



Meeting Notes

Chicago Metropolitan Agency for Planning Congestion Management Committee 2:00 p.m., Thursday, March 15, 2006

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Sears Tower
Chicago, Illinois

1.0 Call to Order and Introductions 2:00 p.m.

Don Kopec introduced as Interim Chair of the newly formed Interim Congestion Management Committee. Others in attendance included:

Randy Blankenhorn, CMAP	Tom Murtha, CMAP
Claire Bozic, CMAP	Ellen Partridge, CTA
Matt Burt, Battelle	Tom Rickert, Kane County Division of Transportation
Daniel Clark, CMAP	Jose Rodriguez, CMAP
Chris DiPalma, FHWA	David Seglin, CDOT
Sharon Feigon, CNT	David Simmons, CTA
Jackie Grimshaw, CNT	Peter Skosey, MPC
Luann Hamilton, CDOT	Kevin Stanciel, CTA
Natashia Holmes, IDOT	Susan Stitt, IDOT
Don Kopec, CMAP	David Tomzik, Pace
Naveen Lamda, IBM	Mike Sutherland, IBM
Jim LaBelle, Chicago Metropolitan 2020	Sid Weseman, RTA
Jill Leary, CMAP	Ping Yu, Motorola
Mike McLaughlin, MPC	David Zattero, City of Chicago OEMC
Rebecca Macey, MPC	
Dean Mentjes, FHWA Springfield	

2.0 Agenda Changes and Announcements

No changes were made to the agenda. However, Mr. Murtha reiterated that of the meeting materials: 1. the TM&O Compendium attachments include both a list and details of TM&O strategies; and 2. the prospective agenda for the Urban Partnership workshop

had been revised to reflect participation from private parties on certain projects related to congestion pricing.

3.0 Minutes

Meeting notes from the Urban Partnership organizational meeting on 2.23.07 were posted.

4.0 Review of Urban Partnership and Congestion Management Process (10 Minutes)

A cursory review of the FHWA's Urban Partnership Agreement program and CMAP's renewed Congestion Management Process were provided by Mr. Murtha

5.0 Urban Partnership Approaches and Strategies Workshop (90 minutes)

A workshop with discussion and keypad polling of participants regarding regional approaches to the Partnership and proposed strategies was conducted. Strategies from the following four focus areas were voted on and prioritized.

5.1 Tolling

5.2 Transit

5.3 Technology

5.4 Telecommuting

Overall, the workshop selection process was well received, with most discussions centering on clearer definitions of proposed strategies. Throughout the course of the exercise, several strategies were added for prioritization. Below is a summary of some of these discussion points:

Tolling:

Mr. LaBelle asked if there was to be consideration of the tolling of existing facilities. Mr. Murtha responded that given IDOT concerns, that the group should not consider the tolling of existing facilities. Mr. Murtha reminded participants that HOT Lanes and variable pricing schemes on current and newly added toll system could be considered and prioritized.

Mr. Zattero felt that truck credentialing was too narrow a strategy and not readily familiar to the group members. This strategy was thus renamed "truck pricing" to encompass means such as truck only tolling, variable truck tolls in addition to truck credentialing.

Transit

Attendees felt that "new access to regional transit" and "expand rail and bus transit" could mean the same thing, namely expand service area and/or increase service frequency. Others, most notably Mr. Skosey, felt that quality of service (upgraded vehicles, rider amenities) should have been addressed. Ms. Holmes questioned why universal fare cards were not listed – Mr. Murtha responded that this was a "technology"

strategy and will be reviewed therein. Ms. Partridge asked why improved transit marketing was not considered – Mr. Murtha stated this would be added to the TDM section. Mr. LaBelle supported the addition of land use and growth management strategies supportive of transit.

TDM

Other than the addition of enhanced transit marketing, strategies in this category were easily comprehended. CNT questioned the capability of car sharing if other strategies had not been implemented first. asked why Parking Cash-Out was not included.

Technology

Some attendees needed clarification on variable speed management, which was given by Murtha. The technology section was subdivided into system, transit, and highway improvements for the prioritization process.

The results of the workshop are posted separately at http://www.catsmpo.com/agenda/cmc/attachments/2007-03-15_partnership_priorities.pdf

6.0 Urban Partner Participation (5 minutes)

Participation in the Urban Partnership agreement was discussed. Mr. Seglin added that the UP designation was a parallel and necessary step toward advancing any large scale Value Pricing Program or ITS Operations grant applications. Noting the relatively sparse representation of local governments and counties, Mr. Blankenhorn recommended that these entities be recruited more heavily as the UP process and application takes shape.

7.0 Performance Measures (10 minutes)

A list of CMP performance measures proposed by staff was been included in the draft 2007 Update to the 2030 Regional Transportation Plan. The list was provided at this meeting. Mr. Murtha announced that CMAP staff seeks further guidance regarding either (a) moving forward on the performance measures or (b) further refinement.

Mr. DiPalma indicated that though the list of PMs was a good start, that PMs should typically consist of some form of numerical performance metric, such as reduced hours of delay or mode share. Mr. Zattero followed this comment by adding that the current PM list consisted not only of legitimate performance measures, but also of more vague objectives and of specific strategy means that would used to achieve gains in performance measures.

Mr. Kopec concluded this discussion by encouraging attendees to review the current list of PMs and provide their recommendations to CMAP staff.

8.0 Congestion Pricing and Urban Partnership Workshop (5 minutes)

Staff has secured federal participation in a March 28 congestion pricing and urban partnership workshop. Patrick DeCorla-Souza of the FHWA is the major FHWA representative attending. While pleased at the anticipated level of private sector and consultant participation, Mr. Zavaterro felt it may be necessary to more formally request their assistance in preparing the UP and other grant application on a pro bono (free basis). Mr. Blankenhorn responded that CMAP would not attempt to formalize any working arrangements with consultants in this effort.

9.0 Other Business (none)

10.0 Next Meeting – Scheduled for April 18 (rescheduled for April 24)

11.0 Adjournment 4:00 p.m.