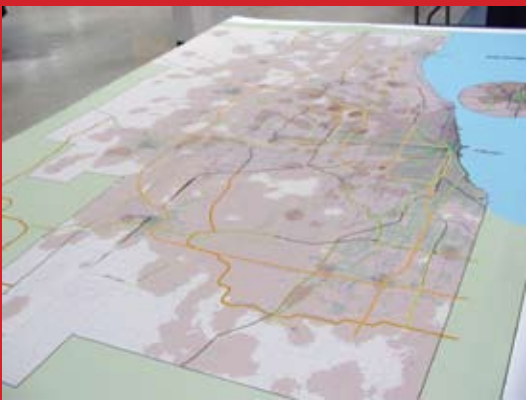


# ***2005 Annual Report***



## **Chicago Area Transportation Study**



***Planning Smarter.***



***Moving Faster.***



***Living Better!***

# EXECUTIVE DIRECTOR'S MESSAGE

Dear Reader:

This annual report relates directly to the work program of the Chicago Area Transportation Study and outlines transportation planning tasks completed in calendar year 2005. The report details how the passage of the federal SAFETEA-LU legislation (signed by the President August 10, 2005), expansion of boundaries for the CATS region and establishment of a Regional Planning Board will impact the transportation planning process in northeastern Illinois.



SAFETEA-LU promotes a more efficient and effective surface transportation program and focuses on transportation issues considered to be of national significance at the federal level, while simultaneously giving state and local decision-makers more flexibility in addressing transportation concerns in their communities. SAFETEA-LU promotes awareness, encourages more public participation in the transportation planning process, and acknowledges the important impact of transportation investments on the economy, the environment and community quality of life.

Key modifications in the Act encourage more consultation and coordination with officials responsible for other types of planning activities that can be affected by transportation, including growth, economic development, environmental protection, airport operations and freight movement. SAFETEA-LU emphasizes the need for MPOs to work closely with local agencies responsible for land-use management, historic preservation and natural resources. SAFETEA-LU has made security a stand-alone planning factor separate and distinct from safety. The new law also encourages more and meaningful public participation in the transportation planning process.

This report focuses on goals, objectives and successful programs implemented in the region over the past year. It also emphasizes how various projects have met their specific objectives, as well as the mobility needs of a growing population – all in an effort to keep the northeastern Illinois region competitive by building great communities and preserving the natural environment.

The northeast region of Illinois is a global leader in economic growth and prosperity. However, a competitive economy with livable communities and a sustainable environment requires a world-class transportation system. CATS has responded to this challenge with a concerted effort to promote transportation plans that ensure all transportation projects support this mission.

The CATS Policy Committee has worked very hard to ensure that all approved or implemented projects help provide a safe and secure transportation system. They have provided guidance on how transportation investments should be prioritized during a time of constrained funding, as well as ensuring that the public's input was part of the decision-making process. CATS is currently updating its 2030 Regional Transportation Plan and working in partnership with the Northeastern Illinois Planning Commission to implement a safe, accountable, flexible and efficient transportation system.

The merger of CATS and NIPC (P.A. 94-0510) represents the start of a significant new process that will feature regular teaming of housing, environmental, water resource and transportation planners, as well as economic development professionals.

The new Regional Planning Board will provide a long-awaited process to link land-use and the transportation network to make the region more economically attractive. The aim is to develop a more integrated and seamless approach to the delivery of programs and services and to ensure maximum sustainable impact at minimum cost.

Like any dynamic organization, the Regional Planning Board will implement new ideas and encourage increased public participation to set the course for the region's transportation system.

I am very excited at the prospects this may bring and look forward to working with all of you in shaping the direction of transportation for the future.

A handwritten signature in dark ink that reads "Donald P. Kopec". The signature is written in a cursive, flowing style.

Donald P. Kopec  
Executive Director

# TABLE OF CONTENTS

Introduction .....	1
CATS Structure.....	1
CATS Divisions .....	3
Background Information .....	4
CATS Products.....	6
<i>Regional Transportation Plan</i> .....	6
<i>Transportation Improvement Program</i> .....	8
<i>Unified Work Program</i> .....	9
Funding.....	9
CATS Spending .....	10
Projects.....	11
<i>TIP and CMAQ Program Development, Monitoring and Public Involvement</i> .....	11
<i>General Public Information and Involvement</i> .....	12
<i>Regional Pedestrian Safety Initiative</i> .....	15
<i>RTP/TIP Conformity Analysis and SIP Consultation and Coordination</i> .....	15
<i>Bicycle and Pedestrian Planning (Soles and Spokes)</i> .....	16
<i>Regional Rideshare Services Program</i> .....	17
2006 and Beyond.....	18
Glossary.....	19



# INTRODUCTION

The Chicago Area Transportation Study (CATS) plans and develops a safe, efficient and affordable transportation system for our region. CATS is responsible for conducting a continuing, coordinated and comprehensive transportation planning process which is consistent with federal and state laws. Our work involves regional transportation policy development, public involvement, technical studies, project planning and programming.

CATS is governed by a Policy Committee that is designated by state and local officials as the Metropolitan Planning Organization (MPO) for the northeastern Illinois region. The MPO is responsible, in cooperation with the state and transit operators, for carrying out the urban long-range transportation planning process in the region.

The region served by CATS includes Cook, DuPage, Kane, Kendall, Lake, McHenry and Will counties, plus a portion of Grundy County. Northeastern Illinois has more than 56,000 lane miles of roadway, 495 miles of commuter rail, 222 miles of rapid transit and more than 5,200 bus route miles.



The region's current population of 8.4 million is expected to grow to nearly 10 million by the year 2030. The size of the region, its growing population, the nature and scope of its existing transportation infrastructure and the ever-changing needs of the traveling public combine to make designing and building a transportation system for northeastern Illinois a unique and exciting challenge.

The CATS committee structure ensures that individuals, interest groups, elected officials, and public and private agencies are included in the transportation planning process. CATS provides ordinary citizens, community groups and other end-user representatives with numerous opportunities to help shape the transportation planning process and, ultimately, the transportation system in the region.

# CATS STRUCTURE

CATS comprises a 21-member Policy Committee, a regional Council of Mayors, a professional working staff, a standing committee known as the Work Program Committee, and a number of other committees, subcommittees and task forces created by the Policy Committee.

The Policy Committee sets the work agenda for staff and considers and acts upon transportation matters presented by any agency of the State of Illinois, the federal government, counties, Council of Mayors, units of

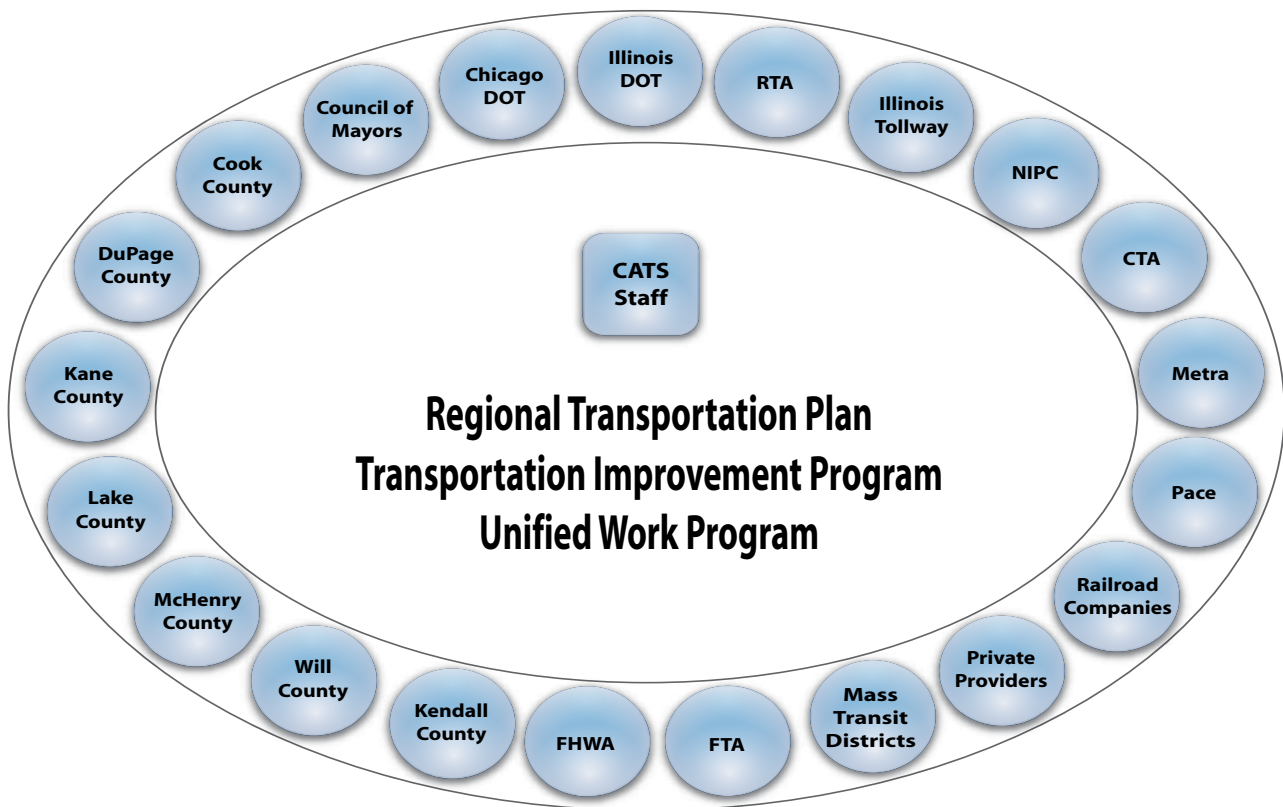
local government, planning agencies, public or private operators. The Policy Committee receives direct input from the Council of Mayors Executive Committee and the Work Program Committee.

Policy Committee members represent the following entities: Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Illinois Department of Transportation (IDOT), Illinois State Toll Highway Authority (ISTHA), Cook, DuPage, Kane, Kendall, Lake, McHenry and Will counties, City of Chicago Department of Transportation, Northeastern Illinois Planning Commission (NIPC), Council of Mayors, Regional Transportation Authority (RTA), Chicago Transit Authority (CTA), Commuter Rail Board (Metra), Suburban Bus Board (Pace), Class I Railroads, Mass Transit Districts and Private Transportation Providers.

The Council of Mayors encompasses 279 municipalities organized into 11 sub-regional councils, plus the City of Chicago. The sub-regional councils appoint two mayors each to serve on the Council of Mayors Executive Committee, whose chairman serves on the Policy Committee.

The Work Program Committee (WPC), the operational arm of the MPO, meets to address and review all issues that come before the Policy Committee. The WPC establishes committees, subcommittees and task forces to address specific issues.

This structure provides various agencies, citizen participants and other stakeholders the opportunity to work together to identify regional transportation issues and options to address them.



## CATS DIVISIONS

CATS staff is divided into four major functional groups: planning, programming, operations and development.

- **Planning** has three divisions: Plan Development creates the long-range regional transportation plan (RTP) for highway and transit system improvements; Plan Implementation conducts studies on specific components of the plan; and Communications is responsible for informing the public about CATS activities and involving the public in the planning process.
- **Programming** has three divisions: Transportation Improvement Program (TIP), Transportation Decision Systems and Community Liaison. The TIP is a multi-year agenda of surface transportation projects that are consistent with federal regulations, the state's air quality management strategy and the region's long-range plan. Transportation Decision Systems oversees the region's Congestion Management System (CMS), performs regional travel demand analyses in support of the RTP/TIP air quality conformity determination and coordinates advancements in regional Intelligent Transportation Systems (ITS). The Community Liaison Division works with 279 municipal governments through the Council of Mayors and provides planning liaisons to each of the sub-regional councils.
- **Operations** has three divisions: Private Providers, Transportation Management and Operations Analysis. Private Providers works with private bus and limousine services and taxicab companies to assess their needs and identify opportunities for them to enhance the transportation system. Transportation Management evaluates and recommends strategies, programs and protocols that have the potential to increase system efficiency. Operations Analysis assesses the operations of private passenger and freight providers to facilitate efficiencies within those transportation systems.
- **Development** has three divisions: Financial Planning, Information Services and Technical Analysis. Financial Planning coordinates the development of the region's Unified Work Program (UWP), which is a description of all regional transportation planning projects to be undertaken in a fiscal year. The division also manages all day-to-day CATS financial transactions, and forecasts financing available for the TIP and RTP. Information Services processes transportation-related data created by a wide range of sources, including CATS, IDOT, FHWA, transit operators, the Illinois Secretary of State and the U.S. Census Bureau. In addition, the Information Services division develops and conducts travel surveys. Technical Analysis is responsible for developing GIS applications, acquiring and managing GIS data, and maintaining CATS computer systems.

## BACKGROUND INFORMATION



CATS is the Metropolitan Planning Organization that is responsible for long-range transportation planning in the urbanized area of northeastern Illinois.

Federal law requires that all urbanized areas with a population of 50,000 or more maintain a 3-C (Continuing, Comprehensive and Cooperative) transportation planning process. In areas where the population exceeds 200,000, the MPO carries the additional designation of Transportation Management Area (TMA). TMAs must prepare a congestion management plan, and they must undergo a review by the Federal Highway Administration every four years. Additionally, with northeast Illinois failing to attain national air quality standards, the MPO is required to ensure that its plans and programs are consistent with efforts to achieve those standards.

MPOs are designated by agreement between the governor of the state and a coalition of local governments that represent a combined total of 75 percent of the population of the planning area the MPO serves.

The voting membership of an MPO, as outlined in federal regulations, must include local elected officials, appropriate state officials and representatives of agencies that administer or operate major modes or systems of transportation.

The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law in August 2005. SAFETEA-LU promotes more efficient and effective federal surface transportation programs focusing on transportation issues of national significance at the federal level, while simultaneously giving state and local transportation decision-makers more flexibility for addressing transportation concerns in their communities. SAFETEA-LU includes requirements to promote the awareness of how transportation investments impact the economy, the environment and quality of life.



SAFETEA-LU describes the duty of MPOs as being to “encourage and promote the development of transportation systems embracing various modes of transportation in a manner which will efficiently maximize the mobility of people and goods within and through urbanized areas and minimize transportation-related fuel consumption and air pollution.”

SAFETEA-LU goes on to identify numerous factors pertaining to quality of life matters that MPOs must consider during the transportation planning process. Some key modifications to previous transportation planning practices implemented by SAFETEA-LU are:

- MPOs are encouraged to consult or coordinate with officials responsible for other types of planning activities affected by transportation, including growth, economic development, environmental protection, airport operations and freight movement.
- MPOs are required to consult with state and local agencies responsible for land use management, natural

resources, environmental protection, conservation and historic preservation concerning development of their regional transportation plans.

- Safety and security of the transportation system are separate planning factors that are to be considered during the metropolitan planning process.
- Pedestrians, bicyclists and the disabled are specifically added as parties to be provided opportunities to participate in the planning process.
- Metropolitan transportation plans must include a discussion of potential environmental mitigation activities. These activities must be developed in consultation with federal, state and tribal wildlife, land management and regulatory agencies.
- MPOs must develop and utilize a participation plan that provides reasonable opportunities for interested parties to comment on the metropolitan transportation plan and the metropolitan TIP. This participation plan must be in place prior to MPO adoption of transportation plans and TIPs.
- MPOs must employ visualization techniques to the maximum extent practicable and otherwise make long-range transportation plans and TIPs available for public review in electronic formats.

The Transportation Equity Act for the 21st Century (TEA-21) which is the precursor of SAFTEA-LU, stipulated that MPOs must develop transportation plans which:

- Support the economic vitality of the United States, the states and metropolitan areas, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety and security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation and improve quality of life.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.

## ***CATS PRODUCTS***

CATS produces three major products: a long-range Regional Transportation Plan (RTP), a multi-year Transportation Improvement Program (TIP) and an annual Unified Work Program (UWP).

## ***Regional Transportation Plan (RTP)***

The Regional Transportation Plan (RTP) guides long-term transportation decisions and investments. Past regional transportation plans have laid the groundwork for major transportation system improvements, such as the CTA Orange Line to Midway Airport and the Elgin/O’Hare Expressway.

In order for a metropolitan region to receive federal funds to improve transit and highway systems, it must have a long-range transportation plan developed according to specific federal regulations. CATS has been developing transportation plans for the northeastern Illinois region since 1955.

New Regional Transportation Plans, or updates to existing plans are done in four-year cycles. Each cycle includes new projects, systems, policies and strategies that are within the region’s anticipated budget and are consistent with air quality and land resource goals. CATS began the process of updating the 2030 RTP in 2004. The timeline for 2005 through completion is as follows:



- February 2005: Joint NIPC Planning Committee meeting with CATS RTP Committee.
- March 2005: 2030 RTP update draft of regional transportation strategies.
- September 2005: 2030 RTP update of strategic guidance.
- November 2005: 2030 RTP update of major capital recommendations.
- January 2006: NIPC produces preliminary updated 2030 socioeconomic forecasts.
- April 2006: Public outreach on 2030 RTP Update recommendations anticipated. 2030 RTP conformity determination to 8-hour ozone standards. Draft 2030 RTP Update finalized.
- June 2006: 2030 RTP Update and 2006-2010 TIP conformity analysis. NIPC final 2030 socioeconomic forecasts updated.
- August 2006: Public comment period.
- September 2006: 2030 RTP Update preliminary approvals.

- October 2006: 2030 RTP update approved by Policy Committee.

The RTP is based on regional population, household and job growth projections supplied by the Northeastern Illinois Planning Commission (NIPC). The plan is also developed in accordance with expected and anticipated funding, which requires making tough decisions. With the region's mature highway and transit infrastructure, a substantial portion of the resources in the plan are directed toward maintaining the existing system.

The RTP Committee of CATS is given the day-to-day responsibility for developing the plan. The RTP Committee works under the direction of the CATS Work Program and Policy committees.

The Planning Division at CATS serves as staff for the RTP Committee and its task forces and working groups.



The RTP is developed with a series of technical analyses, policy development endeavors and project selection tasks, all accomplished within a framework of continuous public involvement.

The RTP prioritizes expenditures and provides a guide for the development and maintenance of the transportation system. The plan development process serves as a tool for coordination and communication among various transportation implementers, and among other governmental units.

## ***Transportation Improvement Program (TIP)***



The Transportation Improvement Program (TIP) is the agenda of surface transportation projects for northeastern Illinois. The TIP lists federally-funded projects and regionally significant, non-federally-funded projects planned for implementation. The TIP spans a three- to six-year period.

The TIP is usually updated at each meeting of the CATS Work Program Committee. The TIP is a tool for multi-jurisdictional communication and public information. It helps both the transportation community and the general public track the use of local, state and federal transportation funds. The adjacent chart shows how TIP funding was allocated for FY 2005-09.

An additional part of the TIP program is the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, a federally funded program of surface transportation improvements. It was initially authorized by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and continued under the Transportation Equity Act for the 21st Century (TEA-21) of 1998 and SAFETEA-LU.

More than \$450 million in federal CMAQ funds were made available for use in northeastern Illinois under TEA-21. The amount of funding provided to support CMAQ projects in the region is determined when Congress periodically reauthorizes the legislation.

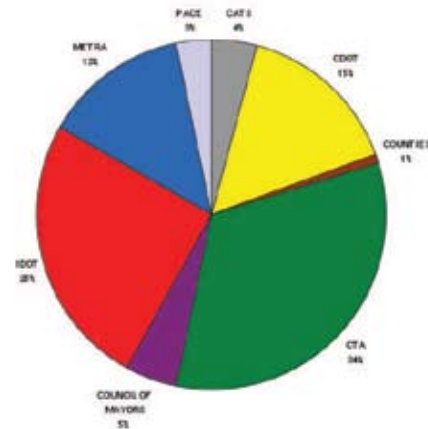
The CMAQ Project Selection Committee recommends projects in northeastern Illinois to CATS Work Program Committee. After reviewing public comments, the Work Program Committee recommends a proposed program to the CATS Policy Committee. The Policy Committee considers the proposed program and approves a final program for funding.

During 2005, the FY 2006 CMAQ program was developed. This required evaluating the emissions benefits of nearly 150 proposals. Ultimately 76 applications, using \$105 million in CMAQ funds, were programmed. The adjacent chart shows where these funds were allocated.

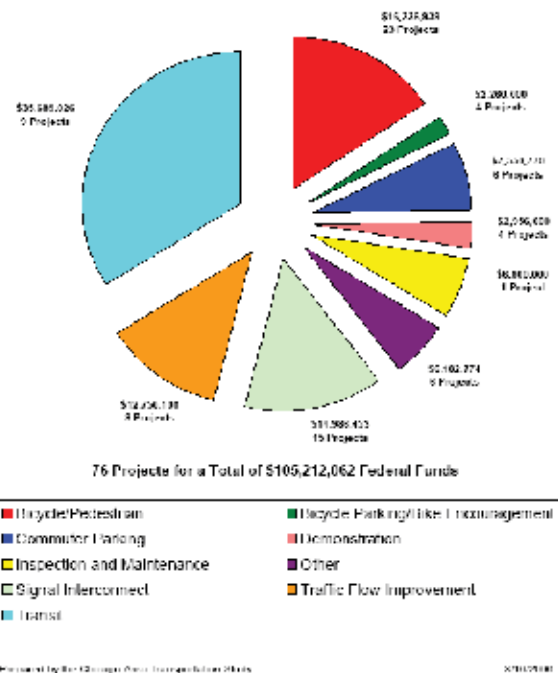
### Unified Work Program

The Unified Work Program (UWP) determines how funds received from the Federal Transit

**FY 2005-2009 TIP by Project Programmer**



**Congestion Mitigation and Air Quality Improvement Program Programmed Funds by Project Type FY 2006**

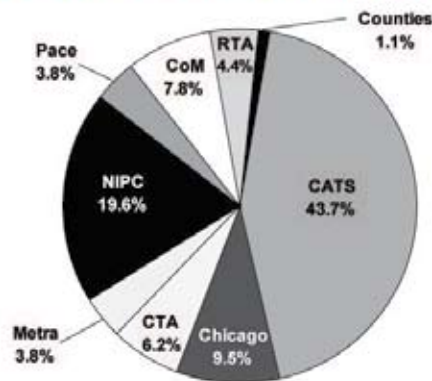


Administration (FTA), the Federal Highway Administration (FHWA), the Illinois Department of Transportation (IDOT) and other local sources will be spent to meet the transportation needs of the northeastern Illinois region. The FY06 UWP is a one-year program covering the State of Illinois fiscal year from July 1, 2005 through June 30, 2006.

The Fiscal Year 2006 UWP for transportation planning for northeastern Illinois programmed a total expenditure of \$13,639,000 in planning funds. The chart below shows how those funds were allocated by agency.

## FUNDING

Share of FY06 UWP Funds by Agency

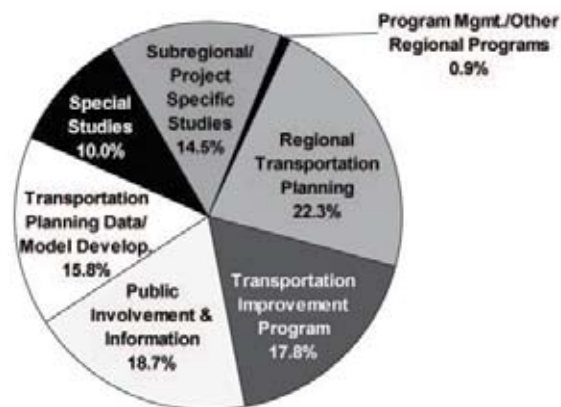


Funding was divided into seven major program categories: Regional Transportation Planning; Transportation Improvement Program; Public Involvement and Information; Transportation Planning/Data Model Development; Special Studies; Subregional and Project Specific Studies; and Program Management and Other Regional Programs.

## CATS SPENDING

Funds used for CATS staff activities in 2005 were derived from the UWP shown on page nine, totaling

Share of FY06 UWP Funds by Program Category



\$5,965,000. The list below shows CATS UWP Projects and Budgets. (Note: figures in thousands of dollars; local match included.)

<b>Project Title</b>	<b>Total</b>	<b>FTA</b>	<b>FHWA</b>
2030 Regional Transportation Plan	200.1	100.05	100.05
Bicycle and Pedestrian Planning	77.4		77.4
Financial Scenarios for 2030 Regional Transportation Plan	100.0		100.0
TIP and CMAQ Program Development, Monitoring and Public Involvement	675.0	51.2	623.8
RTP/TIP Conformity Analysis and SIP Consultation and Coordination	276.5		276.5
Coordination of STP with Local Elected Officials	162.6		162.6
General Public Information and Involvement	645.6	322.8	322.8
Public Involvement for the RTP Update	340.0	170.0	170.0
Reg. CoM Support and Management of Sub-regional Transp.Planning Prg	327.1		327.1
Travel/Data Monitoring	440.6		440.6
Regional Internet Planning Databases Archive & Inventory	413.5		413.5
Travel Model Development and Support	228.4		228.4
Congestion Monitoring	200.5		200.5
International Conference on Privatization	146.9		146.9
Comprehensive Study of the Private Sector Transit Industry	50.0		50.0
Implementation of the ITS Component of the RTP	194.3		194.3
Freight Operations Analysis and Research	78.3		78.3
Transportation Management & Operations	209.8		209.8
Regional Baseline Data & Inventory	210.2		210.2
Regional Rideshare Services Program	147.5		147.5
Transportation Planning for Seniors and People with Disabilities	61.3	46.0	15.3
Regional PAQB Development and Tracking	68.3		68.3
Highway and Transit Project Assistance	303.5		303.5
Transit New Starts Technical Assistance	26.3	26.3	
C4T Initiative	62.6		62.6
Motor Freight Velocity Project	31.3		31.3
Freight Media Project	16.7		16.7
Regional Pedestrian Safety Initiative	150.3		150.3
UWP Development and Monitoring	120.4		120.4
<b>CATS Total</b>	<b>5,965.0</b>	<b>716.4</b>	<b>5,248.6</b>

## **PROJECTS**

Following are a few of the major projects for which CATS received funding. Descriptions of all UWP projects

can be found on the CATS website at <http://www.catsmpo.com/prog-uwp.htm>.

## **TIP and CMAQ Program Development, Monitoring and Public Involvement**

Budget and Revenue Source(s): \$675,000 (\$51,232 FTA; \$623,768 FHWA)

**Objective:** To develop and maintain the Transportation Improvement Program (TIP), the Congestion Mitigation and Air Quality Program (CMAQ) and the public involvement process to promote consistent regional transportation priorities within the guidelines of the federal, state and local regulations while working with members of the transportation community and the general public.

**Outcomes:** During 2005, the TIP was updated to reflect transportation projects from federal fiscal year 2005-09. This update was accepted by the Federal Highway Administration and Federal Transit Administration, ensuring that federally-funded projects can move forward.

Also during 2005, more than 1,100 individual changes to the TIP were processed. Each change was verified to meet regulatory requirements, particularly to show that the change did not cause the region to exceed the amount of federal funds available, and that air quality standards were met.

CATS staff prepared an annual report summarizing obligations (money committed to individual projects) by the type of federal funds used, the type of work done, and the part of the region in which the work was done. The Obligation Report not only meets federal requirements, but also provides citizens with a resource to track where and how funds are being used in their region.

A special brochure has been developed that puts the TIP into everyday language. This brochure was updated more than a half dozen times to keep current with the voluminous TIP changes.

A draft internet-based map of TIP projects was released. This application, named TIPIMS and available at <http://www.catsmpo.com/prog/tip/tip0509.mdb>, allows the user to find out about TIP projects by clicking on a map.

During 2005, the FY 2006 CMAQ program was developed. This required evaluating the emissions benefits of nearly 150 proposals. Ultimately, 76 applications, using \$105,000,000 in CMAQ funds, were programmed.

## **General Public Information and Involvement**

Budget and Revenue Source(s): \$645,600 (\$322,800 FTA; \$322,800 FHWA)



**Objective:** To inform the public of the functions, activities and programs of CATS; to provide data and information upon request; and to develop and implement procedures for the significant involvement of the general public, local officials and special interest groups in MPO planning and programming activities.

**Outcomes:** CATS reaches out to the public through public information and public involvement programs. Public information encompasses a broad range of activities including media relations, publications, website updates, mass mailings and open houses, while public involvement includes researching community needs and wants, taking the CATS message out to the public and bringing citizens into CATS offices for meetings and hearings.

In 2005 the Communications Division hosted the annual pre-construction press conference and increased interaction with the media, resulting in more than 110 media mentions. The website was continually updated, resulting in more than 55,000 hits per month on average (see chart). Publishing efforts included, but were not limited to, five working papers, 16 public outreach reports, 12 Council of Mayors calendars and the annual Children’s Calendar.

### Breakdown of Year



Month	Total	% of Total
Month of Apr, 2005	52174	8.38%
Month of May, 2005	46328	7.44%
Month of Jun, 2005	51444	8.27%
Month of Jul, 2005	45276	7.28%
Month of Aug, 2005	54842	8.81%
Month of Sep, 2005	53512	8.60%
Month of Oct, 2005	66621	10.71%
Month of Nov, 2005	56192	9.03%
Month of Dec, 2005	58315	9.37%
Month of Jan, 2006	66855	10.74%
Month of Feb, 2006	70717	11.36%
Year Total	622276	n/a
Monthly Average	56570.55	n/a

The Communications Division sponsored an annual poster contest for children in grades Kindergarten

through sixth, who attend public, private and parochial schools in the area served by CATS. The contest was created to serve as a tool to raise the awareness about transportation issues between students, parents and teachers. The 2005 contest marked the fifth year that children used their creativity to express their ideas about transportation. Each year a new theme is introduced, 15 winners are chosen to be featured in the CATS annual Children's Calendar and winners are honored in an awards ceremony. More than 2,000 students from 79 schools in the region competed in the 2005 contest, whose theme was "Keep it Moving...Keep it Safe!"

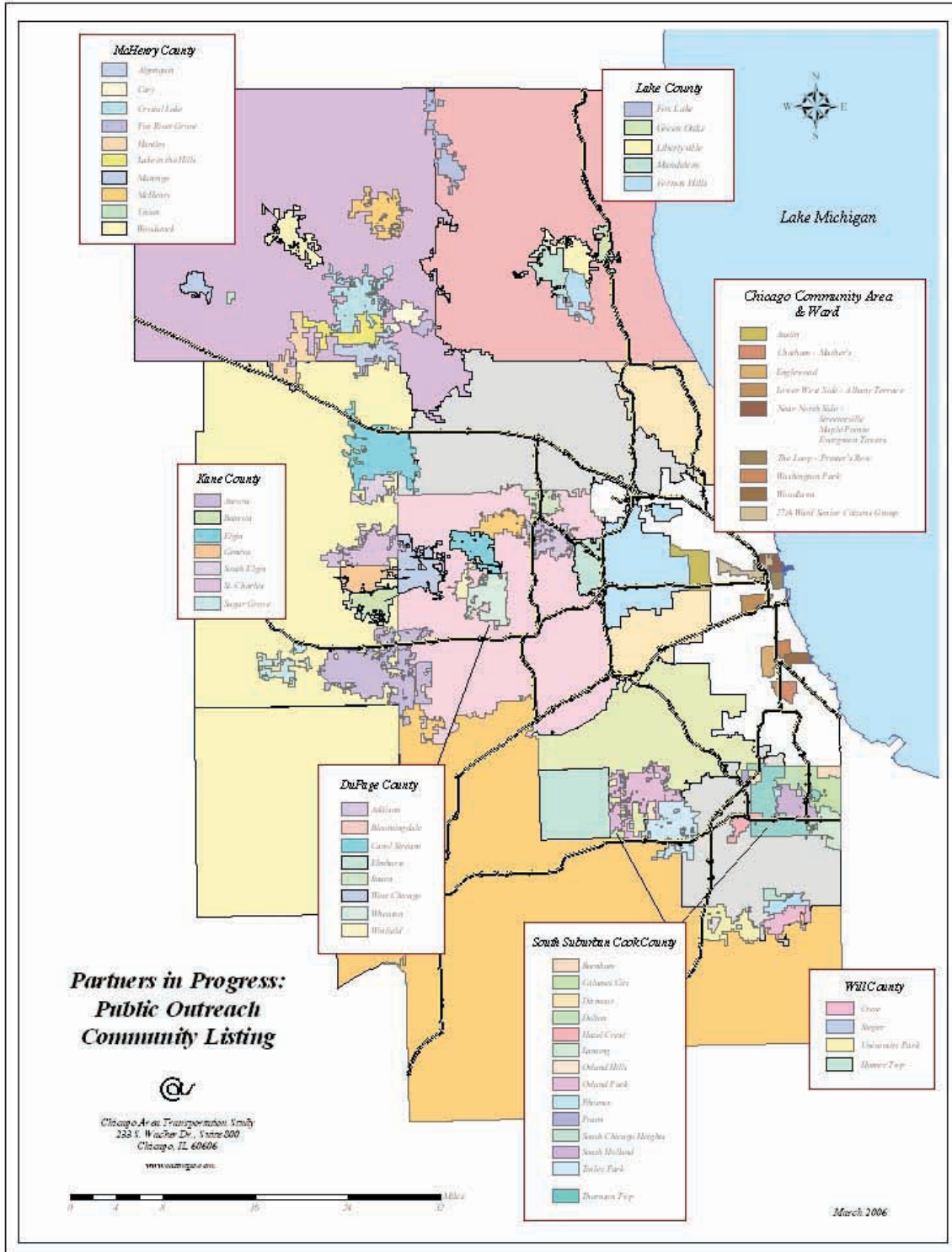


Officially launched in September 2002, the "Partners in Progress" initiative is a four-tiered outreach effort designed to involve citizens and communities in the transportation planning process beginning at its earliest stages. Partners in Progress develops strategic partnerships in four stages, beginning with the business community, chambers of commerce, economic development organizations, municipal officials and real estate developers. The second stage is targeting social service agencies, faith-based organizations and community groups. The third stage will involve emergency service providers – police departments, fire departments, private ambulance companies and hospitals. The final stage will provide an opportunity for all community members to discuss their concerns about transportation and transit issues that affect them, as well as provide input on how their transportation needs can be met and offer suggestions for resolving transportation-related problems. The Communications Division produces detailed reports of the results of each Partners-in-Progress outreach event. In 2005, with 95 percent of the first stage completed, the Communications Division met with more than 1,000 individuals, groups and organizations to discuss the importance of transportation planning. Those meetings resulted in more than 800 Transportation Opinion Surveys being completed. The map on page 14 shows locations where Partners in Progress meetings have been conducted.



# Partners in Progress Meetings

## Regional Pedestrian Safety Initiative



Budget and Revenue Source(s): \$150,300 (\$150,300 FHWA)

**Objective:** The purpose of this project is to reduce pedestrian injuries and fatalities in northeastern Illinois through education, enforcement and engineering.

**Outcomes:** Pedestrian safety review process for PE-1 projects; Completion of review for a sample of projects (Final: 6/07); Community and Corridor Pedestrian Safety Campaigns (Concentration Areas) (Final: 6/07); Regional Pedestrian Safety Campaign (Final: 12/06).



## **RTP/TIP Conformity Analysis and SIP Consultation and Coordination**

Budget and Revenue Source(s): \$276,500 (\$276,500 FHWA)

**Objective:** To continue the work necessary to demonstrate conformity of the update to the 2030 RTP and the FY 2006-2011 TIP to the emission budgets being developed by IEPA; to provide assistance to IEPA in the development of emission budgets used in future SIPs and conformity analyses; to conduct analyses of individual projects or categories of projects to measure their impact on regional conformity analyses; to provide for consultation and coordination between the SIP and regional transportation planning processes as required by Sec. 51.402 of the Conformity Rule and Sec. 450.312 of the Metropolitan Planning Rule.

**Outcomes:** Three general conformity analyses were conducted, including:  
Analysis for conformity to the 8-hour ozone air quality standard.  
Analysis for conformity of the newly-adopted FY 2005-09 Transportation Improvement Program.  
Analysis for conformity to the fine particulate (PM2.5) air quality standard.

Two special conformity analyses were conducted for individual projects in the region's transportation program. They were:

Busch Parkway – Deerfield Parkway (The project is to be completed earlier than initially planned.);

Haligus Road, I-55 and IL 60 at I-94. I-55 is the addition of lanes between Weber Road and I-80, which is the highest priority in the State's Highway Improvement Program.

The region was found to conform to the air quality standards, and the FHWA and USEPA concurred in the finding.

CATS also maintains an ongoing consultation process to ensure that federal and state agencies are in agreement on the region's compliance with planning regulations. Seven meetings were held in 2005.

Thirty-eight projects were identified in 2005 as projects with air quality benefits that were not included in the general conformity. These projects will be held in reserve, should additional emissions reductions be needed to meet air quality standards.

## ***Bicycle and Pedestrian Planning (Soles and Spokes)***

Budget and Revenue Source(s): \$77,400 (\$77,400 FHWA)

**Objective:** To provide bicycle and pedestrian planning support during the update and implementation of the 2030 Regional Transportation Plan. CATS recognizes that walking and cycling are not only viable, efficient and affordable transportation options, but they are also, especially when combined with transit, effective tools for addressing concerns about congestion, pollution, social equity, public health and quality of life.

**Product(s):** Soles and Spokes Plan (Draft, 6/06; Final, 12/06);  
Pedestrian and bicycle planning information  
Updated municipal planning database (Final 6/06);  
Three technical training workshops (Final: 6/06);  
Ten Walkable Communities Workshops (Final: 10/06);  
Four Bicycle Facility Tours/Workshops (Final 6/06);  
Improving Bicycling in Your Community/Improving the Walkability of Your Community (Final: 6/06);  
Bike/Ped Web pages (Draft: 7/05; Final: 6/06);  
Database of regional pedestrian and bicycle facilities.

**Outcomes:** Soles and Spokes, CATS pedestrian and bicycle plan, once it is completed, will be the first pedestrian and bicycle plan for northeastern Illinois.

CATS has assembled a steering group of representatives from area transportation agencies, communities and citizen groups to provide input into the development of the Soles and Spokes Plan. The Soles and Spokes Plan will report on existing conditions for bicycle and pedestrian transportation in northeastern Illinois; update and improve the CATS database of regional pedestrian and bicycle facilities; identify national best practices for bicycle and pedestrian transportation; develop regional goals and objectives for bicycle and pedestrian transportation; develop a project development "toolbox" for voluntary use by local, regional and state agencies; and identify action steps for agencies and organizations to facilitate integrating bicycle and pedestrian planning into the community and transportation planning processes.



## **Regional Rideshare Services Program**

Budget and Revenue Source(s): \$147,500 (\$147,500 FHWA)

**Objective:** To reduce the number of single occupancy vehicle (SOV) trips to work. Reducing SOV trips to work produces many benefits, including a reduction in traffic congestion, increased functional longevity of the highway system, energy conservation and improved air quality. The Rideshare Services Division engages in a number of activities that are intended to facilitate the achievement of this objective, including assisting employers who want to offer ridesharing programs; providing training for employer rideshare coordinators; assisting individuals who are interested in forming carpools and vanpools; providing promotional assistance and materials; and offering real-time Internet-accessible carpool and vanpool matching.

**Outcomes:** SharetheDrive.org has been available online since November 2003.

1. More than 4,200 persons have completed a registration since that period.
2. The current active (available and consented to be matched) Ridematch 21 database has 1,200 registered users. The database is refreshed on a rolling basis (six-month renewal cycle).
3. Sixty-eight percent of enrollments are obtained from the general public, whereas 32 percent are obtained from major employers promoting RM 21 to employees.
4. About nine people out of every 100 who complete a registration at [www.sharethedrive.org](http://www.sharethedrive.org) end up in a carpool.

Rideshare Services also performs, on a request basis, outreach at major employers and commercial centers, primarily in suburb-to-suburb travel markets. CATS promotes carpooling and other forms of ridesharing to major employers in non-central area Chicago locations. CATS has promoted rideshare at the following area employers; several, in fact, feature a direct link to SharetheDrive.org from their employees' desktops (\*):

Abbott Laboratories, ADP, Allstate\*, American Hotel Registry, BP, Brookfield Zoo, Cardinal Health\*, CDW, Daily Herald, Discover Card\*, GBC, Hewitt Associates\*, Hospira\*, Illinois Student Assistance Commission, Kraft\*, Motorola\*, North Chicago VA Medical Center\*, Northwestern University, PotashCorp, Prairie Stone TMA (Sears), Schaumburg Business Association\*, Siemens Building Technologies, SkilBosch Tool, TMA of Lake Cook, Trustmark, Underwriters Laboratories\*, University of Chicago, WMS Gaming\*.

Share the Drive is advertised on more than 600 blue highway information signs across the seven-county region. Breathe Easy Man and the Partners for Clean Air encourage the general public and employers to explore carpooling as a money-saving and air quality enhancing alternative to driving alone through a series of radio ads on WBBM-AM 780 and several FM stations.

## 2006 AND BEYOND

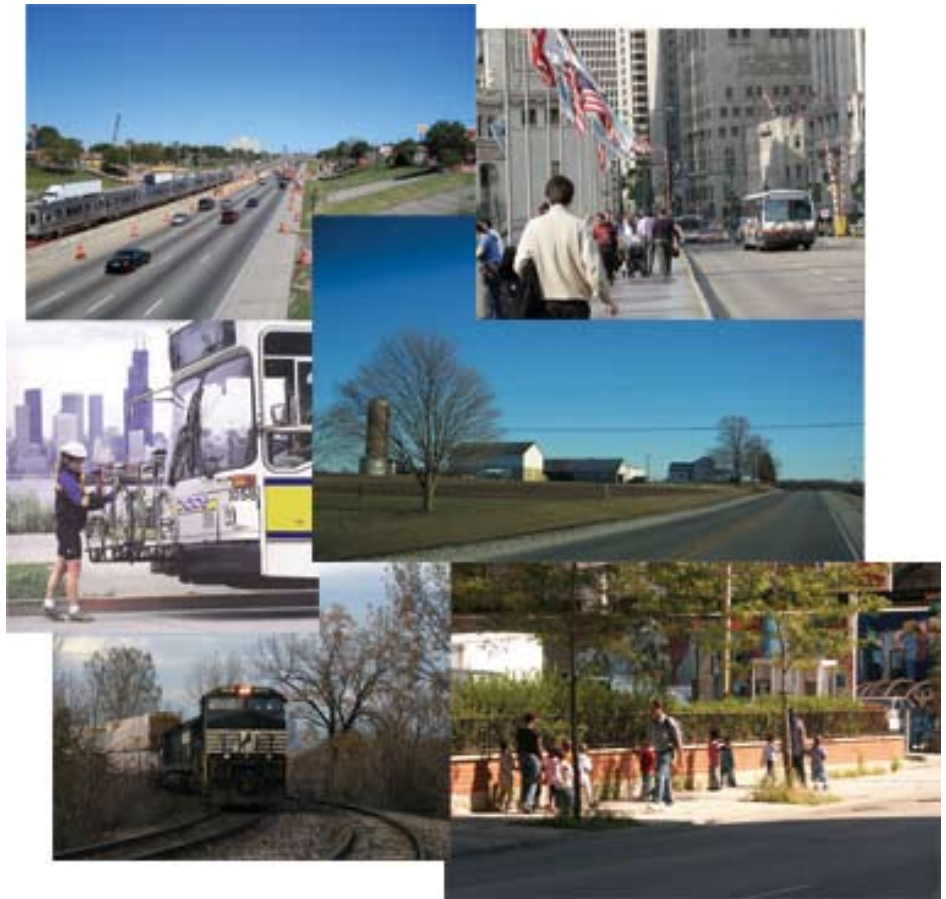
During 2005 CATS expanded its boundaries to include all of Kendall County and a portion of Grundy County, as those areas exceeded the 50,000 population requirement for an MPO. The expansion followed numerous public meetings in those counties to discuss joining CATS.

In 2006 CATS will work to further integrate these expanding areas into the planning area and to educate them about the planning process and address their transportation concerns.

Also in 2006, federal regulations governing the application of provisions contained in SAFETEA-LU are expected to be provided to MPOs. CATS will tailor all its programs and processes to meet these new regulations.

The transition to become a Regional Planning Board will also become a primary focus of CATS in 2006. It will enable CATS to enrich its interaction with all membership agencies, organizations and civic representatives and expand its outreach to include economic development agencies as well as developers in the region. Particular attention will be paid to monitoring of projects and utilizing an inter-agency consultation process to complete the RTP to ensure that all projects meet the specific transportation and planning needs of the region.

For more information about CATS, please visit our website: [www.catsmpo.com](http://www.catsmpo.com). For information about the Regional Planning Board, visit their website: <http://www.rpbchicago.org/>.



# GLOSSARY

**Air Quality Conformity** – The process of determining the air quality impacts of transportation projects submitted for inclusion in the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP). Conformity analysis is done by the Chicago Area Transportation Study (CATS) to assure that the TIP and plan meet the federal requirements of the Clean Air Act Amendments (CAAA).

**Chicago Area Transportation Study (CATS)** – The Chicago Area Transportation Study. The regional agency designated as the Metropolitan Planning Organization for the northeastern Illinois region.

**Chicago Department of Transportation (CDOT)** – The agency responsible for transportation improvements within the City of Chicago.

**Chicago Transit Authority (CTA)** – The division of the Regional Transportation Authority (RTA) responsible for the day-to-day operations and planning for the rapid transit and bus systems serving the City of Chicago and near-in suburbs.

**Clean Air Act, Clean Air Act Amendments of 1990 (CAA, CAAA)** – Federal air quality legislation that requires each state with areas that have not met federal air quality standards to prepare a State Implementation Plan (see SIP). The amendments to the act, added in 1990, set new air quality requirements for the development of metropolitan transportation plans and programs.

**Congestion Management System (CMS)** – A systematic approach to lessening the impacts of congestion by giving policy-makers the information they need to make investment decisions that will increase the efficiency and effectiveness of the transportation system.

**Congestion Mitigation and Air Quality Improvement Program (CMAQ)** – A federal funding program begun in the ISTEA legislation and continued in TEA-21 and SAFETEA-LU that targets funds for projects and activities that reduce congestion and improve air quality, such as traffic flow improvements, bike facilities and transit improvements.

**Council of Mayors (COM)** – An assembly that includes the mayors and presidents of all municipalities in northeastern Illinois joined together for the purpose of providing municipal input to the regional transportation planning and programming process.

**Federal Highway Administration (FHWA)** – The agency of the U.S. Department of Transportation that guides federal surface transportation planning and program funds, primarily highways.

**Federal Transit Administration (FTA)** – The agency of the U.S. Department of Transportation that guides federal funding for public transportation.

**Fiscal Year** – A 12-month accounting period that varies from organization to organization. The Federal Fiscal Year runs from October 1 through September 30; the Illinois Fiscal Year runs from July 1 through June 30.

**Geographic Information Systems (GIS)** – A system of hardware and software used for storage, retrieval, mapping and analysis of geographic data.

**Illinois Department of Transportation (IDOT)** – The state agency that oversees the transportation system in Illinois. IDOT assumes a major role in transportation planning, programming and implementation.

**Illinois State Toll Highway Authority (also known as ISTHA or Illinois Tollway)** – State agency responsible for operation of the statewide tollway system.

**Intelligent Transportation Systems (ITS)** – The coordinated use of technologies to improve, manage and share information; provide for the integration of transportation services; provide for improved incident response systems; and provide other system management and operational improvements that enhance safety.

**Intermodal** – Planning and infrastructure that reflects a focus on connectivity between transportation modes as a means of facilitating linked trip-making. It emphasizes connection, choices, coordination and cooperation.

**Intermodal Surface Transportation Efficiency Act (ISTEA)** – Pronounced “Ice-Tee,” this 1991 landmark legislation made significant changes in the way transportation decisions are made. The legislation increased transportation funding, and placed an increased emphasis on public participation, preservation of existing systems over new construction, and diversity and balance between modes of transport.

**Metra** – The division of the RTA responsible for the day-to-day operations and planning for the commuter rail system serving the northeastern Illinois region.

**Metropolitan Planning Organization (MPO)** – A federally required planning body responsible for the transportation planning and project selection in its region. The governor and local officials designate an MPO in every urbanized area with a population over 50,000.

**Multimodal** – Planning or infrastructure that reflects consideration of more than one mode to serve transportation needs in an area.

**National Ambient Air Quality Standards (NAAQS)** – The air quality goals set forth in the Clean Air Act and Clean Air Act Amendments of 1990.

**Northeastern Illinois Planning Commission (NIPC)** – The comprehensive land use planning agency for the northeastern Illinois region.

**Pace** – The division of the RTA responsible for the day-to-day operations and planning for the suburban bus system serving the northeastern Illinois region.

**Policy Committee** – The CATS Policy Committee is the MPO for northeastern Illinois as designated by the governor and local elected officials.

**Programming** – The matching of projects with available funds to accomplish the goals of a given period.

**Regional Transportation Authority (RTA)** – The public agency with long-range planning and financial oversight responsibility for the CTA, Metra and Pace.

**Regional Transportation Plan (RTP)** – The long-range (20- to 25-year) multi-modal transportation plan that documents the projects, policies and programs needed to meet the surface transportation needs of the region. The plan is based on projections of growth, travel demand and financial projections. Required by federal law, the RTP is updated at least every four years.

**Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**

– Federal legislation passed in August 2005 that will provide \$286.4 billion in funding for highway and transit projects over 6 years.

**SIP (State Implementation Plan)** – A plan, required by the Clean Air Act, to bring non-conforming metropolitan areas in line with federal clean air standards.

**Single Occupancy Vehicle (SOV)** – A vehicle having only a single occupant, i.e., the driver.

**Surface Transportation Program (STP)** – A formula-based federal transportation fund that supersedes a series of former federal categorical fund sources. The STP has several components and is set aside for restricted uses, including the enhancement of the system.

**Transportation Equity Act for the 21st Century (TEA-21)** – Passed by Congress in May 1998, this federal transportation legislation retains and expands many of the programs created in 1991 under the Intermodal Surface Transportation Efficiency Act (ISTEA). TEA-21 re-authorized federal surface transportation programs for six years (1998-2003), and significantly increased overall funding for transportation.

**Transportation Improvement Program (TIP)** – The multi-year schedule of regionally significant or federally-funded projects within the jurisdiction of a Metropolitan Planning Organization.

**Transportation Management Area (TMA)** – All urbanized areas with a population that exceeds 200,000.  
**Unified Work Program (UWP)** – A description of all the regional transportation planning projects to be undertaken in a fiscal year.

**United States Department of Transportation (USDOT)** – Federal cabinet-level department responsible for coordination of funding and policy for nationwide transportation.

**Urbanized Area** – An area comprised of one or more central cities plus the adjacent densely-settled surrounding territory that together have a minimum population of 50,000.

**Work Program Committee (WPC)** – The WPC is a standing committee of CATS that reviews and makes recommendations to the Policy Committee on transportation matters presented to CATS and carries out any other duties the Policy Committee assigns to it. The WPC coordinates the activities of the committees, subcommittees and task forces that report to it.

**Chicago Area Transportation Study  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606  
312.454.0400  
Fax: 312.258.0012  
[www.catsmpo.com](http://www.catsmpo.com)**