



## WORK PROGRAM COMMITTEE

### MINUTES

November 17, 2006

The meeting was held in the Cook County Conference Room at the CMAP office at 233 South Wacker Driver, Chicago, Illinois.

#### 1. Call to Order

Work Program Committee Chairman Groner called the meeting to order at 10:00 a.m.

#### **Work Program Committee Members Present:**

Jack Groner, Chairman, Metra  
Vanessa Adams, FTA, USDOT Chicago Metro Office  
Rodney Bettenhausen representing Wally Kos, Cook County  
John DeLaurentiis, RTA  
Chris DiPalma, FHWA, USDOT Chicago Metro Office  
LuAnn Hamilton, CDOT  
Don Kopec, CATS  
Clarita Lao, IDOT-District One  
John Loper representing Chuck Tokarski, DuPage County  
Jeff Young representing Jason Osborn, McHenry County  
Thomas Rickert, Kane County  
Mike Roger, IEPA  
David Simmons, representing Jeffrey Sriver, CTA  
Dick Smith representing Les Nunes, IDOT-OP&P  
Lorraine Snorden representing Rocky Donahue, Pace  
Steve Strains, NIRPC  
Paula Trigg representing Martin Buehler, Lake County  
Mary Wells, ISTHA  
Tom Zapler, Class 1 Railroad Companies

#### **Work Program Committee Members Absent:**

Bruce Gould, Will County  
Benet Haller, CDOP  
Fran Klaas, Kendall County  
Paul Losos, Private Transportation Providers  
Arlene Mulder CATS Council of Mayors

John Rita, MTDs  
Jason Tai, IDOT-DPIT

Others Present

Bruce Christensen  
Mark Cinabro  
Joe Heinrich  
Mike Klemens  
Tam Kutzmark  
Matt Maloney  
Beth McCluskey  
Carl Mikyska  
Hugh O'Hara  
Holly Ostlick  
Chad Riddle

Bill Reynolds  
Adam Rod  
Dave Seglin  
Holly Smith  
Vicky Smith  
John Tomczyk  
Marie Choca Urban  
Mike Walczak  
Tammy Wierciak  
Erin Willrett

CMAP Staff

Patricia Berry  
Janet Bright  
Teri Dixon  
Tom Murtha

Suzanne Lanzafame  
Ross Patronskey  
Gordon Smith  
Tom Vick

**1. Call to Order**

Work Program Committee Chairman Groner called the meeting to order at 10:00 a.m.

**2. Approval of Minutes of the Meeting of July 28, 2006**

On a motion by Ms. Snorden, seconded by Ms. Lao, the minutes of the September 29, 2006 meeting were approved.

**3. Updates and Status Reports**

**a. Committee and Task Force Meetings**

There were no questions or comments on the committee and task force meeting summary report.

**b. Status Report on the Implementation of Projects**

Ms. Lao reported that the November letting is today. Approximately \$25 million in state projects are on the letting. Key projects are intersection reconstruction of US 6 at US 45, bridge replacement and intersection reconstruction at IL 50 over the north branch of the Chicago River near US 14, resurfacing of Grand Avenue from IL 131 (Green Bay Road to IL 137 (Amstutz Expressway), bridge replacement at 147<sup>th</sup> St and Boca Rio ditch and some fencing, landscaping and guardrail.

There was no status update from RTA.

Mr. Seglin stated since the last WPC meeting, the City had two projects obligated at \$2.5 million. To date, This is 3.7% of Chicago FY 2007 STPL program. There has been one 2007 city of Chicago project obligated at \$1.66 million.

Mr. Patronsky advised the Committee that obligation information through July has been received; the CMAQ program is just under 80% obligated. This breaks down to 86.2% for TEA-21 and 54.5% for SAFETEA-LU. He also noted that two projects were on the September 22, 2006 letting for \$760,000.

Mr. Patronsky said that the CMAQ Project Selection Committee continues to consider options for improving the management of currently programmed projects. A staff recommendation will be reviewed by a working group in the near future.

### **c. Council of Mayors Update**

Mayor Mulder was unable to attend the meeting. Gordon Smith gave the Mayors' report in her absence. The Council of Mayors Executive Committee has not met since the last WPC meeting. The next meeting of the Executive Committee is on call. Regarding STP program accomplishment, the Council of Mayors had 2 projects on the September letting for \$13.5 million dollars. There were 5 projects for the November letting totaling \$9.3 million dollars.

## **4. 2006 JARC and New Freedom Projects**

Mr. Reynolds stated that he was at the WPC committee meeting to ask for the committee's endorsement of the 2006 JARC/New Freedom Program. He had made the same request before the joint meeting of the Community Mobility Task Force and the Task Force for Persons with Disabilities on Monday.

Mr. Reynolds refreshed everyone's memory on the process that was followed to get to this point based on the feedback and discussion at Monday's joint meeting. The work for the JARC and New Freedom funds began in June 2006. The goal was to select multiple sustainable projects that could be implemented in the shortest possible timeframe. An aggressive timeline was set to accomplish that goal. Working with CATS and the service boards an application was developed, a call for projects time table set and selection criteria were put in place.

The timeline that was established tied directly to the regularly scheduled meetings of the various MPO committees as well as the need to get the program before the RTA Board in December. In lieu of an extensive public outreach effort like the one that will accompany the 2007 Human Services Transportation Plan efforts, the MPO committees were to help in getting the word out.

The call for projects went out in August. Proposals were due on November 1. Twenty-six (26) applications totaling \$13 million dollars were received.

Unfortunately the region has only roughly \$5.6 million dollars available between the JARC and New Freedom programs. This amount was reduced further when the RTA took the allowable 10% off the top to develop the 2007 Human Service Transportation Plan. That leaves approximately \$5.1 million available for projects between the two programs.

A selection committee made up of two staff members from the MPO and RTA reviewed and ranked the applications. They met on November 7 to discuss the applications and reach a consensus on the recommended projects.

The following three projects are recommended for the New Freedom program.

#### RIDE DUPAGE TO WORK

This project proposes to reduce the fares for persons with disabilities and seniors to make work related trips. The current Ride DuPage's distance base fare of \$3 for the first six miles and \$1.50 for each additional mile has been identified by persons with disabilities as a significant barrier to using Ride DuPage for work transportation. This proposal will reduce the amounts to \$1.50 and \$1.00.

\$400,000 in federal dollars is requested.

#### MCHEMRY COUNTY CALL CENTER

This project will establish a central call center in McHenry County. The call center is critical to the future expansion of demand responsive service in the county. The call center will provide a coordinated system and optimize resources for future service expansion.

\$84,000 in federal dollars is requested.

#### RIDE-IN-KANE

The objective of this project is to coordinate currently fragmented services into an amalgamated system that would optimize resources for expanding service into areas currently not served and for expansion into underserved areas. The expanded and new service will increase the mobility of older adults and persons with disabilities. A central call center will be established as part of the project. Funding for this project is split between the two funding programs.

The original application included a Ride Lake element. This component is not recommended for funding in the 2006 program.

\$2,400,000 in federal dollars is requested.

The following are the four recommended JARC projects.

#### METRA UP NORTHLINE TRAIN

This project as proposed will add an additional early morning reverse commute train from Chicago to Waukegan to meet 7AM work start times of north suburban employers, basically from Lake Cook Road north.

The addition of this train will also benefit employees who reside farther north along the line who will now have a viable suburb to suburb travel option to the same suburban business centers.

An added benefit from the new service is gained because the earlier recommended outbound train necessitates an earlier pre-dawn inbound train which will serve the traditional commute market.

\$250,000 in federal dollars is requested for this project.

#### PACE SOUTH SUBURBAN EXPRESS BUS NETWORK

This project introduces six new reverse express bus routes from under employed residential areas in south Cook County to employment centers near O'Hare, Schaumburg, and the I-88 corridor between Downers Grove and Winfield where there is a surplus of jobs.

\$1,050,000 in federal funding is requested for these services.

#### CTA ROUTE 65 GRAND AVENUE AND ROUTE 7 HARRISON

These two projects propose to add or extend evening service and in the case of the Grand Avenue route, also increase weekend service. Both routes serve areas of the City's Westside with employment opportunities to the east and via connections to the CTA rail system.

The Harrison route provides service to the Illinois Medical District and UIC campus. While the expanded hours will improve employment opportunities, the additional service will also support patients using the medical district facilities.

The Grand Avenue proposal would extend service to 10PM weekdays and increase the frequency of weekend service enhancing employment opportunities for Westside residents along the corridor from Navy Pier and Michigan Avenue to the Brickyard Mall near Harlem Avenue. Persons with disabilities with access to the route would also benefit from the improved service hours because the buses used are 100% accessible.

The federal dollars requested for the Grand Avenue route is \$545,000.

\$341,000 in federal funding is requested for the Harrison route.

The recommended 2006 program has a total federal dollar amount of approximately \$5,070,000.

Mr. Reynolds then opened the floor for questions. Mr. Groner asked if cash flow was a part of the review process. Mr. Reynolds stated that Kane County was working with Pace and other agencies and does expect to be able to spend all of its allocation. Mr. Simmons stated that there had been no consensus at Monday's meeting on the projects where the project were approved and sent to the WPC since the vote was 9-4. Mr.

Simmons said there were questions about the process and who made the decisions and that while CTA has submitted several projects, very few of its projects were chosen. Mr. Reynolds responded that the RTA has worked with the service boards and everyone knew the schedule and that there was a time crunch. It is not a perfect process but no one wanted to leave \$6 million dollars on the table.

Mr. Groner asked what would be different about next year's call. Mr. Reynolds responded that it would be somewhat similar. The call will still be in August but the hope is that the next cycle will be different and that the public involvement component will be a much larger piece of the process. Ms. Hamilton suggested that the staffing of 2 MPO and 2 RTA staff included a broader pool of people making the decision on which projects are chosen. Mr. Groner suggested that additional agency who wanted to be involved in the process should step up now. Mr. Reynolds agreed and stated that Jay Civarella is the RTA contact.

On a motion by Mr. Kopec, seconded by Ms. Snorden the motion to approval the JARC and New Freedom projects was carried with Mr. Simmons opposed.

## **5. FY 07-12 TIP Changes**

Ms. Dixon requested Work Program Committee approval of the TIP changes. She noted that over 700 projects were affected. On a motion by Mr. Rickert, seconded by Ms. Hamilton the TIP changes were approved.

## **6. Self-Certification**

Ms. Dixon asked the WPC to recommend that Policy Committee self certify the planning process. This is an annual process to meet a federal requirement. Staff is working with USDOT's Metro staff to ensure that all the citations are correct. Mr. DeLaurentis inquired who was requesting the certification. Ms. Berry responded that the certification is to meet federal requirement and is an annual event.

On a motion by Mr. Rickert, seconded by Ms. Hamilton, the recommendation for the Policy Committee to certify the planning process was approved.

## **7. Regional Planning Act**

Mr. Gordon Smith updated the committee on the status of implementing the Regional Planning Act. While the integration of the staff is proceeding, work has begun on detailing what legislative changes need to be made under a technical corrections bill. On Monday, staff was directed to put off the legislation to the spring session, not in the veto session as originally anticipated. Issues to be addressed range from revising the name of the agency to revising the stipulation that there be a Deputy Director for Transportation and a Deputy Director for Land Use, to making the employees eligible for the IMRF. The CMAP Board is going to request a hearing in the region to discuss next steps. At yesterday's meeting, CMAP was invited to present hearing to Rep. Hamos' committee. Mr. Blankenhorn testified and highlighted the strategic report. Mr. Groner asked about

committee structure and if there was going to be a transition to new committees before legislation. Mr. Kopec said, yes the committees will be in place before the spring session. Mr. Smith noted that committee structure would be a board action, not legislation. Mr. Groner asked if any legislation was required immediately. Mr. Smith said there was not.

## **8. Unified Work Program**

Mr. Gordon Smith reviewed the development scheduled for the FY 08 UWP and described a three phase process. Mr. Groner noted that the Policy Committee requested clarification of the tiers and that the discussion at Tuesday's UWP Committee meeting and Mr. Smith's summary does the job that was requested. Ms. Hamilton asked why consultant work is not allowed for the supplemental core. Mr. Smith said there was no discussion on why, but that the committee had been directed to narrow its focus. Ms. Snorden agreed, saying that is what the UWP Committee agreed on. Mr. Groner asked what consultants would be doing, there are hundreds of core elements and we had to narrow it down to staff level participation. Ms. Hamilton asked if there was the same restriction on core funds and Mr. Smith said there was. Mr. DeLaurentiis asked for an estimate of the cost of the core. Mr. Smith said last year CATS and NIPC were funded at \$9.5 million. Mr. Seglin said that NIPC and CATS get 60% of the funding. Mr. DeLaurentiis asked if that amount also includes the supplemental core. Mr. Smith said that it did and that this year's amounts won't be much different from last year's. Mr. Kopec said it may be less than last year because some staff won't be covered. Mr. Smith said last year the core was \$7.5 million. Mr. Smith then introduced Maria Choca Urban. He said that CATS was doing an exercise on reporting requirements and had asked Metropolis 2020 to do this.

Ms. Urban from Chicago Metropolis 2020 presented the results of a study they conducted over the last several months on the UWP allocation process and what happens after funds are allocated. Their study also looked at the UWP processes for six other urban areas across the country. She also thanked Matt Maloney for all the work he did on the project.

Ms. Urban said the study looked at the processes from 2003-2007 and the research was based on source documents such as the CATS website and project proposal packages.

The first finding of the study is that funding levels by agency had remained stable – the agencies receive approximately the same percentage of UWP funds every year. She said the UWP Committee began a new way of allocating funds in 2005 called Core/Tier 2, but that this process didn't have a demonstrable impact on allocations to agencies or programs.

The second finding is that there is no tracking system for where allocations are spent. She said spending reports go directly to the Illinois Department of Transportation. CATS didn't see them, and therefore couldn't evaluate what was done.

Ms. Urban then highlighted how six other cities conduct their UWP processes.

In New York, the UWP process begins with 30 regional hearings. A prospectus is then developed that lets agencies know what the needs are and what their priorities should be. A Transportation Coordinating Committee later conducts a peer review of funding applications.

San Diego starts with a retreat where MPO board members set goals and objectives. The MPO staff then translates those into criteria to evaluate proposals. Mandated programs and those with dedicated funding become the core of the UWP. Discretionary proposals are then reviewed and ranked, and all proposals are sent to the full board for approval.

In Portland, the RTP's policy chapter is used to set planning priorities. Projects must cite a mandate from the RTP in order to be funded.

On staff funding, Ms. Urban said San Diego, Atlanta and Portland keep 100 percent of the UWP funds for the MPO. In Chicago, Dallas and Boston, varying percentages are used.

Based on the study, Metropolis 2020 had the following recommendations:

1. Provide board leadership in setting regional priorities that guide UWP funding/allocations.
2. Expand public involvement and oversight.
3. Establish UWP performance evaluation system.
4. Increase use of other federal funds to support planning.
5. Prepare an integrated regional planning report.

Mr. Zapler asked who makes the decisions on the recommendations, and Ms. Urban answered that Policy Committee makes the decisions. In reality, improvements need to be made at all levels.

Mr. DeLaurentiis asked if when regions were compared, if the total capital of each MPO was calculated. Ms. Urban stated that was not done, but could try to do that.

Mr. Seglin expressed that a big shift to the MPO wipes out the planning functions of other agencies. Ms. Urban responded that this is not something they are advocating, they just want tighter programming.

Mr. Groner added that the RTA does a lot of transit planning, and this should be kept in there, this offers a lot to the process of other agencies and should not be discounted or discontinued. There are a lot of parts to the process. Ms. Urban said they did not have the resources to do a project by project evaluation, but were looking globally. Ms. Hamilton stated that the MPO had traditionally done a quarterly report on UWP, but with staff reductions have not had the resources to pursue all the reports from all the agencies. She suggested that this effort be resumed.

## **9. Election of 2007 Officers**

Mr. Rogers reported that the nominating committee, which included Mayor Mulder, Mr. Buehler, Mr. Donahue, and Mr. Ron Thomas has recommended Mr. Groner as the Chair

and Ms. Hamilton as Vice-Chair. The Nominating Committee had taken into consideration both the many changes occurring at this time and the tradition of having officers serve two terms. On a motion by Mr. Rogers, seconded by Mr. DeLaurentiis, Mr. Groner and Ms. Hamilton were unanimously appointed to a second term.

**10. Calendar Year 2007 Work Program/Transportation Committee Schedule**

On a motion by Mr. Dick Smith, seconded by Mr. Rickert, the proposed calendar year 2007 meeting schedule was approved. Meetings are scheduled for January 19, March 23, May 25, July 27, September 28 and November 16, 2007.

**11. Other Business**

No other business was brought before the committee.

**12. Next Meeting**

The next meeting is scheduled for January 19, 2007 at 10:00 a.m.

**13. Adjournment**

On a motion by Mr. Simmons, seconded by Mr. Rogers the meeting was adjourned.

Respectfully submitted,



Patricia A. Berry  
Secretary