



WORK PROGRAM COMMITTEE

MINUTES

Friday, September 30, 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
Randy Blankenhorn	IDOT-OP&P
Chris DiPalma	FHWA
Neil D. Ferrari	IDOT-DPIT
Al Giertych	Lake County
Jack Groner	Metra
Robert Hann	Private Providers
Don Kopec	CATS
John Loper	DuPage County
Arlene Mulder	Council of Mayors
Pat Pechnick	IDOT – District 1
Mark Pitstick	RTA
Mike Rogers	IEPA
David Seglin	CDOT
David Simmons	CTA
Chris Snyder	Cook County
Mary Wells	ISTHA

Transportation Operations/Planning Officials/Public Participants:

Marcus Arnold	SSMMA
Jay Ciavarella	RTA
Chalen Hunter	NWMC
William Lachman	RTA
Jill Leary	WCMC
Beth McCluskey	NCCOM
Jan Metzger	CNT

Hugh O'Hara	Will County
Holly Ostdick	McHenry County
Chad Riddle	IDOT-District 1
Erin Royer	Kane County
Gordon Smith	IDOT-OP&P
Holly Smith	Kane County
Brad Thompson	RTA
Mike Walczak	NWMC
Thomas Weaver	Metra
Larry Wilson	Wilson Consulting

CATS Staff:

Jessika Alcala	Patricia Berry
Claire Bozic	Teri Dixon
Ryan Herren	Bill Kiley
Ross Patronsky	Russell Pietrowiak
Matt Rogus	Joy Schaad
Mark Thomas	Kermit Wies

1. Call to Order - Chairman

Chairman Rickert called the meeting to order at 10:00.

2. Approval of Minutes of the Meeting of August 12, 2005

On a motion by Mr. Seglin, seconded by Mr. Kopec, the minutes of the August 12, 2005 meeting were approved.

3. Updates and Status Reports

a. Committee and Task Force Meetings

There were no questions on the committee and task force meeting summaries. Mr. Rickert noted that the most recent reports on "Partners in Progress" meetings are available. He announced that an ad hoc group of policy level representatives will be recruited to develop a multi-year safety prospectus. The Chair of each committee and task force will be contacted in upcoming months.

b. Status Report on the Implementation of Projects

Mr. Pechnick reported on the thirty five million dollar September letting. Highlights include almost twenty million dollars of work on the Dan Ryan and a two million dollar lighting job on I290 between Algonquin and Higgins Road. It is anticipated that there will be a special October letting for one hundred and twenty million dollars of Dan Ryan work. Mr. Pitstick noted that the 2nd Quarter RTA Capital Program Report and the 2nd

Quarter edition of RTA reports were posted on the CATS website. The RTA report is probably more interesting for most people, but it contains 1st Quarter data. The Capital Program Report contains 2nd quarter data. Mr. Pitstick noted that the lead article in RTA reports is on the RTAMS. Mr. Seglin reported that since the last meeting, Chicago's STP program had one project obligated for a total of \$3.22 million, 5% of the program obligation. To date, there have been no CMAQ project obligations for City projects this fiscal year. Mr. Patronskey advised the Committee that the CMAQ program was 82 % obligated for program years through 2005, with TEA-21 projects being 84.6% obligated, and FY 2004-2005 projects 54.3% obligated.

c. Council of Mayors Update

Mayor Mulder reported that the Council of Mayors Executive Committee met on September 26. She said the committee elected two new vice-chairman, herself and Mayor Dan Podgorski of Lansing. The Executive Committee approved provisional STP programming marks for fiscal years 2006 through 2012. The mayors discussed the shortfall in state appropriations which will limit the amount of projects that can be let in the spring and are hopeful that by working with IDOT and the Legislature this problem can be addressed for state fiscal year 2007.

There were updates on several other items: The proposed UWP process, SAFE TEA-LU, the status of naming individuals to the Regional Planning Board, and a briefing on Council of Mayors Executive Committee's role, policies and operating practices as there were several first time members in attendance.

Regarding the Council of Mayor's STP Program, the June letting had eleven Council projects totaling \$16 million, the August letting had 5 projects totaling \$26 million and the September letting had 3 projects totaling \$2.4 million. Looking forward, the November letting has 8 projects with an estimated cost of approximately \$12.9 million. The total cost of these four lettings may be close to using all of our state appropriation for SFY 2006. So it looks like we may have a lean winter and spring.

Mayor Mulder concluded her report, saying that the next meeting of the Executive Committee is planned for late November or early December.

4. State Regional Resources Table and FY 05-09 TIP Changes

Ms. Dixon requested the updated State/Regional resources table be accepted. The table was changed to include projects of national and regional significance that have been authorized. On a motion by Mr. Groner and seconded by Mr. Seglin, the updated resource table was accepted.

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. Kopec, seconded by Mr. Blankenhorn.

5. **Proposed FY 2006 CMAQ Program**

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

Mr. Patronsky said that the proposed program had been released for public comment by the Work Program Committee at its August 12, 2005 meeting. Following the release of the proposed program, one proposal was withdrawn, and another reduced in scope. He said these changes were reflected in the proposal before the Committee.

Mr. Patronsky continued by saying that seventy-nine comments had been received, the majority of which supported proposals in the proposed program. The CMAQ Project Selection Committee had reviewed all comments and recommended approval of the proposed program before the Committee.

Mr. Patronsky then noted that the proposed program contained 76 projects totaling just under \$105,000,000 in federal funding.

Ms. Metzger requested scheduling information on the Safe Routes to School program. Mr. Kopec said that a recommendation will be made to the CATS Policy Committee to activate the TEA-21 Committee (renamed to SAFETEA-LU Committee). That committee would recommend an approach for the development and implementation of the new program. Mr. Seglin said that the City of Chicago has identified some new projects and will likely be submitting requests for funding. Mr. Blankenhorn said IDOT is setting up the program in Springfield with a bike and pedestrian expert participating. IDOT is looking at how the projects will be evaluated.

Mayor Mulder described issues that could be addressed by the program, including significant traffic congestion, wide arterials that need to be crossed and issues with railroad crossings. The word is out and the Councils are developing projects. Mr. Blankenhorn suggested there may be some eligibility issues that will have to be worked out in the 2006 spring legislative session and Ms. Metzger requested notification to participate in discussions prior to the legislative session.

Mr. Patronsky said that if the Work Program Committee agrees, the proposed program will be recommended to the Policy Committee for its approval at the October meeting.

Following a motion by Mr. Seglin, seconded by Mr. Rogers, the proposed program of CMAQ projects for FY 2006 was recommended to the Policy Committee for its approval.

6. **Public Comments on Conformity Analysis for the PM 2.5 Standard**

Mr. Patronsky reported that the draft *Transportation Conformity Analysis for the PM_{2.5} and 8-Hour Ozone National Ambient Air Quality Standards* had been released for public comment on August 12th, 2005, following the Work Program Committee's authorization

to do so. At that time, the document was posted on the CATS web site, and notification of the comment period was mailed to all parties on the CATS mailing list

Mr. Patronsky continued that one comment had been received. The draft staff response to that comment had been reviewed by the Consultation Team, and the response had been included in the materials sent to the Committee.

Mr. Patronsky noted that the federal agencies will need to make a conformity determination for the entire non-attainment area, which includes both northeastern Illinois and northwest Indiana. He said that NIRPC currently anticipates submitting their portion of the analysis to their Executive Board in November or December, which will allow adequate time for a federal review before the April 5, 2006 deadline.

Mr. Patronsky said that a recommendation was being sought from the Work Program Committee to the Policy Committee that they make a finding of conformity for the 2030 RTP and FY 05 – 09 TIP.

Following a motion by Mr. Seglin, seconded by Mr. Pitstick, the Work Program Committee recommended that the Policy Committee find that the 2030 RTP and the FY 05-09 TIP conform for the eight-hour ozone and fine particulate matter standards.

7. TIP IMS (Internet Mapping System)

Mr. Weaver described the work going on with the TIP IMS. Mr. Rogus of the CATS staff is working with TIP staff and project programmers to determine how well it works and the functionality of the application. The TIP changes approved at today's meetings will be processed by October 3. Programmers have been asked to start reviewing the appearance of their projects in TIP IMS, testing the accuracy of the data and comparing it to information available on other agency websites. The work group knows that people will want to view projects in their own areas. Some projects are single discreet projects that can be viewed geographically and others are dispersed and do not lend themselves to map style viewing. In some areas there are many projects clustered in the same location. Mr. Pitstick said that these clustered projects are of great concern and need to be addressed. Mr. Weaver agreed, noting that Metra and CTA lines are often in close proximity. Mr. Groner suggested that a pop up list of projects could appear as viewers highlighted an area with many overlapping projects. Mr. Weaver said the group is trying to address the peculiar look that now appears. He said that security is another area of concern and the group wants to be sure that no sensitive information is displayed. The work group will continue its efforts.

8. Regional Signal System Management

Mr. Wies provided background on a request to staff from Secretary Martin. The Secretary requested confirmation that traffic signal systems in northeastern Illinois are being proactively managed. Mr. Wies explained that CATS had surveyed several signal system managers and presented a draft memo outlining their responses. The memo is attached to these minutes. In brief, most signal system managers were able to assert based on a few

criteria that their systems are responsive to changing traffic conditions and that their performance is regularly monitored. Mr. Blankenhorn confirmed that this was a suitable response to the Secretary's inquiry and said that the purpose of the Secretary's request is to get operators to the table to coordinate and address arterial service needs. Arterials need to be viewed as systems and not just corridors, and both existing (legacy) systems and new systems should be considered in this coordination effort.

Mayor Mulder enquired whether there were standard accommodations made for pedestrians and emergency vehicles. Mr. Rickert explained that as signal timing is adjusted for emergency vehicles or other needs, there is a period of readjustment when signals are moving back to the original coordinated timing. It will never be perfect, but we need to work on balance. Mr. Pechnick explained that IDOT provides pedestrian push buttons on arterials and recommended that pedestrians should always use the buttons. He also described a "count-down don't walk" signal that is very helpful for pedestrian confidence. These devices can be seen on Michigan Avenue in Chicago. Mayor Mulder observed that efforts to make communities more walkable sometimes impact the movements of vehicles. Ms. Metzger questioned how pedestrian signals at freeway entrances are treated. She observed that the criteria for these crosswalks should not be the same as for arterial crossings. Mr. Blankenhorn asked Ms. Metzger to send him information on specific locations she has identified as problematic.

Mr. Seglin asked about next steps. Mr. Wies said the work done to date will be conveyed to the Secretary and there will be ongoing work to maintain the survey. Mr. DiPalma stated that signal coordination is a federal priority. The FHWA is developing a pilot program for streamlining signals in and among municipalities. They are looking for easier ways to improve signals and are planning on increasing signal timing eligibility in both the CMAQ and ITS programs.

9. SAFETEA-LU

Mr. DiPalma noted that an overview of the new federal legislation was given at the August meeting and FHWA is working its way through the bill. He reviewed various sections including planning, CMAQ, TIP and RTP. The update requirements for non-attainment areas will be every four years instead of the current three. Safety and Security are major focuses of the bill. MPO's should finish ongoing updates under the TEA-21 cycle and then switch to SAFETEA-LU requirements. It is hoped that interim guidance will be available soon.

Mr. Seglin described a recent AASHTO workshop on SAFETEA-LU that was very informative and requested information on the phrase "visualization technique" recommended in the new law. Mr. Groner asked if the work CATS is doing with the TIPIMS fits into the technique and Mr. DiPalma responded by saying that he will reserve the option to suggest tweaks once a rule making process has been completed, but CATS is not going in the wrong direction. Current visualization work will be considered in the federal rule making process and as a side note, we can also expect new rule making on

Congestion Monitoring (old CMS), Air Quality requirements and other parts of SAFTEA-LU.

Mr. Seglin asked if the SAFETEA-LU (formerly TEA-21) Committee will address the participation plan requirements. Mr. Kopec responded by suggesting that new players such as conservation agencies and historic preservation agencies need to be added to the plan, but that many other required participants such as bicycle & pedestrian and disabled groups are already covered. Mr. Kopec asked if the real time management system requirement will mesh with the work of Gary/Chicago/Milwaukee ITS Priority Corridor Coalition. Mr. DiPalma suggested that the purpose of this item is to mainstream these efforts and to provide more funding.

10. Proposed FY 07-12 Transportation Improvement Program

Ms. Dixon stated that the TIP Procedures Committee had originally agreed to develop a FY 06-11 TIP. After much discussion, the years were revised to FY 07-12 TIP because the TIP development schedule calls for the TIP to be approved in October of 2006 when the federal fiscal year will already be 2007. Packets requesting new modeled project information and updated information on existing projects have been sent to all programmers.

She added that there will be a lot of interaction between staff and programmers after the project submittal deadline of November 14, 2005. Project listings will be sent to programmers for their concurrence after CATS staff enters new projects and makes corrections in the TIP database.

Ms. Dixon emphasized that after the February 2006 deadline, there will be no more additions, deletions or changes to modeled projects or scenario years since the conformity analysis will be underway.

Ms. Dixon noted that at the November 18, 2005 Work Program Committee meeting CATS staff will request that 06 be added as a selected year for the FY 05-09 TIP. This will involve revising Attachment A of the TIP Change and Project Grouping Procedures.

Ms. Dixon concluded her report, saying that the FY 05-09 TIP will be updated in December 2005 to reflect the deletion of 2005 as a program year. For December, staff will request that each programmer either award projects, delete them or move them from program year 2005 to the appropriate year.

11. Paratransit Plan

Mr. Ciavarella reported that the RTA was in the process of developing an ADA Paratransit plan which needed to be submitted to the FTA by January 1, 2006. He also stated that a committee consisting of CTA, Pace, RTA, CATS, and IDOT had begun meeting regularly twice a month to work on this plan. The current schedule is for the

plan to be developed over the next month, and then presented at four public hearings scheduled for early November. During the second half of November, the plan would be revised to incorporate public comments and then presented to the CATS Work Program Committee at their December meeting for MPO certification. All of this work stems from a new law that was signed over the summer which designated Pace as the region's ADA Paratransit operator. Pace will take over direct control of all ADA Paratransit Program on July 1, 2006. It is anticipated that there will still be details to work out between the time that the plan is submitted to the FTA and the time Pace takes over.

Mr. Hann asked if the plan will include input from CTA and Pace operators. Mr. Ciavarella responded by stating that their concerns are be brought to the committee via CTA and are being addressed accordingly. He also stated that the intent is to have a seamless transition between CTA and Pace. Those transportation companies that are under contract with CTA would then be under contract with Pace. How this is actually accomplished was being worked on.

Ms. Mulder suggested a need to integrate the Paratransit Plan with township services. Mr. Ciavarella stated that the purpose of the plan was to address Pace taking over CTA's Paratransit and that once this was done the RTA would then, as prescribed in the law, start looking at the rest of the service that is provided, develop a plan to be more efficient and address the funding issue. The RTA is to submit a funding plan to the General Assembly during the spring of 2007 that addresses these and other issues.

Mr. Kopec stated that New Freedom and Job Access/Reverse Commute program changes will require more from the human services program and that much regional work will need to be done over the next three years. The region needs to develop a Human Services Transportation plan for FY07.

Chairman Rickert asked if the Paratransit Plan will require MPO endorsement and Mr. Kopec stated that at the October 13, 2005 meeting, the Policy Committee will be asked to move endorsement authority to the Work Program Committee. Mr. Ciavarella suggested that the December 16, 2005 WPC meeting could work with the plan development timing.

12. FY 2007 Unified Work Program Procedures

Mr. Smith described the efforts of the Unified Work Program (UWP) committee in preparing a procedure and schedule for FY 2007 UWP, and requested approval to forward the recommendation to the CATS Policy Committee. Generally, the UWP Committee will identify costs for MPO required activities in the fall core elements process, and make core element funds available to all Policy Committee member agencies. Next, the remaining funds will be distributed based on a winter "competitive selection" process.

Mr. Blankenhorn asked how the list of core elements was developed. Mr. Smith said it is based on MPO planning requirements, efforts by the Northeastern Illinois Planning Commission and other federal rules and laws. Mr. Blankenhorn then clarified that the FY

2007 UWP emphasis areas are recommendations and that the UWP Committee will finalize the recommendation and discuss emphasis areas with the WPC prior to the competitive selection process.

Mr. Blankenhorn is particularly supportive of the Implementation of Major Capital Recommendations emphasis area. Implementing agencies will have autonomy in project development phases, but there is an important opportunity for the MPO to provide coordination that will help define how these projects will be implemented; UWP funding should be used to perform that function. Mr. Pitstick had recommended that the Study of Multi-Modal Corridors emphasis area be moved to the core elements list, as this effort is occurs before the implementation of capital recommendations, and deals with geographic areas that have many transportation related proposals. Mr. Seglin asked if efforts would be coordinated through a yet unestablished committee that could be called the Implementation Committee. Mr. Kopec suggested that this issue will be discussed in the October 13, 2005 Policy Committee.

Mr. Rickert noted the tight schedule for the fall core elements process. The proposals are due 5 days after the October 13, 2005 Policy Committee Meeting. Mr. Smith explained that we are trying to accomplish this phase of the process before the end of the year and that submitters have been aware of the proposed schedule based on previous discussions. The final move ahead depends on Policy Committee approval, and we may have opportunities to flex should the time line get too tight. Mr. Seglin requested an application form. Mr. Smith said they are available.

On a motion by Mr. Pechnick and seconded by Mr. Loper the FY 2007 UWP procedure and schedule were approved unanimously.

13. Regional Planning Act

Mr. Kopec reported on the signing of HB 3121, now Public Act 94-0510. Many of the Regional Planning Board appointments have been made and it is anticipated that the first meeting will be held on October 20 at 9:30, either at the Sears Tower or the CATS offices. NIPC will move into new offices in the Sears Tower over Thanksgiving weekend and CATS will follow in late December or early January. Mr. Kopec said the agencies are eager to take advantage of the merger as early as possible, sharing computer programs, printing, etc. Mr. Rickert noted that the Kane County Board member will likely not be in place in time for the first meeting if it is held on October 20.

Mr. Seglin suggested that there will be many new responsibilities for board members and wondered if they would be given a full description of responsibilities on day-one. Mr. Kopec responded that full responsibility will be immediate and that there is an aggressive schedule of accomplishments over the next year.

Mr. Groner asked if the NIPC and CATS staff would be working bodies for the Regional Planning Board. Mr. Kopec said that is likely, but is up to the Regional Planning Board.

14. RTA Financial Capacity Report

Mr. Lachman reported that the financial capacity analysis examines RTA and Service Board financial and operation data from 2000 through 2004 and projections from 2005 through 2009.

Further, he stated that in 2004 the system-wide recovery ration was 55% which exceeded the required 50%. Local sales tax, the primary source of public funding for the RTA, continued to account for more than two-thirds of non-operating revenue. From 2000 to 2004 ridership fell approximately 2.5%, while sales tax revenues have increased about 1% annually. Ridership increased in 2005 by .2%, the first ridership gain since 2001.

He explained that in 2005, volatile fuel prices and declining unemployment contributed to increases in ridership and sales tax revenue. However, the increase in farebox revenue of \$7.6 million in the first half of 2005 fell short of the \$17.4 million increase in fuel expense during the same period.

Lastly, Mr. Lachman stated the 2004 financial capacity analysis projects ridership and passenger revenue to increase at compound average annual rate of 1.7% and 1.2%, respectively, through 2009.

On a motion by Mr. Blankenhorn and seconded by Mr. Kopec the RTA financial capacity analysis was recommended to the Policy Committee for approval.

15. Nominating Committee

Mr. Rickert appointed the Council of Mayors (Mayor Mulder), NIPC (Mr. Thomas), Lake County (Mr. Buehler), Pace (Mr. Donahue) and IEPA (Mr. Rogers) to the nominating committee.

16. Other Business

Mr. DiPalma said that it is anticipated that the certification report will be available at the October Policy Committee meeting.

Mr. Blankenhorn reminded the group of the October 13-14 Planning Conference in Chicago. Senator Obama was to be the key note speaker, but his schedule will not permit his participation. FHWA Administrator Norm Stoner and IDOT Secretary Tim Martin are both confirmed as speakers at the conference.

Mr. Pechnick of IDOT District 1 will be leaving for private employment. Mr. Pechnick reflected on the work of the Committee, noting that when he came to the WPC, they were

involved in implementing Operation GreenLight to address the region's congestion. All congratulated Pat on his hard work and thanked him for his years of service on the WPC.

17. Next Meeting

The next meeting of the Work Program Committee will be November 18th, 2005 at 10 a.m.

18. Adjournment

On a motion by Mr. Groner, seconded by Mayor Mulder, the meeting was adjourned at 11:28 A.M.

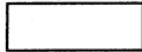
Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Patricia A. Berry', written over a faint red horizontal line.

Patricia A. Berry
Secretary



Chicago Area Transportation Study



To: Tim Martin, IDOT
From: Don Kopec, CATS
Date: 10/3/2005
Subject: Traffic Signal System Management
in Northeastern Illinois

In response to your several inquiries regarding traffic signal system management in Northeastern Illinois, CATS has reviewed its inventory of signal system locations and contacted the responsible transportation agencies in order to discern their management practices. The findings of this survey have been shared both with CATS' Management and Operations Plan Working Group and with CATS' Work Program Committee.

Background

Northeastern Illinois uses traffic signal interconnections as one means to manage traffic flows on arterial roadways. Traffic signal interconnections manage the flow of traffic between signals by coordinating signal phasing to provide for an optimum number of vehicles to pass along a corridor. The ability of a traffic signal interconnect system to improve traffic flows has a finite limit. This limit is a function of traffic volumes. Adequate space needs to exist between groups of vehicles proceeding from one

signalized intersection to the next. As this space decreases, the system loses its ability to regulate the flow of traffic.

During May of 2005, twelve agencies were surveyed to determine how they manage and operate their interconnected traffic signal system under these conditions. These twelve agencies are responsible for maintaining about 85 % of the traffic signal interconnect system.

Summary of Survey Results

Agencies in northeastern Illinois responsible for traffic management invest a great deal of time and effort in keeping these systems in balance with current traffic conditions. Their current programs to optimize the traffic handling capabilities of these systems bear the following attributes:

1. Ten of the twelve agencies surveyed have ongoing management programs in place. The two remaining agencies address signal system deficiencies as needed and are in the process of initiating ongoing management programs for new systems.
2. All responding agencies optimize the traffic handling capabilities of these systems based on traffic movements passing through intersections. This is the appropriate practice.
3. Eleven of the twelve responding agencies use their staff, supported by traffic engineering consultants to monitor and optimize their systems. Optimization activity occurs as a result of these actions:
 - staff observance of system problems;
 - citizen inputs; and
 - routine system monitoring.
4. Critical system elements are re-optimized by ten of the agencies when there is an observed problem, or as part of routine system monitoring. These respondents re-optimizing their systems within a 3 to 5 year period. The Institute for Traffic Engineers (ITE) notes a re-optimizing objective of 3 to 5 years. It is important to note that if a system is operating effectively, that it is not viewed as needing to be re-optimized.
5. Obstacles identified to keeping the system functioning effectively were:
 - growing traffic volumes exceeding the capabilities of current interconnected systems to maintain even traffic flows;
 - limited resources to keep up with an expanding need to provide traffic signal interconnects and provide for an optimized condition; and,

- balancing traffic between crossing optimized corridors at their intersection.
6. There is a growing movement to approach the management and operations of signal interconnect systems as a network, rather than a single corridor. For example, Lake County Department of Transportation is developing a transportation management system center where they will partner with state and local agencies in system operations. The Illinois Department of Transportation, Cook County and Village of Schaumburg are investigating cooperative management approaches. DuPage County is developing the cross jurisdictional coordination initiative for traffic management.

I hope this provides you with sufficient information. If you'd like a more detailed staff presentation and discussion, please let me know.