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 Rohter – 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 10:00 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. 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 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 information would be used to supplement current information that is being collected from IDOT and local agencies based on compiled statutes, IDOT designation, and local ordinances.

A general discussion took place regarding potential partnership activities between NAVTEQ and CMAP relating to information in local agency ordinances.

5.2 Truck Route Data Collection

CMAP 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: Freight System Planning Recommendations

Mr. Murtha discussed the *GO TO 2040* freight planning process. He pointed out that a draft of the plan had just been released, including the freight chapter that resulted from the *Freight System Planning Recommendations* project. He invited members to comment on the draft plan.

7.0 Project and Issue Updates

7.1 Freight System Snapshot.

Mr. Murtha 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 also reviewed transit agency on-time performance for Metra and Amtrak, two agencies that share track with freight trains. Metra trains showed very high on-time performance from 2002 forward, with North Central Service on-time performance showing marked improvements, following track and service improvements. On the other hand, the Southwest Service and Heritage Corridors still have on-time service challenges; these services will benefit most from CREATE improvements, which will reduce freight interference at rail-rail at-grade crossings.

Mr. Murtha pointed out that, over the past few years, Amtrak posted impressive improvements in on-time performance, though Amtrak's on-time performance still does not approach Metra's.

7.2 CMAQ Diesel Emissions Reductions Projects.

No new 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.

8.0 Other Business

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