



# Chicago Metropolitan Agency for Planning

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## **Transit Focus Group for CMAQ**

**1:30p.m., Thursday, May 12, 2011**

**DuPage County Conference Room  
233 S. Wacker Drive, Suite 800  
Chicago, Illinois**

**In Attendance:** Jan Ward, Kane County DOT; Bruce Christensen, Lake County DOT; David Tomzik, Pace; Thomas Weaver, Metra; William Lenski, RTA; Mark Pitstick, RTA; Keith Privett, CDOT; Michael Connelly, CTA; Maria Urban, CNT; Peter Fahrenwald, RTA; Valbona Kokoshi, Lake County DOT; Bill Baltutis, Lake Cook TMA; Sharon Feigon, CNT/I-GO; Paul Schneider, City of Evanston; Jennifer Johnsen, Village of Berkeley; Melissa Foster, Village of Berkeley; Lori Sommers, Village of Maywood; Bob Huffman, Pace (via teleconference); Sarah Chadderdon, McHenry County DOT (via teleconference); Mike Walczak, NWMC (via teleconference)

CMAQ Staff: Jose Rodriguez (chair); Don Kopec; Ross Patronsky; Todd Schmidt; and Thomas Murtha.

### **1. Call to Order and Introductions**

Meeting was called to order at 1:35pm

### **2. Meeting Minutes from 5.12.11**

Meeting from 4.26.11 meeting were approved.

### **3. Proposal Presentations**

5 proposal sponsors seeking funding through the CMAQ FY 2012 – 2016 program explained their respective proposals in further detail.

Mr. Christensen gave brief introduction of each of the three proposals and the respective co-sponsor.

1. Southeast Lake County paratransit. Ms. Kokoshi described this proposal as one seeking coordination for the present stand-alone paratransit services of 5 townships (Moraine, Fremont, Vernon Hills, Libertyville, and West Lake Forest). Currently 20,000 one-way trips annually are served by the paratransit services in the area with many more trips served by subsidized taxi service. The proposal would help develop a coordinated dispatch system and other operating efficiencies.
2. Vans for Vanpool Program, Lake County. Mr. Baltutis described this proposal as a vanpool incentive program directed at drivers and riders originating from Lake Cook TMA area employment centers. New vanpool participants would be eligible for several forms of incentives to encourage vanpool formation as a drive-alone alternative. One key cost aspect is 3 free months of vanpool fares. Other financial incentives would be tested for effectiveness during the project period.
3. Shuttle bus (Shuttle Bug) program aimed at Northbrook/Glenview area and at Libertyville. Proposal seeks to identify and develop shuttle bus opportunities operating between businesses and train stations in the two respective areas. Mr. Baltutis noted that while one major employer, Astrellas, has yet to locate in Northbrook, Motorola and Medline are examples of employers that can be served by the Libertyville component of the project. Mr. Baltutis also stated that the Shuttle Bug services currently in operation (14 routes) have had a high farebox recovery ratio at nearly 70%. Addressing the role of incentives and fare subsidies, Mr. Baltutis added that most shuttles transition out of the subsidized state to a typically 50% split of cost between users and employers.

CNT

#### Peer-to-Peer Car Sharing

The Peer-to-Peer Car Sharing proposal was introduced by Ms. Feigon as a means of achieving greater use of shared vehicles in the region by enabling private automobile users to share their vehicles during periods of non-use with other

interested drivers. The program would function primarily through peer networks and by outfitting the vehicles with use- and mileage-determination hardware and software currently used in I-GO carsharing vehicles. Ms. Feigon responded to Ms. Ward's question by stating that 193 vehicles could be fitted with this hardware and used in the pilot project. Mr. Fahrewald asked if the program would be regionwide (throughout Cook, Lake and DuPage) counties; Ms. Feigon responded that though the proposal would be regionwide, its best chances of success were in higher-density transit-served areas. Mr. Tomzik inquired about responsibility for payment of traffic tickets incurred by the share-driver; Ms. Feigon responded by stating that traffic tickets would go initially to I-GO and that the share-driver would be responsible for paying this amount back to I-GO within a given period. The original driver/owner of vehicle would not be responsible for paying the ticket. The Secretary of State's office has a direct data link with I-GO for their existing driver database to see if drivers are eligible; likewise violations incurred will also be forwarded to I-GO.

#### City of Evanston – Yellow Line Infill Station

Mr. Schneider, City Engineer, briefed the group on a proposal calling for a new Yellow Line station located at one of Dodge Ave, Asbury Ave, or Ridge Rd. A 2003 study by the Village of Skokie identified adequate travel demand for an infill Evanston station. The village is requesting nearly \$2.4 million dollars in Phase I and Phase II Engineering costs during the FY 2012-2016 program period, and anticipates asking for \$22 million in CMAQ funds for construction in the FY 2017 program (outside of the current program period). The City has identified Capital Improvement Program funds for local match. Mr. Weaver inquired about need for land acquisition. Schneider responded that land acquisition would be required only for a Dodge with a westerly access location. Mr. Lenski asked about grade separation and its implications on ADA access; Mr. Schneider responded that a Dodge station would require an elevator due to being above grade and that Asbury and Ridge were in a cut and thus could be accessed by ramps. Mr. Tomzik asked about ridership potential and markets; Schneider responded that ridership was estimated to be 1,000 per day. He noted that the current Purple Line ridership has 60 % destined for downtown and 40% coming from areas on the north side to Evanston destinations. Of the three station locations, Dodge has some commercial

and institutional land use near the station. Mr. Schneider also remarked on the high concentrations of low-income population living in areas of Evanston further west of the Purple Line. Finally, Mr. Schneider indicated that extending the Yellow Line into Chicago was viewed as desirable, but it was not clear that this could be accommodated in the Red/Purple Line reconstruction project.

#### Village of Berkeley

Ms. Johnsen, Village Administrator, provided information on a proposed rail station improvement to the Village's station on the UP West Metra line. As a result of improvements being done by the Union Pacific Railroad under CREATE project B2 at Proviso Yard and the addition of a third track its West line, a station house is being removed from the inbound side of the current tracks and a smaller shelter will be installed by the railroad between the new third track and the inbound passenger track. Additionally, the railroad is funding a pedestrian access underpass to the inbound platform. The yard and track relocations are underway. The Union Pacific has also provided a letter of support. Mr. Weaver interjected that the Federal Transit Administration often has difficulty recognizing "other" (e.g. private) funding for eligible matches. The proposal is listed in the Village's comprehensive plan. Currently the station has slightly over 100 daily riders. The commuter parking lot is currently at 70% occupancy and declining; Bellwood and Melrose Park have a similar experience.

#### Village of Maywood

Ms. Sommers, Village of Maywood Community Development Director, provided information on their proposed station improvement proposal located on the Union Pacific West line. The Village feels that the current station is not utilized to its fullest potential despite the fact that, according to a UIC study, 65% of its residents worked in areas adjacent to the parallel CTA Green Line. The proposal will not interfere with implementation of the third track along the line. Mr. Privett then asked if improvements to bus service connecting the Village to the Harlem Avenue Green Line station might be a better use of resources. Mr. Tomzick noted that Pace currently services the station but has had to make some reductions in service, particularly those that connected to either the Green Line at Harlem Avenue or Blue Line at Forest Park.

#### **4. Evaluation Matrix**

Mr. Rodriguez asked the group to comment on the draft 4-sheet evaluation matrix spreadsheet. Each sheet addresses the four levels of proposal screens agreed upon for the Goals and Strategies document for the group:

- Advancement of Action Areas
- Quantitative Measures
- Plan Basis
- Project Readiness

Several members asked that the evaluation matrix be completed by CMAP staff for subsequent distribution to the group. Mr. Weaver also felt that because of the need for staff to review pertinent information for each proposal, the universe of proposals to be evaluated by the Transit Focus Group should be limited to those in the transit improvement categories. The group concurred with Weaver's suggestion, although the draft Matrix included examples of proposals from other project categories if they had some components affecting transit service. Mr. Rodriguez volunteered to look at this limited group (plus parking decks and RTA, Lake County/TMA Lake Cook and I-GO Other/Demonstration proposals) and fill in information in time for the Monday, May 23<sup>rd</sup>, 2011 meeting. Group member agreed to review the information and consider a high/medium/low ranking of proposals, similar to what has been done for UWP proposals.

#### **5. Mapping of Proposals**

Mr. Schmidt highlighted completion of a map of the proposals being evaluated by the Transit Focus Group. It will be made available on the Transit Focus Group website. Messrs. Christensen and Baltutis agreed to clarify the service areas of the two ShuttleBug proposals.

#### **6. Next Meeting**

Scheduled for Monday May 23, 1:30pm, CMAP. Meeting will go on as scheduled.

#### **7. Adjournment**

Meeting was adjourned at 4:09pm.

