metropolitan Agency for Planning (CMAP)  
and Surface Transportation Board (STB) StaffHeld December 2, 2015, 4:42 PM – 4:59 PM, via telephone

CMAP Participants: Alex Beata (CMAP, Senior Policy Analyst), Tom Kotarac (CMAP, Deputy Executive Director), Liz Schuh (CMAP, Principal), Joe Szabo (CMAP, Executive Director), Luann Hamilton (Chicago Department of Transportation, Deputy Commissioner), Jeff Sriver (Chicago Department of Transportation, Director of Transportation Planning and Services), Maria Choca Urban (Cook County Department of Transportation and Highways, Director of Strategic Planning and Policy), John Yonan (Cook County Department of Transportation and Highways, Superintendent), Emily Kushto (Illinois Department of Transportation, Section Chief), Sam Tuck (Illinois Department of Transportation, Bureau Chief), Audrey Wennink (Consultant), Laura Wilkison (Consultant)

STB Participants: Michael Higgins, Stephanie Lyons, Anika Cooper, Lisa Novins, Nderim Rudi

CMAP began by thanking STB Staff for holding the meeting. CMAP stated that, in terms of railroad operations, Chicago is the most unique place in North America. The quality of railroad service in Chicago has a direct impact on the people living in that region and on the City's economic viability. CMAP believes it is important to have reliable data on the freight network. CMAP explained that it makes public policy and investment decisions related to its infrastructure based on metrics and that meaningful metrics help show the benefits from public funds invested.

CMAP then addressed national and regional data separately. With regard to national data, CMAP said there is value in having the current reporting continue and building upon that by expanding the depth of reporting. For example, with respect to dwell times, the Board could expand the number of yards for which reporting is required from the 10 largest yards to the 15 or 20 largest yards. CMAP said there would be value in contextualizing the reporting, for example, to include the previous 52 week averages for reference. Finally, CMAP would like to see the national data be more user friendly, with improved formatting.

At a regional level, CMAP requested that other data items be included in the Board's reporting requirements. First, CMAP would like to see reporting on crosstown transit times for movements in the Chicago area. Second, an on-time performance metric (as compared to scheduled time) for intermodal trains would be helpful. Third, it would be useful to have data on speed and volume on a regional basis, to include federally supported Chicago Region Environmental and Transportation Efficiency Program (CREATE) corridors, including information on train length. Fourth, CMAP identified key locations for delay, including Forest Hill and Belt Junction, and said that reporting on those locations would also be helpful. STB

Staff noted that it would be helpful to the agency for CMAP to provide its list of key delay locations. Finally, CMAP explained that reporting to the Board of intermodal lift data at key Chicago yards would be valuable. STB Staff asked what metric CMAP envisioned for intermodal lift data, and CMAP stated it currently receives twenty-foot equivalent unit (TEU) data by yard, on an annual basis, from the railroads and CMAP would like to see that reporting formalized.

CMAP explained that this data is important for a number of reasons, including the impacts on METRA commuter rail operations and Amtrak. CMAP stated that the Chicago economy is linked to the movement of freight more so than any other region in the United States, making this data of particular importance there.

STB Staff asked what level of granularity CMAP would propose in the crosstown travel time metric. CMAP responded that, currently, that data is available by unit train versus manifest train, and that a measure of time and classes of freight would be useful. CMAP noted that it was not asking for anything the railroads do not already track, and explained that this type of data was already provided to the CREATE program on occasion.

STB Staff informed CMAP that the Board recently published a consolidated data spreadsheet on its website showing the service performance data reported for all of the carriers currently reporting data pursuant to the Board's order in Docket No. EP 724 (Sub-No. 3), thus eliminating the need for stakeholders to download a report for each railroad. CMAP thanked STB Staff for this information.