



**DRAFT MEETING NOTES**  
***COMMUNITY MOBILITY TASK FORCE***  
**Chicago Area Transportation Study**  
**300 West Adams Street**  
**8<sup>th</sup> Floor Conference Room**  
**October 27, 2004 – 10:00 a.m.**

**Attendance:**

Jim Bonistalli	METRA
Claire Bozic	CATS
Dia Cirillo	WWF
Larry Deeter	CTA
Fluturi Demirovski	RTA
Joe DiJohn	UIC
Danielle Gray	NWMC
Jacky Grimshaw	Center for Neighborhood Technology
Mary Keating	DuPage County Human Services
Natashia Holmes	Metropolitan Planning Council
Don Kopec	CATS
Tom Murtha	CATS
Karen Patel	McHenry County EDC
David C. Seglin	CDOT
Gordon Smith	IDOT
David Spacek	IDOT
David Tomzik	PACE

**1. Job Access And Reverse Commute Program Status**

Dave Tomzik from Pace explained that there are currently two active JARC funded projects. The first is the workshops that are being conducted throughout the region, working with community and employer groups. The second is the bus service from downtown Joliet to the Joliet Arsenal development.

In addition to the JARC funded projects, several projects formerly funded with JARC funds are now part of the regular Pace service. Included are routes 215, 250, 352, 359, 354, 364 and several Metra station shuttles including Buffalo Grove and two in Lake

Forest. Route 606 providing express service from the Rosemont CTA Station to Schaumburg has actually expanded with additional Sunday and evening service.

Pace is also working on a closeout report that will document Pace's experiences with the JARC program. Discussion among those present led to the decision to ask all grant recipients to provide CATS with such a report. Staff will then produce a JARC report for the region.

Larry Deeter from the CTA informed the task force that there will be a survey conducted on the X99 service running on 130<sup>th</sup> and Torrence. Route 168, previously funded with JARC funds, has had service reduced. Route 168 serves the UPS facility and is now funded by UPS. Service levels are consistent with that funding. The service expansions on the Orange and Purple lines, initially funded by JARC are now part of CTA's regular service.

Fluteri Demirovski explained that the funding from the AALP grant has been finally redirected to the Mayor's Office of Workforce Development. RTA will be providing the local match for this project. Dia Cirillo mentioned that as part of this project, there will be a meeting of the Quad Communities Transportation to Work Forum at the Center for Inner City Studies on October 28<sup>th</sup> at 10:00 am. She encouraged interested parties to attend.

Joe DiJohn brought the task force up to date on the status of the Clearinghouse project. Phase I is being wrapped up. Phase II is in the design stage. Task force members were able to provide some guidance concerning agencies to be included in Phase II. The Federal Transit Administration is deciding the scope of work for the UIC grant. The primary focus is still a national evaluation of the JARC program.

Jim Bonistalli of Metra explained the outreach activities currently going on and being funded by JARC. These transit workshops bring together employers, job developers, employees and the general public. They have been very effective in explaining to attendees the services available to them. Twenty-seven events have been held, mostly in the suburban area. From these events, Metra is creating a database of interested employers. These employers will be sent additional information as it becomes available. Metra is also participating in the shuttle routes described as part of the Pace report.

Mary Keating of DuPage County noted that they have two JARC funded projects currently operating. The first is direct client assistance and this project is being run through the RTA. The second project is Ride DuPage which began service July 1, 2004. Three programs are included in the initial phase of the program: the County, Glen Ellyn, and Naperville and Lisle Townships. A single call center, funded with JARC funds, is used for the program. Eight different funding sources are used to provide service. Pace, along with some taxi companies, provides the service. Currently 6 thousand trips per month are being provided.

## **2. Interagency Coordinating Committee on Transportation**

Dia Cirillo distributed material describing the legislation creating the Committee along with its core mission and membership. She mentioned that the next meeting would be November 4, 2004 in Springfield and would be open to the public. The Committee has three core goals: to broaden coverage and reduce duplication for seniors, disabled and low-income individuals; the coordination of community based programs; and to report to the General Assembly by February 2006. The Committee is developing a survey to be distributed statewide that will be used to develop guidelines for the JARC program and other sources of funds.

## **3. CATS Task Force Activities**

Claire Bozic explained the activities of the Task Force for Seniors and Persons with Disabilities. She explained the composition of the task force and distributed a draft report that was to have been part of the long range plan. Although transit gets most of the attention, she noted that seniors have issues related to driving that they also are addressing. A large part of their current effort is looking onto coordination issues. She noted that there are 62 transportation programs for seniors and the disabled and that most of them do not originate within the Department of Transportation. The task force is assembling data to develop a sort of state of the region. Several maps showing key factors for seniors and the disabled were shown.

Tom Murtha described the activities of the Bicycle and Pedestrian Task Force. He described the three major efforts of the task force. The first is the Soles and Spokes Workshops that provide training related to bicycle and pedestrian planning for officials and other decision makers. The second is the Palatine-Willow Road Corridor Study. The study is working with officials in the corridor to develop a design that accommodates bicycle and pedestrian traffic. Several Walkable Community Workshops are being held in conjunction with this study. The final effort is the development of the Soles and Spokes Plan. Mr. Murtha explained the elements of the plan and how it was being developed.

## **4. Universal Design**

Mr. Murtha then explained the issue regarding Universal Design. Public comments during the development of the 2030 RTP noted that while there was a great deal of attention paid to Universal Design in the 2020 RTP, the issue was not addressed in the 2030 RTP. Mr. Murtha noted that the decision was made by the RTP Committee to have the RTP deal with more broad-based policy issues and not get into specific design issues. For this reason, it was felt that Universal Design would be better addressed by another committee or task force. The Bicycle and Pedestrian Task Force has been looking into issues of Universal Access, a component of which is Universal Design. Recommendations will be made by the Task Force to the Policy Committee.

**5. Reauthorization of TEA-21**

Ms. Grimshaw noted the eight month extension Congress passed to keep funding alive for transportation planning and programs. There is little hope that Congress will pass a full bill in the lame duck session following the election. It appears that reauthorization will be starting over with a new Congress. This means new committee members, new initiative proposals and possible new funding levels. A fear is that budget issues will predominate, making pressure for a lower funding level than has been proposed by either the House or the Senate. One positive recent change is the treatment of the ethanol tax credit that will result in increased tax receipts for Illinois.

**6. Other Business / Next Meeting**

The next meeting of the task force will be January 25, 2005 at 1:30 pm in CATS offices.