Chicago Metropolitan Agency for Planning

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Meeting Minutes

CMAP Transit Focus Group

Wednesday, May 16, 2012
1:30 p.m.

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

In attendance: Mark Pitstick, RTA; Peter Fahrenwald, RTA; David Tomzik, Pace; Beth McCluskey, Metra; Caitlyn Costello, Metra; Michael Connelly, CTA; Kevin O'Malley, CTA; Valbona Kokoshi, Lake County DOT; Douglas Ferguson, CMAP Staff, Tom Murtha, CMAP Staff, Jose Rodriguez, CMAP Staff. Via Teleconference: Bob Huffman, Pace; Brandy Kellom, Pace

1.0 Call to Order 1:35 p.m.

Meeting Called to Order by Jose Rodriguez

2.0 Approval of Meeting Notes—June 16, 2011

Meeting notes approved.

3.0 Review of FY 2012-2016 Programming

The memorandum *GOTO 2040 Focused Programming: Transit Project Package* from June 2011 was distributed to meeting participants prior to the meeting; a spreadsheet detailing the Transit Focus Group's recommendations in comparison to transit-related projects actually programmed into the CMAQ 2012-16 program was also distributed.

Mark Pitstick briefed the Transit Focus Group on the progress of both the RTA's programmed CMAQ projects:

Transit Signal Priority: RTA is currently evaluating vendor proposals for interoperability and other system requirements.

Interagency Transfer Location Information: Signage work is completed or ongoing for the 4 pilot locations approved for the previous program. Work on the 19 locations should begin within the calendar year. Detailed elements of electronic messaging systems and other aspects of the projects are under review

David Tomzik then briefed the group regarding progress on the I-90 and I-55 projects.

I-90 Pace has been working with the Illinois Tollway for I-90 from Rockford to east of O'Hare Airport, regarding bus service and park n ride placement along the I-90 corridor. This activity is being coordinated with the Tollway's examination of potential interchange improvements at several locations. There is also the task ahead of procuring vehicles and equipment for stop facilities. The planned express bus services are expected to be in place by 2016.

I-55 Pace has implemented bus-on-shoulder services since November 2011 for its routes 755 and 855. Ridership has risen past expectations, and bus on-time performance has improved. Challenges include providing additional buses for the increased ridership demand and ongoing service development at existing and proposed bus service locations.

In *GOTO 2040 Focused Programming: Transit Project Package* , Pace Arterial Rapid Transit (ART) service also received a strong recommendation, although only for the "B" List. Tomzik remarked about the recent hire of a BRT project manager's ongoing coordination work with IDOT regarding signal operations along Milwaukee, work with the Village of Niles on streetscaping, and with the Golf Mill shopping center about facilitating bus waiting/stop improvements. Tomzik pointed to the need to pursue funding for additional work phases and additional corridors (Cermak Road, 95th Street, and Harlem Avenue) work on this project, but needed clarification regarding the B List. Connelly of CTA also pointed to the fact that the B List as a feature of the active CMAQ program would no longer exist (see item 4.2 for details on coming changes to the CMAQ program).

Kevin O'Malley, of CTA stated that both recommended station projects were announced as underway in January 2012. Work for LaSalle @ Division has gone out for bids and engineering work for the Washington/Wabash consolidation has commenced. Discussion then ensued about specific placement of street level entrances at LaSalle

and Division and the layout of existing bus stops near the Clark Street entrance between Mr. Huffman of Pace and Mr. Connelly of CTA.

Mr. Pitstick commented that both the original memorandum and the activities that have taken place show the value of the Transit Focus Group prioritizing projects that involve multiple agencies and multiple travel modes.

4.0 FY 2017-2018 Call for Proposals

4.1 Schedule: Rodriguez went over the proposed FY 2017-18 Call schedule –
December 2012-February 2013 will be the call period, submittal deadline in February 2013. CMAP would work with sponsors and evaluate proposals from February through June 2013. June 2013 is also the designated time for Focus Group recommendations, with PSC rankings released in July 2013. CMAP staff (Mr. Murtha, Mr. Rodriguez) indicated that it would be preferred that the bulk of the transit project prioritization by the Transit Focus Group occur prior to the call period; this was not possible for the FY 2012-16 program due to its late start and first-time implementation of the focused approach.

4.2 New Procedures: Doug Ferguson went over changes in active program management and revised programming procedures. Of note was for highway projects, Phase I engineering would not be funded and that subsequent phases would be funded at 100% federal CMAQ funds. For parity, design and engineering for transit would be funded at 50% and implementation of transit projects at 90% federal.

There would also be significant changes to program management for both "B" List projects and programmed projects that had not expended funds. The B List would be discontinued and a stricter monitoring process would ensue for projects that had at least 3 years of inactivity. Some projects would simply be removed from the program and other projects would be put on a non-funded probationary status until sponsors could show adequate progress toward implementation. Funds previously obligated to "tardy" projects would be assigned (case-by-case basis?) to other projects or back to "tardy" projects showing adequate progress.

Mr. Tomzik asked whether he needed to re-submit the ART project as though it was a new project. Beth McCluskey added that Metra would apply for funding as required as many times as it needed to for a given project.

5.0 Focus Group approach to FFY 2017-2018 programming

5.1 Regional Priorities: Mr. Rodriguez noted the use of five-year budget plans, strategic plans and long-range comprehensive plans as a basis for establishing regional priorities for the Transit Focus Group; he also asked if any other plans or guidance would be used. Several attendees stated that their agency's respective priorities may not be fully outlined until budgeting or other strategic processes concluded near the end of the calendar year.

5.2 Project Scoring: In 2011, the Transit Focus Group used a scoring system based on adherence to nine (9) Action Areas identified in the Regional Mobility (Increase Commitment to Public Transit) section of GOTO 2040 and also on adherence to published local or regional plans. Attendees were provided a handout listing the 9 action areas. Several in attendance, notably Mr. Connelly, questioned whether it was necessary to include the advancement of the CREATE program since few projects could meet that criteria. Pitstick added that he felt that these action areas may be consolidated into a smaller number of broader criteria such as whether a project fulfilled multiple agencies prioritize ('interagency") and whether it benefit multiple modes of travel ("intermodal"), more specifically increased non-SOV travel. Mr. Murtha concurred with Pitstick's recommendation. Mr. Rodriguez concluded by agreeing to send back for next meeting a consolidated goals/action area priority list.

5.3 Performance Measures: Mr. Rodriguez asked the group whether performance measure evaluation should be a factor used for prioritizing projects. Mr. Murtha clarified this question further by adding that performance measures are often used to identify a location or corridor in need of improvement in advance of whether a project is proposed, in addition to evaluating proposals for funding. Mr. Pitstick said that the former was in fact the process for determining the sites of several of the on-going transit projects. Mr. Connelly stated, however, that this won't work for all of the transit proposals. Citing Pace's building of the case for and obtaining positive

results for expressway bus services, Mr. Rodriguez felt that performance measures may best be utilized in the "narrative" underlying the project proposal. Further discussion on this topic was tabled until the next meeting.

6.0 Public Comment

No additional comments made.

7.0 Next Meeting

July 12th at 12:30pm (preceding a scheduled CMAQ PSC meeting) was nominated; this date plus two alternate dates will be voted on by Transit Focus Group attendees via a doodle.com poll (this item updated along with finalization from internal review).

8.0 Adjournment

Meeting was adjourned at 3:10pm