



# Chicago Metropolitan Agency for Planning

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## DRAFT

### Freight Committee Meeting Minutes

June 15, 2010

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

**Committee Members:** George Billows – Illinois Trucking Association (Co-Chairman), David Chandler – CNT, Reggie Greenwood – SSMMA, Rob Hoffman – IIT, Jim LaBelle – Chicago Metropolis 2020, Steve Lazarra – Will County Land Use Dept, Dean Mentjes – FHWA, Floyd Miras – USDOT Maritime Admin, Libby Ogard – Prime Focus, Laurence Rohrer – IIT,

**Absent:** Joe Alonzo – City of Chicago, Gregory Dreyer – Illinois Tollway, David Grewe – CTCO, Jeff Harris - NS/CTCO, Lee Hutchins – AECOM, Kazuya Kawamura – UIC, Pat Killinger – Will County Highway Department, Earl Wacker – Consultant, Norm West – USEPA, Larry Wilson – IDOT, Tom Zapler – UPRR (Co-Chairman)

**Staff Present:** Tom Murtha, Dan Rice, Todd Schmidt

**Others Present:** Chris DiPalma – USDOT, Chalen Daigle, McHenry County, Marc Dixon – USDOT/CMAP, Daniel Gibbons – NAVTEQ, Alicia Hanlon – Will County Center for Economic Development, Eric Holeman – Wilbur Smith, Valbona Kokoshi – Southwest Council of Mayors, Ryan Richter – Metra, DeAnna Smith – IDOT, Sangeeta Walsh – NAVTEQ, Amy Welk – IDOT, Erika Witzke – Cambridge Systematics

#### 1.0 Call to Order

Co-chair George Billows called the meeting to order at 10:08 a.m.

#### 2.0 Introductions

Committee members and other attendees introduced themselves.

#### 3.0 Agenda Changes and Announcements

None

#### 4.0 Approval of Minutes – April

A motion to approve the minutes of the May meeting was made and seconded. With all in favor, the motion carried.

#### 5.0 Regional Transportation Operations Coalition

##### 5.1 NAVTEQ Truck Services North America

Mr. Rob Hoffman introduced Ms. Sangeeta Walsh and Mr. Daniel Gibbons of NAVTEQ to discuss NAVTEQ truck map services. After a brief description of NAVTEQ, Ms. Walsh described NAVTEQ

Transport. Ms. Walsh stated that NAVTEQ Transport consists of NAVTEQ-maintained attributes specifically designed for commercial vehicle navigation. She said the dataset is part of NAVTEQ's core map, and has a specification applicable globally. The dataset includes physical restrictions, legal restrictions, warnings, and is enhanced with truck points of interest. Ms. Walsh pointed out that the use of navigation systems employing NAVTEQ Transport will reduce commercial vehicle costs and will improve customer service. Ms. Walsh reviewed the items in the NAVTEQ dataset, including physical restrictions (height, weight, weight per axle, width, and length restrictions), legal restrictions (no trucks, no left- right- or U-turns for trucks, no trailers, truck speed limits, and no passing), warnings (hills, curves, wind, bumps, and trees), and hazardous materials (restrictions and designated routes). Ms. Walsh also discussed points of interest and energy-efficient truck routing and truck driving.

Mr. Billows asked whether NAVTEQ included local truck routes. Ms. Walsh responded "yes," but that more information sources would be useful. Mr. Rohter requested clarification regarding whether NAVTEQ had access to municipal sign inventories. Ms. Walsh responded "no," but she said NAVTEQ would be interested in such data.

Discussion turned to truck routing. It was clarified that devices are available for personal navigation, commercial navigation, and preferential routing. Mr. Murtha asked if NAVTEQ provided routing. Ms. Walsh responded "no," that NAVTEQ provided the data for 3<sup>rd</sup>-parties to provide the routing. Mr. Miras asked who NAVTEQ's customers were. Ms. Walsh responded that fleet software firms, ESRI, FedEx, IDOT, Descartes, and similar firms and agencies were customers. Mr. Wilson asked how NAVTEQ applied Illinois truck access rules in routing. Ms. Walsh stated that NAVTEQ doesn't, that such application was by third party routing vendors. A participant asked about update frequency. Ms. Walsh stated that the information was difficult to gather, as it was field-data, and that NAVTEQ was interested in more data sources, but that quarterly updates of NAVTEQ Transport data were provided.

Mr. Murtha put this in the context of the discussion of the previous meeting, when the Committee discussed efforts to improve regional information for local agency truck routes. Some concern was expressed by Mr. Billows about the quality of the data for fleet purposes. However, Ms. Walsh pointed out that the data was based on field observations, and was done comprehensively. Mr. Murtha added that the intent was that, for our purposes, information could be used to supplement current information that is being collected from IDOT and local agencies based on compiled statutes, IDOT designation, and local ordinances.

## **5.2 Truck Route Data Collection**

CMAA staff discussed the progress to date in collecting truck route data from local agencies. To date, all local ordinances had been reviewed, with designated Class II truck routes mapped. Maps were being prepared to be checked by local agencies.

## **6.0 Update: GO TO 2040 and the Freight System Planning Recommendations project**

Bob Dean presented an overview of *GO TO 2040* with a focus on the freight chapter. Mr. Dean reviewed the process underway since 2007, including strategy development, goals, and researching existing conditions. A preferred regional scenario was released in January 2010. A draft *GOTO 2040* Regional Comprehensive Plan was available in June. Mr. Dean explained that the Plan consisted of an executive summary, introduction, challenges and opportunities, twelve chapters dedicated to focus areas of the Plan, and a section on context and best practices. Three chapters are dedicated

to transportation, including one chapter dedicated to the freight system. Mr. Dean said the plan was posted for public comment thru August 6 at <http://www.goto2040.org/>, and added that final adoption was expected in October, 2010. Mr. Murtha added that the freight chapter includes highlights from the Freight System Planning Recommendations project, including the highest-ranked capital recommendations.

Discussion followed. The committee discussed transportation investment implications for state gas tax policy, congestion pricing, public-private partnerships, investment focused on maintaining and modernizing infrastructure, and prioritizing investment based on need rather than formulas. An extended discussion took place regarding congestion pricing. Mr. Murtha noted that congestion pricing in the regional plan was limited to applications like managed lanes and parking pricing. If limited applications were successful, then there may be an opportunity to expand at a later date. Congestion pricing was to manage congestion, and was unlikely to be a major funding mechanism for infrastructure improvements. He added that the goal was to provide operational benefits like improved travel time reliability and speeds. Mr. Rohter cautioned that higher speeds might lead to more serious crashes.

Staff added that a top priority for the plan was the completion of the CREATE program. Mr. Wilson pointed out that about \$1.9 billion of CREATE improvements were unfunded. The original cost estimates prepared in 2003 have been updated to current costs, which are higher.

Other items discussed included the I-55 managed lane, the phase-1 study of the Illiana Expressway, coordinated truck route systems, delivery time and truck parking coordination, community impacts, and the proposed Freight Authority.

## **7.0 Project and Issue Updates**

### **7.1 Freight System Snapshot.**

Mr. Murtha provides a brief overview of regional transportation data included in the freight snapshot. He began by discussing congestion, which had shown some improvement over the past two years, perhaps owing to the economic recession. Congestion data included lists of segments where congestion was worst, and where congestion was improving or deteriorating. Mr. Murtha observed that there had been no big change in traffic. However, construction was a main factor in some of the changes over time. He also observed that small changes in traffic volumes and operations may be yielding big improvements in congestion.

Ms. Hanlon asked why there was there was no data for I-80 in Will County. Mr. Murtha responded that there were no sensors in place on parts of I-80 and I-55, but that plans are afoot to provide such sensors in the future.

### **7.2 CMAQ Diesel Emissions Reductions Projects.**

No new definitive information was available.

### **7.3 National Highway System Intermodal Connectors**

No progress on the connector system update had been made in the previous month.

### **7.4 Chicago Area Waterway System**

No new information was available.

### **7.5 Advanced Freight System Modeling RFP**

An RFP had been prepared. Mr. Lazarra noted that he sent a letter to CMAP regarding the issues discussed at the last meeting. He noted his concerns were addressed after discussions with staff.

### **8.0 Other Business**

Mr. Dipalma noted a recent article of regarding the 100 worst freight bottlenecks - Chicago has 7 of top 100, including #1 and #2. He also noted FHWA/ATRI's new Freight Analysis Tool ([https://www.freightperformance.org/fpmweb/user\\_login.aspx](https://www.freightperformance.org/fpmweb/user_login.aspx)) that quantifies amount of congestion on major interstate truck corridors that allows agencies to document level of impacts and perhaps makes it easier to pursue funding for improvements.

Alicia Hanlon noted that the Will County inland port study has been completed. The study assessed benefits for Will County and the region, as well as negative impacts. A brief discussion followed; topics included air quality, land use conflicts, increased congestion, truck volumes, the lack of a regional authority, and the need for better management and oversight for private investment developments.

### **9.0 Next Meetings**

The September meeting was rescheduled for September 23.

### **10.0 Adjournment**

At 12:00 p.m., a motion to adjourn was made and approved by acclamation.

Respectfully submitted by Tom Murtha