



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Regional Transportation Operations Coalition

Draft Minutes

April 19, 2012

DuPage County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

Present: Claire Bozic Chair-CMAP, Chris DiPalma – FHWA, Jon Nelson - Lake County DOT, Steve Travia - IDOT, Gerry Tumbali – RTA, David Zavattero – CDOT, Christina Kupkowski – WCHD, Kevin Price – IDOT ITS, Chuck Sikaras – IDOT, Mark Pistick – RTA, David Tomzik – Pace, Tara Fifer – Cook County Highway Department, Chris Staron – NWMC, Matt Letourneau – URS, John Benda – Illinois Tollway (Phone)

Staff Present: Doug Ferguson, Jose Rodriguez, Tom Murtha, Todd Schmidt, Thomas Gonzales

1.0 Call to Order

Claire Bozic, Chair called the meeting to order at 9:30 a.m.

2.0 Agenda changes and announcements

3.0 Approval of Minutes

The minutes were approved.

4.0 CMAQ Project Selection and Performance Measures

Mr. Ferguson provided a summary of the CMAQ Project Selection Committee's recommended changes to the policies used in the development and management of the CMAQ program. The recommended changes are currently going through the committee process. A memo describing the recommended changes is available on the RTOC webpage.

The CMAQ program will no longer fund phase I engineering; however, the remaining project costs will be programmed at 100% CMAQ funding. Selected CMAQ projects that do not require phase I engineering will be programmed at 90% CMAQ funding for the total project cost. Projects will also have an accomplishment sunset for each phase of the project. If the project does not meet the requirements in the required time, funding could be taken away from a project and given to another project. The call for projects will occur every 2 years instead of annually. The next call for CMAQ projects is anticipated to begin December 2012 with project submittals due in February 2013.

Ms. Fifer asked how long the sponsor would have to complete each project phase before the sunset. Mr. Ferguson responded that 3 years is the proposed time frame. Mr. Tumbali asked if the 3 years started with the federal fiscal year or when the funding was awarded. Mr. Ferguson responded that it would be the year the funding was awarded plus two more years. Mr. Travia asked if the funding schemes for projects already awarded would change. Mr. Ferguson said that the sponsor could appeal to the CMAQ Project Selection Committee to change the funding scheme. Mr. Murtha noted that this opens the process more to operations oriented projects because they often do not require phase I engineering.

Mr DiPalma gave a brief presentation on performance measures for CMAQ operations related projects. Performance measures are important to the region because they demonstrate that the projects being implemented are successfully improving air quality and relieving congestion. He suggested that RTOC should collect performance measures on all operations related projects implemented in the region. Other regions are currently collecting performance measures for operations related projects.

Performance measures are required and used in other MPO activities such as the Long Range Transportation Plan and the CMAQ annual report. It is likely that performance measures will be an important component of the new transportation bill. Collecting performance measures is also considered a best practice and could provide operations related projects a competitive edge over other projects funded through CMAQ.

There may be risks if performance measures are not established. RTOC could miss an opportunity to establish the performance measures used to gauge the success of operations related projects and possibly be forced to use measures created by other groups or agencies. Operations related projects could lose credibility regionally if RTOC does not track the benefit cost ratio for projects RTOC supports. Funding for future operations projects could be reduced or eliminated and the region could miss opportunities for other funding such as the TIGER program.

Mr. Murtha commented that there are two ways of using performance measures. They can be used to identify project locations or they can be used retrospectively to evaluate how the project did. He also does not think all the data is readily available for collecting project level performance measures in all parts of the region. Mr. DiPalma would like the RTOC to develop performance measures that look at the before and after effects of the projects. Mr. Travia commented that a lot of data is out there, just not being collected. Mr. Tumbali suggested that RTOC base its selected performance measures on GO TO 2040 goals and objectives.

Ms. Bozic asked if the CMAQ PSC is discussing the use of performance measures. Mr. Ferguson responded that they are not discussing performance measures. Mr. Zattero commented that the city of Chicago looks at safety, travel time, and mode shift as its three main transportation performance measures. Ms. Kupkowski commented that the performance measures should not prohibit or make it more difficult for outlying areas to

be awarded projects. The region is made up of urban and rural areas and the measures should not benefit one more than the other. CMAP staff will create a list of performance measures to be discussed at the next RTOC meeting.

5.0 Pace Bus Arterial Bus Rapid Transit and Bus on Shoulders

Mr. Tomzik (Pace) gave an update on Arterial Bus Rapid Transit (ART) and the Bus on Shoulders Program. In the short term, Pace is developing ART on 6 corridors in the region. The corridors include Milwaukee Avenue, Dempster Street, Cermak Road, Harlem Avenue, 95th Street and Halsted Street. Pace is also planning to develop more ART routes in the future.

ART will operate in mixed arterial traffic with low floor, conventional, branded sub-fleet buses. The stations will be specially designed for ART which will include an electrical source, shelter and branding. Maintenance of the ART fleet will be prioritized over other vehicles. The ITS components of the ART will include transit signal priority, real time passenger information and service coordination. The frequency, service plan and service hours of the ART are still in development. Dedicated supervision and dynamic dispatch are also being considered.

Pace is currently moving forward with real time passenger information and the transit signal priority program through the RTA regional CMAQ program. Transit supportive land use will help with the success of the ART program, along with the posted stops program already underway.

Mr. Tomzik showed a marketing video on Pace's bus on shoulder demonstration project along the I-55 corridor from Plainfield to downtown Chicago. The video provided a very good description of the bus on shoulder (BOS) program. The program is a cooperative effort between Pace, IDOT, RTA, and the Illinois State Police.

The program launched successfully on November 14, 2011 operating two routes, route 855 and route 755. There are 14 miles of designated BOS operations along I-55 between I-355 and Kedzie Avenue. The BOS program increased on time performance for the routes from 68% to over 92%. Both routes have experienced an increase in ridership and service. Ridership increased 67% on route 855 and 120% on route 755. Service was added to both routes on April 9, 2012. Route 855 has one additional round trip and route 755 extended services to Union Station. Additional expansion is planned with future CMAQ funding.

6.0 Strategic Regional Arterial System

CMAP staff requested RTOC's approval of the addition of Stearns Road from Randall Road to IL Route 25 and the Woodstock Bypass from US Route 14 to IL Route 47 to the Strategic Regional Arterial (SRA) System. Kane County's adopted 2040 Transportation Plan includes this segment of Stearns Road as an SRA and the Woodstock Bypass is included in the Woodstock Comprehensive Plan. The addition of the two routes would be a modest increase to the SRA mileage.

The new four-mile-long section of Stearns Road provides mobility across the Fox River and is already an existing SRA east of IL Route 25. Construction is ongoing for this new controlled access arterial section, but the road is currently open to traffic. The road was designed to SRA standards.

The three-mile-long section of Woodstock Bypass is a proposed limited access highway that will provide additional mobility to travelers by completing a bypass around the west side of Woodstock. Freight mobility is a concern in this corridor and building the bypass is not an alternative to improving IL Route 47 within Woodstock. IDOT has completed the SRA Study for the route and is posted as SRA Report 515.

Mr. Zavattero asked if McHenry County requested the addition of the Woodstock Bypass to the SRA system. Mr. Murtha replied that McHenry County was not sure because the bypass has not been built yet and the alignment is not set in stone. On a motion by Mr. Zavattero, seconded by Mr. Travia, the RTOC recommends Transportation Committee approval of the addition of Stearns Road from Randall Road to IL Route 25 and the Woodstock Bypass from US Route 14 to IL Route 47 to the Strategic Regional Arterial (SRA) System.

7.0 Freight Operations

Mr. Murtha gave a short summary of future operations oriented freight projects such as overnight truck deliveries that have been discussed by the Freight Committee. The GO TO 2040 Comprehensive Regional Plan includes a recommendation on "Regional Trucking Improvements: Truckways, Truck Routes, Truck Parking, Delivery Time Management, and Restrictions." Delivery time management would help get trucks off the road during the peak periods and help alleviate congestion in the region.

8.0 Other Business

Mr. Rodriguez informed the group that the transit focus group will be meeting to discuss the upcoming CMAQ call for projects. He also told the group about the upcoming summer data program that will assist agencies in intersection traffic counts or other data collection activities.

9.0 Public Comment

There was no public comment.

10.0 Next Meeting

Next RTOC meeting will be held Thursday, July 19, 2012, 9:30 a.m. CST at CMAP offices.

11.0 Adjournment

The meeting was adjourned at 11:30 a.m.

Respectfully submitted
Todd Schmidt, Committee Liaison