



WORK PROGRAM COMMITTEE

MINUTES

Friday, August 12, 2005

The meeting was held in the Cunningham-Williams Conference Room at the CATS office at 300 West Adams Street, Chicago, Illinois.

Those present at the meeting were:

Work Program Committee Members:

Thomas Rickert, Chairman	Kane County
Charles Abraham	IDOT-DPIT
Vanessa Adams	FTA
Randy Blankenhorn	IDOT-OP&P
George Catalano	Will County
John DeLaurentiis	RTA
Chris DiPalma	FHWA
Rocky Donahue	Pace
Benet Haller	CDPD
Don Kopec	CATS
Clarita Lao	IDOT
John Loper	DuPage County
Arlene Mulder	Council of Mayors
Tim Rhoades	Metra
Mike Rogers	IEPA
Sam Santell	NIPC
David Seglin	CDOT
Chris Snyder	Cook County
Jeff Sriver	CTA

Transportation Operations/Planning Officials/Public Participants:

Darin Allen	FTA
Marcus Arnold	SSMMA
Tomara Christian	FHWA
Bob Dean	DMMC
John Donovan	FHWA

Chalen Hunter	NWMC
Jon-Paul Kohler	FHWA
Panos Kokkas	IL Tollway
Jill Leary	WCMC
Beth McCluskey	NCCOM
Jan Metzger	CNT
Hugh O'Hara	WCGL
Holly Ostlick	McHenry Council of Mayors
Dusty Powell	LCDOT
Chad Riddle	IDOT – BLRS D1
Erin Royer	Kane/Kendall
Gordon Smith	IDOT-OP&P
Holy Smith	Kane/Kendall
Vicky Smith	SCM
Norm Stoner	FHWA
Delores Thompson	CDOT
David Zavattero	IDOT - ITS

CATS Staff:

Jessika Alcala	Patricia Berry
Claire Bozic	Janet Bright
Teri Dixon	John Hallas
Craig Heither	George Johnson
Bill Kiley	Ross Patronsky
Matt Rogus	Mark Thomas
Kermit Wies	

1. **Call to Order - Chairman**

Chairman Rickert called the meeting to order at 10:01 a.m

2. **Approval of Minutes of the Meeting of May 26, 2005**

On a motion by Mayor Mulder, seconded by Mr. Blankenhorn, the minutes of the May 26, 2005 meeting were approved.

3 **Updates and Status Reports**

a. **Committee and Task Force Meetings**

Committee and task force meeting summaries were posted to the CATS website. There were no comments on the summaries.

b. Status Report on the Implementation of Projects

Ms. Lao reported that the letting held August 4 came to some \$32 million. Project highlights include work on I-94 Dan Ryan, US 14 Northwest Hwy, US 30 Lincoln Hwy and Belvidere Rd. ILL 131. It is anticipated that the September letting will include more of the Dan Ryan work. Mr. Patrosky advised the Committee that the CMAQ program was 82.2% obligated for program years through 2005. Mr. DeLaurentiis noted that in addition to RTA's first quarter report, which was included in the packets, the user friendly RTA Reports is available and was distributed.

c. Council of Mayors Update

Mayor Mulder reported that the Council of Mayors had eleven STP projects on the June letting totaling \$13.1 million (\$8.4 million in STP Funds) and six STP projects on the August letting totaling \$26.8 million (\$4.8 million in STP funds). She further reported that nine projects are scheduled for the September letting with a potential value of \$19.1 million (\$7.7 million in STP funds). Mayor Mulder said the Council of Mayors is proud of the fact that member municipalities have leveraged \$21 million federal into \$59 million of improvements. The challenge confronting the local elected officials is that all of the funds for the projects must be covered by state appropriations, and the appropriations are quite limited. The three lettings governed by the state's 2006 fiscal year appropriations, used only \$21 million of the \$60 million STP programming mark for the Council of Mayors, but may have utilized most of the appropriations for 2006. The Council of Mayors is working with IDOT to keep the program going the rest of the state's fiscal year. The Mayor concluded her reported, noting that the Executive Committee will be meeting on September 26. In addition to current business, the meeting will include the election of both vice-chairs and a welcome and introduction for the nine new members of the Committee.

4. FY 05-09 TIP Changes

Ms. Dixon requested that the TIP changes presented be approved by the Work Program Committee. The TIP changes were approved on a motion by Mr. Buehler, seconded by Mr. Santell.

5. SAFETEA-LU

Mr. Kohler reported on the new Transportation Bill. He said that for the past two years when reauthorization has been on the agenda for a meeting or conference, it has been a pretty short discussion just covering the issue of what the funding level of the Bill would be. Now, after twelve extensions and two years we have SAFETEA-LU. It has been an exciting week with the signing of the Regional Planning Act on Tuesday and then the event that took place on Wednesday with President Bush signing SAFETEA-LU into law. Mr. Kohler qualified all of his comments on the new law with what FHWA Headquarters asked the field to do, or, more accurately, not to do. They've asked that staff avoid immediately giving authoritative interpretations regarding specific

components of this massive new legislation. Headquarters hopes to provide information in the very near future, including over fifty fact sheets. The highest priority is to get approval and then release the federal FY05 apportionments and obligation authority. Concerns about how to handle the end of the year redistribution and closure are high on FHWA'S list. FHWA is also preparing for the possibility of a Technical Corrections Act. Staff is already noting possible errors in the bill that need to be corrected.

The new bill is the largest surface transportation investment in the nation's history at \$286.5 billion with guaranteed funding of \$244.0 billion. SAFETEA-LU continues a strong fundamental core formula coupled with targeted investment and features such as:

- A new core Highway Safety Improvement Program which almost doubles funds for infrastructure safety, requiring strategic highway safety planning that focuses on results.
- A new Equity Bonus Program which ensures each State's relative rate of return on its contributions to the Highway Trust Fund is at least 90.5% in 2005 building toward a minimum 92% relative rate of return by 2008.
- Innovative finance provisions that should be more attractive for the private sector to participate in highway infrastructure projects.
- Provisions giving States more flexibility to use road pricing to manage congestion and real time traffic management in all States.
- Substantial investment levels in core Federal-aid programs as well as addressing freight transportation in a number of planning, financing, and infrastructure improvement provisions throughout the Act
- A pilot program "Highways for LIFE" intended to advance longer lasting highways using innovative technologies and practices to speed up construction
- New programs focused on the environment including a pilot program for non-motorized transportation and Safe Routes to School. It also apparently includes significant new environmental requirements for the Statewide and Metropolitan Planning processes.
- There are changes aimed at improving and streamlining the environmental process. However, some additional steps and requirements have also been added. The air quality conformity process is improved with changes in the frequency of conformity determinations and conformity horizons.

Mr. Kohler highlighted a few of the metropolitan planning provisions. The conformity determination cycle has been extended from three years to four years. The Transportation Plan and TIP update cycles are also now every four years. USDOT Certification also moves from once every three years to once every four years. The set-aside for Metropolitan Planning funds is increased to 1.25%. Mr. Kohler then asked Administrator Stoner to comment.

Mr. Stoner noted that there has been a hyper-focus on earmarks which, frankly, are an anti-flexibility provision. There are over six thousand earmarks totaling \$24 billion, but this is still only 9% of the Bill. There are a lot of adjustments to the formula and regular programs. Illinois is getting a 33% increase over TEA-21 with the national average about 30%. He said that with Congress working on the Bill for two years, some interesting

provisions are present. Congress appears to be micro managing even to the extent of addressing the treatment of off ramps. Section 1909 on the future of the transportation system is particularly interesting. A report is due in July 2007 and it appears that revolutionary changes may be in store for the future. Mr. Stoner concluded his remarks, cautioning that there is already a lot of mis-information and misinterpretation of the Bill out on the internet. He encouraged folks to contact FHWA with questions and promised further details at the Committee's September meeting.

Ms. Lao said IDOT will field a lot of questions and many will be about the availability of funds. Mr. Kohler said that for HPP projects it is likely that there will be 20% per year available. Mr. Blankenhorn said we all need to be patient and discover what is in the Bill and what funding is coming. Staff is looking at the Bill and he hopes more answers will be available in a few weeks rather than a few months. Mr. Seglin said there are several good summaries available, including those from AASHTO, STPP and the League of American Bicyclists. Regarding Section 1909, CDOT and IDOT are both part of AASHTO's 1909 Committee. Mr. Kohler said more information will continue to be posted at www.fhwa.dot.gov. A link in the upper left corner is available for information on the reauthorization. Chairman Rickert thanked all for the discussion and asked for an update at the Committee's September meeting.

6. FY 2006 Congestion Mitigation and Air Quality Improvement Program

Mr. Patronsky thanked Mr. Rickert for the introduction.

He introduced the CMAQ program for FY 2006, which was being recommended to the Work Program Committee by the CMAQ Project Selection Committee.

Mr. Patronsky noted that the Committee set an interim mark of \$105 million for funding projects for FY 2006. He pointed out that the recommended program represents that amount of funding.

Mr. Patronsky then noted some highlights of the proposed program:

- It contains 77 projects
- There are 15 transit projects, 24 highway or road projects, 27 pedestrian/bicycle projects and 11 other projects
- Approximately equal funds are programmed for the City of Chicago and for suburban areas
- Approximately 2,586 kilograms of VOC emissions are eliminated daily by the projects in the proposed program; approximately 193 kilograms, if the Inspection and Maintenance project is excluded

Mr. Patronsky said that if the Work Program Committee agrees, the proposed program will be released for public comment and review beginning August 12, extending through September 10. Following this, it will be considered and revised if necessary by the CMAQ Project Selection Committee and will return to the Work Program Committee for final review and recommendation to the Policy Committee at its October meeting.

Following a motion by Mr. Rogers, seconded by Mr. Powell, the proposed program of CMAQ projects for FY 2006 was released for public review and comment.

7. **Conformity Determination for the PM 2.5 Standard**

Mr. Patronsky introduced the CMAQ draft *Transportation Conformity Analysis for the PM_{2.5} and 8-Hour Ozone National Ambient Air Quality Standards*, which staff was requesting that the Work Program Committee release for public comment.

Mr. Patronsky said that a summary table was sent out with the Committee's agenda; the full document will be posted on the website once released for comment. He added that printed copies or copies on compact disk will be available on request. In addition, the CATS website will have links to USEPA documents explaining air pollution issues in lay terms, and CD copies of the draft determination will include the USEPA documents.

Mr. Patronsky noted that:

- Final designations under the fine particulate (or PM_{2.5}) standard were released January 5, 2005; they became effective April 5, 2005;
- The northeastern Illinois/northwestern Indiana region is in nonattainment of the annual standard;
- The region must demonstrate conformity for the standard by April 5, 2006 by showing that emissions in the attainment year of 2010 are less than or equal to emissions in the 2002 baseline year;
- 2010 direct particulate emissions are modeled to be 1,497 tons/year, compared to 2002 emissions of 3,071 tons/year;
- 2010 NO_x emissions are modeled to be 69,699 tons/year, less than the 2002 emissions of 167,631 tons/year.

Mr. Patronsky said that if the Work Program Committee agrees, the draft determination will be released for public comment and review beginning August 12, extending through September 10. Following this, a recommended response to the comments will be brought to the Work Program Committee for final consideration and recommendation to the Policy Committee at its October meeting.

Following a motion by Mr. Seglin, seconded by Mayor Mulder, the draft *Transportation Conformity Analysis for the PM_{2.5} and 8-Hour Ozone National Ambient Air Quality Standards* was released for public review and comment.

Ms. Metzger asked why the Governor has exempted cars older than 1996 from the I&M program. Mr. Rogers said that the IEPA's current I&M program expires in January 2007. They are in the process of preparing the Request for Proposal for the program for vehicles from 1996 and newer. The anticipated program will focus on cars that are equipped with on-board diagnostic (OBD) equipment. The OBD test is more stringent than the dynamometer test. However, there would be an emissions benefit reduction in the first stages of the new program as about 20% of the fleet would not be OBD equipped and would no longer be tested. As the program progresses, the loss of benefits will

reduce as pre-1996 vehicles leave the fleet. Mr. Rogers also pointed out that the overall emission reduction benefit from the I/M program is decreasing because total motor vehicle emissions are decreasing. The IEPA projects that the new I/M program could cost 40 to 50 percent less than the existing program.

8. Federal Certification Review

Mr. DiPalma and Ms. Adams reviewed the recent certification efforts. They pointed out that the new Bill reported on earlier has changed the certification cycle to four years, but since the work was already underway, the certification review will follow the already agreed on schedule. The public meeting was held August 9 and the on-site review was held August 11 and 12. The review team met with staff representing CATS, IDOT, CDOT, and Transit agencies as well as members of task forces. Mr. DiPalma thanked the CAT staff and recognized MPC and CNT staff for their assistance in the public meeting. The public comment period will run through September 9. He said the reason for having the item on the agenda was to encourage comment and discussion. He noted that a comment sheet was at each member's place. Mr. Kopec thanked the federal partners for their efforts and a good experience in which all participants learned from the process. Ms. Adams said the public meeting was beneficial and comments are being used in the course of the review.

Mr. Rickert said that as Chair of the WPC he has a responsibility and each committee member has a responsibility to participate. He said attendance at the public meeting could have been better and asked that Committee members not present there to comment. He noted that the WPC members are CATS. Mayor Mulder stated that this was only her second meeting as a member of the Work Program Committee, but she did submit comments and had her Mayor Pro Tem at the meeting. She pointed out that communication is occurring; with much work going on over the summer between the state, the counties and the municipalities. She said all members speak a common language and all worked on getting the transportation bill passed. She said the citizens of the region need to know that the communication is occurring and the system is working and it's up to all of us to get the word out. Mayor Mulder also noted that the subregional planning liaisons (PLs) are essential in keeping the COGs and mayors throughout the region informed. Ms. Adams said there was a good exchange of information during the certification process, but it would have benefited from more participation by the transit operators. Mr. DiPalma said that the pressure is not on the committee to make comments today, but that written comments would be welcome through September.

9. 2030 Regional Transportation Plan Update

Mr. Wies announced that the 2030 RTP Update is on schedule to be completed by fall of 2006. He reminded WPC members that CATS is soliciting detailed information from project champions that demonstrates progress toward implementation of large capital projects. He also reminded the Committee that additional information to support project prioritization would need to be developed. He stated that the RTP Committee felt it unnecessary to reschedule completion of the 2030 RTP Update based on the additional

year offered in the new Federal authorization. Mr. Blankenhorn confirmed that CATS is only updating the content of the 2030 RTP, not developing an entirely new plan.

10. Proposed FY 06-11 Transportation Improvement Program

The proposed FY 06-11 TIP schedule was reviewed by Ms. Dixon. The TIP staff is getting the materials ready to send out to the programmers to begin the development of the next conformed TIP to be completed on schedule with the 2030 RTP update. Existing modeled project information and new modeled project submittal forms will be distributed to programmers at the end of August. Completion year information will be required, but not financial information at this time. Updates on the schedule will be provided at future WPC meetings.

11. ITS Deployment Plan Update

Mr. Thomas reported that the Advanced Technology Task Force is requesting WPC approval to forward the Northeastern Illinois ITS Deployment Plan update to the Policy Committee for approval. Mr. Thomas described the Plan as an update to the Strategic Early Deployment Plan for ITS in Northeastern Illinois that was approved by the Policy Committee in 1999. The Plan includes a listing of about 100 projects that will require \$865 million in funding of which \$560 million has been identified. This figure is skewed by the ITS portion of the Tollway's Open Road Tolling project which is expected to cost \$340 million and is almost completely funded. The plan also includes ITS deployment policy recommendations that are intended to provide input to the Regional Transportation Plan's management and operations strategy.

Mr. Zavattero, as chair of the Advanced Technology Task Force, described the history of technology in transportation suggesting that there are a lot of opportunities to improve service and safety on the transportation system. The region has built many of the systems that were conceived in the 1990s and there has recently been a philosophical or cultural shift in thinking about ITS. The shift is from "build it and they will come" to "now they're here, how will we handle them?" The technological and political will are here today and now is the time to take advantage of these management and operations opportunities. The plan will also provide key input to the development of the Regional ITS Architecture update which will be initiated by the Task Force this fall. Mr. Zavattero thanked Mr. Thomas, Mr. Frank, Mr. Heither and Mr. Rice as well as the ATTF for making this a truly multi-modal plan.

Mr. Blankenhorn suggested that the CMAQ Program is an important funding source for ITS deployments. The 511 system (a 3 digit national traveler information access phone number) will likely be operational in Illinois by the spring of 2006. On a motion by Mayor Mulder and second by Mr. Snyder the plan was approved to be forwarded to the Policy Committee.

12. TIP Internet Mapping System (TIPIMS)

Mr. Rogus reported that a small group of ten to twelve users had been formed by the TIP Procedures Committee to test the application. The group was dealing with three main issues: 1) when the application would be released to the public (scheduled for October 2005), 2) what information should or should not be provided to the public (e.g., do not present information that could be used by terrorists), 3) identifying and clarifying websites that display similar information about project improvements. Mr. Rickert thanked Mr. Weaver from Metra who has been leading the user group and Mr. Rogus for their work on the TIPIMS.

13. FY 07 Procedures for the UWP

Mr. Smith said the UWP Committee has been wrestling with a methodology to improve the process for over a year and is now looking for comments. The intent is to make the program more useful for the member agencies and to make it more understandable by the public. Mr. Thomas provided background describing the selection methodology as being a combination of addressing core requirements and providing opportunities for a competitive selection process. The core elements discussion would occur in the fall time frame and would focus on CATS/Council of Mayors and NIPC/Transportation, and may include opportunities for other agencies to address core elements. The competitive selection process would be developed in the winter time frame using the remaining funds in the program. It is likely that emphasis areas proposed by the various committees involved would guide the competitive selection process.

Committee members then described some of the issues that are under discussion. Mr. Seglin stated that the City of Chicago is supportive of CATS/Council of Mayors and NIPC/Transportation funding for core elements. He suggested that with almost a third of the region's population in the City of Chicago, there should be an opportunity for CDOT to address core functions. Mr. DeLaurentiis suggested that there is a need to link the RTP as a core element to the UWP. Funding should be provided for planning activities, not just directly to agencies. The UWP Committee needs to agree on the principals of the process focusing on the types of activities that support the core. As part of the Council of Mayors, the City of Chicago should participate in core element development with a multi-jurisdictional approach successfully implemented by the Council of Mayors.

Mr. Blankenhorn suggested that these discussions are not new, but that we have now reached a point where we are having a full discussion. The Work Program Committee can provide real direction to move the process in a different direction. He said he intends no offense to the Council of Mayors, but the core elements should be defined and funded: we should be funding elements, not agencies. Mr. Blankenhorn said that while it will make it tougher, he likes option two—all agencies competing for necessary activities. The UWP should not be an allocation; it should be a program that serves the MPO needs. The Council of Mayors activities are necessary, but so is involvement of the other agencies. The UWP Committee needs policy direction as they are talking about a lot of money and significantly more next year. Mayor Mulder said that the Council of Mayors are making certain that there is a connection between users and providers of the transportation system. The competitive element often divides members, and the overall

focus should be on trust, fairness and respect. The City of Chicago is only as healthy as the suburbs and vice versa.

Mr. Powell stated that the heart of the issue is the development of less effective bureaucracies that result from consistent allocation of funds. He applauded Mr. Smith for meeting early this year when we are not in a project development phase and he agreed that the concept of allocation weakens the program. The CATS/Council of Mayors and NIPC/Transportation should be funded first and then the UWP Committee should buckle down, come to an agreement and recommend the solution to the Work Program Committee.

Mr. Blankenhorn requested a definition of what it takes to run the MPO. Mr. Rickert requested that the UWP Committee provide a listing of "Core Elements" that the Work Program Committee could react to by the end of the month (August). He also requested any information on program emphasis areas that the UWP Committee has developed. Mr. Thomas said that the UWP Committee worked with the WPC and PC last year and will do so again this year. Mr. Kopec said new core MPO work is implied in the recently signed federal transportation authorization and requested that FHWA and FTA staff provide input on items such as environmental issues and the New Freedom grant program.

14. Traffic Safety Analysis

Mr. Heither briefed the Committee on the Traffic Safety Analysis for Northeastern Illinois technical report that CATS staff has completed. The report is based on 2002 crash data from IDOT's Illinois Traffic Crash database and contains crash statistics for northeastern Illinois. While 70% of the vehicle collisions in the state occurred in northeastern Illinois, the region experienced only 46% of the fatalities. The region's fatality rate was lower than the state average but its injury rate was higher than the state average.

Mr. Heither noted the report covers a wide range of topics, including fatalities and injuries by gender and discusses specific types of crashes such as motorcycle, rollover, and bicyclists and pedestrian crashes. The report, which compares northeastern Illinois to the rest of the state and also looks at the counties within the region, is an important first step in understanding safety in the region. He stated the information provided should help to identify trends and focus further studies to meet the state's Comprehensive Highway Safety Plan goal of reducing fatalities.

Mr. Blankenhorn noted that the Comprehensive Safety Plan sets aside some funding for bicycle and pedestrian safety planning and asked Committee members to submit project proposals. Mr. Rickert asked if there was a committee or task force directing safety planning. Mr. Wies noted that this particular analysis effort was staff-driven. He stated that several existing committees and task forces deal with elements of safety planning but that it may fit best under the Management and Operations Committee, which is not active. Mr. Wies felt the RTP Committee has informally taken the lead on this issue with

the work it is doing. Mr. Rickert asked that CATS staff provide direction on the next steps to take in safety planning.

On a motion by Mr. Blankenhorn, seconded by Mr. Santell, the Committee voted unanimously to release the safety report for publication.

15. **HB 3121**

Mr. Rickert said that HB 3121, signed into law this week, is now Public Act 94-0510. Mr. Kopec noted that the Regional Planning Act required that the Regional Planning Board be composed of five members appointed by Chicago, five by Cook County, five by the collar counties and non-voting representatives of the CATS Policy Committee and the Northeastern Illinois Planning Commission. Entities have 60 days to provide their nominees but he hoped they would not take the full time allowed. It is hoped that a September meeting will be possible. The co-location of CATS and NIPC is called for and we expect that meetings in 2006 will be held at Sears Tower, where both agencies will be. By September 2006 a report on how the Regional Planning Board will integrate the function of land use and transportation planning and how they will be funded is due. The Bill calls for the staff of CATS and NIPC to be merged into one staff no later than three years from passage. The ball is rolling and there will be change in the near future.

16. **Other Business**

Mr. Blankenhorn reminded the group about the Fall Planning Conference scheduled for October 13 and 14 in Chicago. The final agenda should be available in about a week and Senator Obama will be featured.

17. **Next Meeting**

The next meeting of the Work Program Committee will be September 30 at 10 a.m.

18. **Adjournment**

On a motion by Mr. DeLaurentiis, seconded by Mr. Kopec, the meeting was adjourned at 11:50 A.M.

Respectfully submitted,



Patricia A. Berry
Secretary